



1- 5 Portpool Lane, Camden, EC1N 7UU

Planning and Transport Statement

Spot Property Company Ltd

P5079

15 October 2014

Rolfe Judd
Planning

www.rolfe-judd.co.uk

© Rolfe Judd Old Church Court Claylands Road The Oval London SW8 1NZ T: 020 7556 1500 E: info@rolfe-judd.co.uk

Contents

1.0 INTRODUCTION.....	1
1.2 Planning Statement.....	1
1.3 Supporting Application Documents.....	2
2.0 THE APPLICATION SITE AND SURROUNDING AREA.....	2
2.1 Site Description & Location.....	2
2.2 Relevant Planning History.....	3
2.3 Current Proposals.....	3
3.0 THE PROPOSAL.....	4
4.0 RELEVANT PLANNING POLICIES.....	4
4.2 Government Guidance (NPPF).....	4
4.3 The London Plan.....	6
4.4 Core Strategy.....	6
4.5 Development Management Plan.....	7
4.6 Supplementary Planning Guidance.....	7
5.0 PLANNING CONSIDERATIONS.....	8
5.1 Land Use.....	8
5.2 Principle of Residential Use.....	9
5.3 Housing Mix.....	9
5.4 Housing Unit Size.....	9
5.5 Design.....	10
5.6 Sustainability.....	11
5.7 Outlook and Sunlight/ Daylight Assessment.....	11
5.8 Amenity/ Open Space Provision.....	11
5.9 S.106/ CIL.....	12
6.0 TRANSPORT.....	12
6.2 Servicing.....	13
7.0 STATEMENT OF COMMUNITY INVOLVEMENT.....	14
8.0 CONCLUSION.....	15

Appendices

Appendix 1 Public Consultation Leaflet

1.0 Introduction

- 1.1.1 This is an explanatory planning statement to accompany the application for planning permission for the redevelopment of the existing dilapidated building at 1- 5 Portpool Lane to provide a high quality new mixed use development, re-providing office (Class B1) accommodation at basement and ground floor level with 6 new high quality residential homes (Class C3) above, and associated external alterations.
- 1.1.2 The existing building is situated on the north side of Portpool Lane and is currently occupied as offices falling within Class B1a of the Use Classes Order. The building has been found to be in a very poor condition and beyond viable reuse.
- 1.1.3 These proposals bring forward the potential for significant benefits, including:
- The provision of a new high quality mixed use building that contributes positively to the area's character and appearance;
 - The retention and incorporation of upgraded office accommodation within the building ideally suited to the needs of modern offices;
 - The provision of high quality residential accommodation to complement the uses in the surrounding area and provide much needed housing for the borough.
- 1.1.4 The current development proposal has been subject to pre-application consultation with officers and these discussions have directly informed the scheme now the subject of this application.

1.2 Planning Statement

- 1.2.1 The purpose of this statement is to examine the planning issues raised by the current development proposals for the application site. In particular, this statement identifies and describes the key opportunities presented by the proposed redevelopment of the site for a sustainable mixed use development.
- 1.2.2 The statement also provides a comprehensive analysis of the relevant planning policy framework at national, strategic and local levels. As such, our planning statement is structured as follows:

Section 1: Introduction

Section 2: The Application Site and Surrounding Area – sets the context the current proposal and provides a detailed description of the application site and its previous uses;

Section 3: The Proposal – describes the proposed development;

Section 4: Housing Policy Context – summarises the planning policy relevant to this proposal at national, strategic and local levels;

Section 5: Planning Considerations – reviews the proposal in terms of the relevant policy context and other material considerations; and

Section 6: Transport Statement

Section 7: Statement of Community Involvement

Section 8: Conclusion

1.3 Supporting Application Documents

1.3.1 This planning statement should be read in conjunction with the following additional documents, which accompany the application:

- Design & Access Statement and Full set of Drawings– prepared by Stiff and Trevillion Architects
- Sustainability and Energy Statement – prepared by Meinhardt
- Basement Impact Assessment – prepared by Price & Myers
- Noise Report – prepared by Acoustic Design Technology
- Sunlight and Daylight Report – prepared by GVA
- Arboricultural Report – prepared by Simon Jones Associates
- Marketing Report – prepared by Hatton Real Estate

2.0 The Application Site and Surrounding Area

2.1 Site Description & Location

2.1.1 The existing building is an outdated 1960s building in need of significant refurbishment. The total existing accommodation on site extends to approximately 682.6sqm and currently includes a lawful Office (Class B1 (a)) use throughout, comprising lower ground, ground plus 2 upper storeys. The proposal site is located on Portpool Lane close to the junction with Gray's Inn Road.

2.1.2 Access into the property is via a set of stairs, therefore there is no disabled access nor does the property possess the modern open plan office accommodation many business occupiers seek. Some aspects of the building falls below compliance with regards to current building regulations, in particular the physical access, acoustic performance as well as environmental and thermal performance. The existing building is therefore in need of redevelopment. This can ensure the fullest possible use is made for the site for the benefit of the local area and borough.

2.1.3 In addition in its current form, the building in our opinion disrupts the architectural rhythm of Portpool Lane and therefore there appears to be the opportunity to address this.

2.1.4 The property is neither listed nor locally listed. The site is located within the Hatton Garden Conservation Area.

2.1.5 The site is also designated as being within an archaeological priority area; the Central London Area and the protected view from Primrose Hill summit to St Paul's Cathedral.

2.1.6 The property is situated within a well-established mixed use area with mainly commercial properties along Gray's Inn road and predominately residential accommodation fronting Portpool Lane. The surrounding area consists mainly of purpose built office and residential blocks and comprises four- six storey buildings with a variety of architectural styles present. The Bourne Estate (Grade II listed), which is situated to the southeast of the site, is a group of well-regarded

Edwardian tenement blocks. Gray's Inn Square, a Grade II* listed building is located to the west of the site and the Verulam Buildings to the east.

2.1.7 The site is situated within a Controlled Parking Zone and benefits from excellent transport links with a PTAL level of 6b, which is the highest accessibility level. Gray's Inn Road feeds into the A501 (Euston Road) to the north which provides access to Marylebone to the west and Shoreditch to the east. There are excellent connections from all modes of transport, with Chancery Lane tube station to the south and Kings Cross St Pancras Mainline Train Station to the north, and also offers numerous bus links to and from Central London.

2.2 Relevant Planning History

2.2.1 Tabled below is a list of the relevant planning consents relating to this site:

Address	Description	Decision	Council Ref
1-5 Portpool Lane, EC1	Erection of a second storey extension and installation of windows, as shown by drawing numbers PL01, PL02, PL03, PL04A, PL05, PL06, PL07A, PL08, PL09A, PL10 & PL11A	Grant Full Planning Permission 29-10-1998	PS9804483R1
80-88 Grays Inn Road WC1 and 1-5 Portpool Lane, EC1	Erection of new external escape stair to the rear. (as shown on drawing nos.PL-020, 021, 022, 023)	Grant Full Planning Permission 10-07-1998	PS9804206
80-88 Grays Inn Road and 1-5 Portpool Lane, EC1	Provision of revised entrances at ground floor level, together with external alterations and the erection of a stair tower, as shown on drawing numbers A250/P-L001/A, PL/002/A, PL-003/A, PL-004/A, P-L005/A, PL-006/A, PL-010/A, PL-011/A, PL-012/A, PL-020; and two unnumbered section/elevational drawings of stair tower.	Grant Full Planning Permission 17-04-1998	PS9705118R1
1-5 Portpool Lane EC1	Replacement of existing concrete cladding with aluminium/synthapulvin panels to Portpool Lane elevation. (As shown on drawings numbered L/6550/1 2 3 5 & 6).	Grant Full Planning Permission. 11-09-1985	8501318

2.3 Current Proposals

2.3.1 Please refer to section 7 below, detailing the positive pre application advice received by officers and the public consultation undertaken to date.

3.0 The Proposal

3.1.1 The proposed development is described as follows:

Demolition of the existing building at 1- 5 Portpool Lane and its redevelopment to provide a basement, ground plus 4 storey building comprising offices (Class B1) at basement and ground floor levels, and residential (Class C3) at first to fourth floor levels in the form of 6x residential units, with associated external alterations.

3.1.2 The existing building is a dilapidated and outdated 1960s building and in need of significant upgrading. It is constructed of single brick with single glazed windows which means it is very thermally inefficient. Currently it has a raised ground floor level with no disabled access; there is no lift and very narrow staircases. It is not possible to improve accessibility or thermal efficiency by refurbishment and therefore by demolishing and rebuilding the existing building, it creates the opportunity to provide a well-designed, thermally efficient building which provides for improved building facilities, new high quality residential accommodation and a new entrance to the building which allows for step free access. The proposals provide an architectural treatment of the facades which respond to the existing context, scale and massing of the surrounding buildings.

3.1.3 The scheme provides 331sqm (GIA) of upgraded office accommodation and 6 residential units comprising 1x 1 bedroom unit , 4x 2 bedroom units and 1x 3 bedroom unit. Please refer to page 35 of the design and access statement for the full floor space figures.

3.1.4 The scheme proposes a car free development given the high accessibility levels and excellent transport links. Cycle parking and plant/refuse storage is also provided at ground level.

3.1.5 The scheme will reflect national and local policy objectives by seeking to maximise the re-use of brownfield urban land and will provide much needed high quality office and housing accommodation.

4.0 Relevant Planning Policies

4.1.1 The proposals for the application site take account of relevant national, regional and local planning policy. This section sets out the relevant adopted planning policy framework, against which the proposals are considered in Section 5 of this Statement.

4.2 Government Guidance (NPPF)

4.2.1 National Planning Policy Framework (NPPF) March 2012 – the NPPF sets out the Governments planning policies for England. At the heart of the NPPF is a presumption in favour of sustainable development. The NPPF recognises that there are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles, which are mutually dependent and should not be undertaken in isolation:

4.2.2 An Economic Role - contributing to building a strong, responsive and competitive economy by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying coordinating development requirements, including the provision of infrastructure;

- 4.2.3 A Social Role - supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and supports its health, social and cultural well-being; and
- 4.2.4 An Environmental Role - contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.
- 4.2.5 The NPPF states that pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as peoples quality of life, including
- Making it easier for jobs to be created in cities towns and villages;
 - Replacing poor design with better design; and
 - Improving the conditions in which people live, work, travel and take leisure.
 - Widening the choice of high quality homes.
- 4.2.6 In relation to the delivery of sustainable development, paragraphs 18 to 21 of the NPPF state that the planning system should encourage rather than act as an impediment to sustainable growth. In promoting sustainable transport, paragraph 30 states that local authorities should support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport. Paragraph 47 states that local planning authorities should seek "to boost significantly the supply of housing".
- 4.2.7 Chapter 1 of the NPPF 'Building a strong, competitive economy' states that planning should operate to encourage and not act as an impediment to sustainable growth and that significant weight should be placed on the need to support economic growth through the planning system. It notes that planning policies should 'avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose' and as such 'land allocations should be regularly reviewed' and that applications for alternative uses should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable communities.
- 4.2.8 Paragraph 51 states that local planning authorities should identify and bring back to residential use empty housing and buildings. Authorities should normally approve applications for change to residential use and any associated development from commercial buildings (currently in B Use Class) where there is identified needs for additional housing in that area.
- 4.2.9 Paragraph 60 of the NPPF states that Local Authorities should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.
- 4.2.10 Finally, section 7 of the NPPF states that planning policies should ensure that developments: function well and add to the quality of the area; establish a strong sense of place; optimise the potential of sites to accommodate development (including creating and sustaining an appropriate mix of uses, support facilities and transport networks); respond to local character and history, whilst not preventing or discouraging appropriate innovation; create safe and accessible environments; and are visually attractive as a result of good architecture. Added to this, paragraph 63 makes it clear that in determining applications, "great weight should be given to outstanding or innovative design".

4.3 The London Plan

4.3.1 The London Plan was published on 22 July 2011, forming the overall strategic plan for London. It sets out a fully integrated economic, environmental, transport and social framework for the development of the capital until 2031. It forms part of the development plan for Greater London and London boroughs' local planning frameworks are required to be in general conformity.

4.3.2 Those policies considered relevant to the development proposals are provided below:

- Policy 3.3 Increasing housing supply
- Policy 3.4 Optimising housing potential
- Policy 3.5 Quality and design of housing developments
- Policy 3.8 Housing choice
- Policy 4.1 Developing London's economy
- Policy 4.2 Offices
- Policy 4.3 Mixed use development and offices
- Policy 5.1 Climate change mitigation
- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.3 Sustainable design and construction
- Policy 5.7 Renewable energy
- Policy 5.13 Sustainable drainage
- Policy 6.9 Cycling
- Policy 6.10 Walking
- Policy 6.13 Parking
- Policy 7.2 An inclusive environment

4.4 Core Strategy

4.4.1 The London Borough of Camden resolved to adopt its Core Strategy on 8 November 2010. Camden's Core Strategy sets out the key elements of the Council's planning vision and strategy for the borough.

4.4.2 The relevant Core Strategy policies are considered to be:

- CS6 Providing quality homes
- CS8 Promoting a successful and inclusive Camden economy
- CS11 Promoting sustainable and efficient travel

- CS14 Promoting high quality places and conserving our heritage
- CS18 Dealing with our waste and encouraging recycling

4.5 Development Management Plan

4.5.1 The London Borough of Camden resolved to adopt its Development Policies on 8 November 2010. Camden Development Policies forms part of the Council's Local Development Framework (LDF), the group of documents setting out their planning strategy and policies. Camden Development Policies contributes towards delivering the Core Strategy by setting out detailed planning policies that the Council will use when determining applications for planning permission in the borough to achieve the vision and objectives of the Core Strategy.

4.5.2 The relevant Development Management Plan policies are considered to be:

- DP2 Making full use of Camden's capacity for housing
- DP5 Homes of different sizes
- DP6 Lifetime homes and wheelchair homes
- DP13 Employment sites and premises
- DP16 The transport implications of development
- DP17 Walking, cycling and public transport
- DP18 Parking standards and limiting the availability of car parking
- DP22 Promoting sustainable design and construction
- DP24 Securing high quality design
- DP26 Managing the impact of development on occupiers and neighbours
- DP27 Basements and lightwells
- DP28 Noise and vibration 131
- DP29 Improving access

4.6 Supplementary Planning Guidance

4.6.1 The following Supplementary Planning Guidance is relevant to the proposed development:

- Camden Planning Guidance

5.0 Planning Considerations

5.1 Land Use

Provision of Employment Use

- 5.1.1 Chapter 1 of the NPPF 'Building a strong, competitive economy' states that planning should operate to encourage and not act as an impediment to sustainable growth and that significant weight should be placed on the need to support economic growth through the planning system. It notes that planning policies should 'avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose' and as such 'land allocations should be regularly reviewed' and that applications for alternative uses should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable communities.
- 5.1.2 Paragraph 51 states that local planning authorities should identify and bring back to residential use empty housing and buildings. Authorities should normally approve applications for change to residential use and any associated development from commercial buildings (currently in B Use Class) where there is identified needs for additional housing in that area.
- 5.1.3 The site is currently under-utilised. In its current condition, the building will continue to deteriorate and will be very difficult to let, and to improve the likelihood of letting the space, would require a level of expenditure that may not be a viable investment for the owner and the return would not justify the expected level of expenditure required to create a property that is more attractive to tenants than others in the market area. Due to the age and style of the existing accommodation, physical restrictions of the building in terms of internal and external alterations to provide modern office space with adequate disabled facilities, it is considered that the building would benefit from a change of use to permanent residential homes on the upper floors.
- 5.1.4 The current premises are not considered to be suitable for flexible employment uses given the surrounding area uses are predominately residential and small scale offices. The site has low floor to ceiling heights, has no car parking, narrow access roads, access appears limited for large vehicles to the site with the absence of a loading bay and loading facilities.
- 5.1.5 As set out in Core Strategy Policy CS8 and Policy DP13 of the Camden Development Policies, the Council seek to safeguard existing employment sites that meet the needs of modern industry and other employers unless it can be demonstrated that a building is no longer suitable for its existing business use and there is evidence that retaining, reusing or redeveloping the building for similar or alternative business has been explored. Further to this it states the Council will consider proposals for other uses of older office premises that are not suitable for any business if they involve the provision of permanent residential housing.
- 5.1.6 The scheme includes the provision of 331sqm (over 48% retained employment space) of upgraded accommodation to suit modern business needs at ground and basement level which will ensure that the site can continue to provide employment uses. The upper floors will now provide 6 permanent residential apartments to help meet the significant need for housing within the borough. Thus the change from offices to residential would in our opinion be in principle acceptable.

5.1.7 The proposal sits squarely with the London Plan objective of encouraging renewal and modernisation of the existing office stock in viable locations to improve its quality and flexibility.

5.1.8 To support the application marketing evidence detailing the local provision for offices in the area and across the borough has been submitted. It is considered that there is a supply of office accommodation located nearby which is better located with a higher specification, including the millions of square feet of new office space in Kings Cross.

5.2 Principle of Residential Use

5.2.1 National, strategic and local policy all place a strong emphasis on promoting sustainable residential communities by concentrating new residential development on previously developed (brownfield) land in accessible locations in order to reduce the need to travel. Paragraph 51 of the NPPF places a strong emphasis on bringing vacant/redundant sites and buildings back into use to increase housing supply. Housing is also considered a priority land-use within the London Plan.

5.2.2 Policies CS6 and DP2 seek to maximise the supply of housing in Camden and identifies housing as the “priority land-use”. The Council will aim to maximise the supply of additional housing to meet or exceed Camden’s target of 5,950 homes from 2007-2017 and regards housing as the priority land-use. Although on target to reach this figure Camden recognises that windfall sites will make a significant contribution to their overall housing delivery. Policy 3.3 of the London Plan encourages Councils to ‘exceed’ their allocated housing targets and states that the potential to realise brownfield housing capacity should be provided through intensification; opportunity and intensification areas; sensitive renewal of existing residential areas and mixed use redevelopment, especially of surplus commercial capacity. Accordingly, housing is considered to be the priority land-use within this part of London.

5.2.3 All levels of planning policy place a priority on making the best use of urban land, particularly brownfield sites in accessible locations and have a presumption in favour of sustainable development. The site is currently an under-utilised brownfield site in a highly accessible location (achieving PTAL 6b). On this basis there is considered to be strong policy support for the principle of residential homes at the site.

5.3 Housing Mix

5.3.1 The London Plan and Camden’s policies seek a mix of housing types (including the provision of family housing) within developments. The scheme provides 6 homes and the dwelling mix is considered to meet the policy requirement for the provision of a range of unit sizes as it proposes; 1x one bed (17%), 4x two beds (66%) and 1x three bed (17%). The dwelling size priorities table within policy DP5 identifies two bedroom units in the market homes to be ‘very high priority’ whereas one bedroom units are ‘lower priority’. The priorities table further indicates that the Council will aim for at least 40% of market homes to contain two bedrooms.

5.3.2 Furthermore, it is intended that the residential units will be built to lifetime home standards.

5.3.3 The proposal falls under the 10 unit threshold and therefore does not trigger a requirement for affordable housing.

5.4 Housing Unit Size

5.4.1 It is important to ensure that the proposal will provide an acceptable level of residential amenity for the future occupants within the scheme. The scheme will comply with the recommended sizes for one, two and three bedroom residential

units set out in the Mayor of London's Housing Design Guide standards and the minimum overall internal floorspace as covered in Camden Planning Guidance 2 (Housing).

5.5 Design

- 5.5.1** Paragraph 56 of The NPPF promotes high quality and inclusive design, recognising that good design is a key aspect of sustainable development. Paragraph 57 goes on to state that, developments should function well and add to the overall quality of the area, establish a strong sense of place and respond to local character and history.
- 5.5.2** In accordance with the NPPF, the London Plan supports good design and development that reinforces or enhances the character, legibility, permeability and accessibility of neighbourhoods (Policies 2.1, 7.1 and 7.4). The policies of Chapter 7 of the London Plan set out a series of overarching principles and specific design policies related to site layout, scale, height and massing, architectural quality, internal layout and visual impact.
- 5.5.3** Policy 7.6 of the London Plan states that buildings should be of the highest architectural quality. As demonstrated in the accompanying design and access statement produced by Stiff + Trevillion Architects Ltd, the architecture of the proposed scheme is intended to be of a high quality appropriate to its context and responds to the requirements as set out in the London Plan and the Council's relevant design policies. It sets out the analysis of the urban context of the site and identifies how the scale and design of the proposals have been derived. The proposals aim to create a contemporary building whose quality will be communicated through the detailing and materials used.
- 5.5.4** The use of previously developed underused land to provide for the needs of new development is supported by current national, regional and local policy guidance. The proposed scheme to redevelop the site with an attractive mixed use development is in keeping with the character, appearance and functions of the local area, is considered to be consistent with Policy DP2 of the Development Policies.
- 5.5.5** At present the subject site contributes little to the local built environment creating a sense of disruption to the streetscape on Portpool Lane. The proposed scheme seeks to create a strong and consistent new building which sits below the corner building creating a stepping down approach towards the east which is considered to respect and complement the established character and built form of adjoining buildings along Portpool Lane.
- 5.5.6** The proposed massing is in keeping with the surrounding context creating a positive and complementary relationship between the proposal and neighbouring properties whilst also respecting the vertical rhythm. This relationship is proposed to be further reinforced by the sensitive use of materials in the main elevation so that the scheme is tied into the local context. Overall the view of the site will be enhanced by a more consistent façade height along the terrace, stronger enclosure of the street and appropriate articulation of the facades and rooflines which will complement the streetscape.
- 5.5.7** In accordance with policy CS1 and the density matrix within the London Plan which suggests an acceptable density level of between 650 – 1100 hr/ha, the scheme provides 6 residential units which comprise 17 habitable rooms. Given the site area of 0.06ha the scheme has a density of 283 habitable rooms per hectare which is below the density range for the central area, however this is a mixed use scheme with office space on the lower floors and the density is considered appropriate given the design, nature and scale of the development.
- 5.5.8** The design scheme has sought to ensure that all areas of building have been designed to be fully inclusive and accessible. The proposed development is also capable of complying with key residential design standards; will provide

sufficient amenity space; does not result in an unacceptable relationship with neighbouring properties and achieves a high quality design solution.

5.5.9 It is considered that the height and design of the scheme is appropriate for the site and is in accordance with Core Strategy policy CS14, Development Policies DP24, DP25, DP26, DP29 and CPG 1(Design). Further details of the proposal are considered and clearly explained in the supporting design and access statement.

5.6 Sustainability

5.6.1 In accordance with Policy DP22 the residential scheme aims to achieve Code Level 4 (CfSH). A sustainability assessment supports this application.

5.6.2 No BREEAM assessment has been submitted for the office accommodation, as policy requirements state in section E- that only non-domestic developments of 500sqm of floor space or above to achieve “excellent” from 2016. The proposal only provides for 331sqm of office accommodation.

5.7 Outlook and Sunlight/ Daylight Assessment

5.7.1 None of the residential units within the scheme face exclusively in a northerly direction with most units having a dual aspect. It is considered that sufficient sunlight/ daylight to each habitable room within all of the residential units will be achieved with adequate natural ventilation.

5.7.2 An acceptable ‘envelope of development’ was calculated and this guided the design in terms of the scale, bulk and massing of the scheme. The closest residential properties to the development would be along the eastern and north eastern boundary. The impact of the additional storeys on the neighbouring residential units has been assessed in accordance with policy DP26 to attempt to limit any loss of daylight/ sunlight amenity. In terms of the proposed terraces, it is considered that an appropriate set back and landscaping can be provided to ensure that minimal overlooking takes place.

5.7.3 The sunlight/ daylight assessment prepared by GVA which supports the application states that the proposal adheres to the BRE guidelines and does not materially reduce sunlight or daylight to existing surrounding properties. When considering the windows and rooms that face toward the 1-17 Sheene Building, the majority of the rooms will satisfy the BRE Guidelines. Where they do not, the absolute reductions demonstrate that the impact on the neighbouring building is relatively modest and unlikely to be noticeable. The BRE guidelines are guidelines and the results in the assessment have been carefully interpreted. In urban areas, where the grain of development is tighter, the criteria sought by the BRE guidelines are often unattainable if the normal density and street scene of the locality is to be maintained in rural areas, where the grain is more extensive, the values of the Guide might be seen as being too dense and crowded. Thus the values as detailed in the assessment need to be seen in the context of a dense urban character.

5.8 Amenity/ Open Space Provision

5.8.1 Camden Planning Guidance 6 (Amenity) states that all new dwellings should provide access to some form of private outdoor amenity space, e.g. balconies, roof terraces or communal gardens. Policy DP26 notes that where a garden cannot be provided alternative outdoor amenity space will be expected, for example balconies, roof gardens or

communal space. The proposal provides 103.1sqm of amenity space in the form of private and communal balconies, which is well in excess of the London Plan standards.

5.8.2 Due to site constraints and the fact that the scheme provides for mostly 1 and 2 bedroom units, it is unlikely that open space could reasonably be provided within the scheme. However, the site is located close to large open spaces which would offset demand generated by the proposed development.

5.8.3 The three existing trees located towards the rear of the site, which are not located on the Applicants land are to be retained, however it is proposed to reduce the crown on these trees to enable the development.

5.8.4 These trees have previously been crown reduced and the pruning will be carried out to the previous pruning points. In terms of impact upon the landscape, the crowns of these trees are largely screened by the existing buildings. A tree report accompanies the application which discusses this in further detail.

5.9 S.106/ CIL

5.9.1 The Mayoral CIL for Camden is £50 per sqm. This charge will be levied on all new development where a net increase in floorspace is proposed (provided the building remains in occupation).

5.9.2 The Council is progressing its own CIL Charging Schedule however this is likely to be adopted around March 2015.

5.9.3 Therefore as the Council's local CIL will not be adopted before the grant of any permission, we consider that the Heads of Terms for the proposed development are likely to include contributions towards the following:

- Open Space contribution
- Educational Contribution- All residential developments of 5 units or more are expected to provide education contributions for each unit of 2 or more bedrooms
- Car Free Development

6.0 Transport

6.1.1 The Paragraph 34 of the NPPF seeks to promote sustainable transport. In doing so, it seeks to ensure that developments that generate significant movements are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

6.1.2 This is reflected in Policy 6.1 and Policy 6.3 of the London Plan, which also seeks to ensure that the impacts of development proposals on transport capacity and the transport network are fully assessed.

6.1.3 Taking into account the excellent level of public transport accessibility that the site enjoys and access to a range of goods, services and shops, which provides the site with a PTAL rating of 6B- the highest rating, the scheme does not include any car parking spaces. The majority of trips generated by the proposed development are expected to be made by foot or public transport. It is considered that the proposed development, by reason of its relatively small scale, will have no material impact on the local highways or transport networks and should therefore be considered acceptable in transport terms.

- 6.1.4 This car-free development is supported by the Council's' policy which promotes the use of sustainable forms of transport, such as cycling and the use of public modes of transport. It is therefore considered that the proposal is in accordance with Policy DP18. The new units would be car permit free preventing future occupiers of the development to apply for an on-street car parking. This would be put in place by way of a legal agreement.
- 6.1.5 Appendix 1 of the development policies gives guidance on the scale of development that is likely to generate a significant travel demand and thus would require either a transport assessment or transport statement. The proposal falls well below the thresholds in order to trigger this requirement.
- 6.1.6 Appendix 2 goes onto provide details on the parking standards set by the Council. With regards to the office accommodation, the proposal falls below the threshold for cycle and parking spaces. With regards to the residential units the policy seeks a minimum of 1 storage or parking space per unit. No visitor parking would be required. The proposed development proposes 6 spaces and is therefore in full accordance with planning policy, which encourages sustainable travel, such as cycling.
- 6.1.7 It is intended that cycle parking would be provided in line with policies DP 17, DP18, Appendix 2 and Camden's Planning Guidance 7 (transport).

6.2 Servicing

- 6.2.1 The NPPF states that developments should be designed, where practical, to accommodate the efficient delivery of goods and supplies.
- 6.2.2 This is reflected in Policy 6.13 of the London Plan, which states that developments must provide for the needs of businesses for delivery and servicing.
- 6.2.3 In line with policy CS18 of the Core Strategy the proposal seeks to minimise waste and provide for onsite facilities for waste segregation, handling and management within the development through the provision of a new refuse store within the building curtilage.
- 6.2.4 Supplementary Planning Guidance CPG 1- Design requires that developers demonstrate how the environmental impacts of servicing will be minimised for residential development of 6 dwellings or fewer. Residential development of 6 dwellings or fewer are usually serviced by a kerbside waste and recyclables collection. The design for waste and recycling ensures that it complies with this policy by providing:
- internal and external storage areas are designed into each unit
 - internal space is provided for recycling storage and non-recyclable waste
- 6.2.5 In accordance with the above policies the great majority of all deliveries for the office use is considered will only be by small commercial vehicles. As a guide, approximately one cubic metre storage space is required for every 300-500sqm of commercial space (includes both recyclable and non-recyclable waste). Storage space has been designed to accommodate bins to hold this amount of waste.

7.0 Statement of Community Involvement

- 7.1.1 This section outlines the public consultation the Applicant has undertaken prior to the planning application's submission with Ward Councillors and immediate neighbours and residents in the surrounding area. Pre-application discussions have also been undertaken with LB Camden's planning officers. The consultation process was carried out in parallel to the planning and design team's pre application planning meeting.
- 7.1.2 The consultation process has been carried out in accordance with the National Planning Policy Framework 'Community Involvement in Planning and Local Requirements'. Overall, the feedback received during the consultation programme was very positive and demonstrates support for the key principles behind the redevelopment of the site. It was widely accepted that the proposal would improve the local area.
- 7.1.3 Throughout the consultation process an e-mail address and postal address were supplied to consultees. The Applicant is committed to ongoing consultation and providing further information as the applications progresses.

Pre Application Meeting

- 7.1.4 The National Planning Policy Framework encourages developers to engage early with Local Authorities and seek pre-application advice to resolves more issues at the pre-application stage.
- 7.1.5 The final development proposal has been subject to pre-application consultation with officers at Camden. A pre-application meeting was held with the Council on the 11th April 2014, with Hugh Miller (Planning Officer) and Charlie Rose (Design Officer). The principle of redevelopment, land use, scale, and massing and design approach has been agreed with officers, subject to review of the detailed planning application package.
- 7.1.6 The pre application advice received confirmed:
- The existing building is not considered to make a positive contribution to the Conservation Area therefore a suitable replacement is considered acceptable
 - The height and bulk of the proposed building is considered acceptable in the context of the local area
 - The design and proposed materials of the proposed building is considered acceptable and is appropriate in the Conservation Area
 - Enhancing the office accommodation at basement and ground floor level would be welcomed
 - The introduction of residential accommodation would be welcomed- a suitable mix including a family unit should be considered
 - A car free proposal would be supported
- 7.1.7 The pre-application advice received was very positive and supported the proposed redevelopment on both land use and design grounds.

Public Consultation

- 7.1.8 A neighbourhood consultation exercise took place with 78 letters distributed to local businesses and residents informing occupants of the emerging development proposal. The public consultation leaflet can be viewed in Appendix 1.
- 7.1.9 The purpose of the leaflet was to briefly explain the Applicant's vision for the site, identify any issues and provide an opportunity for neighbours to communicate their views to members of the development team. Despite the notification of the proposal, feedback was limited.
- 7.1.10 Out of the 78 letters, only 3 responses were received, querying:
- Loss of the three trees
 - Object to an increase in height as this may have an implication in terms of light
 - Queries raised over construction management and redevelopment
 - Tenure of the flats
- 7.1.11 Following any submission to the Council, it has been agreed with those who commented, a submission pack would be emailed directly to them updating them of the design progress and programme for what will happen next.
- 7.1.12 Overall, there is support for the redevelopment of the site and stakeholders understand the regeneration benefits of the proposal to the surrounding area.

8.0 Conclusion

- 8.1.1 The NPPF encourages developers and planning authorities to respond positively to opportunities for growth and to make effective use of land by reusing land that has been previously developed (brownfield land). Paragraph 22 states that *"Planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities."* Paragraph 51 goes on to say that *"Local planning authorities should identify and bring back into residential use empty housing and buildings in line with local housing and empty homes strategies. They should normally approve planning applications for change to residential use and any associated development from commercial buildings (currently in the B use classes) where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate."*
- 8.1.2 The existing brownfield site offers an opportunity to contribute to the Borough's housing needs in a highly accessible location whilst upgrading the employment space offered. The proposal also represents an important opportunity to deliver a more efficient and attractive form of development, to compliment the local street scene.

8.1.3 The scheme has been developed following pre-application consultation with the Local Planning Authority. A number of clear and significant benefits will arise from the development including:

- A modern, high quality residential building providing six residential apartments (including a family unit).
- Retention of upgraded commercial uses on the ground and basement floor.
- An attractive building which will contribute to the appearance of the street and surrounding area.

8.1.4 Camden's Policies embeds the NPPF principle of the presumption in favour of sustainable development. The redevelopment of this dilapidated office building is undoubtedly the most sustainable form of development. By providing attractive offices with flexible layouts and full DDA-compliant access to all basement and ground floor level, the proposal provides an economically, socially and environmentally friendly development which we trust the Council will support and has sufficient information to validate and determine the application positively.

Public Consultation Leaflet

Public Consultation

For the proposed redevelopment of 1-5 Portpool Lane, Camden EC1N

Dear Resident,

We are writing to seek your views on the redevelopment of 1- 5 Portpool Lane for a new mixed use development comprising retained and upgraded office (Class B1) accommodation at basement and ground floor level with 6 new high quality residential homes (Class C3) above, and associated external alterations.

The scheme, designed by Stiff + Trevillion Architects Ltd, proposes the construction of a basement, ground plus four upper storey contemporary building. The existing building is an outdated 1960s building which detracts from the street and is in need of significant refurbishment as is no longer fit for purpose. This is an unsustainable situation for a site in the heart of Camden.

The scheme includes upgraded accommodation to suit modern business needs at ground and basement level which will ensure that the site can continue to provide employment uses. On the upper floors of the building, we propose to build 6 residential units comprising 1x one bedroom unit, 4x two bedroom units and 1x three bedroom unit. All homes will be spacious and designed to exceed relevant standards. The proposal will be car free and residents will



Key Points:

- Replacement of an out-dated building that detracts from the conservation area;
- New development designed to a high standard that responds to the established architectural character of the area;
- New homes for the borough;
- New employment opportunities into the area and has long term economic benefits;
- Highly energy-efficient and sustainable building;
- Car free development;
- Landscaping enhancements to the rear of the site.

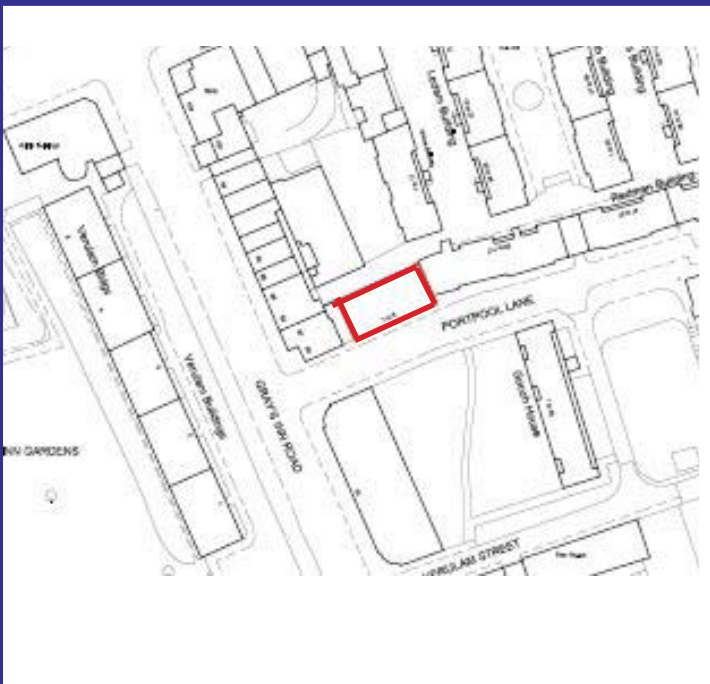
Our vision for the site responds to the two most pressing needs in Camden and across London – the need for economic growth and the need to build more housing. The proposal will complement the surrounding buildings and has been designed to respect the neighbouring properties.



Existing



Proposed



We would like to know your views and we'd be delighted to hear from you or if you would like further information, you can contact the development team in the following ways:

By Letter: Rolfe Judd Planning,
Old Church Court,
Claylands Road,
The Oval, London
SW8 1NZ

By Email: Lucy Pitham - lucyp@rolfe-judd.co.uk
Sandra Pearson - sandra@mjlw13.com

By Phone: 020 7556 1642 (Lucy Pitham)