

Address:	1 Dumpton Place London NW1 8JB	
Application Number:	2008/1322/P	Officer: Eimear Heavey
Ward:	Camden Town with Primrose Hill	
Date Received:	11/03/2008	
Proposal: Erection of building comprising basement, ground and 2 upper floors to provide offices (Class B1) and a building comprising ground and two upper floors to provide six residential units (1x 1-bedroom and 1x 2-bedroom flats and 4 x 3-bedroom dwellinghouses) (following demolition of existing buildings).		
Drawing Numbers: Site Location Plan; 201 Rev A; 202 Rev A, 203 Rev A; 204 Rev A & 205 Rev A; EX100; 101; 102; 103; 104; 105; EX200; 201; 202; EX 501; 502; 503; 504; 505; 506; Pre-Assessment Estimators; Noise and Vibration Impact Assessment Report; Phase 1 Environment Assessment; Schedule Of Accommodation Figures; Lifetimes Homes Statement.		
RECOMMENDATION SUMMARY: Grant Planning Permission with conditions and subject to S.106 legal agreement		
Related Application		
Date of Application:	06/10/2008	
Application Number:	2008/1347/C	
Proposal:		
Demolition of the existing buildings on the site except for the existing boundary wall with the properties on Gloucester Avenue		
RECOMMENDATION SUMMARY: Grant Conservation Area Consent with condition		
Applicant:	Agent:	
Mr Steven Lipman Izabella Investments Ltd c/o Lipman Properties Landmark House 190 Willfield Way London NW11 6YA	Ramsden and Partners Clerkenwell House Clerkenwell Road LONDON EC1R 5BL	

ANALYSIS INFORMATION

Land Use Details:			
	Use Class	Use Description	Floorspace

Existing	B2	General Industry (Vehicle Repair/Service)	958 m ²
Proposed	B1 C3	Business	883 m ²
		Residential	657 m ²
Total			1540m ²

Residential Use Details:										
	Residential Type	No. of Bedrooms per Unit								
		1	2	3	4	5	6	7	8	9+
Proposed	Flat/Maisonette	1	1							
	Dwellinghouse			4						

Parking Details:		
	Parking Spaces (General)	Parking Spaces (Disabled)
Existing	Numerous	
Proposed	Unchanged	

OFFICERS' REPORT

Reason for Referral to Committee: The application proposes:

- The demolition of buildings in a conservation area [Clause 3(v)]
- The erection of a building to contain more than a single dwellinghouse [Clause3(ii)]
- The erection of a building to contain more than 450m² of non-residential floorspace [Clause3(ii)]

1. SITE

- 1.1 The application site comprises a section of land located to the west of a cul-de-sac (Dumpton Place) off Gloucester Avenue and approximately 250m to the south west of Chalk Farm underground station. The site incorporates a red-brick flat-roofed 2-storey office building with a large lift over-run enclosure at 1 Dumpton Place to the rear of nos. 90-92 Gloucester Avenue and a corrugated iron warehouse building to the rear of nos. 98–108 Gloucester Avenue.
- 1.2 To the north of the site is railway land, whilst the southern boundary of the site is formed by the rear of the residential 3-storey premises of nos. 90–108 Gloucester Avenue. To the west of the site is a 2-storey commercial works building located to the rear of nos. 110-128 Gloucester Avenue, whilst the eastern boundary of the site is formed by the boundary wall with the railway line and a parking/turning area.
- 1.3 The site is located within the Primrose Hill Conservation Area but none of the buildings are Listed. The red brick building at 1 Dumpton Place is specifically referred to as detracting from the character and appearance of the conservation

area, and the rest of the site as having a neutral impact. The surrounding buildings are all considered to have a positive impact.

- 1.4 This area is not considered to suffer from parking stress and the Public Transport Accessibility Level (PTAL) for this site is only 2 (poor).
- 1.5 The existing occupiers of the site are a company that services Volvo cars; their current opening hours are 8am to 6pm Monday to Friday, and they have occupied the site for a period of 5 years.

2. THE PROPOSAL

Original

- 2.1 The proposal comprises the demolition of the existing buildings, apart from the boundary wall with the existing premises on Gloucester Avenue, and the following construction works:
 - (a) The erection of a 3-storey B1 (Business Use) building located west of Dumpton Place, to the rear of nos. 90–96 Gloucester Avenue. The proposed building would have a south eastern elevation (facing Dumpton Place), consisting of render and aluminium glazed windows at first and second floor level, whilst the proposed north western elevation will also be rendered with some intermittent glazing. Access to the building would also be on this elevation.
 - (b) The elevation to the railway would consist of brick and the elevation to the south west, facing Gloucester Avenue, would be a mix of brick, render and aluminium windows. The office building would have a flat roof, would have a floorspace size of approximately 883m² and would incorporate a small wind turbine to help generate some electricity for the property.
 - (c) The proposal also includes the erection of a residential terrace of five buildings to provide 6 units, to the rear of nos. 98–108 Gloucester Avenue. The north-westernmost unit will incorporate 1 x 1- bedroom flat on the first floor and 1 x 2- bedroom flat [a wheelchair unit] on the ground floor, and the other four units will provide 4 x 3-bedroom houses. There are rear gardens at ground floor level [the first floor flat has an external staircase giving access to this] and all of the units have small Juliet balconies at first floor level facing the railway. The buildings would have a mix of dark and light render finish at ground and first floor levels with a curved metal roof incorporating small horizontal windows and skylights on the elevation fronting Gloucester Avenue. Access to the dwellinghouses would be via Dumpton Place and the proposed building would have a floor area of 657 m².
 - (d) The proposal also includes an area for the storage of residential and office waste (including recycleables) as well as an area for the storage of bicycles for both the office block and the residential terrace is also incorporated.
 - (e) The applicants have submitted a noise assessment report which concluded that the boundary of the site most affected by noise is the northern façade

overlooking the railway. It was also concluded that all vibration levels were found to be well below the nominated criterion and hence the effects of environmental vibration were not required to be considered for design purposes for the application site.

Revisions

2.2 Amended plans were submitted which incorporated the following amendments in line with officer's comments:

- The proposed office building has been reduced in size and now comprises of basement, ground and first floors only, (i.e. the third storey has been removed from the proposals);
- The second floor of the office block has been reduced in size to prevent a sense of bulk;
- The proposed façade of the officer block now incorporates brickwork instead of metal sheeting and the glazing on the office block façade now incorporates a greater level of solidity;
- The building is now accessed directly off Dumpton Place, with the bin and bicycle storage area located in the alleyway and thus less visible from the public domain.

3. RELEVANT HISTORY

3.1 The premises appears to have been used for vehicle repairs and servicing for many years. The western part of the site was granted permission in March 1966 for the use of the workshop building at the rear for coachworks and the refinishing of motor vehicles. In 1970 permission was granted for a 2-storey extension, which created the existing red-brick frontage building, although it has been modified in various ways since.

3.2 Planning permission was **refused** on 26th October 2000 for the redevelopment of the site to the rear of nos. 90-108 Gloucester Avenue by the erection of a 3-storey office building, and for the redevelopment of the site to the rear of nos. 52-88 Gloucester Avenue by the erection of 9 x 3-storey mews houses together with the erection of 2 x 4-storey houses at no. 46 Gloucester Avenue. The reasons were:

(1) The scheme would result in a significant loss of employment space and the new employment space would not be suitable for flexible use;

(2) The scheme would lead to a loss of privacy, loss of outlook and an increased sense of enclosure for residents in Gloucester Avenue;

(3) The height, bulk and design of the mews housing would be detrimental to the setting of adjoining buildings and the character and appearance of the conservation area;

(4) The elevational design of the two houses on Gloucester Avenue would not be in keeping with the character and appearance of the conservation area;

(5) The proposals would result in the loss of a backland employment site adjoining the railway contrary to the character of the conservation area; and

(6) The mews houses would be an overdevelopment of the site by reason of excessive density, lack of adequate amenity space, and poor amenity for the future occupiers because of railway noise and lack of privacy because of the close proximity of houses in Gloucester Avenue.

3.3 Planning permission was **refused** on 26th October 2000 for the erection of a 3-storey business building (B1 Use Class) on land at the northern end of Dumpton Place for the following reasons:

(1) The proposal would enclose the open end of Dumpton Place to the detriment of the character and appearance of the conservation area; and

(2) The height, bulk and design of the proposed building, in conjunction with the proposed mews development, would harm the setting of existing buildings in Gloucester Avenue and harm the character and appearance of the conservation area.

3.4 Conservation area consent was **refused** on 27th October 2000 for the demolition of the existing buildings on site as it would be inappropriate to grant consent in the absence of an approved replacement scheme.

3.5 Planning Permission and Conservation Area Consent were **granted** on 2nd November 2004 for the redevelopment of the site by the erection of a 3-storey B1 Use Class (business use) building located to the rear of nos. 90-108 Gloucester Avenue, the erection of a 2-storey B1 Use Class (business use) building located to the rear of nos. 68-88 Gloucester Avenue, the erection of a 2-storey plus basement terrace of 6 x 3-bedroom houses located to the rear of nos. 52-66 Gloucester Avenue and the erection of a pair of 4-storey plus basement 5-bedroom houses at no. 46 Gloucester Avenue with a 9 space car park to the rear.

3.6 This application relates to two sites, one on each side of Dumpton Place. The part relating to the rear of nos. 90-108 Gloucester Avenue is the site of the current application [1 Dumpton Place], and there is another current application for the other part of the site [2008/3495/P and 2008/3713/C: 48-50 Gloucester Avenue]. This application is for the redevelopment of the site including the erection of 2 x 5-bedroom houses, 1 x 4-bedroom house and 6 x 3-bedroom houses, and a 2-storey office building (943m²) with access from Dumpton Place and associated car parking and landscaping, following the demolition of the existing buildings on the site. This scheme was registered after the current application, and will be reported to a later meeting of the committee.

4. CONSULTATIONS

Statutory Consultees

4.1 English Heritage has no objection to the proposed development.

4.2 Network Rail has no objection but offered the following comments on the proposed scheme:

Demolition

Any demolition or refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures. In particular the demolition of buildings or other structures should be carried out in accordance with an agreed method statement. Care must be taken to ensure that no debris or other materials can fall onto Network Rail's land. Approval must be obtained from Network Rail's Outside Parties Engineer before construction commences.

Plant, Scaffolding & Cranes

Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.

Excavations of footings

Network Rail will need to be consulted on any alterations to ground levels. This site has a history of instability and Network Rail is concerned about excavations within 10m of the boundary with the operational railway and will need to be assured that the construction of foundations and footings will not impact on the stability of the railway. A full method statement must be supplied and agreed with Network Rail's Outside Party Engineer before consent can be granted.

Siting of Buildings

Network Rail is concerned that the boundary wall of the proposed office building immediately abuts the operational boundary which poses significant problems on construction and future maintenance without trespassing onto the operational railway. Trespass is strictly forbidden for railway safety reasons and the guide is that buildings should be set back from the boundary by 2m. This gives sufficient space and clearance to both construct the building safely and also maintain it in perpetuity.

Amenity

Residential amenity is clearly an issue for new developments adjacent to the railway. Network Rail would expect the Environmental Health Department of Camden Council to be satisfied that the buildings meet all noise and vibration standards without giving rise to future complaints by our new neighbours.

Conservation Area Advisory Committee

4.3 The Primrose Hill CAAC **object** on the grounds that:

- (a) The additional storey on the office building facing Dumpton Place is out of place in terms of height and bulk in this location. The existing car lift does not provide a precedent for this massing, which also unbalances the already very uneasy proportions of the main elevation to Dumpton Place.
- (b) The admirable simplicity of the plan of the residential block should be carried through into the elevations, where the current mix of colours and materials creates restlessness.

(c) Conditions should be imposed on the scheme to ensure that office lighting is not left on during the night, that no plant is placed on the roof and that no air conditioning plant be added to be building.

(d) Until the design issues set out above are resolved satisfactorily, demolition of the existing buildings should not be granted.

4.4 Adjoining Occupiers

	Original	R1
<i>Number of letters sent</i>	65	0
<i>Total number of responses received</i>	1	0
<i>Number of electronic responses</i>	1	0
<i>Number in support</i>	0	0
<i>Number of objections</i>	1	0

4.5 Objection received from no. 106 Gloucester Avenue on the grounds of the possible effects on the structure of her dwellinghouse from heavy duty demolition, excavation and building machinery.

Response:

The potential effect of the proposal on the structure of adjoining buildings is a matter which would be subject to control under the Building Regulations. However, the applicant will be required to produce and adhere to a Construction Management Plan which will outline how construction work will be carried out and how this work will be serviced, with the objective of minimising traffic disruption and avoiding dangerous situations for pedestrians and other road users. The Construction Management Plan will be the subject of a S.106 Legal Agreement.

5. POLICIES

Replacement Unitary Development Plan 2006

- 5.1 S1/S2 Sustainable Development
SD1 Quality of Life
SD2 Planning Obligations
SD3 Mixed-use development
SD6 Amenity for Occupiers and Neighbours
SD7 Noise/Vibration Pollution
SD8 Disturbance
SD9 Resources and Energy
SD10B Hazards
SD12 Development and construction waste
H1 New Housing
H7 Lifetime Homes and Wheelchair Housing
H8 Housing Mix
B1 General Design Principles
B3 Alterations and Extensions
B7 Conservation Areas
N4 Providing Public Open Space

N5 Biodiversity
T3 Pedestrians and Cycling
T8 Car free housing and car capped housing
T9 Impact of Parking
T12 Works affecting Highways
E2 Retention of existing business use

Appendix 1 – Noise and Vibration Thresholds

5.2 The London Plan (Consolidated with Alterations since 2004) February 2008

3A Living in London
3B Working in London
4A Climate change and London's Metabolism
4B Designs on London

5.3 Camden Planning Guidance 2006

5.4 PPG 15: Planning and the Historic Environment

5.5 Primrose Hill Conservation Area Statement

The statement refers to the buildings adjoining the railway line as accommodating a variety of uses, including industry, offices, artists studios and residential accommodation, and generally located behind taller residential terraces. The red brick building at 1 Dumpton Place is specifically referred to as detracting from the character and appearance of the conservation area, and the rest of the site as having a neutral impact. The surrounding buildings are all considered to have a positive impact.

6. ASSESSMENT

6.1 The principal consideration material to the determination of this application are outlined as follows:

- Demolition of the existing buildings,
- Change of use of the site,
- Design of the proposed buildings,
- Impact on neighbour amenity,
- Transport and access; and
- Various other matters

Principle of Demolition

6.2 Neither of the existing buildings on the site has any historic merit nor do they contribute to the character and appearance of the Conservation Area. The Primrose Hill Conservation Area Statement (2001) does not classify either building as making a positive contribution to the conservation area; in fact no. 1 Dumpton Place is specifically mentioned as detracting from it. There is no objection to their demolition subject to an appropriate design for the replacements being agreed. English Heritage has no objection to the demolition. It should also be noted that the

principle of demolition was previously agreed by the grant of conservation area consent in 2004.

Proposed Change of Use

6.3 Loss of Existing use

Although there would be a shortfall of 900m² in the amount of B1 floorspace provided in this scheme [including that provided in the concurrent application for the development on the other side of Dumpton Place – see para. 3.6 above] compared to the 2004 consent. However, this analysis relates to an unimplemented planning permission, and it is more relevant to note that the proposals would not lead to an overall loss of employment floorspace compared to what currently exists on the site[s], and they would increase the employment generation potential of the site[s], as the proposed B1 space would be likely to be more intensively occupied than the existing B2 space. The accessibility, size and condition of the existing buildings are appropriate for a continued B2 use, but the location of the site close to many residential premises and with access through predominantly residential streets, means that a B1 use would be less likely to lead to environmental problems for residential occupiers of Gloucester Avenue than the existing B2 use, particularly as the proposed B1 use would be likely to be a less vehicle and traffic intensive use than the existing. It is also relevant to note that the 2004 consent proposed a wholly office building on the site of 1 Dumpton Place, whereas the current proposal is for a mixed use development.

6.4 It is considered that the proposed B1 use would not lead to an environmental nuisance, especially in the context of replacing an existing B2 use which is not controlled by any conditions, and therefore it is not considered necessary to limit the hours of use, or impose any other conditions to regulate this use, in the interests of local amenity.

6.5 Proposed Use

The subject site forms part of a larger site identified in the Schedule of Land Use proposals in the Replacement UDP 2006, as it benefits from an unimplemented consent from 2004 for mixed B1/C3 use. The proposed employment floorspace includes adequate servicing facilities, internal lifts, good internal floor-to-ceiling heights, and wide access doors that mean that the accommodation is suitable for flexible use within a range of B1 business uses.

6.6 The proposed mixed use development, incorporating new housing, is encouraged by the UDP. The noise assessment report submitted concludes that site is a suitable location for residential uses despite its location adjacent to rail line, provided conditions regarding the acoustic design criteria of the building fabric are applied. In light of the above, it is considered that the proposed change of use is acceptable in policy terms.

Design Issues

6.7 Scale of proposal

Following the submission of the revised drawings for the B1 building, the scale and bulk of this building is now considered to be in keeping with the character of the

area. The additional floor has been removed from the proposal and it now contains basement, ground, first and second floors, incorporating a terrace at second floor level. The proposed terrace of 6 residential units lies entirely within the profile of the existing workshop building, and is lower in height than the 2004 approved scheme – it is therefore considered to relate well to its surroundings. Furthermore, the surrounding boundary walls give the impression that the terrace is a mews building, and this in turn helps to form a satisfactory relationship with the existing residential buildings on Gloucester Avenue.

6.8 Materials

The revised drawings for the B1 building proposed incorporate the use of brick in place of the initially proposed metal cladding; this is considered to be more acceptable given that the site is located within a Conservation Area. The proposed use of materials for the terraced housing is also considered to be acceptable.

6.9 Elevational design

The elevational design of the proposed buildings is considered to be modern, but simple and will compliment the existing architectural character of this area. The CAAC consider that the simplicity of the plan of the residential block should be carried through into the elevations, as the current mix of colours and materials creates restlessness. However officers consider that the proposed use of light and dark render finishing will not impact negatively upon the Conservation Area as it has been broken up with balconies and projections. Furthermore, the elevations of the terrace will not be visible from the public domain due to the railway tracks and the high boundary walls, and the enclosure of the Dumpton Place elevation of the site by the office building.

6.10 Given that the roof of the proposed terrace will be most visible from the public domain, it will have most impact. The proposed roof is of contemporary design, curved in shape and constructed in metal cladding, and it will allow light in the form of curved skylights. This design is considered to be acceptable as it 'pushes' the bulk of the upper floor away from the properties on Gloucester Avenue. Furthermore, given the restricted nature of the site it is considered necessary to remove permitted development rights from the 4 proposed dwellinghouses and this will be secured by condition.

6.11 The proposed B1 building is considered to be modern but simple in architectural terms, and is an improvement to the existing building that is to be demolished. The proposed development would therefore enhance the character and appearance of the Conservation Area.

Amenity Issues

6.12 Outlook and Natural Light

The roof of the proposed 3-storey B1 building to the rear of nos. 90–96 Gloucester Avenue would exceed the height of the existing B2 building by approximately 2 metres. However, as the building would be situated at a distance of 9m from the properties on Gloucester Avenue and would be located behind a 4.5m high boundary wall, the proposal is not considered to have a significant impact on the outlook of the occupiers in Gloucester Avenue. Furthermore, part of the second

floor of the proposed office block is set back, thus lessening the visual bulk of the building and allowing it to take on a softer profile.

- 6.13 The increased profile of the proposed B1 building in comparison to the existing would result in some reduction in daylight; however it is considered that this reduction will be minimal given that the 45 degree angle test is maintained from the ground floor windows of the properties at nos. 90-96 Gloucester Avenue. The windows at ground, first and second floors of these properties will not be affected by the proposal with regard to loss of daylight.
- 6.14 It is also considered that the proposed residential terrace would not cause any loss of daylight to the properties at nos. 98-108 Gloucester Avenue, given that there is only a marginal difference in height between what is proposed and what is existing, and because the scheme is lower than the development that was approved in 2004.
- 6.15 The general outlook and orientation of the proposed houses is considered to be acceptable; the main living areas at ground floor level would have acceptable levels of natural light, and the overall standard of lighting is considered acceptable.
- 6.16 Privacy
The proposed B1 office building will be set back approximately 1.5m from the existing garden wall of the properties in Gloucester Avenue, which is over 4.5m in height. The proposed elevation of the B1 building will consist of some intermittent glazing which will face south towards the rear of the properties at nos. 90-96 Gloucester Avenue. The proposed glazing at first and second floor level to the windows to the lift and staircase landings would be at a greater height than the boundary wall, and therefore could lead to a loss of privacy for the properties of Gloucester Avenue; hence these windows should be fitted with obscure glass and fixed shut. This should be secured by condition. There are no windows to the office space in this elevation at this level, other than to Office 6: overlooking from these windows would be prevented by the privacy screen to the terrace – see below.
- 6.17 The second floor of the office block will incorporate a small terrace of approximately 12m². The terrace will be enclosed by a 1.5m high privacy screen and will be set back approximately 2.5m from the roof edge. It is considered that no loss of privacy will occur as a result of the proposed roof terrace, providing the screen is provided. This will be secured by condition, as will the extent of the terrace.
- 6.18 The proposed residential terrace includes curved skylights at roof level and small windows to the rear. Loss of privacy as a result of these proposed windows is not considered to be an issue; furthermore, the existing wall will help maintain the level of privacy between the proposed new terrace and the existing properties at nos. 98-108 Gloucester Avenue. Balconies are proposed for the new units at first floor level; however they will be located on the elevation facing the railway and will therefore not impact upon the privacy of neighbouring properties.
- 6.19 Landscaping and trees
The proposed residential units will have small front gardens which will offer some amenity space for future occupants (however a financial contribution for open

space provision will still be required, and this is outlined in a later section of the report). There are a number of trees in the gardens of the properties in Gloucester Avenue; however these trees are small and, given that the proposal does not involve a great deal of excavation (apart from the proposed office block), it is considered that the trees will not be at risk.

6.20 Wind Turbine

It is proposed to erect a small wind turbine on the roof of the proposed B1 office block. The wind turbine will be located a considerable distance from the nearest residential property and will therefore have minimal impact with regards to noise and/or disturbance. Nevertheless, details are required to be submitted by condition, including an acoustic report to demonstrate compliance with the Council's noise standards.

6.21 Noise

An acoustic report was submitted with the application which concluded that the boundary of the site most affected by noise is the northern façade overlooking the railway. It was also concluded that all vibration levels were found to be well below the nominated criterion, and hence the effects of environmental vibration were not required to be considered for design purposes for the application site. The Environmental Health officer agreed with these conclusions and requested conditions to be added to the permission to secure noise mitigation measures: acoustic insulation and alternative ventilation.

Transport and Access Issues

6.22 Pedestrians and cycling

Camden's Parking Standards for cycles (*Appendix 6 of the Unitary Development Plan*), states that 1 storage or parking space is required per residential unit. The proposal is for 6 residential units; therefore 6 cycle storage/parking spaces are required for residents. In addition, the Standards also state that for a B1 use, 1 space is required per 250m² or part thereof, for staff; and a minimum of 2 spaces for visitors. The proposal includes 754m² of B1 space; therefore 4 cycle storage/parking spaces are required for staff and 2 for visitors. In total, 12 cycle parking spaces are required. The applicant has included sufficient provision for the required amount of cycle storage/parking in the proposed design; and so is acceptable. This should be secured by condition.

6.23 Car free/car capped housing

This development is not appropriate to be made car-free/car-capped because the CPZ it is within (Primrose Hill, (CA-J)) is not considered to suffer from parking stress and the Public Transport Accessibility Level (PTAL) for this site is only 2 (poor).

6.24 Construction Management Plan (CMP)

The proposal includes the demolition and construction of a 3-storey building and residential units. Given the scale of development, a Construction Management Plan should be required. A Construction Management Plan outlines how construction work will be carried out and how this work will be serviced (e.g. delivery of

materials, set down and collection of skips), with the objective of minimising traffic disruption and avoiding dangerous situations for pedestrians and other road users.

The Construction Management Plan will need to be submitted and approved before any works start on site, and approval should be secured via a S.106 planning obligation.

6.25 Structural Integrity of the Highway

The proposal includes the construction of a basement level directly adjacent to the public highway. As the distance of the basement wall closest to the highway is less than a distance equal to the height from floor-to-ceiling of the basement, the structural integrity of the highway could be jeopardised. If this is the case, then the basement wall may collapse, which is dangerous to both road users and the occupants of the development. Therefore, to ensure that the structural integrity of the highway is maintained; a condition should be placed on the planning permission requiring the proposed plans and structural calculations to be submitted and approved by Camden's highways structural engineers before construction begins on site.

6.26 Financial Contribution

In order to mitigate the impact of the increase in trips this development will generate, and to tie the development into the surrounding urban environment, a financial contribution should be required to repave the footway adjacent to the site and remove the existing vehicular crossovers. An added benefit of doing this is that any damage caused to the highway during construction can be repaired. This work and any other work that needs to be undertaken within the highway reservation will need to be secured through a S.106 Legal Agreement with the Council. The cost for repaving the footpath and to remove the existing vehicular crossovers will be £8614.31.

6.27 Access

The proposed office block would be accessed directly off Dumpton Place, whilst the residential units would be accessed via a metal gate off Dumpton Place; this entrance would be also secured via an additional gate nearer to the proposed houses. The walkway through to the residential units would be ramped in order to allow use by the ambulant disabled. There is ample parking currently available in Dumpton Place, and this situation is not expected to change as a result of this proposal.

6.28 Waste storage

The proposal has made adequate provision for waste disposal incorporating areas for both general waste and a recycling area, this is deemed to be acceptable and in line with guidelines from Street Environment Services. Its provision should be secured by condition.

Other Matters

6.29 Sustainability Issues and Code for Sustainable Homes

The proposals represent a sustainable development in that the proposed buildings would be accessible by public transport, accessible to cyclists and to people with

disabilities, they would accommodate a mixed use and have good access to shops and services. The proposals would result in a more effective use of the site, would be likely to create jobs, and would be a safe development that respects the built heritage. The proposed buildings also utilise natural daylight and ventilation.

6.30 The applicants have submitted a BREEAM and Code for Sustainable Homes assessment for the office and residential elements of the scheme. These suggest that the development can meet both the Code Level 3 and Breeam 'very good' score. In the BREEAM assessment the scores in the energy and materials sections initially fell short of the requirements outlined in the CPG. However the applicants have now incorporated the use of a brown roof in the office block which has improved their score to an acceptable level and is in line with policy N5 of the UDP 2006. This should be secured as a Head of Term in the S.106.

6.31 Open Space Provision

Given that the proposed private garden space is quite small and is right up against the railway line, it is not considered to be of great quality. Furthermore, there are 4 family sized units proposed and therefore 135m² of open space is required. In line with Camden Planning Guidance, a financial contribution of £11,273 is required for this proposal; this will be included as a Head of Term for the S.106 Agreement.

6.32 Education Provision

The two and three bedroom units would require an education contribution as per Camden Planning Guidance; this amounts to a total of £33,436 and will be included as a Head of Term for the S.106 Agreement.

6.33 Lifetime Homes

The Lifetime Homes Standards have been covered in the Lifetime Homes Statement: the applicant has allocated Unit 2 of the proposed residential units as a wheelchair accessible unit.

6.34 Contaminated Land

In view of the previous use of the site, it is possible that there is some contaminated land on the site, and therefore an appropriate investigative and protective condition will be attached to the permission.

6.35 Community Safety Issues

The introduction of residential uses to the site would improve natural surveillance within and around the site, and the provision of a gate to the access to the residential terrace would help to ensure adequate levels of security for residents. The Crime Prevention Officer has no objections to the proposal.

7.0 CONCLUSION

7.1 It is considered that the proposal would lead to an improvement in the character and quality of the local environment without reducing residential amenity or traffic safety. The proposal is for a mixed use scheme that will increase the local housing stock, and as such is welcomed by UDP policy.

7.2 Planning Permission is recommended subject to a S106 Legal Agreement covering the following **Heads of Terms**:-

- A financial contribution of £11,273 for Open Space Provision;
- A financial contribution of £33,436 for Education Contribution;
- A financial contribution of £8614.31 to repave the footpath and to remove the existing vehicular crossovers;
- Securing of Sustainability Measures; and
- A Construction Management Plan;

8. **LEGAL COMMENTS**

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