

and which most closely relates to the street frontage, relative to the rest of the proposal which is setback.

It would be advisable to give some thought to the detailing of the proposed access gate, to ensure that it is quite sculptural rather than a purely functional element which can look visually defensive when viewed from the street. This particular element could be conditioned accordingly.

<p><b>Design and Sustainability</b> Policies S3, S8, SD9, B1, N5</p>	<p>SD9 requires major developments to provide for <b>at least 10%</b> of their energy requirements from renewable energy sources generated on site. Any application must be accompanied with a report detailing how this would be achieved.</p> <p>Given the that the scheme is mixed use with large areas of residential and B1 floorspace then a bespoke BREEAM should be provided with a pass rating of 'very good' or 'excellent' covering the whole development. A licensed BREEAM Assessor must complete the assessment. Further information can be found on the website below.</p> <p><a href="http://www.breeam.org">www.breeam.org</a></p> <p>Biodiversity also needs to be addressed (N5). This essentially involves providing habitats, and is often addressed through the provision of green roof areas. Two green roofs have been provided at third and fourth floor levels. However there is also potential to provide a green or brown roof to the main roof, it is recommended that the applicant explores this.</p>
<p><b>Parking, Servicing and Access</b> S9, S10, T1, T3, T8, T9, T12, T16</p>	<p><b>T1 - Sustainable transport</b> <b>A - Sustainable transport development</b> <i>The Council will grant planning permission for development that would encourage travel by walking, cycling and public transport. The Council will not grant planning permission that would be dependent on travel by private motor vehicles.</i></p> <p>This development should be car-free as was advised by Stuart McKenzie following the previous meeting in June 2006.</p> <p><b>B - Transport Assessments</b> <i>The Council will require applicants to provide a Transport Assessment in support of any development that significantly increases travel demand or would otherwise have a significant impact on travel or the transport system.</i></p> <p>Although the development is not large enough to automatically trigger a full transport assessment, as per Appendix 2 of the Unitary Development Plan adopted in June 2006 (UDP), a draft Transport Statement has been submitted, a majority of which, focuses on making the case for the proposed private motor vehicle use of the future occupiers of the development. However, this development should be car-free as discussed later in this report.</p> <p><b>T3 – Pedestrians and Cycling</b> <i>The Council will only grant planning permission for development that it considers to make satisfactory provision for pedestrians and cyclists. (The term "Pedestrians" includes wheelchair users).</i></p> <p>Camden's Parking Standards for cycles (<i>Appendix 6 of the Unitary Development Plan</i>), states that 1 storage or parking space is required per residential unit. The proposal is for 14 residential units, therefore, 14 cycle storage/parking spaces are required for the residential element of this scheme.</p>

For the B1 element, the parking standards state that 1 space per 250spm or part thereof for staff and a minimum of 2 spaces for visitors. As the proposed B1 use is only just over 512spm I will only recommend 2 spaces (instead of 3) for staff and 2 for visitors. This means a total of 18 cycle parking spaces are required for the whole development.

A cycle storage area is shown on the supplied drawings but it is not shown how the required 18 spaces will be accommodated. There is some flexibility in terms of how cycle storage/parking can be provided (please refer to the Camden's UDP and Camden Planning Guidance), although the applicant will need to show how cycle storage/parking can be provided in order for the application to be acceptable in terms of transport policy T3 (J). Details will need to be submitted along with any future planning application and approval should be reserved by condition. A standard note on the acceptable design of cycle stands is given below:

#### Design of Cycle parking

The design of any cycle storage/parking will need to be covered, secure and preferably with level access or access via a lift (See our UDP and Camden's Planning Guidance). The Council prefers Sheffield style stands (as described in Camden's Streetscape Design Manual) or cycle lockers.

"Hook and hang" or "Vertical" parking systems are not permitted, as they are not accessible. Although good at saving space they do not allow bicycles to be sufficiently secured with bicycle locks, are awkward when hanging/lifting and removing bicycles due to their close proximity and, most importantly, discriminate against those less able to lift a bicycle up onto the hook/vertical position (the argument that is commonly used in favour of these systems is that only "fit" people cycle and so would be able to hang their bicycles on a hook. This is simply not true).

The 'Sheffield' design of stand, as described in Camden's Streetscape Design Manual, allows for the frame and both wheel to be locked to the stand (even if the cycle storage/parking area is only accessible by residents it should be possible to secure a bike so that it can only be removed by the owner - theft by residents from other residents is not unlikely and there is no guarantee that the cycle storage area will always remain secure). The Sheffield stand design is also less discriminatory as it can be used by anyone likely to be using a bike (including the elderly) and does not rely on clamping or hanging of the bike wheel which might cause buckling. It can also be used with the majority of bicycle designs. The Council also does not accept cycle stands that grip the wheels of the bicycles. Please refer to Section 13 (Cycle access - parking and storage) in Camden's Planning Guidance for details of acceptable cycle parking layout.

Please note that Sheffield stands can accommodate two bicycles per stand and cycle lockers are considered accessible provided the bicycles do not have to be lifted up into the vertical position to be put inside. The Council is happy to consider alternative designs provided they meet accessibility requirements. Personal safety must also be considered when designing cycle storage/parking areas. They should be well lit and preferable naturally overlooked and/or include monitored CCTV.

#### Safety

The location of the entrance to the hall in relation to the first car-parking space is too close and creates a conflict between vehicles entering and

exiting this space and pedestrian emerging from the door to the entrance hall. The design will need to be changed to deal with this problem. In terms of servicing to the site the provisions for vehicles entering leaving the site, turning areas and width/height of the undercroft are acceptable.

**T7 - Off-street parking, city car clubs and city bike schemes**

*The Council will only grant planning permission for development that complies with the Council's Parking Standards. Where off-street parking is permitted in accordance with the standards, the Council will encourage the provision of electric vehicle charging equipment. The Council will encourage the provision of city car clubs and city bike schemes as an alternative to private off-street parking.*

The proposals show 1 parking space for disabled drivers and 2 private parking spaces for the residential units. I am not sure whom the parking space for disabled drivers is for, as it is not made clear which (if any) of the residential units will be for wheelchair users or are likely to be occupied by wheelchair users.

It is also not clear if the parking space for disabled drivers will be available to the B1 element of the scheme. The B1 element is not large enough to require one, as per the parking standards set out in Appendix 6 of the UDP, however if the disabled space were to be provided and available to B1 element this would be welcomed.

Other than parking for disabled drivers, the residential units of this development should be car-free - as discussed later in this report. The B1 element is also not large enough to warrant any parking as per the parking standards set out in Appendix 6 of the UDP.

However, the Council would welcome the provision of 2 car-club bays on-site. Car-clubs allow member of the scheme to book and hire a car at a relatively low cost. More information can be obtained from [www.londoncarclubs.com](http://www.londoncarclubs.com), Street Car one such operator in Camden. If car-club bays are provided on site as part of this development, they should be available to the general public as this would mean that occupiers of this development would be able to join a local scheme and thus use other car-club cars in the local area when the ones on-site are unavailable. The developer can contact Tina Pancha (Transport Planning) for more information on car-clubs.

**T8 - Car free housing and car capped housing &**

**T9 - Impact of Parking**

The proposed development should be made car-free through a Section 106 planning obligation for the following reasons:

- The site has a Public Transport Accessibility Level of (PTAL) of 6a (excellent) and is within a Controlled Parking Zone.
- The site is very close to the Camden Town centre.
- Not making the development car-free would increase demand for on-street parking in the Controlled Parking Zone (CPZ) the site is within. Camden Town (CA-F) CPZ operates Mon-Fri 08:30 - 18:30, Sat 09.30 - 17.30 and Sun (residents' bays only) 09.30 - 17.30. The zone has a ratio of parking permits to available parking bays of 1.16. This means that more parking permits have been issued than spaces available.

For car free housing and car capped housing, the Council will:

- not issue on-street residential parking permits;
- use planning obligations to ensure that future occupants are aware they are not entitled to on-street parking permits; and
- not grant planning permission for development that incorporates car parking spaces, other than spaces designated for people with disabilities, and a limited number of spaces for car capped housing in accordance with Council's Parking Standards.

Please refer to Camden's current Unitary Development Plan (Section 5) and Camden Planning Guidance (Section 7 - Car free housing and car capped housing) for more information.

It is appreciated that the developer has taken the time to carefully make the case for the development not being car-free in their Transport Statement, however, car-free housing is not just about safeguarding the limited parking spaces on-street, it is also about promoting sustainable car-free lifestyles. The site has a very high PTAL of 6a. It is perfectly possible for any type of resident that may live in the new properties to live without owning a car given the provision for disabled drivers, local car-clubs and excellent public transport connections.

## **T12 - Works affecting highways**

### Construction Management Plan

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 site is on the corner of a busy signalised junction and a Construction Management Plan will need to be submitted and approved along side any future planning application before any works start on site, and approval should be secured via a Section 106 planning obligation. Details of the Construction Management Plan will relate to the scale and kind of the development, however, in terms of assessing the impact on transport it should include the following:

*(Note the term 'vehicles' used here refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearing, delivering of plant & material, construction...)*

- a) The access arrangements for vehicles.
- b) Proposed routes of vehicles to and from the site.
- c) Sizes of all vehicles and the schedule of when they will need access to the site.
- d) Swept path drawing for the vehicle routes for all vehicles sizes.
- e) Details (including accurate scaled drawings) of any highway works necessary to enable construction to take place.
- f) Parking and Loading arrangement of vehicles and delivery of materials and plant to the site.
- g) Details of proposed parking bays suspensions and temporary traffic management orders.
- h) Proposed overhang (if any) of the public highway (scaffolding, cranes etc.)
- i) Details of hording required on the public highway

- j) Details of how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any banksmen arrangements.
- k) The proposed working hours.
- l) Start and end dates for each phase of construction.
- m) Details of how traffic associated with the development will be managed in order to reduce congestion.
- n) Details of any other measure designed to reduce the impact of associated traffic (such as the use of construction material consideration centres).
- o) Any other relevant information.

**Work in highway (as part of planning permission)**

There may be some highways works required via a S106 planning obligation (e.g. repaving the footway in front of the development following completion of construction). This will be agreed in principle as the scheme develops.

Any other work that needs to be undertaken within the highway reservation will also need to be done through a Section 106 (Town and Country Planning Act 1990) Agreement with the Council. The Council will undertake all works within the highway reservation, at the cost to the developer.

**Work in highway (NOT as part of planning permission)**

Any work that needs to be undertaken within the highway reservation to repair damage to the highway will need to be done through a Section 278 (Highways Act 1980) Agreement with the Council. The Council will undertake all works within the highway reservation, at the cost to the developer.

**Damage to highway**

All highway surfaces are to be thoroughly reinstated to Camden Highways standard following works to the highway or damage from construction work. This should be secured as a section 106 planning obligation. The Council will undertake all works within the highway reservation, at the cost to the developer. Prior to commencement of works the developer must contact the Council informing them they are about to start so that Camden's Highways can undertake an existing condition survey of the adjacent Highway.

**Transport Conclusions**

The scheme will require:

- 18 cycle parking spaces, the design of which would need to be approved and approval reserved by condition.
- A section 106 agreement securing all the residential units as car free.
- Possibility of 2 car-club bays on site, which would open for the general public to use.
- A Section 106 agreement for a Construction Management Plan. The Section 106 agreement shall state that the Construction

	<p>Management Plan shall be approved prior to any works starting on site and the approved plan shall be followed, unless otherwise agreed with the Highway Authority concerned.</p> <ul style="list-style-type: none"> <li>• Possible S106 for highways works (to be agreed).</li> <li>• All highway surfaces being thoroughly reinstated to Camden Highways standard following works to the highway or damage from construction work. This should be secured as a section 106 planning obligation.</li> <li>• The location of the entrance to the hall in relation to the first car-parking space is too close and creates a conflict between vehicles entering and exiting this space and pedestrian emerging from the door to the entrance hall. The design will need to be change to deal with this problem.</li> </ul>
<b>Waste and recycling</b>	<p>This can have an impact on transport in terms of causing obstructions and possible dangerous situations. Details of arrangements for refuse storage and servicing, such as the number and size of bins, the days and times of collection, and how the bins are to be collected, will need to be submitted and approved as part of any future planning permission, and approval should be reserved by condition. The condition should also state that the approved design shall be implemented.</p> <p>The developer will need to agree the method of refuse &amp; recycling collection in writing with Camden's Street Environment Services, before Transport Planning can consider discharging the condition on the grounds that both storage and collection meet transport requirements. Further information is contained in the attached document: <i>"Waste Storage Requirements - A Guide To Developers Of Commercial and Residential Premises in the London Borough Of Camden (revised May 2005)"</i></p> <p>The proposals have been discussed with Highways (Dave Jenkins) and he is happy for refuse collection to take place on-street but details of exactly how this would take place in order to assess it from a transport/safety point of view are still required.</p>
<b>Lifetime Homes Policies S6, SD1, H7</b>	<p>All new dwellings should be designed to lifetime homes standard. 10% of homes should also be designed as wheelchair housing or easily adaptable. Lifetime homes are defined by 16 features, mostly internal, and mostly not covered by building regulations. See <a href="http://www.lifetimehomes.org.uk">www.lifetimehomes.org.uk</a></p>
<b>Contamination Policy SD10</b>	<p>The former uses of the site could have potentially led to contamination of the site. A condition would therefore be imposed on any permission granted requiring a site investigation to be carried out and results submitted for approval prior to the commencement of woks on site.</p>

## Planning Obligations under Section 106 of the Town and Country Planning Act 1990

Following our preliminary assessment of your proposal, if you submit a planning application which addresses outstanding issues detailed in this report satisfactorily, officers would only consider recommending the application for approval subject to completion of a Section 106 agreement covering the following head(s) of term. See notes at **appendix A**

Payment of the Council's legal and other professional costs in  
(a) preparing and completing the agreement and  
(b) monitoring and enforcing its compliance

Yes

Car Free and Car Capped Housing

Car-free for all 14 units

Affordable Housing

Terms to ensure if there is a change of use or extension to the approved scheme that increases the total no. of flats to 15 or more, then policy H2 comes to effect and affordable housing is required.

Education Facilities and Contributions	Required.
Highways works	Costs of works necessary to enable the development will be required by the agreement.
Green Travel Plan	Required fro commercial and residential components.
Town Centre Management	N/A
Community Safety	Secured by design
Other	N/A

#### What else needs to be done before submission

- Provide revised drawings and justification for discussion.

#### Consultation

You are advised to make early contact with the following organisations/groups

Camden Town CAAC, 59 Gilbey House, Jamestown Road, Camden Town, NW1 7BY

Primrose Hill CAAC, c/o Richard Simpson, 020 7862 8703

It would be helpful as part of your submission if you could set out what public consultation you have carried out, what comments have been received and how your proposal has been amended in response to such comments

#### Submission of a valid planning application

To submit a valid planning application you will need to provide all the information and plans set out in the attachment to this letter. In addition, you should submit the following statements, showing how far your proposal meets Camden's policies and guidance:

Supporting Planning Statement	Yes
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Access statement	Yes
Infrastructure Impact Assessment	No
Design Quality Statement	Yes
Transport Assessment including a Travel Plan and Parking Management Plan	Yes
Listed building/Conservation Area appraisal	Yes
Historical and Archaeological assessment	Yes
Tree Survey/ Arboricultural statement	No
Landscaping plans	Yes
Viability assessment (if less than 50% affordable housing is proposed)	No
Regeneration assessment	No
Retail assessment	No
Sustainability/energy appraisal	Yes
Noise Impact assessment	Yes if any external plant
Air Quality assessment	No
Sunlight/daylight assessment	Yes
Photographs/photomontages	Yes
Other (see below)	See below (N/A)

### Validation checklist – for ALL applications for planning permission

Your application **MUST** include the following:

- 1 Original and 4 copies of the completed planning application forms, signed and dated
- 1 Original and 4 copies of the completed signed and dated Ownership Certificate (A, B, C or D) & Article 7 Certificate (Agricultural Holdings)
- If applicable, details of any assistance or advice sought from a planning officer prior to submitting your application – please indicate dates of any correspondence or discussion and name of officer
- 1 Original and 4 copies of the location plan (ordnance Survey based), at a scale of 1:1250 or 1:2500 or larger) or at an appropriate scale to show at least two main roads and surrounding buildings and should show the direction of North.
- The application site should be edged clearly with a red line and a blue line must be drawn around any other land owned by the applicant
- 5 copies of any other drawings required (see application specific checklist)
- The correct fee

### Validation checklist – for full planning applications

In addition for a detailed application the following additional plans are required:

- 5 copies of the block plan of the site to a scale of not less than 1:500
- 5 copies of the existing and proposed elevations to a scale of not less than 1:100
- 5 copies of existing and proposed sections and finished floor levels at a scale of not less than 1:100
- 5 copies of existing and proposed floor plans at a scale of not less than 1:100
- 5 copies a site survey plan to a scale of not less than 1:200 showing existing features of the site e.g. walls, trees, buildings and other structures
- 5 copies of a site survey plan at scale of not less than 1:200 showing proposed features e.g. landscaping.
- 5 copies of a section through the proposed green roofs at scale 1:20 including manufacturer's detail.

### **Validation checklist – Matters specific to the Conservation Area**

- **Supporting Planning Statement** including reasoned justification for the proposed works which may include the submission of a structural survey or other analysis of the character or appearance of the conservation area
- **Design Statement** including the type, colour, make and name of all materials to be used both internally and externally, including roofing and the surfacing of car parking areas etc
- **5 sets of Photographs** – up to date photographs showing the whole building and its setting and/or the particular section of the building affected by the proposals
- **5 sets of photomontages** showing the proposed building in its context from at least 3 angles.

**Conor McDonagh**  
**Planning Officer**  
**London Borough of Camden**

### Section 106 agreements

Depending on the nature of the submitted scheme planning obligation requirements are supported by relevant policies of the adopted Unitary Development Plan and supplementary planning guidance. Council policy in respect of these areas is available on the Councils website at [www.camden.gov.uk/planning](http://www.camden.gov.uk/planning) which has links to the supplementary planning guidance adopted in 2002. This explains in more detail the circumstances of why a planning obligation may be required.

The legal agreement under S.106 would be enforceable by the Council, and bind you and any successors in title. Your intention to agree to the heads of terms will be a matter that the General Purposes (Development Control) sub Committee will take into account when considering your application. So that we can correctly inform the Committee of your intentions, you will need to confirm agreement to the heads of terms, and the Agreement itself will need to be prepared at risk prior to your application being presented to the Committee. We will also seek the Committee's agreement to require completion of the legal agreement within a very limited time period, or failing this for the application to be reviewed and possibly treated as withdrawn.

Any Section 106 Agreement must follow the Council's standard form of model agreement, an example of which is contained in the Council's Supplementary Planning Guidance. A template agreement with standard clauses is also obtainable at [www.camden.gov.uk/planning](http://www.camden.gov.uk/planning) where application forms can also be downloaded. The Council will not accept departures from these. For further guidance a "Planning Obligations Information Pack" is also available on request.

The Council's Development Control Sub-Committee will not normally consider an application recommended to be subject to a Section 106(s278) Agreement unless the terms of the Agreement have already been confirmed and agreed in writing. The usual approach is therefore not to report an application to the Sub Committee until the Section 106(s278) Agreement has been agreed in draft and is in a form ready to be executed (subject to any further modification following committee resolution).

We strongly advise that you provide the Council's Legal Services with the following information as soon as possible (before you submit your application).

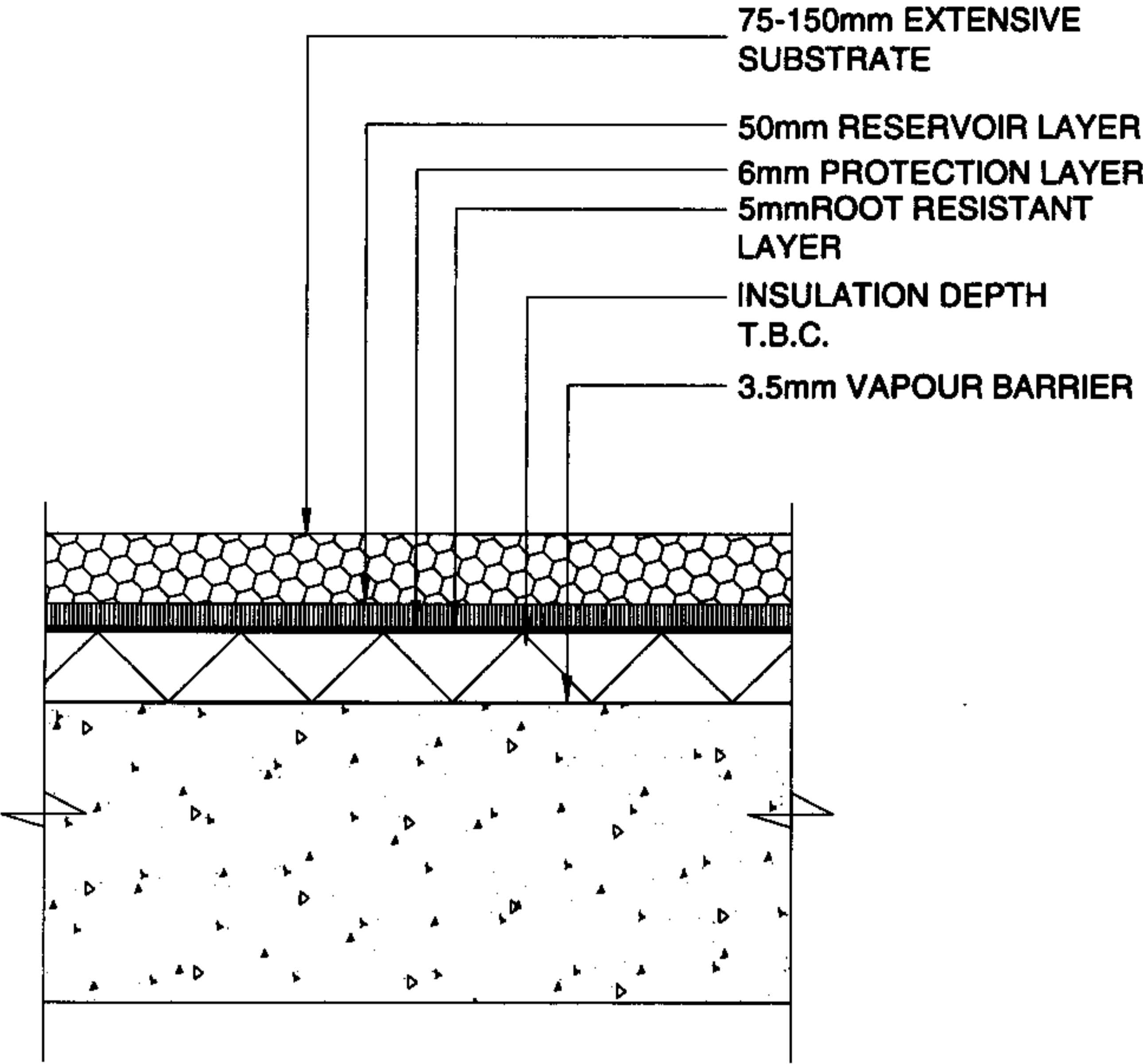
- (i) Full postcode of the site (in order that relevant title information can be obtained),
- (ii) Details of your legal representative
- (iii) A completed undertaking (see attached) that you will meet the Council's reasonable costs incurred in connection with the agreement, together with a one off payment for monitoring costs (equivalent to £350 per Head of term of the Agreement.) These costs will be payable whether or not the Agreement proceeds to completion.

Once this information has been provided, Camden's Legal Services representative will send your legal representative an initial draft Agreement.

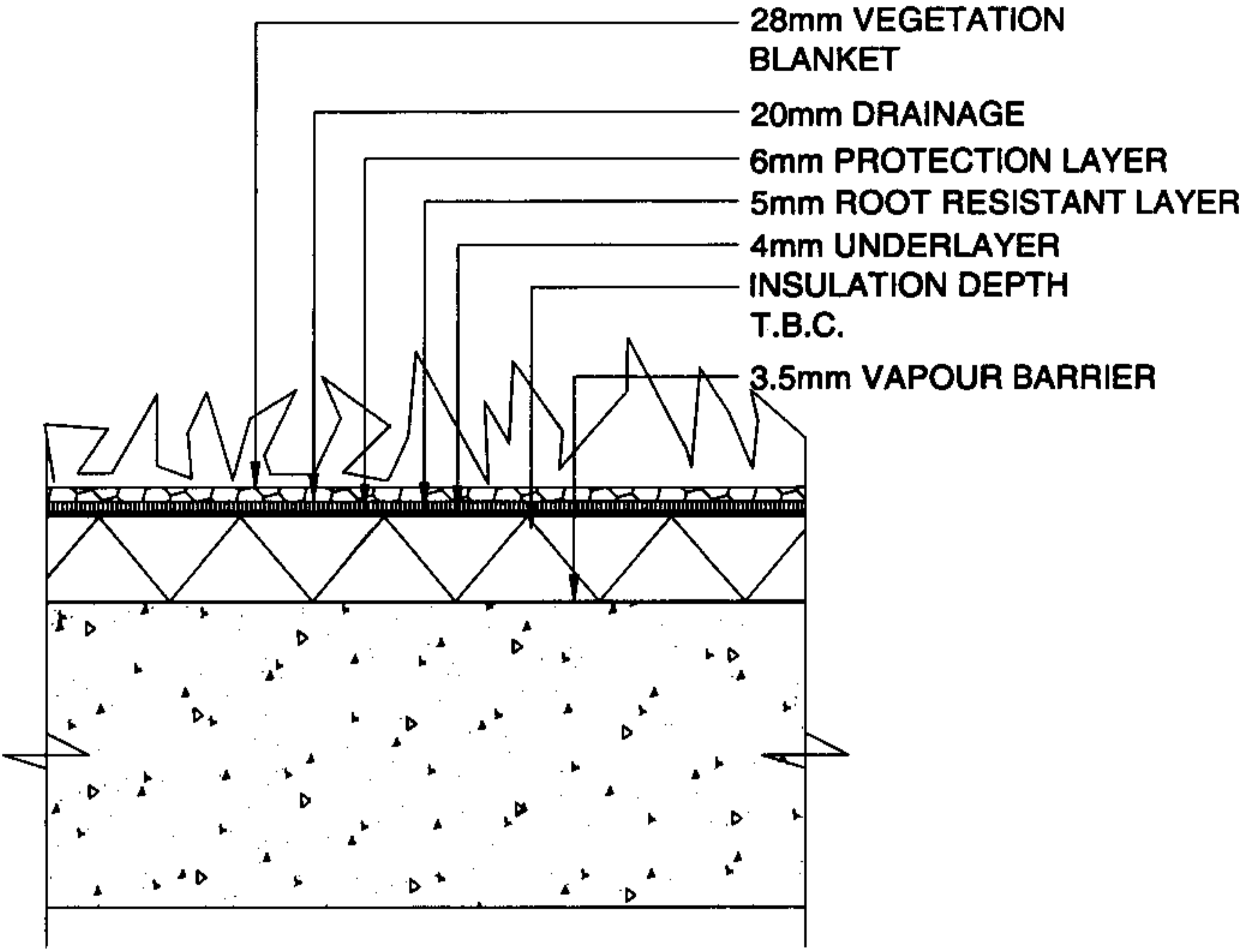
Please also note that your application is likely to be identified as a 'major application' in accordance with the Office of the Deputy Prime Minister's definitions. The Local Planning Authority is required to determine the majority of major applications within a 13 week period from the date of receipt. In order to meet these targets and provide a focussed service Camden Planning Service will be working to tight timescales. We would draw your attention in particular to the very limited scope for amendment once you have submitted the application, and to the need to progress any legal agreement in advance of or concurrently with consideration of a planning application.



0703-DELANCEY STREET  
GREEN/BROWN ROOF BUILD-UPS  
SCALE 1:20  
06.11.07



BIODIVERSITY ROOF (BROWN)



SEDUM ROOF (GREEN)