

Address:	College Lane Site, NW5		1
Application Number:	PEX0100663R2	Officer: John Davies	
Ward:	Kentish Town	Case File: E11/31/B	
Date of Application:	23.8.01, 21.12.01 (R1), 12.8.02 (R2)		
Proposal:	Demolition of vacant clubhouse building and the construction of twenty houses arranged in terraces of two and three storeys with lower ground levels and a block of ten flats comprising studio, 2 and 3 bedroom units. The provision of underground car parking with ramped access from the existing site entrance off Little Green Street as shown on drawing numbers: S00/087/01, CL-101B,102B, 103B, 104A, 105A, 106B, 107B, 108B, 109B, 110A, 111B,112A, 113.		
RECOMMENDATION SUMMARY: REFUSE PLANNING PERMISSION (RP)			
Applicant:	EuroInvestments (UK) Ltd Unit 22 Stadium Business Centre North End Road Wembley Middlesex HA9 OAT		Agent: Peter Tigg Partnership Walmer Courtyard 225 Walmer Road Holland park London W11 4EY

ANALYSIS INFORMATION

Land Use Details:			
	Use Class	Use Description	Floorspace
Existing	D2	Sport and social club	1,021m ²
Proposed	C3	Houses and flats	3,980m ²

Residential Use Details:										
	Residential Type	No. of Habitable Rooms per Unit								
		1	2	3	4	5	6	7	8	9+
Existing	Flat/Maisonette									
Proposed	Flat/Maisonette	2		3	12	13				

Parking Details:		
	Parking Spaces (General)	Parking Spaces (Disabled)
Existing	17	0
Proposed	13	0

OFFICERS' REPORT

1. SITE

- 1.1 The site is in a backland location bounded by College Lane to the south-west, Ingestre Road to the north-west, the rear of properties in Lady Somerset Road to the south-east and the Council blocks of flats (Calver and Hambrook Courts) forming part of the Ingestre Road Estate to the north-east. The site is not in a conservation area, but adjoins land in the Dartmouth Park Conservation Area on the south-west side of College Lane. The site is irregular in size with a stepped plan narrowest (c.14 metres) at the entrance to the site adjoining the Calver block and broadening out to 30 metres wide in its central section and 40 metres wide where it adjoins the rear gardens of Lady Somerset Road. The site slopes down from the north-west to the south-east. The site is approximately 3430 m² in net area.
- 1.2 There is an existing vehicular access into the site from the north-west from Highgate Road via Little Green Street. The access is single track and very narrow with a footway for pedestrians on one side. There is also a pedestrian access from College Lane at the southern end of the site.
- 1.3 College Lane is a long established pedestrian way forming part of a longer route on the east side of Highgate Road. Buildings along it are residential of two and three storeys and overlook the application site. College Lane is separated from the application site by a low wall and large hedge. On the north-east side the site is enclosed by a high concrete wall above and beyond which are the Calver and Hambrook housing blocks and a childrens playground within the Ingestre Estate which overlook the site. The other boundary adjoins gardens of Lady Somerset Road to the south-east.
- 1.4 The site contains a large single storey building covering most of its south-eastern end, which is vacant and boarded up and was formerly a BR Staff Social Club. The rest of the site is un-built on with a mixture of hard parking surfaces and grassed areas. The land rises in height towards the Ingestre Estate.
- 1.5 Part of the site, a strip of grass bank along the boundary of College Lane, is designated in the UDP as private open space.(Site Ref.146).

2. THE PROPOSAL

Original

- 2.1 A planning application was submitted (ref.PEX0100663) for the demolition of the existing social club building and the erection of a residential estate development comprising buildings on 3, 4 and 5 storeys with vehicular and pedestrian access from Little Green Street. The original scheme was for 22 houses and 8 flats with a total of 16 integral car parking spaces provided for some of the houses.

Revision 1

- 2.2 In December 2001 the application was revised.. The revised application was for the erection of a residential estate development comprising buildings on 3, 4 and 5 storeys with vehicular and pedestrian access from Little Green Street.

The scheme would provide 22 houses and 8 flats with a total of 17 underground car parking spaces provided for some of the houses.

Revision 2

- 2.3 In August 2002 the scheme was further revised with the main changes being a reduction in underground car parking to 13 spaces and changes to road access layout, removal of one storey from the mixed housing block and changes in elevational treatment, amendments to the mix in the mixed housing block and roof terrace balustrades were deleted on houses adjoining College Lane,
- 2.4 The proposed development comprises two pairs of facing terraced houses aligned at right angles to and 5 metres from College Lane and extending to the boundary of the site with the Ingestre Road Estate. The proposed twenty houses are 2 and 3 storeys in height over a proposed basement parking and access level. Each unit would have a rear garden at semi-basement level . At the south-eastern end of the site a basement and 3 storey flatted block is proposed providing 8 flats in a range of different sized units together with a separate two storey block providing two studio flats. It is proposed that the flats would be affordable and provided by a housing association.
- 2.5 The overall dwelling mix comprises 12 four bedroom and 8 three bedroom houses and 4 three bedroom, 4 two bedroom and 2 studio flats.
- 2.6 The basement level car parking would be accessed via a ramp situated 12 metres from the existing entrance to the site leading down into an underground road running close to College Lane with accesses leading to garages beneath the houses above.

3. RELEVANT HISTORY

- 3.1 The site began to be used as a Railwaymen's social club following the grant of permission in 1950 for the erection of a temporary single storey club premises and other structures were approved during the 1950s. Prior to this the land had been in allotment use. The site was zoned for Railway purposes and the uses were associated with an existing Railwaymen's hostel on land adjoining Ingestre Road and which is now part of the Ingestre Housing estate. The current building on the site was constructed pursuant to permission in May 1959. The hostel and adjoining land were developed by the Council in the late 1960s to provide the Ingestre Housing Estate.
- 3.2 Planning permission was granted in March 1975 for the provision of 17 car parking spaces for the Social Club and improvements to paths, gates and fences.

4. CONSULTATIONS

Statutory Consultees

- 4.1 None

Conservation Area Advisory Committee

- 4.2 Original Scheme: Dartmouth Park CAAC support views expressed by College Lane and Little Green Street RA with following additional comments. Concern

about use of narrow Little Green Street for more and extended use by residential occupiers compared to previous club use where lesser and more time restricted usage. Retain pedestrian environment, development is socially exclusive, loss of open space and views from Ingestre Estate towards Highgate Road.

- 4.3 Revised Scheme (R1)- continue to object strongly on grounds of gross over-development and consider previous comments still apply. Additional concerns over additional excavation likely to affect foundations of surrounding buildings.
- 4.4 Revised Scheme (R2)- object strongly on grounds of loss of publically accessible open space, unsuitable vehicle access along Little Green Street, need improved southern pedestrian access into site at College Lane, gated estate alien to character of area and lead to fear of crime.

Local Groups

College Lane and Little Green Street RA

- 4.5 Original Scheme- object on grounds of development on private open space, loss of site which could provide for children in area, vehicular access is unsuitable by its narrow single width, increased vehicle movements, should be car-free, over-development, loss of light, view and amenity to adjoining residents, poor quality of design, E-W layout against the grain of existing development, excavation will be against local topography, gated development is socially exclusive.
- 4.6 Revised scheme (R1)- maintain objection as before and raise issues associated with vehicle access from Little Green Street, inappropriate and poor design and excessive density.
- 4.7 Revised scheme (R2)- object on grounds that scheme is too dense, too high and close to College Lane; detracts from conservation area; relies on vehicle access which is impractical and dangerous, development on open space, severe access problems associated with excavation and construction works.

Ingestre Road Tenants Association

- 4.8 Object on grounds that site is appropriate to provide a youth facility for the 14-25 age group, concern that scheme might lead to opening of Ingestre Road for access causing increased traffic and noise, likely subsidence problems worsened as estate built on reclaimed land. Letter supported by 40 signatures from the estate.

Evangelist Road RA

Pleased to see site being developed but concern over number of units and parking spaces proposed. Shortfall in spaces lead to increased parking in surrounding roads. No response on revised proposals.

- 4.9 **Adjoining Occupiers**

	Original	R1	R2
<i>Number of Letters Sent</i>	93	102	114
<i>Number of responses Received</i>	27	31	15
<i>Number in Support</i>	0	0	0
<i>Number of Objections</i>	27	31	15

- 30 units result in excessive vehicle movements in Little Green Street
- Loss of sunlight to Hambrook Court properties
- LGS inappropriate in size for more vehicles-danger to zebra crossing on Highgate Road
- Access for service vehicles difficult along LGS
- proposed excavation cause subsidence problems for adj properties and railway, impact on tree roots of plane tree
- Concern over possible toxic nature of excavated material. Ingestre Estate built on former coal fired power station site.
- Overlooking especially from proposed balconies/terraces
- High density development with no sense of existing open space
- How will servicing of units eg. refuse take place as refuse vehicles unable to access site.
- Security and crime problems likely with u/g car park
- Traffic and disturbance during construction
- Object to any overspill parking on surrounding roads
- College Lane turned into a 'dark canyon'
- LGS is single track with narrow pavement for pedestrians.
- Over-development of site
- Design and scale out of keeping with the area especially CA context
- Increased traffic threatens historic heritage of College Lane and LGS
- Wish to see inclusion of facility for local area eg.youth provision or playground
- Loss of open space contrary to policy
- Loss of light and amenity to houses in College Lane
- Gated estate is out of character with area and raises turning movement problems.
- Proposed building materials inappropriate for the area.

- Lack of information on vents to u/g car park
- Inadequate depth to support soft landscaping as proposed.

POLICIES

Camden Unitary Development Plan 2000

- 4.10** EN1- General environmental protection and improvement
 EN13- design of new development
 EN14- setting of new development
 EN16- site layout
 EN18- infill developments
 EN19- amenity for occupiers and neighbours
 EN37 – proposals outside conservation areas
 EN48- public and private open space
 TR16- car free housing
 TR17- residential parking standards
 TR19-road safety
 HG8- increasing residential accommodation
 HG10- residential density
 HG11- affordable housing
 HG12- visual privacy standards
 HG13- provision of amenity space
 HG16- housing mix for new build
 LC1- Leisure and cultural uses (Class D2)
 DS2 – Residential density standard
 DS5- visual privacy standard
 DS8- Vehicle standards

Other Relevant Planning Policies

- 4.11 None

Supplementary Planning Guidance

- 4.12 None

5. ASSESSMENT

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

- a) Land use considerations
- b) Urban design issues
- c) Transport issues
- d) Impacts on neighbours
- e) Other issues

a) Land use considerations

- 5.2 The main land use issue is the loss of the existing Class D2 use on the site, namely, the former BR Social Club. Policy LC1 states that the Council welcomes schemes for the retention of leisure or cultural facilities or which make suitable alternative provision. Proposals creating or adding to any

identified shortfall in provision for such uses will be resisted. The social club vacated the site in 1999 and the owners, BR Property Board auctioned it in early 2000. The property was bought by the applicants, who have indicated that between September 2000 to May 2001 they marketed it for a replacement club or leisure use within Class D2 use without any interest or success. Submissions from estate agents on behalf of the applicants indicate the lack of interest in the site for such purposes and professional opinions that the use of the site for D2 use is not viable and not appropriate. This appears to be largely due to the location of the site and the surrounding residential uses in particular. The applicants also point to the provision of existing D2 facilities in the area notably the Ingestre Community Centre, Talacre Sports Complex, various fitness centres and community premises in the area.

- 5.3 Officers consider the backland location of the site, the proximity of surrounding residential uses and narrow vehicular access make it unsuitable for a large/significant single D2 replacement use on the site. This view appears to be consistent with the applicant's submissions on D2 user interest although this would not rule out a small, local D2 use occupying part of the site alongside a new primary use. In view of the priority in the UDP accorded to residential use, it is considered that this would be the most appropriate primary use for the site. The provision of affordable accommodation is also welcomed in accordance with HG11. Most of the consultation responses have not disagreed with the principle of residential on the site, although some have indicated that there is a need for youth facilities.
- 5.4 It is concluded that the principle of residential use is acceptable on the site. Given the shape and location of the site it would not be easy to accommodate a secondary D2 use and no organisation has come forward wishing to provide it.
- 5.5 The proposals would comprise 123 habitable rooms in total and on a gross site area of 0.34 hectares would equate to a residential density of 332 habitable rooms per hectare. Normal UDP density standards for family or mixed housing are expected to be in the range of 173 to 210 and 173 to 247 habitable rooms per hectare respectively. The proposed scheme has a density in excess of these thresholds and would therefore be contrary to policy HG10 and DS2. However, this needs to be assessed in the context of Government guidance, especially set out in PPG 3, to maximise densities for development on brownfield sites. Moreover, the objective, as set out in the supporting statement to policy HG10, is "*the achievement of good quality housing in a satisfactory environment, with adequate amenity space*". So long as satisfactory conditions for residents can be achieved and parking standards can be met higher densities are permissible, according to policy HG10, in contexts where there is a need to be compatible with the scale or character of an area; where there is good open space and play facilities nearby; where scale is important within conservation areas; where provision is for special needs or within Major and District Centres and at public transport nodes. It is considered that on a backland site with no main road frontage the application of density control is particularly important. In its favour the scheme provides external amenity space to all the houses and some of the flats and the site is reasonable walking distance to shopping facilities and services at Kentish Town Major Centre and open space at Parliament Hill. Parking is provided for 13 of the units with the rest of the dwellings being 'car free'. The main concern over parking provision is the nature of the access

which is considered in greater detail under the Transport Issues section of this report.

b) Urban design issues

- 5.6 The site appears to have been in allotment use until 1950 after which some temporary buildings for BR social use were erected on it culminating in the present structure erected in the early 1960s. This comprises a largely brick-built single storey building covering a major part of the southern section of the site with mostly flat roofs. It is of no architectural value and there is no objection to its demolition.
- 5.7 Consideration of the design of the proposed scheme encompasses siting/layout and footprint, height and massing, elevational design, materials and landscaping. The site immediately adjoins Dartmouth Park Conservation Area on its north-western boundary and therefore the development should preserve or enhance its special character or appearance in line with policy EN37.
- 5.8 The rationale behind the siting and layout of the scheme is to provide sunlight/daylight into the houses by their orientation NW/SE whilst at the same time avoiding direct overlooking conflicts with residential buildings in College Lane and on the Ingestre Estate. The proposed mixed housing block is positioned up against the south-eastern boundary of the site with its north-west elevation facing the rear gardens of the larger of the two mews blocks. The outlook from units would be sideways towards College Lane to the south-west and towards open space adjoining Hambrook Court to the north-east.
- 5.9 With regard to footprint the applicants contend that the scheme provides a high proportion of open space to built form (70%) and that the proportion of built on land is marginally less than the existing in aggregate area. These figures are not disputed, however, it is the views and perceptions of the extent of built floorspace that are important as well as the fact that the existing building is located in one part of the site leaving the rest un-built on. Apart from one vista from College Lane between the two terrace pairs, most views of the development would show it as being continuous development. The scheme pays insufficient respect to College Lane by only setting back 5 metres from the boundary. At present there is only development on the southern portion of the site and there is a grass bank approximately 60 metres in length and at its widest 10 metres wide running along the north-western boundary of the site with College Lane. This area is recognised in the UDP as an area of private open space to be protected under policy EN48. It is of amenity value as it provides a green foreground setting to views of College Lane from Ingestre Road. The open space schedule also refers to the space as being publicly accessible. The proposed development would build onto part of this designated open space in respect of the construction of the two end units in the smaller mews and the formation of a turning circle close to the main entrance and footpaths. It is considered that the partial loss of open space through development and the impact of the scale of the development including the cavernous appearance of ramped basement car park access would be

detrimental to the setting of this area of open space. The existing open character of the land would be prejudiced.

- 5.10 On the north-east side of the site the development would be constructed right up against the boundary with the Ingestre Estate and the mixed housing block on the south side is built up three storeys high along the boundary with rear gardens in Lady Somerset Road. This gives the appearance in layout terms of a development crammed in to the site with little regard for the provision of adequate unbuilt space between buildings which is an existing characteristic of development in the area and represents excessive height, bulk and mass to the surrounding area.
- 5.11 The applicants propose to significantly excavate the site in order to both provide underground car parking and reduce building heights. The proposed houses would be two storeys with set back roof extensions with the exception of units adjoining both College Lane and Ingestre Estate which would be only two storeys in order to respect the amenity of adjoining premises. The garden areas by contrast would be at semi basement level thus raising the apparent height of the backs of the houses. It is considered that the height of the proposed houses taken together with the layout and footprint previously considered would be excessive for the site and the buildings would appear unduly large in relation to properties in College Lane within the Conservation Area. Notwithstanding the reduction in height of the units nearest to College Lane it is considered that the development would still be too close and too high in relation to these properties and causing harm to the setting of the conservation area. The applicants own perspectives confirm that the upper parts of the development would be visible above the hedge in College Lane where at present only a view of sky is afforded.
- 5.12 It is also considered that the proposed height and bulk of the development are unacceptable where they adjoin both the Ingestre Estate and adjoining the gardens of Lady Somerset Road. The proposed mixed housing block would be excessively high particularly in its position adjoining gardens of Lady Somerset Road and would be prominently visible from College Lane.
- 5.13 The proposed access to the basement car park would have a negative visual impact on the adjoining setting of the conservation area. This is because it would be unduly prominent and would appear as an alien feature close to College Lane.
- 5.14 With regard to elevational design the proposed scheme according to the architects is designed in a contemporary character. It is noted that there is a divergence in building ages and styles on either side of the site and it is considered that a contemporary design would be acceptable in principle. However, it is felt that the building designs and massing (eg. projecting building lines and curved roofs) are excessively articulated and fussy and have the effect of exaggerating the excessive footprint, height and massing of the development.
- 5.15 Proposed materials comprise terracotta panels to front and rear elevations with hardwood framed windows and framed projecting glazed panels enclosing stairs. The set back roof areas would be largely glazed with curved copper finish roofs. The materials are considered to be of good quality but the chosen

method of detailed design employing this palette of materials results in an over-fussy scheme. This taken together with the layout, height and massing of the scheme and the much simpler palette of materials in surrounding development will further tend to exaggerate the prominence of the scheme in its setting.

Transport issues

- 5.16 The proposed development includes 13 underground car parking spaces accessed via a ramp in front of the main access into the site off Little Green Street (LGS). A turning circle is also proposed near the main entrance. The level of parking provision results in a shortfall of 17 spaces based on a standard of one space per unit. The applicant is agreeable to a *car free* agreement in respect of the remaining units which would not have a parking space.
- 5.17 There are major concerns over the suitability of the access into the site from Little Green Street from Highgate Road. The carriageway in LGS is only 3 to 3.6 metres in width permitting only one car to use it at a time with no passing places. It has only a narrow footway on the north side. A zebra crossing has also recently been placed across Highgate opposite LGS in response to pedestrian demand. The narrow width of LGS makes it unsuitable for the passage of moving traffic and it fails to comply with the minimum width of access of 4.1 m which would allow two vehicles to pass based on Design Bulletin 32, 1992. The problems with the long single access are that cars will meet on the access road with no clear priority as to who should reverse. Moreover, both reversing movements would be unsafe particularly as reversing onto Highgate Road would endanger pedestrians and other road users particularly at the crossing. Right turning movements from Highgate Road into LGS would also be potentially hazardous as they would potentially result in conflicts with oncoming traffic and other vehicles existing LGS. There would be no place in LGS for vehicles to wait while other traffic passed.
- 5.18 Access along Ingestre Road is restricted for emergency use only. The only turning area is at the entrance to the site. This would be unsatisfactory in size for refuse and emergency fire service vehicles. The proposals fail to meet refuse storage standards in that the distance from the bin store area to refuse vehicle access exceeds 25 metres. With regard to fire access there are concerns that LGS is not wide enough for a fire tender access and that the maximum fire hose distance between tender and front door (45 metres under BS5588) would be exceeded.
- 5.19 The former use of the site as a social club included a car parking area providing 17 spaces. The applicants contend that the parking precedent exists and that they are proposing fewer parking spaces. They have provided a transport report demonstrating that a replacement D2 use (such as a fitness centre, community centre, social club or night club/disco) on the site would generate more traffic movements than the residential units proposed. However, it is valid to consider that the proposed trip generation should be considered against a current nil traffic generation position at the site and the fact that the site, by the applicants own admissions, is both unsuitable for and unlikely to be used for an alternative D2 use. The submitted comparisons are therefore only hypothetical. In view of the above serious concerns over access it is considered that permission should be refused on grounds of inadequate vehicular access to the site to support the development.

Impacts on neighbours

- 5.20 The ends of the proposed mews terraces would be 7 metres from the College Lane building frontages and 7 metres in height above the footpath level. It is not considered that windows to the College Lane properties would suffer unreasonable loss of sunlight or daylight. The windows are north-east facing and would not receive much sunlight, if any, and the relationship between the existing and proposed units would satisfy the normal daylight assessment tests. No windows are proposed in the end mews elevations and roof terraces originally proposed on the roofs of the end mews buildings have been deleted and therefore there is no possible source of overlooking to the College Lane premises.
- 5.21 With regard to the Ingestre Road Estate, there are concerns over the proximity and height of the end terrace buildings adjacent to the estate boundary. Parts of the top floors of these units would rise a storey above the east walkway level and would be less than 5 metres from flats 5-8 Hambrook Court. It is accepted that these units would not be likely to suffer a material loss of sunlight and daylight, nevertheless, the impact of a blank wall in front of a previously unobstructed view would constitute an oppressive enclosure to the detriment of their amenity.
- 5.22 The proposed mixed housing block, rising three storeys, would have small high level windows on the boundary with the rear gardens of properties in Lady Somerset Road and a totally blank brick elevation on its other side facing the rear gardens of the proposed mews houses. All windows would face to the sides and would not give rise to any overlooking of neighbours. Accordingly, it is not considered that overlooking would arise but neighbours both in Lady Somerset Road and in the new mews houses would find the height and appearance of the new mixed housing block oppressive and overbearing to the detriment of their amenities.

Other issues

Trees and Landscaping

- 5.23 The development would retain a mature plane tree at the north-west corner of the site close to the entrance from LGS. There are no other trees on the site and the only existing important vegetation is the 3 metre hedge forming the boundary to College Lane and a strip of grass bank running from the entrance to the site along the boundary with College Lane to the main building.
- 5.24 It is proposed to retain the hedge in its present form. In the latest revision to the scheme the underground access road has been moved five metres away from it in order to ensure that it is not undermined. The applicants draw attention to the greening of the site enabled by the location of parking and vehicular access underground, however, the deck nature of the development affords little opportunity for reasonable planting and landscaping. A very thin planting surface would not support the high standard of planting required of the scheme evidenced by the proliferation of potted trees/shrubs on the common parts of the site.

- 5.25 There is a mature London Plane tree within the site close to the main entrance. This has a one metre girth and a large 15 metre diameter canopy. Officers have concerns that proposed works around the base of the tree within the canopy spread, namely the excavation of the ramp, construction of footpaths, and turning area would be likely to disturb the roots and harm the health of the tree.

6. CONCLUSION

- 6.1 It is considered that the proposed development tries to place too much building on the site and rather than reduce the height by taking off storeys proposes further excavation into the site. It is considered that the proposed arrangement of terraces and their height and bulk constitute an over-development of the site detrimental to the amenity of the area and, in particular, the adjoining Conservation area and particularly views from College Lane. The proposal gives rise to unreasonable visual intrusion and loss of outlook to neighbours.

7. LEGAL COMMENTS

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

8. RECOMMENDATION: Refuse Planning Permission

Reasons for Refusal

1. The proposed development constitutes an over-development of the site expressed in terms of its footprint, building heights, bulk and detailed design which would be detrimental to the visual amenity of the area in general and would specifically detract from the character and appearance of the adjacent Dartmouth Park Conservation Area contrary to policies EN1 (General Environmental protection and improvement), EN14 (Setting of new development), EN16 (Site Layout), EN18 (Design of infill developments) and EN37 (Proposals outside conservation areas) of the Camden Unitary Development Plan 2000.
2. The proposed development by reason of its siting, height, bulk and design would give rise to an unreasonable reduction in outlook and visual intrusion to adjoining neighbours in Hambrook Court and Lady Margaret Road to the detriment of their amenity contrary to policy EN1 (General Environmental protection and improvement) and EN19 (Amenity for occupiers and neighbours) in the Camden Unitary Development Plan 2000.
3. The proposed provision of underground car parking results in the creation of a ramp and underground entrance whose appearance would be detrimental to the character and appearance of the adjoining Dartmouth Park Conservation Area contrary to policy EN1 (General Environmental protection and improvement) and policy EN37 (Proposals outside conservation areas) of the Camden Unitary Development Plan 2000.
4. The provision of parking on the site and use of Little Green Street and Highgate Road for vehicular access would be likely to give rise to conflicts between vehicles entering and leaving the site and other road users to the detriment of public safety. This would accordingly be contrary to policy TR19 in Camden Unitary Development Plan 2000 and DS8.

5. The proposed development would result in the loss of land designated as private open space in the Camden Unitary Development Plan 2000 (Site Ref.146) and would be therefore contrary to policy EN48 (Public and Private Open Space).
6. The proposed development would be likely to result in harm to the health of a mature London Plane tree close to the entrance to the site and referenced as Tree 13 on plan S00/087/01. This would be contrary to policy EN61 (Tree canopy and woodland) and EN37 (Proposals outside conservation areas).