

Ordnance Survey Extract
Scale 1:500

SITE

The site occupies a small pocket of land fronting Oak Village with a railway embankment to the rear. To the north west is a three storey commercial and commercial building on the corner to Mansfield Road and there is a small planted area before the corner of Hemingway Close to the south east.

The site is currently occupied by four lock-up garages and other storage areas but has not been used for parking for many years.

The site is not in a Conservation Area although the Mansfield Conservation Area lies across Mansfield Road to the north. However the site does not impinge on the setting of the Conservation Area. The open space along the railway embankment is identified as a Borough Site of Nature Conservation Importance and has a number of mature trees. One of these, an ash tree identified as T1 in the arboricultural reports, is the subject of a TPO.

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PLANNING HISTORY

Planning permission was approved for a two storey B1 development in 1988 and there were subsequent applications for business use buildings submitted and withdrawn in 1994, 1997 and 2003.

In 2004 an application was lodged for the replacement of the existing garages with a two storey building of B1 use on a similar footprint with the reference 2004/3065/P. This was refused, with the single reason cited that the development would lead to 'the likely loss of, or serious damage to, a large ash tree which is protected by a Tree Preservation Order.'

An appeal was subsequently lodged with the reference APP/X/5210/A/04/1167568. The appeal was allowed, the inspector's assessment being that there was a good chance that the tree could survive, and the risk that it may not was outweighed by the benefit of the redevelopment of the long dilapidated site. The conditions attached to the permission were primarily related to tree protection measures, and also approval of facing materials.

The permission has now lapsed and the objective of this application is to renew the consent as originally granted at appeal.

The content of this application is essentially identical to the approved scheme, although some additional information has been included in the application (including this statement) to reflect evolving policy requirements.



PLANNING POLICY

The issue of the ash tree was the source of the sole objection in policy terms by Camden to the scheme.

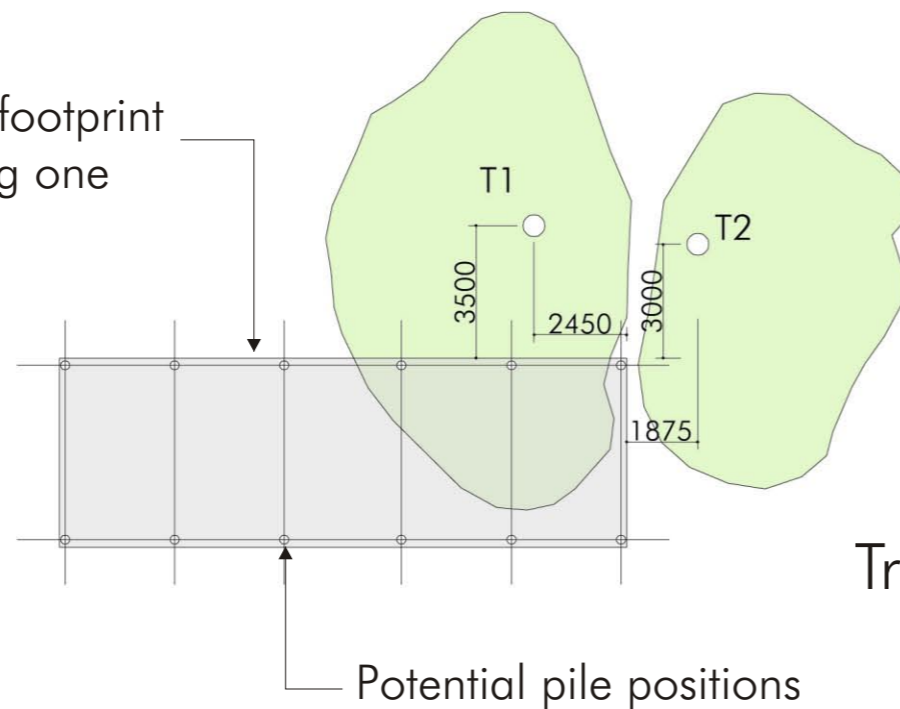
The new land use was considered acceptable in that a development of this scale would not harm the development plan strategy or local amenity, while it would provide useful space for SME's.

The loss of the existing garages was not considered to affect local parking as they are not in use. The proposed ground floor single garage in the development would need a crossover which would replace an existing on street parking space but this would be offset by the garage space itself.

Although the development is under the threshold requiring cycle storage spaces, the storage area does offer the potential for secure cycle parking.

The development was considered to have no adverse effects on neighbouring amenity in terms of bulk, outlook or lighting, and the design was considered to be acceptable.

Proposed building footprint matches the existing one



Tree Positions Relative to Existing/Proposed Scheme

Drawing Number 001-40

Scale 1:200@A3



Front Elevation



Rear Elevation



Side Elevation

DESIGN AND SUSTAINABILITY STRATEGY

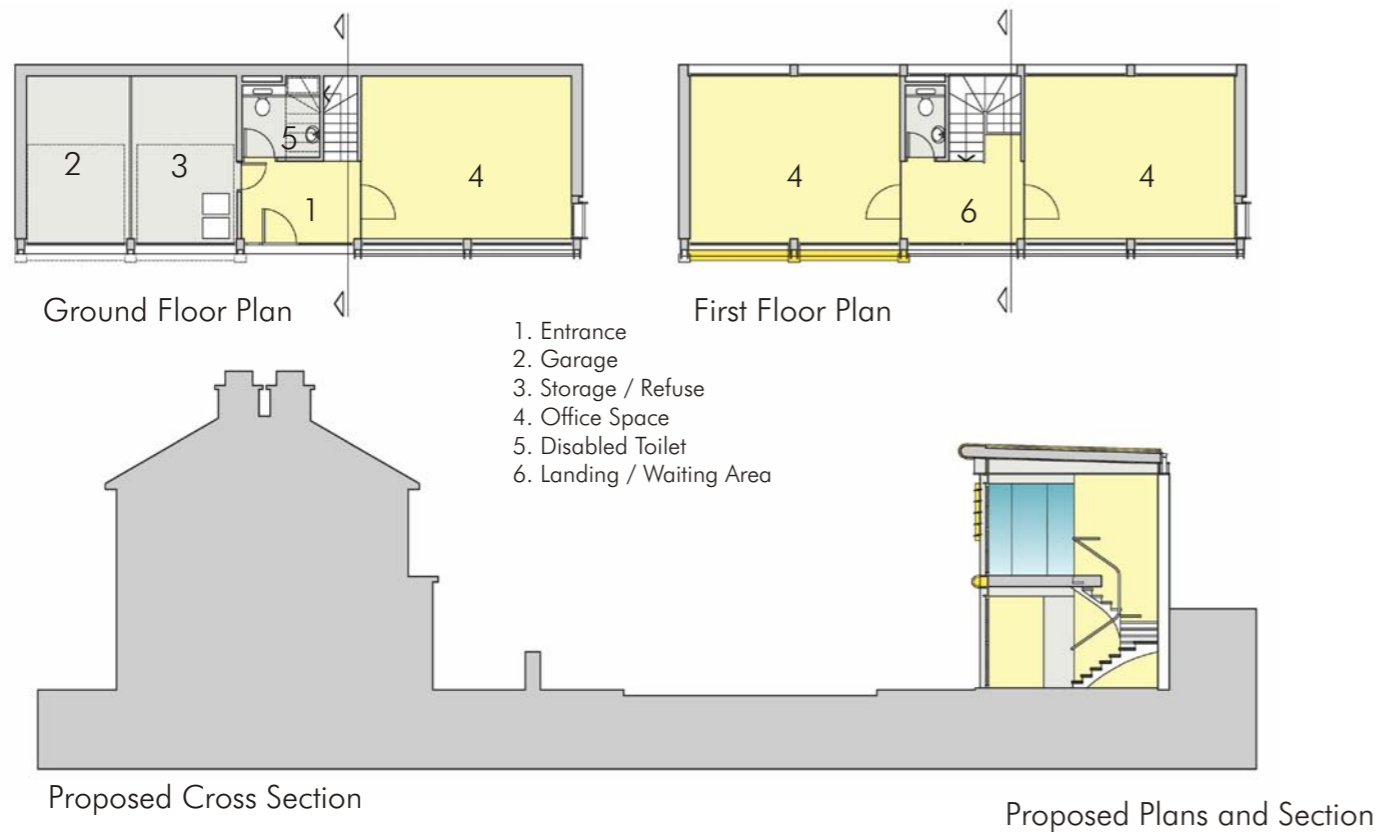
The footprint of the building comprises a rectangle of which one long side abuts the railway embankment and the other looks south west over Oak Village. One shorter side abuts the neighbouring building on Mansfield Road.

The building therefore needs to be predominantly lit and accessed from the long south western elevation. This has the advantage of offering potential for useful solar gain but also the potential to cause overheating in the summer months. Consequently the proposal incorporates extensive glazing areas for good levels of daylighting but is protected by horizontal louvres and a roof overhang. These permit low angle solar gain in the winter but protect the building from higher angle sun penetration in the summer.

This general approach leads to a building of contemporary appearance dominated by metal framed glazing and louvres but with smaller areas of brickwork and timber cladding to the garage door and adjacent storage area, and brickwork to the rear and side elevations.

The high level clerestory windows to the rear elevation will not provide significant daylighting due to the tree shading but will assist with natural cross ventilation at the main first floor level. A side window assists with air circulation to the smaller ground floor office area.

The flat roof profile, which is significantly lower than the existing corner building, allows the continued visual enjoyment of the mature tree cover along the railway embankment behind.



The modest scale of the development means that a BREEAM assessment is not required, and nor is an energy statement under CPG3. However the building will embrace policy intentions of minimizing energy use and CO2 emissions and will meet the updated Part L of the Building Regulations.

The scope for on site renewable energy production in accordance with CPG3 is limited by the size and specifics of the site. Various options have been considered but are not considered viable:

- solar panels are not considered realistic due to overshadowing of the roof area by the trees on the embankment and leaf fall
- the sheltered environment is likewise unsuitable for wind generation
- the small heating loads mean that a biomass boiler or CHP engine would not be viable

The daytime occupation pattern of office buildings tends to generate minimal heating loads and it is of equal importance in energy terms to maximise daylighting and minimise energy use for lighting and to avoid overheating.

Consequently the design intent is to minimise energy loss through design of the envelope, and to adopt passive solar principles to:

- capture winter solar gain
- reject summer solar gain which could cause overheating
- maximise daylight in the building

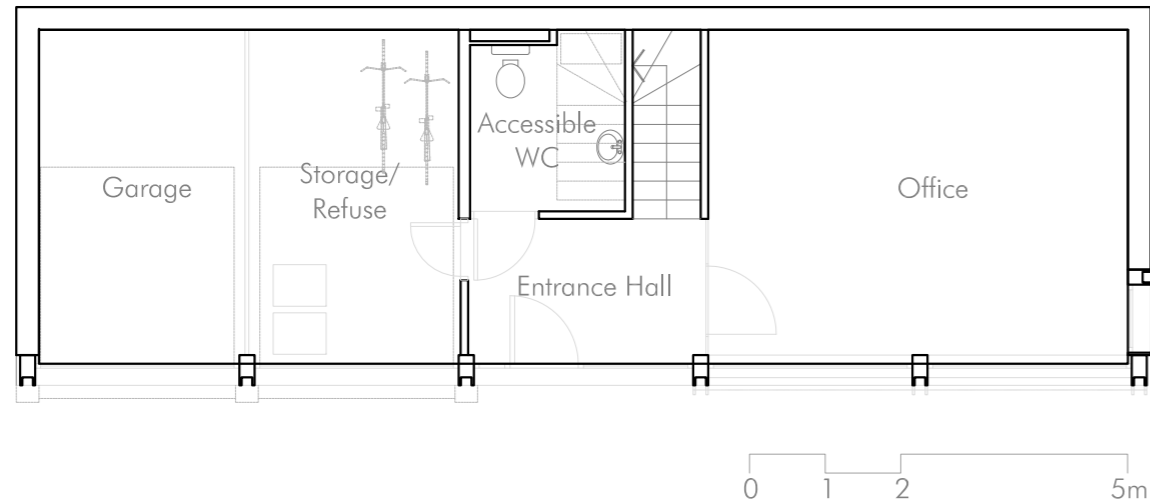


In terms of SUDS the replacement building offers no scope for permeable surfaces or attenuation measures but is similar to the existing land use and does not increase the risk of flooding. The location is not identified in Core Strategy Map 5 as having a potential for or history of flooding.

Water use is limited to the two WCs, which will be provided with dual-flush fittings and restricted flow taps, and a tea point.

A green or brown roof is not considered appropriate in this location, because:

- The roof would only be suitable for an extensive (sedum mat) system which would have no discernible effect on rainwater run-off
- The adjacent wooded area provides a far more attractive wildlife habitat to which a green roof would not make a worthwhile contribution
- The overhanging tree canopy would prejudice the development of a healthy green roof through overshadowing, leaf fall etc



AMENDED GROUND FLOOR PLAN

ACCESSIBILITY

The scale of the building does not render practical the inclusion of lift access to the upper floor. However the common use of the upper and lower floors means that in DDA terms one third of the useable area is accessible and it is envisaged that any public access could be contained on the ground floor.

There is level access to the ground floor and an accessible WC is provided at that level.

NB The sole change proposed to the original consent is to modify the ground floor layout to meet Part M requirements:

- extend the ground floor WC to 2200 deep and reverse the door swing outward
- add one riser to bring risers under 170mm

The amended layout 002-30 rev a incorporates these modifications.

TRANSPORT

The provision of a single garage (replacing an on-street parking bay) will have no overall effect on the parking provision in the area. The nearby overground railway station at Gospel Oak supports the increased use of the site without risk to local amenity. The storage area can provide secure cycle parking.

PLANT

The provision of cooling to the space is not anticipated and mechanical ventilation is limited to extraction from the two WCs, which will only require standard domestic scale extract fans.

CONSENTED AND PROPOSED DRAWINGS

The consented drawings listed in the appeal are as follows:

001-10, 001-30, 001-31, 001-32, 001-40, 002-10, 002-20, 002-30

All of these drawings are submitted for reference, the 001 series drawings being in colour and the 002 series showing essentially the same information in black and white line drawings.

However the 001 series drawings show the side and rear elevations in painted blockwork, whereas during the planning process this was changed to brickwork at officer request and this was made a condition by the planning inspector. This revision is shown in the revised drawings 003-03, 003-04, 003-05 which are believed to have been submitted, but are not referenced in the appeal decision. However the appeal decision does reference brickwork in Condition 2, so these would seem to be the elevations which it was intended to permit.

As noted in the accessibility section above, minor internal modifications are now proposed to meet DDA requirements, and these are shown in drawings 004-10 and 004-20. A north point and scale bar have also been added.

The proposed list of drawings to be consented is therefore:

004-10 plans and long section

004-20 cross section

003-03 side elevation

003-04 front elevation

003-05 rear elevation