

Address:	Regent's Park Estate Robert Street London NW1		4
Application Number:	2015/3076/P	Officer: Seonaid Carr	
Ward:	Regents Park		
Date Received:	29/05/2015		

Proposal: Two-phased mixed use development to provide 116 residential units (Class C3), community facility (Class D1) and retail and commercial space (Class A1/A3/A4) across 8 plots including on green/open space in plots 2,3,4. Development would range from 3 to 11 storeys in height, with associated landscape and public realm works, reorganisation of car parking and associated infrastructure works, following demolition of Dick Collins Hall, Victory Public House, and the Cape of Good Hope Public House. All in association with High Speed 2 proposals.

Background Papers, Supporting Documents and Drawing Numbers:

Drawing Numbers: 5436/5.4/01; P1-001; P1-100 revA; P1-101 revA; P1-102; P1-103; P1-104; P1-105; P1-106; P1-201; P1-202; P1-301; P1-302; P1-303; P1-304; P1-401; P1-402; P3-001; P3-100 revA; P3-101 revA; P3-102; P3-103; P3-104; P3-105; P3-106; P3-107; P3-201; P3-301; P3-302; P3-303; P3-304; P3-401; P3-402; P5-001; P5-100 revA; P5-101 revA; P5-102; P5-103; P5-104; P5-105; P5-106; P5-201; P5-202; P5-301; P5-302; P5-303; P5-304; P5-401; P5-402; 1050 revA; 1120; 1121; 1122; 1123; 1150 revA; 1199; 1200 revA; 1201; 1202; 1203; 1204; 1205; 1220 revA; 1221; 1222; 1223; 1251; 2050; 2120; 2121; 2122; 2123; 2200; 2201; 2202; 2203; 2220; 2221; 2222; 2223; 2250; 3050; 3120; 3121; 3122; 3150; 3199; 3200 revA; 3201; 3202; 3203; 3204 revA; 3205 revA; 3206; 3220 revA; 3221 revA; 3222 revA; 3223 revA; 3250 revA; 3251 revA; 4050 revA; 4120; 4121; 4122; 4123; 4150 revA; 4200 revA; 4201; 4202; 4203; 4204; 4205; 4206; 4207; 4220 revA; 4221 revA; 4222 revA; 4223 revA; 4250 revA; 4251 revA; 4252 revA; 5050 revA; 5120; 5121; 5122; 5123; 5150 revA; 5200 revA; 5201; 5202 revA; 5203; 5204 revA; 5205; 5206 revA; 5207; 5208; 5209; 5210; 5211; 5220 revA; 5221 revA; 5222 revA; 5223 revA; 5250; 5251 revA; 5252 revA; 114 RPE S1 001; 114 RPE S1 100 revB; 114 RPE S1 101; 114 RPE S1 102; 114 RPE S1 103; 114 RPE S1 104; 114 RPE S1 105; 114 RPE S1 001; 114 RPE S2 100 revA; 114 RPE S2 101; 114 RPE S3 001; 114 RPE S3 100 revB; 114 RPE S3 101; 114 RPE S3 102; 114 RPE S3 103; 114 RPE S4 001; 114 RPE S4 100 revB; 114 RPE S4 101; 114 RPE S4 102; 114 RPE S4 103; 114 RPE S4 104; 114 RPE S4 105; 114 RPE S5 001; 114 RPE S5 100 revB; 114 RPE S5 101; 114 RPE S5 102; 114 RPE S6 001; 114 RPE S6 100 revA; 114 RPE S6 101; 114 RPE S6 102; 114 RPE S8 001; 114 RPE S8 100 revB; 114 RPE S8 101; 114 RPE S9 001; 114 RPE S9 100 revA; 114 RPE S9 101; 114 RPE M1 001; 114 RPE M1 100 revB; 114 RPE M1 101; 114 RPE M1 102; 114 RPE M2 001; 114 RPE M2 100 revB; 114 RPE M2 101; 114 RPE M3 001; 114 RPE M3 100 revA; 114 RPE M3 101 revA; 114 RPE M3 102; 114 RPE M3 103; 114 RPE M3 104; 114 RPE M3 105; 114 RPE M3 106; 114 RPE GI 100; 114 RPE GI 200; 114 RPE GI 201; 114 RPE GI 300; 114 RPE GI 400; 114 RPE GI 500; 114 RPE GI 600; 114 RPE GI 700; 114 RPE GI 701 and 114 RPE GI 800.

Supporting Documents:

Planning and Design and Access Statement, May 2015, Tibbalds Planning and Urban Design, Matthew Lloyd Architects, Mae and East; Transport Assessment, May 2015, Campbell Reith; Heritage Statement, May 2015, Tibbalds Planning and Urban Design; Archaeological Statement, May 2015, Campbell Reith and Oxford Archaeology; Air Quality Statement, May 2015, Campbell Reith and Air Quality Consultants; Land Quality Statement, May 2015, Campbell Reith; Energy and Sustainability Statement, May 2015, TGA Engineers; Daylight and Sunlight Assessment (neighbouring properties), May 2015, Right of Light Consulting; Daylight and Sunlight Assessment (within development), May 2015, Right of Light Consulting; Ecology Statement, May 2015, Campbell Reith and Thomson Ecology; Noise and Vibration Assessment, May 2015, Campbell Reith and Accon UK Environmental Consultants; Flood Risk Assessment, May 2015, Campbell Reith; Outline Construction Management Plan, May 2015, Campbell Reith; Basement Impact Assessment, May 2015, Campbell Reith and Tree Survey and Arboricultural Impact Assessment, May 2015, Campbell Reith and Thomson Ecology.

RECOMMENDATION SUMMARY: Grant Council own development subject to a shadow S106 legal agreement and referral to Mayor of London for his direction

Applicant:

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Agent:

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ANALYSIS INFORMATION

Land Use Details:			
	Use Class	Use Description	Floorspace
Existing	C3	Flats (Ainsdale, Eskdale, Silverdale and Coburg and Euston Street blocks)*	9454m ²
	D1	Community centre (Dick Collins Hall)	330 m ²
	A3	Restaurants (Cape of Good Hope)	391 m ²
	A4	Drinking Establishments (Victory Public House)	375 m ²
Proposed	A1	Retail	162m ²
	C3	Flats	9434m ²
	D1	Community centre	334m ²
	A3	Restaurants and Cafes	91m ²
	A4	Drinking Establishments	179.5m ²

* Note – the existing residential buildings to be demolished are outside but adjoining the application site

Residential Use Details:								
	Residential Type	No. of Bedrooms per Unit						
		Studio	1	2	3	4	5	Total
Existing (Properties to be demolished)*	Social Rent	21	43	48	21	3	0	136
	Resident Leaseholder	1	3	14	5	1	0	24
	Non-Resident Leaseholders	0	5	10	4	3	0	22
Total								182
Proposed	Social Rent	0	28	16	22	8	3	77
	Intermediate	0	6	16	6	1	0	29
	Private	0	1	1	8	0	0	10
Total								116

Parking Details on proposed development sites:		
	Parking Spaces (General)	Parking Spaces (Disabled)
Existing	191	0
Proposed	117	2

OFFICERS' REPORT

Reason for Referral to Committee: Major development involving the construction of more than 10 new dwellings [clause 3(i)]; and which is subject to the completion of a shadow Section 106 legal agreement for matters which the Director of Culture and Environment does not have delegated authority [clause 3(vi)].

Referral to the Mayor

The application includes a building which is over 30m in height and is therefore considered a 'strategic' application under the Mayor of London Order 2008. The application is thereby referable for his direction, whereby he has power to direct the local authority to refuse the application or call the application in for his own determination.

Environmental Impact Assessment

A screening opinion for 9 sites within the Regent's Park Estate was provided by The Council in February 2015 whereby that development did not constitute an EIA development under the EIA Regulations 2008 (as amended). Consequently, a further screening opinion was not necessary for the development as submitted. An EIA is not applicable to the development.

EXECUTIVE SUMMARY

The application is in association with the High Speed 2 (HS2) development. HS2 requires the land to the south of the existing rail lines which directly affects three of the Regent's Park Estate residential blocks: Eskdale, Annsdale and Silverdale, shown in red on Figure 1 below. The HS2 Bill has not yet been passed; however, if it does these blocks will be demolished at the start of 2018. The Council has also identified three buildings on Melton Street and Euston Street which would be affected (shown in red on figure 1 below) and 4 units within Cartmel which would become uninhabitable due to the proposals (the southern yellow block of figure 1). This proposal brings forward the replacement homes that need to be provided in advance of this. The Council is committed to providing the replacement homes within, or in close proximity to the Regent's Park Estate. Authorisation to proceed with the scheme was approved by Cabinet on April 2014.

The Council has undertaken an estate-wide review to establish where homes could be developed. As well as the provision of new homes, the development is replacing the Tenants Residents Association within a new central location on the estate, replacing a public house on Albany Street, providing new commercial units on Hampstead Road and undertaking improvements to communal gardens, public realm and open space on the estate to serve both existing residents and those within the new homes.

A principal aim of this planning application is to deliver the replacement housing to rehouse the residents prior to the demolition of the buildings to make way for HS2. This is to ensure occupiers would only have to move once, and thus avoid the disruption and cost which would arise should a temporary decant be required. Therefore the replacement housing development must be completed and ready for occupation by June 2017 to meet the Government's programme. On that basis, the focus and intention of the applicant is to proceed with the development on the assumption that the HS2 rail

scheme will go ahead as originally intended, on time and in accordance with the Government's timescales.

The tenure of the housing proposed, specifically the proportion of affordable housing, has been developed based on replacing homes that will be demolished. However, the Council must also consider alternative outcomes. Should there be a change for political, financial or any other reason, the government may delay the start of the HS2 project or abandon it altogether. Consequently, the applicant has requested flexibility over the final tenure mix; although it is intended that any option will be fully policy compliant and meet the 50% target. The recommend Affordable Housing Plan addressed within the affordable housing section of the report, this would provide a mechanism to allow flexibility should it become necessary.

Figure 1 – Location of affected blocks



1. SITE

- 1.1 The application relates to 8 sites located within the Regent's Park Estate for which Camden Council is the freeholder. The Regent's Park Estate is located between Hampstead Road and Albany Street, which run in a northerly direction from Central London to Camden Town. Beyond Albany Street are the remaining parts of Nash's Regents Park master-plan area of terrace houses and parkland. Beyond Hampstead Road are Euston Station and the proposed HS2 extension area.
- 1.2 The Regent's Park Estate began life as part of Nash's master-planned area. It provided low scale terrace houses for the middling and lower classes centred around three squares; Cumberland Market, Clarence Gardens, and Munster Square. After WW2 the area was comprehensively rebuilt in-line with modernist theories, with the only remnants of the original plan form being the retention of the three squares and the east-west route of Robert Street. Typically with modernist estates, the existing blocks are loosely arranged without clear definition of front and back, and without definition of ownership to the public realm. Building heights for the existing buildings on the estate range from 4 storeys to eleven storeys, plus two tower blocks.
- 1.3 The sites also form part of the Euston Area Plan adopted in January 2015 by the Greater London Authority (GLA). The Euston Area Plan was prepared as a joint planning document between the GLA, Transport for London (TfL) and the London Borough of Camden (LBC). The document provides supplementary planning guidance for those sites that fall within the Euston Area and is adopted by the London Borough of Camden as an Area Action Plan. Within the document the sites are ear marked for housing and general economic development in light of the HS2 proposals. Regent's Park Estate is not located within a Conservation Area, however the Regent's Park Conservation Area bounds the estate to the west along Albany Street and the north along part of Redhill Street.
- 1.4 Of the eight sites that have been chosen for development, three include existing buildings; the Victory Public House, Dick Collins Hall (used by the estate Tenants and Residents Association) and Cape of Good Hope. The remaining five sites are all infill areas which a feasibility study identified as development opportunities.
- 1.5 Some residents have noted in their consultation responses that the Police Station on Albany Street is available for development and have recommended it be used as a development site. However this building is not available to development with an existing lease on the property with the Metropolitan Police. It is therefore not available for development.
- 1.6 Four of the sites are located to the western side of the estate with two on Albany Street, one on Redhill Street and one adjacent to St Bede's Hall. Two of the sites are within the centre of the estate at Robert Street car park and to the corner of Varndell Street and Stanhope Street and two located towards the eastern side of the estate adjacent to the Newlands and Rydal Water blocks. Due to the number of sites involved in the application, an individual description of each is provided below.

Robert Street Car Park

- 1.7 Located at the midpoint of Robert Street to the northern side of the street is the Robert Street Car Park site which currently accommodates 40 estate car parking spaces. The site is bounded to east and west by 10 storey blocks of residential flats (Patterdale and Borrowdale) and to the north by a three storey residential block (Mosedale). To the opposite side of Robert Street is a four storey residential block.

Newlands

- 1.8 This site is bounded by Hampstead Road to the east, forming part of the eastern boundary of the estate. The site is an area of open space within the estate, however it is important to note it is not designated as open space within the Local Development Framework (LDF). The site is neighboured to the north, south and west by residential blocks which form the estate (Cartmel, Newlands, The Tarns and Waterhead). To the opposite side of Hampstead Road is the building comprising Nos. 132-140 Hampstead Road which is currently occupied by University College London's Bartlett School of Architecture.

Rydall Water

- 1.9 Located to the south of Newlands to the opposing side of the Tarns buildings is Rydall Water site which is another area of open space within the estate but is not designated as such within the LDF. This is a similar site to Newlands in the sense that it is bounded to the north, south and west with blocks which form the estate (Tarns, Rydall Water, Woodhall and the Community Centre). Woodhall and the Community centre sit to the opposite side of Varndell Street which bounds the site to the south. To the opposite side of Hampstead Road is 112 Hampstead Road which is the National Temperance Hospital.
- 1.10 Please note this site is also referred to as the former One Stop Shop site within some of the application details as it previously accommodated a One Stop Shop in association with the NEQ development on Euston Road.

Varndell Street Corner

- 1.11 Located to the corner of Varndell Street and Stanhope Street this site is currently occupied by soft landscaping used as an area of amenity space for the public. To the west is a row of four town houses which front Varndell Street. To the opposite side of Varndell Street is the 8 storey Ennerdale block, to the west is the 8 storey Hawkshead block and to the north the 9 storey Macksworth House.

Cape of Good Hope

- 1.12 Located further to the south of Albany Street is the Cape of Good Hope which is currently operating as a restaurant and bar. The existing building is of two storeys in height. The ground floor is set proud of the first floor with the whole building sitting in front of the building line of the adjoining Troutbeck block to the north. To the south of the site is a vehicle access route into the estate, beyond this is the Albany Street Police Station site. To the east of the site is the Swallowfield block and the west on the opposite side of Albany Street is the start of a row of Grade II listed terraces (No.55-61) and Colosseum Terrace, buildings which are of a character in keeping with that of the Regent's Park conservation area within which they are located.

St Bede's

- 1.13 Located to the east of Troutbeck and to the north of the Grade II listed St Bede's Hall is the site for St Bede's Mews. At present the site accommodates five estate car parking spaces. To the east of the site are gardens which back onto Clarence Gardens located to the north east.

Dick Collins Hall

- 1.14 The site is currently occupied by a single storey community hall located to the corner of Redhill Street as it leads from Albany Street through to Cumberland Market. The site neighbours Rothay block to the south and west, between Rothay and the site is an existing amenity area for residents. To the north west is the Grade II listed St Georges Cathedral and to the north the two storey red brick block of residential units. To the east on the opposite side of Redhill Street is Ascot House a part 5 part 6 storey block of residential flats.

The Victory Public House

- 1.15 Located to the eastern side of Albany Street the site currently accommodates a two storey public house which is a pub to the ground floor with ancillary accommodation for the pub workers to the first floor. The front building line of the existing building is set back from the building line of neighbouring blocks. The site is neighboured to the north, east and south by residential blocks forming the estate. To the opposite side of Albany Street are residential blocks to a similar character and scale as the neighbouring blocks within the estate.

2. THE PROPOSAL

Proposal

- 2.1 The proposal is for a two phased development to provide 116 residential units, a community facility and retail and commercial space (Class A1/A3/A4) across 8 sites within the Regent's Park Estate.
- 2.2 The phase 1 sites consist of the Robert Street Car Park(1), Rydal Water(2), Vardell Street Corner(3), Newlands(4), Cape of Good Hope(6) and St Bede's(9) and phase 2 sites are Dick Collins Hall (5) and The Victory Public House(8). The numbers in the bracket denote the plot number as shown on the map below.

Please note plot 7, The Camden's People's Theatre is a separate application on the same agenda which lies outwith the red line of this application and is also shown on the map below.

Figure 2: Map of development sites



2.3 As the application involves 8 individual sites, for clarity a description of the proposal for each site is provided below:

Robert Street Car Park

2.4 The proposal is for the erection of a five storey building on the site of an existing car park. The proposed building would provide a community hall to the ground floor and residential accommodation above.

2.5 The southern elevation of the proposed building would be set to face Robert Street, in line with the side elevations of the neighbouring blocks of Patterdale and Borrowdale. The north elevation of the building would neighbour an area of open space to be improved as part of the application. To the opposing side of the communal area is the Mosedale block. The proposed building would have deck access to the southern and eastern elevations. The top floor of the building would be set in from the front and rear elevations.

Rydall Water/Former One Stop Shop

- 2.6 It is proposed to build a 7 storey building with two commercial units (A1/A2/A3) to the ground floor and residential units above.
- 2.7 The southern elevation of the building would front Robert Street with the eastern elevation fronting Hampstead Road. The eastern elevation would continue the building line set by the community hall to the south of the site, on the opposing side of Robert Street. To the west of the proposed building is the Rydall Water block and to the north the Tarns block. The proposed building would include shop windows to part of the ground floor for the commercial uses, to the upper levels each corner would be set in to provide private balconies for each unit.

Varndell Street Corner

- 2.8 To an existing area of communal amenity space, it is proposed to construct a part 6 part 3 storey building. The 6 storey element would extend across the corner of Varndell and Stanhope Street with the 3 storey section to Stanhope Street. At ground floor level the two blocks would not be joined, allowing for a pedestrian route through the site. The building would provide recessed balconies for each unit.

Newlands

- 2.9 To an existing area of communal amenity space, it is proposed to erect an 11 storey building to the south eastern corner of the space. The building would terminate at the eastern boundary of the estate adjacent to Hampstead Road. There would be one commercial unit to the ground floor (A1/A2/A3) which would be accessed via Hampstead Road and Varndell Street. The design would be similar to that of the Rydal Water plot with corner balconies and a consistent window pattern throughout. To the ground floor would be one wheelchair accessible unit which would have a private area of amenity space to the western elevation of the building.
- 2.10 The remaining area of open space would be re-landscaped to improve its environment. The design would incorporate new trees, planting and pathways to provide routes through to existing blocks. There would also be repaving works surrounding the building.
- 2.11 Should HS2's plans come forward there would be a new entrance and forecourt to Euston Station to the east of the site.

Cape of Good Hope

- 2.12 Following the demolition of the existing two storey former pub building it is proposed to erect a 6 storey building in wholly residential use. The proposed building would adjoin the Troutbeck block to the north. The development would include basement level excavation to the northern half of the building. The proposed basement would have a footprint of 218.5sqm measuring 13.5m by 16m, incorporating front and rear lightwells. The basement would excavate 2.7m below existing ground level.

St Bede's Mews

- 2.13 Located to the north east of the Cape of Good Hope, the proposed site is to the north of the Grade II listed St Bede's Hall and to the east of Troutbeck. The proposed building would be three storeys in height providing 3 residential units. The south east corner of the building is cut away at part first and second floors to provide a stair well for access into the units at these levels. The ground floor unit would have its own access with amenity space to the southern elevation. The building would be of brick construction, windows benefit from deep reveals and are set within a recessed vertical panel of brickwork.

Dick Collins Hall

- 2.14 Following demolition of the existing public house, it is proposed to build a part three part five storey building. The development would set the north building line no further forward than the furthest corner of the neighbouring Rothay building, this would allow for a wider footway to the north and aid in creating a new small public square on Redhill Street thereby opening up the entrance to the estate from Albany Street.
- 2.15 The building would be three storeys as it neighbours Rothay stepping up to five storeys as the building leads to the corner of Redhill Street. The building would have recessed balconies to respond to the existing Rothay façade as well as the other estate buildings.
- 2.16 The ground floor units would have individual entrances on the north and south elevations with the upper levels having a shared entrance to the west elevation. To the northern elevation of the building would be an area of planting to provide some defensible space for the ground floor of this duplex unit.

The Victory Public House

- 2.17 Following the demolition of the existing 2 storey public house it is proposed to erect a part 4 part 5 building to provide a public house to the ground floor with residential units to the ground floor and above. The development would include excavation works beneath the public house to provide a 18.2sqm basement which would measure 2.8m by 6.5m and excavate 2.5m below ground level.
- 2.18 In terms of materials, all buildings would be of brick construction. Windows, doors and balustrades would all be of metal material.
- 2.19 For ease of reference the table below sets out the tenure of units within each site:

Table 1: Tenure of units

Site	Social Rented	Intermediate	Private	Total
Phase 1				
Robert Street Car Park	8	4	0	13
Rydall Water	18	6	0	24
Varndell Street Corner	8	0	0	8
Newlands	29	3	0	32

Cape of Good Hope	4	11	0	15
St Bede's Mews	3	0	0	3
Total	70	24	0	
Phase 2				
Dick Collins Hall	3	2	6	11
The Victory Public House	3	3	4	10
Total	6	5	10	
Total				116

2.20 Although the application has evolved as a result of the High Speed 2 (HS2) development, the proposals are assessed as an application independent of HS2 to ensure that in the event HS2 does not come forward there is still the opportunity to provide a high quality development.

2.21 Should HS2 come forward the unit mix and tenure would remain as proposed within this application, however if HS2 does not come forward the scheme will change to provide 50% affordable homes and 50% private. This will be secured via the shadow Section 106 agreement as part of an Affordable Housing Plan.

3. RELEVANT HISTORY

3.1 Whilst there are no planning permissions similar to what is being proposed listed below are applications which are of note and are relevant to the assessment below.

Camden People's Theatre, 58 Hampstead Road

3.2 2015/4232/P - Change of use of upper floors from sui generis to provide 5x residential (C3) units (4x one bed units and 1x two bed unit), erection of new stair tower, first floor rear extension, new roof terrace and alterations to front and rear facades. Application pending consideration recommended for approval, item 5 on same agenda.

Netley Primary School, 30 William Road

3.3 2012/2089/P - Demolition of the foundation unit, caretaker's house and Primary Pupil Referral Unit to enable the erection of 2 storey temporary school buildings, landscaping and access works between 2012-2014.

3.4 2013/2511/P - Variation of condition 2 (development built in accordance with approved plans) of planning permission (ref: 2012/2089/P) granted 16/10/2102 for the redevelopment of the site to provide Foundation Unit, Primary Pupil Referral Unit and Community Learning Centre and 80 residential units (Class C3) and associated public realm improvements to Everton Buildings, landscaping and access works. Minor materials amendments include amendments to the site boundary, amendments to the northern end of Block A, to reconfigure cycle and bin storage areas, amendments to the location of entrance at Block A, school entrance gate, nursery gate, EDF substation entrance and school access, relocation of lift shaft on the roof of Block C.

North East Quadrant Development, Site bounded by Hampstead Road, Drummond Street and Triton Square

- 3.5 2007/0823/P - Redevelopment involving demolition of remaining buildings, basements and structures and the erection of 26 storey block comprising 101 private residential units plus an 8 storey block comprising 70 affordable units (Class C3) -both blocks positioned on top of a one storey plus mezzanine level podium-; a part 16, part 11, part 9 storey block comprising 47,168sqm Class B1 office floorspace, plus retail/financial & professional services/restaurant/pub or bar/community (Class A1 / A2 / A3 / A4 and D1) uses at ground floor, provision of basement and lower basement levels together with associated access, parking (comprising 182 parking spaces) , servicing, open areas and landscaping, alterations to and enlargement of Triton Square.

4. CONSULTATIONS

Statutory Consultees

4.1 Great London Authority – no objection subject to the following:

- If HS2 does not proceed a mechanism to deal with such a situation the provision of the affordable housing plans and a shadow 106 agreement.
- The applicant is asked to confirm if the tall building at Newland's plot would be visible in View 5A.2 and if so should provide an illustration showing its effect on the view.
- Cycle parking should be increased to a minimum of 215 spaces.
- Provide further details to demonstrate the wall U-value and thermal bridging performance are achievable for the development; confirm if any dwellings where window openings may not be possible; provide tables detailing carbon wide emissions in tonnes per annum for each stage of energy hierarchy; provide correspondence with local energy officer; provide a whole life cost comparison for connection to an existing communal system/or new communal heating system; investigate if plant at Rothay can be updated; ensure communal heating salutation are designed to allow for future connections to a district heating network.
- SuDs should be secured via condition.

HS2 - No response received

Historic England - No objection

Historic England – The Greater London Archaeological Advisory Service - No objection

Conservation Area Advisory Committee

- 4.2 Regent's Park CAAC were consulted on the proposal and made the following comments:

- Now that it was possible that the Albany Street Police Station might be available for redevelopment for replacement housing, it should be used instead of the proposals which would result in the loss of green space.
- While the new landscaping proposals were welcomed, it is important a maintenance strategy was part of any consent, and should be secured by legal agreement to ensure that HS2 would pay for the property maintenance of the landscaping in perpetuity.

Adjoining Occupiers

Table 2: Consultation Responses

<i>Number of letters sent</i>	1587
<i>Total number of responses received</i>	36
<i>Number in support</i>	1
<i>Number of objections/comments</i>	0

4.3 36 objections and comments have been received, these have been a mixture of comments and objections in the sense that people have submitted it as a comments but the content of their response is an objection. A summary of these responses is provided below, these have been separated into the relevant development sites:

Cape of Good Hope

- The new 6 storey building will considerably change the sense of space around Swallowfield block causing residents to feel hemmed in. Resulting in little if any direct sunlight in the communal space between the swallowfield block and the new development and will negatively impact the atmosphere and environment for the residents of Swallowfield.
- The light calculations in SD9 seem questionable since the values given for adjacent windows within the same frame vary considerably. The values calculated for the swallowfield block gives 2 adjacent windows within the same frame as 13.8% and 21.9%, a 50% change of light levels between these two seems unlikely.
- Privacy of residents within Swallowfield block will be greatly reduced.
- Outlook changed from trees and regency buildings to new residential balconies in close proximity. This will reduce the value of properties within the Swallowfield block.
- Should the development go ahead provision should be made for redress by Camden Council/HS2 Ltd of any reduction in value of the leaseholders property caused by the building of the new development. A valuation should be undertaken by independent valuers before and after the development is built and any loss should be compensated in full.
- The area to the front of Swallowfield has for the last five years been a construction site with storage and site office cabins causing significant disruption to residents and have made the area less pleasant as well as causing damage to the paving and vegetation in the area, I understand this will continue for 2-3 years and cause a blight on the area. Residents have suffered

from this site over the last five years and will continue to do so and therefore should be compensated for the disruption by landscaping the area surrounding Swallowfield block to improve the environment for residents.

- The development does not reflect PPS 7 and PPS 12, the development does not respect the massing of 3-4 storey buildings on Albany Street, 3-4 storey development to follow the footprint of Troutbeck homes would be more in tune with existing.
- Development does not meet the Camden Planning Guidance design regarding amenity with only 21m between habitable rooms.
- Overlooking due to proposed balconies and increased noise and disturbance.
- Loss of daylight and sunlight to Swallowfield.
- Undermine enjoyment, privacy and value of property.
- Council should consider existing residents as well as trying to house new.
- Bin storage and smell emanating from the back of the development.
- Fire brigade access could be blocked by one vehicle illegally parked.
- Increased parking requirements.
- View will be into bedrooms.
- Increase in noise from development.
- It is not stated what would happen to existing trees.
- Health issues will be detrimental.
- I can't understand why buildings should go up in an already congested area, there is only a little bit of space between buildings.
- I would have to relocate on grounds of health.
- We have endured 4 years of containers being used in our open space and car park for a better homes project which initially we were told would only be 18 months.
- The design is not in character with the rest of Albany Street, the proposal is inconsistent with the height of Troutbeck and higher than existing building except the White House Hotel. The height would create a precedent leaving the possibility for Camden to apply for planning permission for raising the height of those buildings at a later date.
- The development would block light to properties on the other side of the road.
- There is also a proposal to demolish the local police station and replace with flats if permission is granted by the Mayor of London who has responsibility for the building.
- There would not be available car parking for the increased number of residents as existing car parking would be built on.
- The development would result in loss of light to Swallowfield.

Rydal Water

- I object to the 6 storey building and the commercial space to the ground level, I live on the first floor and my kitchen is directly above the waste bin area, a block of flats directly in front of my flat will have the waste bin area to the rear. Views will be waste bin areas to the front and rear.
- As there will be commercial use on the ground floor there will be more than just normal household rubbish.
- There will be no green area to speak of as there will be no room for one.
- The development will block out sunlight.

- The area already has a high health risk problem, it is one of the worst in London, cramming in more people will only add to this problem.
- There are plenty more areas in Camden that could accommodate these extra buildings. Those who have strong ties to the estate could be rehoused on the estate with natural movements of other residents.
- The street of all the uncertainty about the HS2 issue has been considerable. I understand the Council has to act swiftly for those displaced and that they will be re-housed in the area and that is to be commended.
- Loss of amenity, there is no proposal from Camden to show they are prepared to mitigate any of the disruption that will take place during construction.
- To alleviate a large amount of stress, I have come to the conclusion I will have to sell my flat in Rydall Water and move away from the area threatened by HS2. I've been advised my property value will decrease during construction of the proposed building and following works for HS2. Had Camden supplied me with full information about their intentions in a timely manner, I wouldn't been able to make an informed decision about to sell or not.
- I feel I'm at the mercy of both Camden and HS2, neither of whom have presented tenants and leaseholders with any reasonable guarantee of compensation, or of any mitigation.
- Although I understand the need for speedy action, for which the Council should be praised, this project has clearly been put together in haste and not properly thought through. If there has been a consultation process, the importance and urgency has not been made clear.
- Removing one last area of green land in front of Rydal Water will have a negative impact on pollution levels surrounding the roads.
- We are losing the open space we have around the local area, where will children play and how are you going to deal with the dense population.
- Have any thoughts been given to where residents will park their cars.
- We should not allow any commercial unit, this creates more people traffic.
- School spaces are very limited with the increase of residents what will happen to children that don't get a space in their local school.

Newlands

- It is not fair putting people in smaller space.
- Loss of privacy, new flats will overlook our existing flats.
- Loss of sunlight to Cartmel and Newlands.
- More noise from more people, kids playing/shouting.
- If you make a walled in/private garden we will definitely get kids playing and being very noisy.
- Increased noise due to construction.
- We don't need commercial uses around here, people don't use the existing corner shops as people use supermarkets or grocery deliveries.
- The blocks are too close to Cartmel.
- Why don't the Council try harder to get the old Police Station on Albany Street to build a taller block then there isn't the need to cause noise pollution for 2 extra years, it would not cause extra noise, lack of privacy and lack of sunlight for residents of Cartmel.
- Development will destroy open space and mature trees.

- Due to noise and nuisance from HS2 works it is not a suitable location to rehouse people.
- The commercial space at the ground floor will cause noise and potential crime spot for people/gangs.
- The proposed path and access at the back of Cartmel and past Newlands impacts on the privacy and security of those blocks as previously no public access existed.
- Resident wildlife will be affected.
- It is not clear as to whether Cartmel and Newlands will have to be decanted so to build a new block in the same area is stupidity.
- Development would destroy mature trees and an important open space.
- It is far too close to the proposed construction work.

Robert Street Car Park

- Loss of light to Mosedale and windows will be blocked by the new building.
- We won't be able to open windows during construction due to dust and noise.
- Loss of privacy, the open space is going to be taken away.
- The car park is in use and it's loss will affect our family and other residents in the area.

Dick Collins Hall

- The proposed building is too high – the proposal does not take a sensitive approach to the surrounding area especially in terms of height, the excessive height retains the blocky profile of the lower Rothay House rather than a mansard used on Windsor and Ascot houses. The building would dominate Windsor House. It would obliterate the original and intentional link between the church and the market, a loss of historical townscape.
- We support setting the new building back to retain mature trees and limit the impact on the special local character of the cobbled area around Redhill Street. Even so the building would dominate the smaller and more attractive buildings. We consider the building damages the setting of the Conservation Area and the Grade II* listed building. This harm could be remedied by losing the top two floors to bring in line with the height of Rothay.
- Balconies would create noise and overlook Redhill Place. We would like the north facing balconies to be interior living space with windows or at least providing some soundproofing barrier.
- The streetscape here is special and significant and so deserves the level of protection the Council has accorded to in the past.
- Many residents of the Peabody estate work nightshift, how are we to get any sleep during construction. This will cause severe sleep deprivation and all other insomnia related illnesses that go along with that.

Victory Public House

- Loss of sunlight and privacy to Thirlemere.
- Increase in noise, traffic pollution, parking issues and rubbish.
- Concern about loss of parking here and at Dick Collins Hall.

St Bede's

- The homes re too close to our properties (Troutbeck)
- Devalue our existing properties, will Camden reimburse out loss.
- When we bought out properties where was nothing in our lease to say we could be overlooked by new buildings.
- Loss of light.
- Impact on environment in terms of amenity, ecology, car parking, refuse, drainage, emergency access and the community.
- Concern regarding security.
- Will leaseholder service charges be cancelled or adjusted.
- Increase noise nuisance due to proximity of new building.
- I have walked around the estate and have not seen flats that are so close together. The application notes the proposal would be in line with the church, but no one lives in the church and you can't see through the windows.
- Loss of outlook, at the moment we see some greenery from the trees in Clarence Gardens..
- Parking will be a no go.
- The dark brick to match St Bede's will make out outlooks even darker.
- Please do not destroy our privacy and stop more vandals invading us.
- There would be a big issue with the refuse room, it can't cope with the current level of rubbish with 116 more units it would be much worse.
- At present we can walk across the service road if you build where proposed we would have to walk along the balcony which is a huge problem if you have bulky rubbish, people often block the balcony with bicycles and pushchairs.

Open Space works

Stanhope Street and Robert Street

- The gravel is most likely to be used as a source of stones to throw at each other, passers-by and surrounding windows.
- The concrete table for ball games will cause noise nuisance and attract youths that will cause further disturbances. It would be better targeted to older residents potential with a checkerboard.
- The seating would cause loss of privacy to residents.
- The removal of the railings enclosing the garden will alter its character and use.
- I thank the Council staff and architects who organised and attended the many public exhibitions for the proposals.
- I am concerned about the loss of green open space, especially either side of the Tarns. Hampstead Road is a busy highway which needs softening with trees and vegetation.

General

- I am reliant on buses and fear building work will affect bus routes and therefore I will be isolated and unable to get my shopping.
- Whilst it is important people who lose their homes due to HS2 stay in the area, if HS2 is cancelled or does not come to Euston, the planning permission granted should be cancelled.

- Loss of green space – these spaces were originally planned to make the high density housing tolerable and healthy. Once lost these would deal a damaging and irreversible blow to the health and wellbeing of all residents and the peaceful environment of Regents Park would be destroyed. Although I support the provision of replacement housing solutions other than building on green open space need to be found.
- Loss of trees – The trees are equally important to the wellbeing of residents and the visual environment of the Estate. Taken with the loss of green space it would turn the estate from a pleasant environment to a concrete desert.
- Distress due to construction – We are faced with 20 years of construction works, there would be no respite for residents between these two major works this would be intolerable.
- This would go ahead even if HS2 doesn't materialise – if HS2 doesn't come into Euston the permission should be cancelled.

5. POLICIES

5.1 National Planning Policy Framework 2012

5.2 The London Plan 2015, consolidated with alterations since 2011

5.3 LDF Core Strategy and Development Policies 2010

LDF Core Strategy

CS1 Distribution of growth

CS3 Other highly accessible area

CS5 Managing the impact of growth and development

CS6 Providing quality homes

CS10 Supporting community facilities and services

CS11 Promoting Sustainable and efficient travel

CS13 Tackling climate change through promoting higher environmental standards

CS14 Promoting high Quality Places and Conserving Our Heritage

CS15 Protecting and improving our parks and open spaces and encouraging biodiversity

CS17 Making Camden a safer place

CS18 Dealing with our waste and encouraging recycling

CS19 Delivering and monitoring the Core Strategy

LDF Development Policies

DP1 Mixed use development

DP2 making full use of Camden's capacity for housing

DP3 Contributing towards the supply of affordable housing

DP4 Minimising the loss of affordable housing

DP5 Homes of different sizes

DP6 Lifetime homes and wheelchair housing

DP15 Community and leisure uses

DP16 The transport implications of development

DP17 Walking, Cycling and public transport

DP18 Parking standards and limiting the availability of car parking

DP19 Managing the impact of parking

DP20 Movement of Goods and Materials
DP21 Development connecting to the highway network
DP22 Promoting Sustainable Design and Construction
DP23 Water
DP24 Securing High Quality Design
DP25 Conserving Camden's Heritage
DP26 Managing the impact of development on occupiers and neighbours
DP27 Basements and lightwells
DP28 Noise and vibration
DP29 Improving access
DP30 Shopfronts
DP31 Provisions of and improvements to, public open space and outdoor sport
and recreation facilities
DP32 Air quality and Camden's Clear Zone

5.4 **Supplementary Planning Guidance**

Camden Planning Guidance (2011) (as amended 2013)

CPG1 Design
CPG2 Housing
CPG3 Sustainability
CPG4 Basements and lightwells
CPG6 Amenity
CPG7 Transport
CPG8 Planning obligations

Regent's Park Conservation Area Appraisal and Management Strategy (2011)

Euston Area Plan (2015)

6. **ASSESSMENT**

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

- Land Use;
- Design and conservation;
- Basement impact;
- Standard of proposed accommodation;
- Neighbour amenity;
- Transport;
- Sustainability;
- Accessibility;
- Waste; and
- Section 106 obligations and CIL.

Land Use

Loss of Open Space

- 6.2 Policy 7.18 of the London Plan notes that the loss of open spaces should be resisted unless equivalent or better quality provision can be made. Policy CS15 seeks to protect and improve the Boroughs areas of open space. The policy aims to protect suitable land of 400sqm or more on large estates with the potential to be used as open space. The supporting text of the policy notes development will not be allowed on these open spaces unless it is for limited development ancillary to a use taking place on the land and for which there is a demonstrable need. The policy also notes that the quality of open space will generally not be accepted as a reason for its partial development as once built upon it would be lost to the community for ever.
- 6.3 The estate is not noted within the LDF as an area of public open space deficiency. There is an area to the south of the estate, adjacent to Euston Road and spanning south that is considered as deficient in open space. Furthermore it is important to note that almost all of the estate is within 450m of Regent's Park.
- 6.4 Three of the sites propose building on land which falls within the category of being over 400sqm and has the potential to be used as open space. These are Newlands, Rydal Water and Varndell Street Corner. These sites would amount to a loss of open space of 1,081sqm.
- 6.5 To compensate for this loss of open space the applicant has undertaken an estate wide review of green spaces with the aim of identifying areas within the estate where new open space and mitigation sites can be provided. The figure below annotates where these are located within the estate.

Figure 3: Loss and Gain of Open Space



6.6 The open space gain equates to 1033sqm, resulting in a shortfall of 47sqm. The areas of gain have come from service roads and car parking spaces which are no longer required; there has also been a gain adjacent to Rothay at an area which is currently surrounded by railings and inaccessible. Officers have assessed each of the proposed open space gains, and consider that, as presently they are not used for amenity purposes, they can be accepted as gains in open space given the works would allow residents of the estate and the wider community to enjoy the area.

6.7 Together with these areas of gain, the applicant is proposing a number of mitigation sites to further compensate for the loss of open space. There are six mitigation sites across the estate, these sites do not form part of the application sites but are in close proximity. The mitigation sites improvement works would include the installation of new trees, areas of new planting, play facilities, facilities for pedestrians and cyclists such as bicycle stands and seating together with new

paving materials. Where possible existing features will be utilised and improved such as existing tree pits.

- 6.8 The proposal also includes landscape and public realm improvements surrounding each of the proposed new buildings. Similar to the mitigation sites these would include new trees, planting, repaving, introduction of new planters and landscaping works. These will be assessed in detail within the landscaping section below.
- 6.9 The estate wide review of green spaces is a welcomed methodology which clearly demonstrates that although there will be a loss of open space within the estate; this has been compensated for with areas of gained open space limiting the shortfall to 47sqm. This shortfall is then addressed by the proposed mitigation sites, officers consider these mitigation site to provide a valuable improvement to existing areas within the estate which otherwise may not be improved. To ensure these mitigation sites come forward a condition will be used to tie each of these to specific proposed buildings to ensure the works are implemented prior to occupation of the new buildings.
- 6.10 Although the areas of gain and mitigation are sufficient to justify the proposed loss of open space on this occasion, it is also important to take into consideration the strategic importance of this application and the Council's commitment to relocate residents affected by HS2 within the estate. Given the limited availability of space within the estate to provide the number of units required, the proposed approach is well considered, proposing opportunities to improve the estate overall to benefit existing and future occupiers. Consequently, officers raise no objection to the proposed arrangements for open space provision.

Community facilities

- 6.11 The application includes the demolition of the Dick Collins Hall which is currently a Tenants and Resident's Association (TRA) hall. Such a use is defined as a community facility (Use Class D1). Policy DP15 notes that the Council protects community facilities unless a replacement facility that meets the needs of the local community is provided. A new community facility would be provided within the ground floor of the proposed building at Robert Street car ark. The existing hall within the Dick Collins Hall measures 330sqm and the proposed hall within the Robert Street car park would measure 334sqm. The new space would be a flexible space that could be used by the wider community. The space has been designed in consultation with the Regent's Park Tenants and Residents Association. The Council would be the freeholder of this space, covering the cost of rent, insurance and utilities with the Regent's Park TRA being the leaseholder this agreement will be on the basis that the TRA provide free access for other community groups to use the hall.
- 6.12 In terms of phasing, the Robert Street Car Park site forms part of Phase 1 with the Dick Collins Hall site being Phase 2. Therefore, the replacement community facility should be in situ ahead of the closure of the Dick Collins Hall. It is therefore considered that the proposed replacement facility would accord with the aim of

DP15 and no objection is raised to the loss of the Dick Collins Hall, given this would be re-provided within the estate.

- 6.13 With regard to the loss of the public houses, it is proposed to demolish the Victory public house. This is a small public house with no community facilities. No objections have been received in regard to the loss of this public house. Therefore no objection is raised in regard to its loss. The proposal includes the provision of a smaller pub to the ground floor of the proposed Victory building. The impact of this replacement building in terms of neighbour amenity for future occupiers of the Victory building will be detailed within the Standard of Accommodation section below, on land use grounds no objection is raised to the provision of a smaller public house. As the existing public house is not defined as a 'community facility' in terms of DP15, no policy objection is raised to the overall net loss in floorspace.
- 6.14 It is also important to note that within one of the blocks to be demolished, Silverdale, there is an existing hall used as a Motorcycle Club. There is a requirement for HS2 to replace this facility. Given the existing blocks to be demolished are not within the application site and would be dealt with under a potential future Act of Parliament, the re-provision of this facility is not required by policy and does not form part of this application.

Commercial Space

- 6.15 The Cape of Good Hope site is operated as a restaurant (Use Class A3). This will not be re-provided within the replacement building on the same site and there is no policy objection to its loss.
- 6.16 The proposed development would include the provision of a 162sqm commercial unit to the ground floor of the Rydall Water site which would be used for retail (Use Class A1). There would also be 91sqm of commercial space to the ground floor of the Newlands site block, which is proposed as a flexible retail or café use (Use Class A1 or A3).
- 6.17 Both of these sites are along the eastern boundary of the estate and adjacent to Hampstead Road. The provision of these commercial units to the ground floor would improve the vitality of this area of the estate which would be a welcome improvement in the context of the wider HS2 proposals. No objection is raised to the location of the proposed commercial uses on land use grounds subject to the amenity impact, which will be discussed further within the amenity section below.

Residential

- 6.18 Should the proposed development of HS2 go ahead it would result in the demolition of the Eskdale, Ainsdale and Silverdale blocks located to the north of Regent's Park Estate and the Council owned residential blocks on Cobourg and Melton Street which are outwith the the application site but within the Regent's Park Estate. This would result in the loss of 160 social rented and resident leaseholder properties.

- 6.19 In addition and within the application site is Cartmel block, wherein the applicant has identified 4 units which would become uninhabitable as a result of the HS2 works. The Council is committed to re-providing these 4 units, all of which are social rent. Overall, there is a potential need to replace 164 units.
- 6.20 70 replacement homes are to be provided with HS2 funding at the nearby Netley development (2013/2511/P). This provision has been agreed by the Secretary of State should HS2 come forward. This application will provide the remaining 94 replacement units together with 22 additional units. All of the replacement housing will be provided as part of Phase 1 of the development. Phase 2 would provide the additional 22 units.
- 6.21 The additional homes are provided to ensure that an amount of resilience is built into the replacement homes programme and provide flexibility to meet changes in household composition and any increase in demand from resident leaseholders.

Affordable housing

- 6.22 The units that would be lost as a result of HS2 would amount to 6777sqm of affordable housing. The proposals would result in 8606sqm of affordable housing within the red line and a further 5411sqm within the Netley development. Although the application does not include the demolition of the existing blocks, it has evolved due to the impact of the proposed HS2 works which would result in the loss of affordable housing. Consequently the application ensures there is no net loss of affordable housing floorspace, in accordance with DP4.
- 6.23 In respect of the provision of affordable housing, of the replacement housing, 100% would be affordable comprising 74% social rented (70 units) and 26% intermediate (24 units) based on numbers of units. For the additional homes, 55% would be affordable, with a split of 58% social rent (7 units) and 42% intermediate (5 units) and 45% would be for market sale (10 units). The development would accord with the aims of DP3 in terms of providing over 50% affordable housing. Although there would be a slight shortfall in the number of social rented units as the policy sets a 60% social rented and 40% intermediate target it is considered this is not a significant shortfall and when considering the affordable housing provision as a whole it is considered the development would maximise provision in accordance with the aims of DP3.

Affordable Housing Plan

- 6.24 The affordable housing calculation is predicated on HS2 coming forward for development. However, the Local Planning Authority and the applicant must also consider other potential outcomes. Should there be a change for political, financial or any other reason, the government may delay the start of the HS2 project or abandon it altogether. To address this, a condition and an obligation within the shadow s106 Agreement is recommended, which requires the Housing Department to produce an Affordable Housing Plan which sets out the details for provision of Affordable Housing that could reasonably arise during the course of the Development, accounting for the HS2 scheme proceeding on time, proceeding with delay and not proceeding at all. In each of those three scenarios the

Housing Department would have to submit (or resubmit) a plan showing tenure, size, location etc. for the Local Planning Authority to approve. It is important to note that whatever the scenario, the Housing Department will always provide a minimum of 50% Affordable Housing within the development and will therefore comply with the local Planning Authority's Affordable Housing policies.

Unit mix

- 6.25 With regard to the mix of the units, the table below provides the % breakdown for each tenure type.

Table 2: % of mix of units

Tenure Type	Studio	1 bed	2 bed	3 bed or more
Existing as a result of HS2				
Social Rent	15	33	35	17
Resident Leaseholder	4	13	59	24
Replacement housing				
Social Rent	0	37	21	42
Intermediate	0	17	59	22
Additional				
Social Rent	0	29	14	57
Intermediate	0	40	40	20
Private	0	10	10	80
Netley				
Social Rent	0	60	37	3

- 6.26 The dwelling size priorities table within DP5 sets out that it is expected that 50% of social rented units and 10% of intermediate should be 3 bed or more. For market housing DP5 expects at least 40% to be 2 bed units.
- 6.27 When comparing the existing provision against the proposed provision there is a change in unit mix. This is due to the replacement housing providing for the assessed housing need of the current units rather than the exact mix of the accommodation as currently exists within the buildings to be demolished. The housing need has been assessed based on survey information from the current householders against Camden's new housing allocation policy. Given the replacement homes are replacing existing residents and the applicant has undertaken an assessment of their need and proposed a unit mix based on this, it is considered that the proposed mix is acceptable.
- 6.28 In relation to the additional homes, the development would meet the policy requirement for social rented and intermediate homes, therefore no objection is raised. There would be a shortfall in the number of 2 bed units provided for the private market sale. However the development would be providing 80% 3 bed units which are in medium demand, which provides family sized units that are in greater demand than smaller single bed units. Furthermore when considering the range of unit mixes the development would contribute to the creation of mixed and inclusive communities which is the overarching aim of DP5. Therefore no objection is raised in this regard.

Density

- 6.29 Policy DP2 of the Core Strategy confirms that the Council will seek to maximise the supply of additional homes in the borough, the Council will expect the density of housing development to take account of the density matrix in the London Plan and to be towards the higher end of the appropriate density range.
- 6.30 The site is considered to most closely match the criteria contained in the London Plan for a Central Area and is highly accessible with a PTAL rating of 6b wherein a density of 650-1100 habitable rooms per hectare (hrh) which is equivalent to a range of 140-405 dwellings per hectare is required.
- 6.31 The applicant has undertaken a density calculation within the red line site, which includes five existing blocks of housing (Swallowfield, The Tarns, Cartmel, Rothay and Mosedale) which amount to 203 units. The site has an area of 2.52 hectares. The development would provide 9434sqm of residential floorspace (GIA) across 116 units. Across the existing and proposed buildings there would be 1032 habitable rooms and 319 units. This equates to a density of 410hrh or 127 dwellings per hectare. During the course of the application the applicant provided density calculations for each site, this is set out in the table below:

Table 3: Density calculations per site

Site	Site Area (hectares)	No. Units	Density units per hectare	Habitable Rooms	Density hrh
Dick Collins Hall	0.156	11	70.5	53	339.7
The Victory Public House	0.060	10	166.7	39	650.0
St Bede's Mews	0.028	3	106.0	12	424.0
Cape of Good Hope	0.085	15	176.5	56	658.8
Robert Street Car Park	0.120	13	108.3	53	441.7
Varndell Street Corner	0.064	8	125.0	43	671.9
Rydall Water	0.083	24	289.2	61	734.9
Newlands	0.195	32	164.1	111	569.2
Average units per hectare			146.6	Average per habitable room	540.9

- 6.32 It is acknowledged there is a shortfall in density of hrh and dwelling numbers. For the calculation done on the entire site, it is important to note that this includes areas of roads, amenity space and proposed open space. The inclusion of these areas would result in a lower density calculation. The density, as shown in the table above, shows there would be a shortfall on the sites of Robert Street Car Park, Newland Site, Dick Collins Hall and St Bede's Mew. With the exception of St Bede's Mews the sites include areas of amenity space which is shared with surrounding blocks. St Bede's Mews is a small development adjacent to a listed building, it would not be appropriate to increase the height or footprint of the building given its context. As a whole, the estate is characterised by medium density buildings with open spaces surrounding. Officer consider each site is

being developed in an efficient manner that maximises the amount of development in each site having regard to the wider character of its planned form.

Design

6.33 The proposals comprise eight plots which for the structure of this report have been grouped into three groups sharing similar contextual issues. These areas are as follows:

Group 1 (Albany Street Sites)

- Dick Collins Hall
- The Victory Public House
- Cape of Good Hope Public House
- St Bede's Mews

Group 2 (Central Sites)

- Robert Street Car Park
- Varndell Street Corner

Group 3 (Hampstead Road Sites)

- Newlands
- Former One Stop Shop

Group 1

6.34 For the most part Albany Street forms the eastern boundary of the Regents Park Conservation Area, characterised by the magnificent Nash terraces and parkland. The boundary does cross over onto the Regents Park Estate side of Albany Street to include listed buildings to the south of Munster Square and north of Redhill Street. Listed buildings in the area include terraces on the west side of Albany Street and two churches. None of the sites which are the subject of this application are located within the conservation area. However all involve heritage setting considerations being either in the setting of conservation area and/or listed buildings including two church buildings.

6.35 The three of the four plots (Dick Collins Hall, Victory Public House and Cape of Good Hope Public House) involve the demolition of existing buildings and replacement with new build development. Of the three buildings being demolished, two being post war pubs buildings contemporary with the estate, and one replaces a community hall, also contemporary. The sites of the Dick Collins Hall and The Victory Pub form Phase 2 of the proposal with the remaining sites forming Phase 1.

Dick Collins Hall

6.36 This is a corner plot which sits diagonally across from Christ Church, a Grade II* listed church of 1836 in the Neo-Grecian style. The existing hall is a single story

building of low architectural and townscape merit. The neighbouring buildings are predominantly 5 storeys in height, with some elements of 6 storeys. To the north of the site is a 2 storey building.

- 6.37 The proposed building is part 3 part 5 storeys in height. The 5 storey element matches the height of the housing blocks opposite, while the 3 storey elements address bulk and outlook. The proposal completes a perimeter block with existing three winged block. The footprint has been pulled back from the existing building line at the north end. The existing hall is 5m from the carriageway, while the proposal is 11m. This provides a generous setting for the listed church, and eases pedestrian movement from Cumberland market onto Redhill Street and through to Albany Street. In massing the top two floors of the corner have been pulled back to soften the mass and contextualise the building in views with lower conservation area buildings. The mass of the building is further softened by recessed corner balconies which allows light and views through. The building has a clear tripartite composition expressed by a strong string line above ground floor and the setbacks above second floor. The proposal is finished in reddish brickwork to reflect context.
- 6.38 Objections have been received from neighbouring residents with regard to the height of the proposed building, it's relationship with neighbouring buildings and the impact on views of the listed church from Cumberland market. At present a glimpsed view of the church can be achieved from the corner of Cumberland market as one turns from the square into Redhill Street, although this is only fully achievable when the trees are out of leaf. This view occurs due to the underdeveloped nature of the site, being only part occupied by a single storey building. In the 19C a distillery sat on the site providing full coverage of the site. As such it is unlikely that the view existed historically. Officers do not consider that the church and square were laid out in any formal way to have a visual connection between them. The view is not considered to contribute to the historic significance of the church, and far more rewarding views can be achieved up Albany Street towards the church. Officers consider that in townscape terms the positioning of a development on the site to the scale and massing as proposed is appropriate. However, in offering alternative views of the church the proposal has been pulled southwards of the historic and existing building line on Redhill Street, which allows a greater opportunity to appreciate the church as one turns the corner towards the church.

Victory Public House

- 6.39 The existing building is a two storey pitched roof structure set back from the street. At this point on Albany Street, the Conservation Area to the opposite side of Albany Street comprises 20C flats of a character similar to the estate. The contiguous block to the site, Windermere, is five storeys high, opposite to which within the Conservation Area is Chester Court at 5 storeys plus a retail ground

floor. The site is located at a point where Albany Street kinks, with the northern section of the street aligned toward the site.

- 6.40 The proposed building is 4 and 5 storeys in height. As the proposed building adjoins the neighbouring Windermere, it would be of an equivalent height of 4 storeys. On the corner with Nash Street the building steps up to 5 storeys, marking the pub. The proposal has a chamfered corner addressing the view down Albany Street. It is finished in light brickwork with stack bond to ground floor.

Cape of Good Hope

- 6.41 The existing building is a two storey flat roofed structure of low architectural and townscape merit. It is contiguous with Troutbeck which adjoins the site to the north and is a four storey residential block which runs consistently along the east side of Albany Street. To the opposite side of Albany Street, is a row of 19C terrace houses, 55-85 is Grade II listed and located directly opposite the application site. The terrace is 4 storeys high with a raised ground floor. Located to the south of these is Colosseum Terrace which is later 19C and not listed. Colosseum Terrace is considered to be a high quality row of 15 houses in red brick. Colosseum Terrace is in part a similar 4 storeys, and in part 5 towards the centre of the terrace. The 5 storey height of Colosseum terrace is equivalent to 6 modern storeys. To the rear of the site is the 11 storey high slab block, Swallowfield. To the south of the pub is a gap in the streetscape providing access into the estate. Although this gap is reasonably broad, the existing built forms do not legibly express the townscape importance of this route or suggest public permeability.
- 6.42 The proposal is 6 storeys in height above ground. Whilst this height is two storeys higher than the neighbouring Troutbeck Block, officers consider this to be an appropriate height for the context. The height matches that of the central 5 houses on Colosseum Terrace which are located within the Conservation Area but remain lower than 20C residential blocks in the conservation area that front Albany Street. The proposal is one storey higher than the listed terraces on Albany Street, but it is a wide street with mature tree planting and officers do not consider this small difference in height to raise any setting concerns. It is worth noting that the proposed building line follows that of Troutbeck which sits about 10m back from the original regency building line. This historical line can still be experienced further south on the street where listed terraces remain on the east side. This additional 10m of width in the road further reduces any sense of height difference.
- 6.43 The proposal is expressed as two blocks with a recess between. The element next to Troutbeck reads 4 storeys with 2 set-back storeys above. The first parapet picks up on the height of Troutbeck and the penultimate string line on the listed houses opposite, which sits below the attic floor. The proposal reads as the full six storeys to the south marking the public route into the estate and introducing

a frontage to its flank. This fully fenestrated south elevation gives presence to the route into the estate. The proposals have recessed balconies. The building is finished in two tones of light brickwork to reflect context. The ground floor has stack bond brickwork.

St Bede's Mews

- 6.44 This site is currently occupied by a tarmacked car park and neighbours St Bede's Hall, one of the few pre-war buildings remaining within the estate. Formally a church, the building is Grade II listed and dates from 1877. In red brick with stone dressings the building is three storeys tall to the south, dropping to a single storey hall next to the site. The building once sat within a terrace of houses. As such the north wall, next to the site, was formally a party wall and is finished in cement render and with an external metal fire escape which detract from its character.
- 6.45 The proposed building is three storeys in height and would be the same height as the ridge of St Bede's Hall and the eave height of its tower. In the front corner next to the hall the staircase core is cut away to the height of the hall's eave. This results in a form which has a similar form to the vertical elements of St Bede's resulting in comfortable relationship. The step back also allows views of the listed building to be maintained. The proposal is finished in brickwork which responds to St Bede's. It is considered that the proposed development would not harm the special interest of the neighbouring listed building.

Group 2

- 6.46 Two sites form the central sites, these are located within the interior of the estate where there are no heritage setting issues. Neither site involves demolition works, both sites form part of the Phase 1 of the proposal.

Robert Street Car Park

- 6.47 The site is located to the midpoint of Robert Street, located to the northern side of the street and is currently a car park. The south side of Robert Street is lined in 4 to 7 storey residential blocks. The north side is comprised of 10 storey residential blocks sitting perpendicular to the road, with gaps in between, containing open space, parking or roads. The site is between one of these gaps adjacent to Patterdale and Borrowdale blocks and opposite Mosedale which is a 4 storey block of residential flats.
- 6.48 The proposed building would be part 4 part 5 storeys in height. The new building would have a community centre to the ground floor with residential above. The proposal defines the street edge, in the same manner as the parade of shops further to the west, and encloses a garden to the rear. The proposal is in light brickwork with full width strip balconies to the south side finished in recon-stone. The proposal has deck access to dual aspect maisonettes, such a detailed design approach is in keeping with the surrounding buildings. It is considered the

proposed development pays regard to the height and massing of neighbouring buildings and is considered to integrate well with the design of the surrounding area.

Varndell Street Site

- 6.49 The site is located to the corner of Varndell and Stanhope Streets on an area of soft landscaping. Surrounding blocks range from 5 to 9 storeys in height. The proposed building would adjoin a row of three storey houses on Varndell Street, built at the turn of the century following fire damage to a former pub on the site.
- 6.50 The proposed building is part 3, part 6 storeys high. The 3 storey element sits on Stanhope Street and comprises three terraces house of an equivalent scale to the Varndell houses. On the corner between the proposed and existing houses the proposal steps up to 6 storeys, responding to the taller scale in the wider context. Between the 3 and 6 storey blocks is a two storey entrance void which allows light and views through to the garden at the rear. Next to the neighbouring house on Varndell Street the proposal steps back above the second floor by 2m. Recessed balconies reduce the mass of the proposals. The proposal is finished in light brickwork.

Group 3

- 6.51 The eastern edge of the estate presents no significant heritage setting issues. It is not within the setting of a conservation area. The closest listed building is the Prince of Wales pub on Hampstead Road which presents no significant setting issues regarding the proposals given it is located 60m to the south of the Rydal Water Site. Northwards of Robert Street, the main east-west route across the estate, Hampstead Road has an undefined edge, with the modernist slab blocks sitting in space at a variety of distances from the road. The remaining land between the blocks and the road is made up of grassed buffers. South of Robert Street the buildings sit at the back of pavement in a more typical townscape arrangement. Opposite, the context is currently one of institutional and commercial buildings, sitting on the highway edge, but with blank frontages. These include the ex-National Temperance Hospital and the former BHS warehouse, currently temporarily housing the Bartlet School of Architecture. North of the BHS warehouse is the petrol station site at 142 Hampstead Road on which was granted a 12 storey residential block in 2011. This context on the east of Hampstead Road is within the HS2 station expansion area and is expected to be comprehensively demolished as part of the station proposals. A new station and railway infrastructure is expected to be built in their place with a new station entrance addressing Hampstead Road. Within the broader context, the 20 storey towers of the Amptill estate sit across the railway tracks to the NE of the plots. Both of these sites have been considered together given their proximity to each other and as they share a similar context, form and detailed design.

- 6.52 Both sites sit on land currently occupied by grassed frontage space. The Rydal Water Site sits on the corner with Robert Street, with the Newlands site one block to the north on the corner with Varndell Street. Between the sites is the 7 storey block, The Tarns, which is the most forward sited existing block on this part of Hampstead Road. To the west of the Rydal Water Site is the 11 storey Rydal Water block. To the west of the Newlands site is the 4 storey Newlands block with the 7 storey Cartmel block to the north.
- 6.53 The two proposals are designed to read as a pair, with a common aesthetic language. The proposal on the Rydal Water Site is 6 storeys on top of a commercial ground floor. The Newlands site is 10 storeys on top of a commercial ground floor. The two buildings sit on the back of the pavement providing an active frontage to the street edge and enclosing shared gardens behind. The scale of the buildings is comparable to existing heights on this part of the estate and that approved on the petrol station site, whilst being lower than the Amptill towers beyond. The blocks have recessed corner balconies to all corners which soften their mass. The elevations layer a double storey grid of horizontal and vertical brickwork over the principal fenestration pattern, so that floors are paired.
- 6.54 In respect on the character of the area in terms of building on the existing publically accessible land, the space currently has the character of a buffer to a main road, without clear ownership or purpose. The proposals enclose space behind them, protecting them in a perimeter block manner. This gives the spaces clearer purpose and makes them feel integral to the homes rather than a separation strip between existing homes and a road.

Design Summary

- 6.55 The form, massing and layout of the 8 proposals have been designed to respond to the specific contextual conditions of each plot. They share similarities in the detailed design, being calm brick buildings, employing proportion and composition to create character. The proposals address failings of the modernist estate planning. Frontages turn corners into side roads; the buildings have clearly defined fronts and backs, and enclose shared amenity space; where appropriate, ground floors have active uses. They all offer high quality accommodation with dual or triple aspect homes; have short and naturally lit corridors; have good entrance environments; there is a prevalence of recessed and corner balconies and few ground floor bedrooms.

Basement Impact

- 6.56 The proposed development includes excavation works on two of the sites; Victory Public House and the Cape of Good Hope. There are existing basements on site, however the size of these basements is not known as the applicant has not been able to gain access to the sites. Therefore they are assessed as new basements.

- 6.57 Policy DP27 states that developers will be required to demonstrate with methodologies appropriate to the site that schemes maintain the structural stability of the building and neighbouring properties; avoid adversely affecting drainage and runoff or causing other damage to the water environment; and avoid cumulative impact upon structural stability or water environment in the local area.

Victory Public House

- 6.58 The development would include excavation works beneath the public house to provide a 18.2sqm basement which would measure 2.8m by 6.5m and excavate 2.5m below ground level. The proposed basement would accommodate customer toilets and storage facilities.
- 6.59 A Basement Impact Assessment (BIA) has been submitted as part of this application. This document demonstrates that the proposals would be unlikely to have a material impact in terms of land stability, hydrogeology and hydrology of the site or adjacent buildings. This document has been independently reviewed, only one further piece of information is required, which is for a ground investigation to ascertain the ground and groundwater conditions. The applicant is not able to gain access to the building to undertake the necessary ground investigations due to ongoing discussions with the current lessee. It is therefore recommended that a pre-commencement condition is used to secure details of the ground and groundwater conditions. Officers considered this would be a reasonable approach and would enable the on site investigations to be undertaken ahead of any development starting on this site. Furthermore given the size of the basement is 18.2sqm which is relatively small it is considered this approach would be acceptable. Further to this a Basement Construction Plan (BCP) would be secured via section 106.

Cape of Good Hope

- 6.60 The proposals on this site include the enlargement of the existing basement. The existing basement has the same footprint of the existing building at approximately 12m by 15m and is of single storey, as on site investigations have not been done, the exact depth of the existing basement is not known. The proposed basement would have a footprint of 218.5sqm measuring 13.5m by 16m, incorporating front and rear lightwells. The basement would excavate 2.7m below existing ground level.
- 6.61 A Basement Impact Assessment (BIA) has been submitted as part of this application. This document has been independently reviewed, further information has been requested with regard to maintaining the structural stability of the building and any neighbouring properties. The applicants BIA has not provided the foundations of the neighbouring property (Troutbeck), a ground movement assessment, a monitoring and contingency plan or a specific construction methodology regarding safeguarding the stability of neighbouring structures. The independent reviewer LBH Wembley have advised that these details can be secured via condition prior to any works commencing on site.
- 6.62 It has not been possible to provide the additional information ahead of a recommendation being made on the proposals as the applicant has not been able to gain access to the foundations at Troutbeck due to them being inaccessible

because of the existing basement at the application site. It is therefore not possible to provide information relating to the form and location of the foundations to the neighbouring property.

- 6.63 In regard to the construction methodology, access to the Troutbeck foundations is required to prepare a specific construction methodology indicating how the stability of the neighbouring structure is to be protected in both the temporary and permanent situation. Until the applicant has access to the foundations a specific methodology cannot be prepared.
- 6.64 With regard to the ground movement the BIA notes this would be low as the development involves extension of an existing basement. Any ground movement assessment provided at this stage would be in draft form only, a final assessment could only be provided once the foundations of Troutbeck have been inspected.
- 6.65 With the above in mind officers considered it appropriate to secure via condition details of the above points ahead of any commencement of works, this would ensure any impact on the Troutbeck block would be kept to a minimum and the construction methodology would take account of the neighbouring block. Further to this a Basement Construction Plan (BCP) would be secured via section 106.

Neighbour Amenity

- 6.66 Policy CS5 seeks to protect the amenity of Camden's residents by ensuring the impact of development is fully considered. Furthermore, Policy DP26 seeks to ensure that development protects the quality of life of occupiers and neighbours by only granting permission to development that would not harm the amenity of neighbouring residents. This includes privacy, overlooking, outlook and implications on daylight and sunlight.

Daylight and Sunlight

- 6.67 The applicant has undertaken a daylight and sunlight assessment for each of the proposed buildings. The assessment has considered the impact of the proposals on each of the neighbouring buildings.
- 6.68 In regard to daylight, the applicant has used Vertical Sky Component (VSC) to test levels of daylight. If the VSC is greater than 27% then enough daylight should be received by the windows. Should windows fail the 27% level it is acceptable to have a reduction from the existing level of daylight to no less than 80% its former value (a ratio reduction of 0.8).
- 6.69 The VSC does not include reflected light, either from the ground or from other buildings. It also does not take into account other factors such as whether there is light from secondary windows and rooms/units that are dual aspect. The BRE is clear in that only windows that serve habitable space should be assessed such as living rooms, kitchens (where there is a dining function), and bedrooms. Ancillary circulation space and toilets/bathrooms do not need to be included.

- 6.70 As a general point, although the BRE gives numerical guidelines, these should be interpreted flexibly since natural lighting is only one of many factors in site layout design. For example, in a historic city centre or in an area with modern high rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportion of existing buildings
- 6.71 The table below summarises the daylight results for each proposal site.

Table 4: Daylight Results

Site	A No. of windows tested	B % Fail of VSC (No. of windows)	C No. of windows with ratio reduction of 0.7-0.8	D No. of windows with existing obstruction (Location)	E Alternative Vertical Sky Component	F No. of windows with fail below 0.7 (lowest fail, location)	G Total Fails
Dick Collins Hall	340	5.8% (20)	9	7 (1-50 Rothay)	0 Marginal 0 Fail	9 (0.64, ground floor Windsor House)	4
The Victory Public House	321	12% (57)	17	32 (1-20 Thirlmere)	0 Marginal 0 Fail	11 (1-31 Windermere and 1-20 Thirlmere)	11
St Bede's Mews	168	5% (9)	0	9 (1-95 Troutbeck)	0 Marginal 0 Fail	0	0
Cape of Good Hope	453	12% (82)	7	73 (Swallowfield)	23 Marginal 1 Fail	2 (Swallowfield)	3
Robert Street Car Park	515	19%(106)	18	64 (41-87 Robert Street, Patterdale and Mosedale)	20 Marginal 2 Fail	24 (0.57, 41-87 Robert Street, Patterdale, Mosedale and Borrowdale)	26
Varndell Street Corner	404	7% (31)	4	27 (1-60 Hawkshead and 1-16 Ennerdale)	3 Marginal 0 Fail	0	0
Rydall Water	524	20.2% (106)	16	56 (Rydal Water and 1-107 Woodhall Street)	17 Marginal 13 Fails	34 (0.43, Rydal Water and Tarns)	47
Newlands	602	17%(102)	22	66 (Cartmel and Waterhead)	0 Marginal 0 Fails	14 (0.64 Newlands)	14

6.72 Column C notes windows which have a ratio reduction of 0.7-0.8. It is considered these windows would experience a marginal loss of daylight, given it would be slightly below the acceptable value of 0.8. As this reduction is marginal it is considered acceptable.

6.73 Column D summarises the number of windows where there is an existing obstruction such as an overhanging balcony. These windows would typically receive less daylight, as the obstruction already cuts out part of the sky. A further test has been undertaken assuming that the obstruction is not in place. This is

used to identify if it is the obstruction that is causing the loss of light to the window or the proposed development. Column E notes the results of the Alternative VSC test. The majority of the results show either marginal fails or no fail at all. In these circumstances, the proposed building would not impact on these windows.

- 6.74 With regard, to the windows which have a ratio reduction of under 0.7, this occurs on all sites with the exception of St Bede’s Mews and Varndell Street Corner. Each of the affected sites are discussed in turn below.

Rydal Water Site

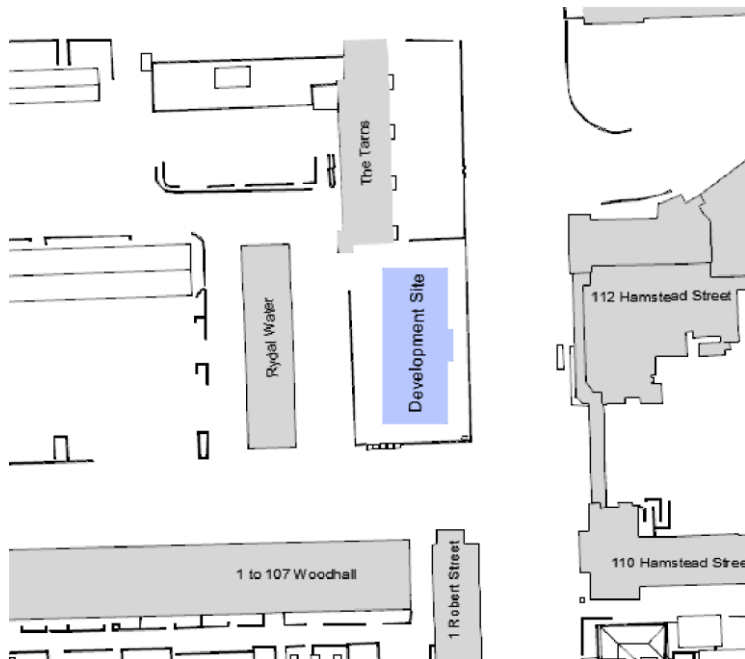


Table 5: Results of Rydal Water Site

Neighbouring Building	No. of fails	Living Rooms	Second windows to living rooms	Bedrooms/ Kitchens
Rydal Water	40	26	3	11
Tarns	5	0	5	0
1-107 Woodhall Street	2	2	0	0

- 6.75 Of the 525 windows tested, 418 passed the BRE test and would not see a loss of daylight as a result of the development. Of the 47 that would see a noticeable loss of daylight. 40 of these would be located in Rydal Water. 11 would be bedrooms or kitchens and 3 secondary windows. Of the remaining 26 these are living rooms, all living rooms have two separate windows, one of which is set behind an inset balcony which is the location of the failed window. Rydal Water block is 10 storeys in height comprised of 4 units per floor, the building contains 50 units, 20 of which are triple aspect.

- 6.76 Of the 5 windows which failed within the Tarns these are secondary windows in the flank wall of the building. The flats in this location are single storey and dual aspect with a deck access to the rear of the building. The affected windows

alternate between kitchens and smaller bedrooms as you move up the buildings. Each of the affected rooms has an additional unaffected window in the front facade of the block (overlooking Hampstead Road) which is not impacted by development.

- 6.77 Of the two units that failed in 1-107 Woodhall Street, these would serve living rooms, these living rooms are served by more than one window.

Robert Street Car Park



Table 6: Results for Robert Street Car Park

Neighbouring Building	No. of fails	Living Rooms	Second windows to living rooms	Bedrooms/ Kitchens
41-87 Robert Street	4	0	0	4
Patterdale	2	1	1	0
Borrowdale	1	1	0	0
Mosedale	19	4	1	14

- 6.78 Of the 515 windows that were tested, 409 passed the BRE test and will continue to receive sufficient levels of daylight. Of the 26 windows which would have a noticeable loss of light, 2 are within Patterdale one of which is a secondary windows to a living area and the other living room. The windows within Borrowdale that would fail would serve a living room.

- 6.79 Mosedale block would be the most affected with 4 windows serving living rooms. The Mosedale block is a 3 storey block with a pitched roof that contains 12 units (4 x 1 bedroom units and 8 x 2 bedroom units). The units are all dual aspect with the two end units being triple aspect. The front façade of the building (which faces Cumberland Market) has balconies and large windows overlooking the park. The

affected façade (south) contains a mixture of bedroom and living room windows. Whilst not taken into consideration in the calculations the area is heavily planted which currently has an impact on the sunlight and daylight received to these windows.

Newlands

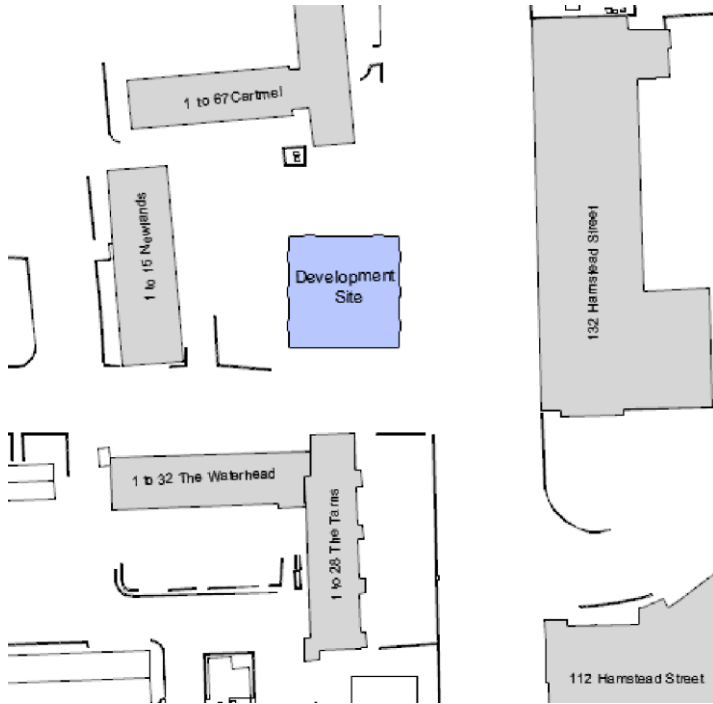


Table 7: Results for Newlands

Neighbouring Building	No. of fails	Living Rooms	Second windows to living rooms	Bedrooms/ Kitchens
1-15 Newlands	14	5	2	7

6.80 Of the 602 windows that were tested, 500 would continue to receive a sufficient level of daylight. Of the 14 windows that would see a noticeable fail these would be within the Newlands block. All units within Newlands are duplex and dual facing with the living rooms located to the opposite side from the proposed buildings. As such the main habitable accommodation within this neighbouring block would remain unaffected in terms of daylight.

Cape of Good Hope



Table 8: Results for Cape of Good Hope

Neighbouring Building	No. of fails	Living Rooms	Second windows to living rooms	Bedrooms/ Kitchens
Swallowfield	3	1	0	2

6.81 Of the 453 windows that were tested, 371 passed and would not see a loss of daylight as a result of the proposals. Of the 3 windows that would see a loss of daylight, these are located within Swallowfield. It is noted that there has been objection from residents within Swallowfield block. It is important to note all units within the Swallowfield block are dual aspect, only one living room would be affected by the proposed development.

Dick Collins Hall

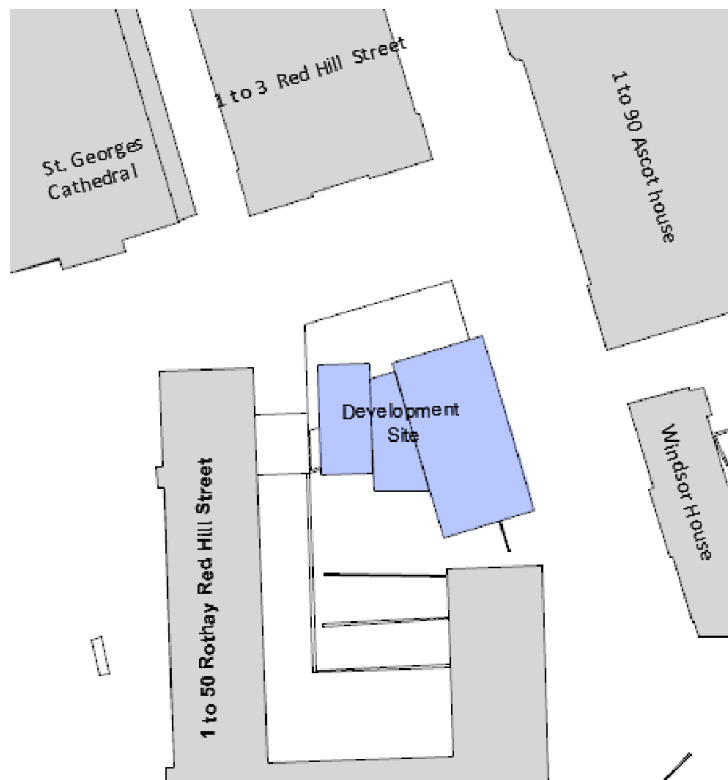


Table 9: Results for Dick Collins Hall

Neighbouring Building	No. of fails	Living Rooms	Second windows to living rooms	Bedrooms/ Kitchens
Ascot House	1	0	1	0
Windsor House	3	1	1	1

6.82 340 windows were tested as part of the assessment, 336 pass the BRE test and would remain unaffected by the proposals. Therefore only 4 windows out of the 340 tested would be impacted by the proposed. Of these windows 2 would be secondary windows to living rooms and one a kitchen/bedroom. The one window that would be affected would be to the ground floor of Windsor House, which is to the opposite side of Redhill Street. The BRE does accept that in areas of an historic city centre or where new development is to meet the height of surrounding buildings a higher degree of obstruction may be unavoidable. The proposed development in relation to the affected window would be similar to any inner London street whereby you have residential buildings of the same height either side of the street.

Victory Public House

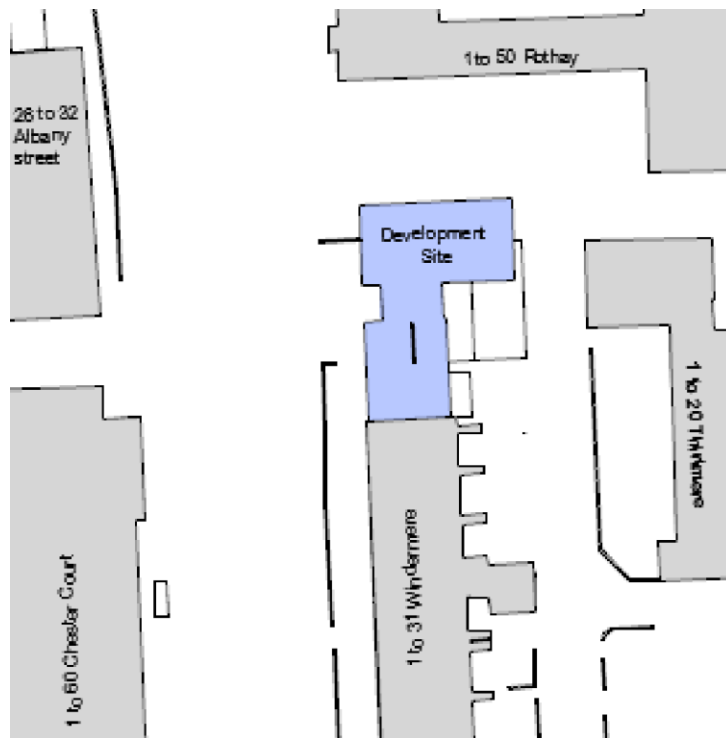


Table 10: Results for Victory Public House

Neighbouring Building	No. of fails	Living Rooms	Second windows to living rooms	Bedrooms/ Kitchens
Windermere	7	0	3	4
Thirlemere	4	0	0	4

6.83 Of the 321 windows that were tested, 310 would be relatively unaffected by the development. Of the 11 windows which would see a noticeable loss, 7 would be within Windermere, 3 of which would be living rooms. However these are secondary windows in the flank wall of the building as such these would not be sole source of light to the units. Of the 4 windows that would fail within Thirlemere these would be bedrooms/kitchens.

Sunlight

6.84 With regard to sunlight, it is dependent on window orientation in relation to the new development. The BRE sunlight test should be applied to all main living rooms which have a window which faces within 90 degree of due south. The Annual Probably Sunlight Hours (APSH) test can assess sunlight. If the APSH has a reduction of 0.8 times it former value then occupants are likely to notice an impact.

6.85 All windows tested at Varndell Street Corner, Newlands, Dick Collins Hall and St Bede's Mew all pass the sunlight assessments. In respect of the remaining sites 10% fail at Robert Street, 13% fail at Rydall Water, 18% fail at Cape of Good Hope and 6% fail at Victory Pub.

Outlook

6.86 When considering the proposed location of the new buildings, in relation to existing residents their siting has been well considered in regard to the impact on existing residents. The table below notes the closest distances of each neighbouring building:

Table 11: Distance of sites from neighbouring buildings

Site	Distance
Dick Collins Hall	The short western elevation is sited 10m from the eastern elevation of Rothay. As this sits only a short length of Rothay block (12m), it is considered it would not complete block views from windows within Rothay.
	15.3m from Windsor House and Ascot House to the east. This is below the existing guidelines as it reflects the width of the street, as such the distance is considered to be acceptable
The Victory Public House	13.5m from Rothay, which reflects the width of the street. To overcome overlooking windows have been angled to provide oblique views to the west, away from Rothay.
St Bede's Mews	12-13m from Troutbeck's eastern elevation, the closest windows of Troutbeck are kitchens, bathrooms, hallways and secondary bedrooms. All Troubeck units are dual aspect.
	2m from Clarence Gardens, views from Clarence Gardens would be oblique, as the proposed building would be three storeys in height it is considered it would not lead to a loss of outlook for residents.
Cape of Good Hope	All neighbouring buildings over 18m from the proposed building.
Robert Street Car Park	The western elevation of the building is 9.5m from Patterdale, these windows within Patterdale are non-habitable.
	The northern elevation is 17.5m from Mosedale
Varndell Street Corner	15.6m from Mackworth House, there is minimal overlooking at this location which would be separated from the proposed building with the communal garden.
Newlands	14.2m from The Tarns as this reflects the width of the street. The windows to this elevation of the Tarns are secondary windows.

6.87 Whilst there would be an impact on existing resident's outlook, it is considered it would not result in an excessive overbearing physical impact and residents would continue to achieve a reasonable standard of outlook, particularly given it is similar to the relationship experienced by a number of existing residents within the locality as a result of the original estate plan.

Privacy

- 6.88 With regard to privacy of existing residents, CPG3 sets out that as a rule of thumb a distance of 18m between existing buildings and new buildings should provide a good level of privacy.
- 6.89 Table 11 above sets out the distances of proposed buildings to existing buildings. Due to the constraints of the plots and given that the estate has limited space, the 18m distance has not been achieved on all sites. The distance of 18m has not been achieved on the sites. The maximum distance achieved is 17.5m which is at Rydal Water, and the northern elevation of Robert Street car park as it faces Mosedale. The western elevation of Robert Street car park is 9.5m from Patterdale, however all windows in Patterdale are non-habitable rooms or hallways, as such there would not be a privacy issue.
- 6.90 In terms of other sites, although they may not achieve the 18m distance from neighbouring buildings, it is considered they have been sited in an acceptable manner, responding to the street and existing buildings. Where necessary the design incorporates screening to safeguard neighbour amenity, this has been included to the northern elevation of the Victory and the eastern elevation of St Bede's.
- 6.91 With the design mitigation proposed, it is considered the proposal would not impact detrimentally on existing resident's privacy.

Amenity Conclusion

- 6.92 Despite the VSC daylight test and APSH sunlight test identifying a number of fails, each of the sites present mitigating circumstances concerning secondary windows, flat layout or dual aspect arrangements that are detailed above. There remain a number of circumstances where daylight is reduced to the extent that it will have a noticeable impact on the occupiers; however, the examples are few and have been minimised as far as possible. In addition, some of the buildings would have reduced views to those currently enjoyed and present greater degree of physical enclosure; however, this is not considered to be sufficiently material to raise fundamental concerns.
- 6.93 As mentioned in the executive summary, the applicant has worked with officers and explored many different options in the estate and the scheme before members is considered to be the best option when balancing all material planning considerations. Each of the sites presents a sound urban design rationale based on scale and siting having regard to the planned nature of the Regent's Park estate. This latter point is addressed in greater detail in the design section of the report.
- 6.94 Whilst officers take the view that the scheme is acceptable in itself, it is worth emphasising that there is a corporate objective of re-providing the flats that would be displaced by HS2 within the Regent's Park Estate. Such an approach ensures community cohesion will be maintained, which is a positive outcome in its own right.

- 6.95 Overall, when weighing up the various considerations relating to the proposal, officers consider the extent of loss of daylight and sunlight to be justified and acceptable.

Amenity of proposed Accommodation

- 6.96 London Plan policy 3.5 and Camden policies CS6 and DP6 requires all new homes to comply with Lifetime Homes criteria as far as practically possible. London Plan policy 3.8 and Camden policies CS14 and DP29 seek to promote inclusive access.

Daylight, Sunlight and outlook

- 6.97 All units would be at least dual aspect with some units achieving triple aspect, providing a good level of outlook for future occupiers. The applicant has provided a Daylight and Sunlight assessment for the levels of light that would be received by the proposed units. For daylight the Average Daylight Factor (ADF) assessment has been undertaken and for sunlight the Annual Probable Sunlight Hours (APSH). The assessment demonstrates that all proposed units would pass both the ADF and APSH test and would receive a good level of daylight and sunlight, in accordance with those set out in the BRE guidelines. Officers consider the proposed development would provide good quality accommodation in respect of daylight and sunlight.

Privacy

- 6.98 Table 11 above, notes the distance of the proposed buildings from existing residents. All rooms within the proposed development are afforded good levels of privacy where habitable rooms are located at ground floor they have been provided with some defensible space in the form of soft landscaping or private amenity area, this occurs at all sites with the exception of the Dick Collins Hall. The eastern elevation of the Dick Collins Hall have bedroom and secondary living room windows facing onto Redhill Street. When considering this within the context of the area, this approach is present in the neighbouring buildings of 1-3 Red Hill street, Ascot House, Windsor House and Rothay block. Therefore in the context of the locality it is considered acceptable.

Noise and Vibration

- 6.99 An Acoustic and Vibration Assessment has been submitted as part of the application, which assesses the noise and vibration impact in and around the site, noise and vibration from construction works and noise from any plant. An Environmental Health Officer has assessed the report and raised no objections subject to conditions to ensure compliance with the acoustic and vibration assessment and mitigation and to secure further details on noise and vibration mitigation measures for the Newlands and Rydall Water sites given they neighbour Hampstead Road, a busy 'A' road.
- 6.100 The application included the provision of residential accommodation above a proposed public house. An Environmental Health Officer has considered this in

the context of safeguarding the amenity of the future residents above. It is considered that the principle is acceptable subject to a condition to secure details of sound insulation that would separate the commercial uses from residential.

- 6.101 To further safeguard neighbour amenity and the amenity of the area in general a condition stating operating hours for the proposed commercial uses is recommended.

External Amenity Space

- 6.102 All units would be provided with private balconies and most of ground floor units would have their own private amenity space, in accordance with CPG2.

Transport

Transport Assessment

- 6.103 A comprehensive Transport Assessment (TA) has been undertaken that covers many of the transport implications of the development proposals. The proposals are mainly residential led or replacement commercial uses. The TA provides a good analysis of the impacts of the development in the eight in-filled sites. Cycling parking proposals have been developed in connection to the London Plan, with final layouts and configurations being secured as a condition. Analysis has also been undertaken in connection to car parking levels in and around the area, including estate parking, these sites will be secured as car-free as the analysis identifies that existing estate parking can accommodate and replacement parking required from existing Camden residents should this be required. The development proposals are considered to meet the aims of DP16.

Cycle Parking

- 6.104 The proposals submitted have a good level of cycle parking being provided In terms of overall quantum. Out of the eight sites being considered, each of these have good and supportable cycle parking provision in accordance with both the London Plan and Camden's own CPG7 with the exception of the Victory pub. The Victory Pub has a sub-standard unsupportable provision that will need to be addressed through the planning condition to be made acceptable. A significant level of external visitor cycle parking has been proposed as well as a number of improved public realm spaces to facilitate external seating. Condition and obligations are considered required to meet the aims of DP17.

Car Parking

- 6.105 To promote the wider aspects of sustainable travel and manage the impact of displaced parking all the sites will be secured as car-free. Where specific spaces are required for disabled people, these could be provided on-site within the hard landscaped areas should they be required. Securing the sites as car-free ensures that any impacts as a result of displaced on-street parking can be mitigated.

- 6.106 In addition to securing the sites as car-free, 72 off-street parking spaces are to be removed, the TA submitted demonstrates that the level of parking removed is underutilised and that there is spare capacity within the remaining off-street parking areas to accommodate any relocated Camden resident, who owns a private motor vehicle. Given these spaces are underused in the interested of promoting sustainable modes of transport the reduction in car parking spaces is welcomed and in accordance with the aims of DP19.

Servicing

- 6.107 The proposals contain a number of re-provided community and commercial facilities along with a number of newly created commercial units. In connection to the re-provided aspects the overall impacts relating to servicing are considered to be minimal as these activities are already taking place serving the current buildings. In terms of the newly created commercial units these are below the threshold required for off-street servicing provision. Thus, all servicing for the community and commercial units will take place from on-street, however vehicles over 7.5tonnes are not being advised to service these units. Overall, the impact of movement of goods and materials is considered minimal and no further information is required to meet the requirements of DP20 in connection to servicing.

Construction Management Plan

- 6.108 In terms of the construction phasing these sites will be developed out over a phased period of time in advance of any future HS2 works and in locations ranging from residential streets to key distributor roads. As a result, an obligation to secure a Construction Management Plan is seen as appropriate to mitigate and manage the impacts relating to the construction stage.

Highway Works/Contribution

- 6.109 All works on the public highway are to be undertaken by the Highway Authority and a cost secured to carry these works out will be secured as an obligation. It is further advised that any materials used in connection to the newly created public realm spaces match the materials palette for the public highway to minimise future maintenance costs for the Council.

Highways Land

- 6.110 Transport officers have advised that the Dick Collins Hall site has been identified as being proposed beyond its existing physical boundary onto what is considered public highway and an established right of way by approximately 46m for the length of the building on its western elevation. As a result of these proposals, a separate consultation may be required for a stopping up order and that subject to this consultation as a separate exercise. No specific material planning objections are raised and it is noted that the proposal at this site would include bringing the northern building line back, thereby widening the highway to the north of the application site. Officers consider this additional area of pavement to provide

improved replacement highway land, which would over the amount that would be lost.

Transport Conclusion

- 6.111 Overall the proposals submitted seek to enhance and improve the areas around the sites, with a number of newly created public realm spaces adding to the creation of high quality streets.

Sustainability

Energy

- 6.112 The sustainability statement includes a description of proposed measures and a code for sustainable homes assessment, however following the written ministerial statement, local planning authorities are no longer able to require code for sustainable homes by condition. However, we still require all applications to demonstrate that they meet sustainable design principles as noted in policy DP22, and we are able to secure a sustainability plan via a Section 106 legal agreement. The plans would include details of mitigation measure to limit excessive solar gain, material selection to minimise the environmental impact, details of storage for cycles and waste and details of green and brown roofs.
- 6.113 Further to this, it is recommended a condition is used to ensure the water requirement is not exceeded to ensure the development contributes towards minimising the need for further water infrastructure.

Drainage

- 6.114 The application is supported with a drainage strategy which includes the use of green or brown roofs and below ground attenuation tanks on each plot to hold water prior to releasing to the sewer network at a controlled rate. The table below details the amount of green/brown roof and the size of the attenuation tank.

Table 12: On site drainage provision

Plot	SuDS
Robert Street	518m ² green roof, 55m ³ attenuation tank
Former one stop shop	391m ² green roof, 35m ³ attenuation tank
Varndell Street	362m ² green roof, 13m ³ attenuation tank
Newlands	391m ² brown roof, 12m ³ attenuation tank
Dick Collins Hall	88m ² green roof, 274m ³ brown roof 28m ³ attenuation tank
Cape of Good Hope	279m ² brown roof, 13m ³ attenuation tank
Victory Pub	518m ² brown roof, 13m ³ attenuation tank
St Bede's Mews	116m ² green roof, 7m ³ attenuation tank

- 6.115 The drainage statement demonstrates that flow rates will be reduced by 50% for the 1in100 yr flood event. The applicant will need to confirm that the flows will also be reduced by at least 50% for the 1in1, and 1in30 yr events as well, and a means by which this will be achieved. Details of this will be secured via condition.

Nature Conservation and Biodiversity

- 6.116 The applicant has provided an ecology report in support of the application. It is noted within the report that the proposals include the provision of native planting and identifies potential for hedgehogs, birds and bats, so inclusion of species to support hedgehog, bird and bat forage would be beneficial. In addition to this Camden is involved in a project called 'making a beeline for London', which encourages a strategic bee corridor across London and proposals will run close to the Regents Park Estate. As such the landscaping strategy provides an opportunity to contribute through the provision of pollinator planting. Details of such planting will be secured via condition.
- 6.117 To encourage biodiversity within the estate a condition is recommended to secure the provision of bird and bat boxes prior to occupation of the new units.

Air Quality

- 6.118 As with almost all sites in Camden, this site falls within the AQMA, and pollutant (NO₂) concentrations are above the EU limits. As such, on site mitigation measures are proposed including mechanical ventilation and where necessary NO_x filtration will be added to the inlet. Inlets will be located away from busy roads and at roof level where possible. Full details of the mechanical ventilation systems and inlet positions will be secured via condition.
- 6.119 The site as a whole will be AQ neutral in terms of building emissions, but it will slightly exceed the AQ neutral benchmark in terms of transport emissions. In line with the GLA's Sustainable Design and Construction SPD, the applicant should confirm scope for further on-site mitigation measures. Table 14 of the AQA shows that the Rydal Water and Victory Public House sites exceed the benchmarks significantly. Therefore electric vehicle charging points will be secured via condition as a mitigation measure.

Cumulative impact

- 6.120 The construction works associated with the proposed development of the eight sites will not occur at the same time as construction of the HS2 scheme, and as such there will be no significant cumulative construction impacts on air quality.
- 6.121 Measures to mitigate against dust effects of HS2 construction will be outlined in a Code of Construction Practice (CoCP) for the scheme; with these measures in place there will be no significant residual effects from dust emissions.
- 6.122 The additional traffic and changes in traffic flows caused by diversions resulting from HS2 will have significant effects, however these will be temporary, and the mitigation measures proposed for the sites (mechanical ventilation and inclusion of NO_x filtration system if necessary) will ensure the impact on residents is minimised.

Trees

Trees

- 6.123 CS15 notes development should protect trees and promote the provision of new trees and vegetation including the provision of additional street streets.

Table 13: Trees to be retained, removed and provided.

Site	No. trees to be retained	No. trees to be removed	No. proposed trees
Dick Collins Hall	3	4	5
The Victory Public House	2	0	2
St Bede's Mews	2	0	2
Cape of Good Hope	3	1	1
Robert Street Car Park	3	13	15
Varndell Street Corner	4	6	15
Rydall Water	1	2	7
Newlands	6	11	10
Total	24	37	57

- 6.124 The Council's tree officer has reviewed the proposed trees to be removed. At the sites of The Victory Public House, St Bede's Mews, Cape of Good Hope, Robert Street Car Park, Varndell Street Corner and Newlands the proposals in regard to removal and provision are acceptable, the new trees will be of a similar quality as those being removed. The remaining sites are discussed below.

Dick Collins Hall

- 6.125 As existing there are two London Plane trees to the south of the application site and two silver maples and one London Plane to the north of the site. The proposal includes the removal of the two London Planes to the south of the site; these are to be removed due to the proposed building line. The possibility of moving the building line to ensure the retention of these trees has been discussed with the applicant. However given the wider townscape and heritage benefit of setting back the north elevation, the loss of the two London Planes is considered acceptable. When initially proposed the three trees to the north (1 London Plane and 2 maples) were to be retained. However officers considered that given these three trees are so close together their growth potential is limited. An amendment was sought to see the removal of the two maple trees and replacement with one good quality mature tree. It is considered this approach would allow the existing London Plane to the north to reach its full potential, improve the street scape to the north elevation and mitigate for the loss of two London Planes to the south.

Rydall Water Site

- 6.126 There is an existing willow tree (T17) which is to be retained as part of the development. Officers raised concern about the practicality of the tree being retained and whether this would be possible in the context of the proposed building. It is proposed the existing tree will be pollarded to allow its retention. If the tree is significantly adversely affected during the construction phase then the

tree will be replaced as part of the longer term proposals. In the long term mitigation proposal of the Tarns an Indian bean tree (*Catalpa bignonioides*) is proposed as a replacement tree if the existing willow tree cannot be retained. This tree would be located slightly more to the north of the existing tree to provide additional space between the tree and the building. The replacement of the willow should its retention not be possible would be secured via condition.

- 6.127 To ensure the proposed trees and suitable for the context and trees that have been replaced are done so with trees of a similar species a condition is recommended to secure detailed of all proposed trees.
- 6.128 In conclusion, the approach taken to the removal and provision of trees is considered acceptable and would result in an increased number of new trees being provided within the estate. This will improve the amenity value of the estate and provided environmental and ecology benefits which are supported by CS15. Officers raise no objection in regard to the proposed trees strategy.

Landscaping

- 6.129 The scheme provides opportunity for enhancing existing green space provision and creating new public areas.

Mitigation Sites

- 6.130 As noted within the Land Use section above, the application includes six sites considered to provide mitigation for the loss of open space. Each are noted below.

Stanhope Street/Robert Street

- 6.131 Proposals include works to both sides of Stanhope street adjacent to Patterdale and Derwent buildings. At present the area to the east of Patterdale is partly grassed with a path running through. The area to the west of Derwent is predominantly hard landscaping with some existing planters and four trees. There is also a existing fountain which is not operational. The proposed works would include new planting beds, a boules pit, table tennis area, restore water fountain and increase the provision of trees.

- 6.132 These proposals are positive, particularly the changes to the linear garden in front of Patterdale and the introduction of low maintenance, informal recreation opportunities to increase and diversify use. Some of the planting beds may be vulnerable without some form of edging, this level of details will be secured via condition. Although these areas are already open to the public the improvements works would encourage more residents and members of the public to use the areas. Therefore they are considered as suitable areas for mitigation.

Rothay/Albany Street

- 6.133 The proposals on this site are partly classed as mitigation and partly as gain. At present the area is hard landscaped and surrounded by railings with no access. The area includes 5 trees. The proposed works would remove the railings allowing people to pass freely to the front of the Rothay building, there would be low level

dense planting along the building frontage, the introduction of one new tree, re paving of the entire area, introduction of seating and cycle stands.

- 6.134 The proposals are a welcomed improvement to the streetscape. The removal of the railings would open up the frontage of Rothay building and enhance the setting of the Grade II listed church. This is considered a suitable mitigation and gain area of open space.

Varndell Street

- 6.135 HS2 proposals would close off the eastern end of Varnell Street to vehicles, maintaining access for cyclists and pedestrians. Due to the scheduled utility diversions along Varndell Street and future HS2 works, the applicant has proposed a phased approach to achieve some short terms proposals with longer term interventions for the area to be agreed once HS2 is complete. The short term proposals include removal of road markings, low planting to green the street, hedges to provide barriers to vehicles, new trees in movable containers, to be replanted in the long term proposals and signage to indicate pedestrian/cycles.

- 6.136 As an area of highway this would be subject to separate permissions. The feasibility of short term planting proposals needs to be clearly established and design details resolved, these will be secured via condition. To be considered a fair mitigation for public open space requirements in the short term, opportunities for passive or active recreation within the space should be considered – with seating as a minimum requirement to achieve this social benefit, such details will be secured via condition.

The Tarns

- 6.137 The widening of the pavement and additional tree planting would provide a positive public realm space. The area of green space to the front of the Tarns is solely for the residents of the block. Although this particular area of the site would not be mitigating against the loss of open space on other parts of the estate, it is considered that as the majority of the area would provide and enhance area of public realm it would be considered acceptable as an area of mitigation. A clearer connection between this area of public realm and the entrance into the open space around Newlands would help to make Newlands feel more welcoming and improve it's legibility as a public space, details of such would be secured as part of the landscaping condition.

Thirlemere Gardens

- 6.138 The proposals here include widening the existing pedestrian walkway to provide a more permeable route through the estate at this point. This is a relatively small amendment but would be a welcomed improvement to a route through the estate.
- 6.139 To ensure the mitigation sites are brought forward prior to occupation of the residential units a condition will be used to ensure they are implemented in full ahead of occupation. The mitigation sites will be linked to nearby new buildings as noted below. The exception to this would be the Tarns, HS2 require the land at the Tarns for storing construction equipment as such the Council cannot implement their proposals until HS2 pass it back to the Council.

- Albany Street landscape working provided in full prior to occupation of the Dick Collins Hall site.
- Stanhope Street/Robert Street landscape works provided in full prior to occupation of the Varndall Street Corner site.
- Robert Street car park landscape work provided in full prior to occupation of the Robert Street Car Park site.
- Thirlemere Garden works provided in full prior to occupation of the Victory Public House site.
- Varndell Street landscape works provided in full prior to occupation of the Newlands site.
- The Tarns mitigation works provided prior to occupation of Rydal Water or as soon as practically possible following completion of HS2's use of the area for their construction works.

Improvements to existing open space

Robert Street Car Park

- 6.140 At present there is an existing area of green space between the car park and the Mosedale block. The proposals would include works to improve this area with new playspace, planting and seating.
- 6.141 The proposed works are considered an improvement to the public space which would encourage use of the area. The enhanced public realm space outside Borrowdale is a positive enhancement and improves legibility of links through to Cumberland Market. At a detailed level however, the trees and street furniture effectively block the diagonal desire line through to Cumberland Market. Details of a revised layout for this area would be secured prior to any landscaping works starting on the site to ensure and improved pedestrian connection to the north.

Newlands

- 6.142 This space, wrapped around the back of the new block on Hampstead Road, is in a difficult position and faces a number of challenges to becoming a successful public open space. The close proximity to the base of the surrounding buildings will give the space the character of a private/shared space and those from outside the neighbouring blocks may not feel comfortable using it. There appear to be only two public access points (one if there is no direct access to Hampstead Road), which limits the potential of the space to generate natural 'through use' as a shortcut. The space will also be very shady, with limited opportunities for direct sunlight into the space, particularly to the north of the new block. Therefore the proposed species of planting needs to be well considered to ensure it is sustainable.
- 6.143 The space does not appear to be locked, and measures to manage the space at night are not clear. The secluded character of the space has the potential to attract anti social behaviour issues, with limited natural surveillance from surrounding roads, and the canopy cover limiting surveillance from the surrounding properties. Details of the maintenance of the area are to be secured via condition

Remaining Application Sites

- 6.144 All of the application sites include improvements to open space which surround the site, these are shown in Figure 3 highlighted in green. All of the improvement works are considered acceptable. Further details of the hard and soft landscaping will be secured via condition.

Play Spaces

- 6.145 The London Plan sets out the requirement for 10sqm of play provision per child. Based on the formulae provided within the London Plan the proposals should provide 1134.9sqm of playspace. Camden's standards are lower than this, and would require the provision of 567.5sqm of playspace
- 6.146 The development is proposing 1040sqm of playspace across Robert Street Car park, Varndell Street corner and Newlands sites. It is noted this is a shortfall of 94.1sqm. Within the estate there are existing playspaces to Cumberland Market, William Street and Stanhope Street MUGAs and Munster play space. The Council's Green Space Development officer has noted that Cumberland Market serves a high number of residents at present, therefore the existence of this site can't be used to justify under provision of play space.
- 6.147 The Green Space Officer has also noted that the public play provision proposed for Newlands is a difficult site to make welcoming and the design raises concerns about the management and successful function of the space as a public play space. The low hedge around the base of the new block provides privacy, but restricts views into the space from the ground floor of the new building and creates a 'dead' frontage onto the space which exacerbates poor surveillance. There appears to be potential conflict between the proposed play equipment and the residential properties with climbing equipment providing overlooking issues and the potential for noise and anti social behaviour issues in such close proximity to the building. Officers consider that to protect against any noise and anti-social behaviour further details of the maintenance of the area shall be provided ahead of occupation of the building. Landscaping details will also be secured via condition to ensure the proposal provides a well designed area of open space.
- 6.148 It is also important to note that the estate is located within 500m of Regents Park which offers large areas of open space for play. Therefore officers consider the shortfall of less than 100sqm can be justified on the basis of the existing playspace across the site and the proximity of Regent's Park.

Accessibility

- 6.149 Policy DP6 notes that 10% of new homes should either meet wheelchair standards or be easily adapted to meet them.
- 6.150 The replacement housing, 94 units would include 2 fully accessible wheelchair homes to meet the specific needs of the existing users. A further 7 units that would be adaptable to meet the needs of wheelchair users will also be provided should requirements change in the future. Therefore the replacement homes would meet the requirements of DP6.

- 6.152 Of the additional housing, 24 units, the proposal included the provision of 2 wheelchair units which would be for the social rent market. This aspect of housing would also meet the requirements of DP6.
- 6.153 The development has been designed in accordance with the aims of Lifetime Homes and all development will meet the 16 criteria of the Lifetime Homes. This will also be secured via condition.

Waste and Recycling

- 6.154 All new blocks make provision of waste storage to the ground floor. The amount of provision is in accordance with the requirements of DP9. Where possible refuse storage has been located within 10m of a stopping point for refuse vehicles. However on the sites of Dick Collins Hall and Vardell Street corner these have been located further than 10m,

Community Infrastructure Levy

- 6.155 The proposal would result in the creation of residential units and would be liable for the Mayoral and Camden Council CIL. The Mayoral CIL contribution is calculated at £50 per square metre, while Camden Council's CIL is calculated at £500 per square metre. These contributions will be due after commencement of works and will be collected by the Council. Any failure to declare the relevant notices such as a Commencement Notice, may result in surcharges for failure to assume liability.

7. CONCLUSION

- 7.1 The proposed development which has evolved as a result of HS2 proposals is a well-considered resolution to re-provide homes that would be displaced as a result of HS2. Officers welcome the proposal to retain existing residents within the estate as this would contribute towards maintaining a sustainable community that will continue to be part of this inner London housing estate. Although the development includes a loss of open space (non-designated open space), the proposal would provide areas of gained open space and improvements to open space which are considered to enhance the areas surrounding the application site and across the estate. As such the development is considered to bring benefits to existing as well as future occupiers.
- 7.2 The application has been assessed as a stand alone proposal, taking into account all relevant planning considerations and is acceptable should the HS2 proposals not come forward. In the event HS2 does not come forward, the relevant conditions would be in place to ensure development would continue to provide a suitable level of affordable housing in line with the Council's policies.
- 7.3 It is acknowledged that there will be an impact on a small proportion of neighbouring residents across the estate, however it is considered this can be justified due to the layout of the existing units, the affected rooms and the character of the area. It is considered that the proposed buildings are well

designed to respond to neighbouring buildings and the proposed designs would not cause significant further harm to neighbour amenity.

7.4 Furthermore the proposed new residential development is considered to display a high standard of architectural design and will offer a level of internal accommodation which will help ensure a stable and sustainable community within Regents Park Estate.

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

- Accessibility Plan
- Affordable Housing Plan
- Car Free
- Secure re-provision of Community Centre
- Construction Management Plan
- Construction Phase Working Group
- Employment and Training Plan
- Energy and Renewable Energy Plan
- Environmental Contribution
- Highways Contribution
- Local employment
- Local procurement
- Pedestrian Access Plan
- Phasing Plan
- Servicing Management Plan
- Sustainability Plan
- Travel Plan
- Tree Management Plan

8. **LEGAL COMMENTS**

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

Condition(s) and Reason(s):

- 1 The development hereby permitted must be begun not later than the end of three years from the date of this permission.

Reason: In order to comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans:

Drawing Numbers: 5436/5.4/01; P1-001; P1-100 revA; P1-101 revA; P1-102; P1-103; P1-104; P1-105; P1-106; P1-201; P1-202; P1-301; P1-302; P1-303; P1-304; P1-401; P1-402; P3-001; P3-100 revA; P3-101 revA; P3-102; P3-103; P3-104; P3-105; P3-106; P3-107; P3-201; P3-301; P3-302; P3-303; P3-304; P3-401; P3-402; P5-001; P5-100 revA; P5-101 revA; P5-102; P5-103; P5-104; P5-105; P5-106; P5-201; P5-202; P5-301; P5-302; P5-303; P5-304; P5-401; P5-402; 1050 revA; 1120; 1121; 1122; 1123; 1150 revA; 1199; 1200 revA; 1201; 1202; 1203; 1204; 1205; 1220 revA; 1221; 1222; 1223; 1251; 2050; 2120; 2121; 2122; 2123; 2200; 2201; 2202; 2203; 2220; 2221; 2222; 2223; 2250; 3050; 3120; 3121; 3122; 3150; 3199; 3200 revA; 3201; 3202; 3203; 3204 revA; 3205 revA; 3206; 3220 revA; 3221 revA; 3222 revA; 3223 revA; 3250 revA; 3251 revA; 4050 revA; 4120; 4121; 4122; 4123; 4150 revA; 4200 revA; 4201; 4202; 4203; 4204; 4205; 4206; 4207; 4220 revA; 4221 revA; 4222 revA; 4223 revA; 4250 revA; 4251 revA; 4252 revA; 5050 revA; 5120; 5121; 5122; 5123; 5150 revA; 5200 revA; 5201; 5202 revA; 5203; 5204 revA; 5205; 5206 revA; 5207; 5208; 5209; 5210; 5211; 5220 revA; 5221 revA; 5222 revA; 5223 revA; 5250; 5251 revA; 5252 revA; 114 RPE S1 001; 114 RPE S1 100 revB; 114 RPE S1 101; 114 RPE S1 102; 114 RPE S1 103; 114 RPE S1 104; 114 RPE S1 105; 114 RPE S1 001; 114 RPE S2 100 revA; 114 RPE S2 101; 114 RPE S3 001; 114 RPE S3 100 revB; 114 RPE S3 101; 114 RPE S3 102; 114 RPE S3 103; 114 RPE S4 001; 114 RPE S4 100 revB; 114 RPE S4 101; 114 RPE S4 102; 114 RPE S4 103; 114 RPE S4 104; 114 RPE S4 105; 114 RPE S5 001; 114 RPE S5 100 revB; 114 RPE S5 101; 114 RPE S5 102; 114 RPE S6 001; 114 RPE S6 100 revA; 114 RPE S6 101; 114 RPE S6 102; 114 RPE S8 001; 114 RPE S8 100 revB; 114 RPE S8 101; 114 RPE S9 001; 114 RPE S9 100 revA; 114 RPE S9 101; 114 RPE M1 001; 114 RPE M1 100 revB; 114 RPE M1 101; 114 RPE M1 102; 114 RPE M2 001; 114 RPE M2 100 revB; 114 RPE M2 101; 114 RPE M3 001; 114 RPE M3 100 revA; 114 RPE M3 101 revA; 114 RPE M3 102; 114 RPE M3 103; 114 RPE M3 104; 114 RPE M3 105; 114 RPE M3 106; 114 RPE GI 100; 114 RPE GI 200; 114 RPE GI 201; 114 RPE GI 300; 114 RPE GI 400; 114 RPE GI 500; 114 RPE GI 600; 114 RPE GI 700; 114 RPE GI 701 and 114 RPE GI 800.

Supporting Documents: Planning and Design and Access Statement, May 2015, Tibbalds Planning and Urban design, Matthew Lloyd Architects, Mae and East; Transport Assessment, May 2015, Campbell Reith; Heritage Statement, May 2015, Tibbalds Planning and Urban Design; Archaeological Statement, May 2015, Campbell Reith and Oxford Archaeology; Air Quality Statement, May 2015, Campbell Reith and Air Quality Consultants; Land Quality Statement, May 2015, Campbell Reith; Energy and Sustainability Statement, May 2015, TGA Engineers; Daylight and Sunlight Assessment (neighbouring properties), May 2015, Right of Light Consulting; Daylight and Sunlight Assessment (within development), May 2015, Right of Light Consulting; Ecology Statement, May 2015, Campbell Reith and Thomson Ecology; Noise and Vibration Assessment, May 2015, Campbell Reith and Accon UK Environmental Consultants; Flood Risk Assessment, May 2015, Campbell Reith; Outline Construction Management Plan, May 2015, Campbell Reith; Basement Impact Assessment, May 2015, Campbell Reith and Tree Survey and Arboricultural Impact Assessment, May 2015, Campbell Reith and Thomson Ecology.

Reason: For the avoidance of doubt and in the interest of proper planning.

- 3 Notwithstanding the provisions of Class D of the Schedule of the Town and Country Planning (Use Classes) Order, 1987, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, the premises indicated for D1 use to the ground floor of the Robert Street Car Park site shall not be used for any other purpose in Class D1 other than to provide community and healthcare facilities for the use of the local communities.

Reason: To ensure the acceptable impact of the non-residential institutional uses on the amenity of neighbours and local transport conditions in accordance with Policy CS10 of the London Borough of Camden Local Development Framework Core Strategy and policy DP15, DP16 and DP26 of the London Borough of Camden Local Development Framework Development Policies.

- 4 The shop front windows to the commercial units shall be used for display purposes and the window glass must not be painted or obscured.

Reason: To safeguard the appearance of the premises and the character of the immediate area and to prevent the introduction of dead frontages within the development in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policies DP24 and DP25 of the London Borough of Camden Local Development Framework Development Policies.

- 5 No flat roofs within the development shall be used as terraces without the prior express approval in writing of the Local Planning Authority.

Reason: To safeguard the amenities of the future occupiers and adjoining neighbours in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 of the London Borough of Camden Local Development Framework Development Policies.

- 6 Prior to commencement of any development other than site clearance & preparation, relocation of services, utilities and public infrastructure and demolition, a community safety statement setting out details of security measures to all buildings and the public realm within the phase, including external lighting, CCTV, basement security measures, lighting to entrance areas, control of access points and other related controls and measures shall be submitted to the local planning authority. No part of the relevant phase shall be occupied until such time as the local authority has approved the community safety statement in writing.

The development shall be carried out in accordance with any such approved measures and shall be thereafter maintained.

Reason: To ensure that suitable measures are taken in respect of security of the site,

in accordance with the requirements of policy CS17 of the London Borough of Camden Local Development Framework Core Strategy.

- 7 Prior to the commencement of any works on site, details demonstrating how trees to be retained shall be protected during construction work shall be submitted to and approved by the Council in writing. Such details shall follow guidelines and standards set out in BS5837:2012 "Trees in Relation to Construction". All trees on the site, or parts of trees growing from adjoining sites, unless shown on the permitted drawings as being removed, shall be retained and protected from damage in accordance with the approved protection details.

Reason: To ensure that the development will not have an adverse effect on existing trees and in order to maintain the character and amenity of the area in accordance with the requirements of policy CS15 of the London Borough of Camden Local Development Framework Core Strategy.

- 8 Prior to the end of the next available planting season, replacement tree planting shall be carried out in accordance with details of replanting species, position, date and size, where applicable, that have first been submitted to and approved by the local planning authority in writing.

Reason: To ensure that the development achieves a high quality of landscaping which contributes to the visual amenity and character of the area, in accordance with the requirements of policies CS14, CS15 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.

- 9 Prior to commencement of works on the Victory Public House site, details shall be submitted to and approved in writing by the Council, of the sound insulation of the floor/ ceiling/ walls separating the commercial part(s) of the premises from any noise sensitive premises. Details shall demonstrate that the sound insulation value $D_{nT,w}$ and $L'_{nT,w}$ is enhanced by at least 10dB above the Building Regulations value and, where necessary, additional mitigation measures are implemented to contain commercial noise within the commercial premises and to achieve the noise criteria of BS8233:2014 within noise sensitive premises. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site/ adjacent dwellings/ noise sensitive premises is not adversely affected by noise as required by policies CS5 of the London Borough of Camden Local Development Framework Core Strategy and DP26 of the London Borough of Camden Local Development Framework Development Policies.

- 10 No music shall be played on any of the commercial premises in such a way as to be audible within any adjoining premises.

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies CS5 and CS7 of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 and DP12 of the London Borough of Camden Local Development Framework Development Policies.

- 11 Noise levels at a point 1 metre external to sensitive facades shall be at least 5dB(A) less than the existing background measurement (LA90), expressed in dB(A) when all plant/equipment (or any part of it) is in operation unless the plant/equipment hereby permitted will have a noise that has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or if there are distinct impulses (bangs, clicks, clatters, thumps), then the noise levels from that piece of plant/equipment at any sensitive façade shall be at least 10dB(A) below the LA90, expressed in dB(A).

Reason: To safeguard the amenities of the [adjoining] premises [and the area generally] in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP28 of the London Borough of Camden Local Development Framework Development Policies.

- 12 Prior to commencement of the relevant part of the development of any phase other than site clearance & preparation, relocation of services, utilities and public infrastructure and demolition, detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the local planning authority:

a) Details including sections at 1:10 of all windows (including jambs, head and cill), ventilation grills, external doors and gates;

b) Plan, elevation and section drawings, including fascia, cornice, pilasters and glazing panels of the new shopfronts at a scale of 1:10;

c) Manufacturer's specification details of all facing materials (to be submitted to the Local Planning Authority) and samples of those materials (to be provided on site).

d) 2m by 2m panel of the facing brickwork demonstrating the proposed colour, texture, face-bond and pointing.

e) Detailed plans and manufacturer's specification of privacy screening to St Bede's Mews and screening system to the Victory, demonstrating height and material.

The relevant part of the works shall be carried out in accordance with the details thus approved and all approved samples shall be retained on site during the course of the works.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London

Borough of Camden Local Development Framework Core Strategy and policy DP24 and DP25 of the London Borough of Camden Local Development Framework Development Policies.

- 13 No lights, meter boxes, flues, vents or pipes, and no telecommunications equipment, alarm boxes, television aerials, satellite dishes or rooftop 'mansafe' rails shall be fixed or installed on the external face of the buildings, without the prior approval in writing of the local planning authority.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.

- 14 Prior to the occupation of St Bede's Mews and the Victory sites the privacy screening shall be implemented in full. The screening shall be permanently retained thereafter.

Reason: In order to prevent unreasonable overlooking of neighbouring premises in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 of the London Borough of Camden Local Development Framework Development Policies.

- 15 Prior to commencement of any development other than site clearance & preparation, relocation of services, utilities and public infrastructure and demolition, details of the location, design and method of waste storage and removal including recycled materials, shall be submitted to and approved by the local planning authority in writing. The facility as approved shall be provided prior to the first occupation of any of the new units and permanently retained thereafter.

Reason: To ensure that sufficient provision for the storage and collection of waste has been made in accordance with the requirements of policy CS18 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26, DP28 and DP12 of the London Borough of Camden Local Development Framework Development Policies.

- 16 Prior to commencement of any development other than site clearance & preparation, relocation of services, utilities and public infrastructure and demolition, full details of hard and soft landscaping and means of enclosure of all un-built, open areas have been submitted to and approved by the local planning authority in writing. Such details shall include details of any proposed earthworks including grading, mounding and other changes in ground level, proposals for the enhancement of biodiversity, including the planting of native species, habitat to support hedgehogs, birds and bats, and pollinator planting for bees. Details of replacement hedgerows with at least an equivalent nature conservation value shall also be provided. The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

Reason: To ensure that the development achieves a high quality of landscaping which contributes to the visual amenity and character of the area in accordance with the requirements of policy CS14 and CS15 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.

- 17 All hard and soft landscaping works relating to each site shall be carried out in accordance with the approved landscape details by not later than the end of the planting season following completion of the development of that site or any phase of the development or prior to the occupation for the permitted use of the development of that site or any phase of the development, whichever is the sooner. Any trees or areas of planting which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased, shall be replaced as soon as is reasonably possible and, in any case, by not later than the end of the following planting season, with others of similar size and species, unless the local planning authority gives written consent to any variation.

Reason: To ensure that the landscaping is carried out within a reasonable period and to maintain a high quality of visual amenity in the scheme in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.

- 18 Noise levels in rooms of the hereby approved buildings shall meet the noise standard specified in BS8233:2014 for internal rooms and external amenity areas and predicted noise levels in report ref:11775, dated May 2015. Prior to the commencing construction of the superstructure details of the noise levels of blocks fronting Hampstead Road (Newlands site and Rydal Water site) shall be submitted to and approved in writing by the Local Planning Authority and thereafter be permanently retained.

Reason: To safeguard the amenities of the future occupiers and adjoining neighbours in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 of the London Borough of Camden Local Development Framework Development Policies.

- 19 Prior to occupation of the hereby approved development, details shall be submitted to and approved in writing by the Local Planning Authority, of building vibration levels together with appropriate mitigation measures as stated in report ref: 11775, dated May 2015. Details shall demonstrate that vibration will meet a level that has low probability of adverse comment and the assessment method shall be as specified in BS 6472:2008. No part of the development shall be occupied until the approved details have been implemented. Approved details shall thereafter be permanently retained.

Reason: To safeguard the amenities of the future occupiers and adjoining neighbours in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 of the London Borough of Camden Local Development Framework Development Policies.

- 20 Prior to commencement of any development other than site clearance & preparation, relocation of services, utilities and public infrastructure and demolition, details shall be submitted to and approved in writing by the Local Planning Authority, of an enhanced sound insulation value $D_{nT,w}$ and $L'_{nT,w}$ of at least 5dB above the Building Regulations value, for the floor/ceiling/wall structures separating different types of rooms/ uses in adjoining dwellings, namely [eg. living room and kitchen above bedroom of separate dwelling]. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To safeguard the amenities of the future occupiers and adjoining neighbours in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 of the London Borough of Camden Local Development Framework Development Policies.

- 21 The external noise level emitted from plant, machinery or equipment at the development hereby approved shall be lower than the lowest existing background noise level by at least 10dBA as assessed according to BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity.

Reason: To safeguard the amenity of future and existing occupiers and the area generally in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP28 of the London Borough of Camden Local Development Framework Development Policies.

- 22 The development hereby approved shall incorporate sustainable design principles and climate change adaptation measures into the design and construction of the development in accordance with the approved sustainability statement (Energy and Sustainability Statement, May 2015, TGA consulting engineers), including but not limited to:

- Mitigation measures proposed to limit excessive solar gain to reduce the risk of overheating
- Adequate storage space for waste and recyclable materials
- Bicycle storage
- Materials selection to minimise environmental impact and from a responsible source
- Green and brown roof proposals

Prior to occupation, evidence demonstrating that the approved measures have been implemented shall be submitted to and approved in writing by the Local Planning Authority and shall be retained and maintained thereafter.

Reason: To ensure the development contributes to minimising the effects of, and can adapt to a changing climate in accordance with policies CS13 (Tackling climate change through promoting higher environmental standards) and DP22 (Promoting sustainable design and construction).

- 23 The development hereby approved shall achieve a maximum internal water use of 105litres/person/day, allowing 5 litres/person/day for external water use. Prior to occupation, evidence demonstrating that this has been achieved shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure the development contributes to minimising the need for further water infrastructure in an area of water stress in accordance with policies CS13 (Tackling climate change through promoting higher environmental standards), DP22 (Promoting sustainable design and construction) and DP23 (Water)

- 24 Prior to commencement of any development other than site clearance & preparation, relocation of services, utilities and public infrastructure and demolition, full details of the proposed mechanical ventilation system for each plot demonstrating that air inlet locations will be positioned away from busy roads and as close to roof level as possible should be submitted to the Local Planning Authority and approved in writing. The development shall thereafter be constructed and maintained in accordance with the approved details.

Reason: To protect the amenity of residents in accordance with CS5 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP32 of the London Borough of Camden Local Development Framework Development Policies and London Plan policy 7.14 (Improving air quality).

- 25 Prior to commencement of any development other than site clearance & preparation, relocation of services, utilities and public infrastructure and demolition, full details of the existing and proposed surface water run off rates for the 1in1 and 1in30 and 1in100 year storm events should be provided to demonstrate a 50% reduction in surface water run off, and a means by which flow rates will be controlled.

Reason: To reduce the rate of surface water run-off from the buildings and limit the impact on the storm-water drainage system in accordance with policies CS13 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22, DP23 and DP32 of the London Borough of Camden Local Development Framework Development Policies.

- 26 The sustainable drainage system as approved (SuDS drainage report, Iesis Special Structures, Jul 2015) shall be installed as part of the development to accommodate all storms up to and including a 1:100 year storm with a 30% provision for climate change, and to achieve a 50% reduction in run off rate. The system shall include tanked storage, water butts and sloped hardstanding towards soft landscaped areas, as stated in the approved details and shall thereafter be retained and maintained in accordance with the approved maintenance plan.

Reason: To reduce the rate of surface water run-off from the buildings and limit the impact on the storm-water drainage system in accordance with policies CS13 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22, DP23 and DP32 of the London Borough of Camden Local Development Framework Development Policies.

- 27 Prior to commencement of any development other than site clearance & preparation, relocation of services, utilities and public infrastructure and demolition a method statement for a precautionary working approach to development should be submitted to the Local Authority and approved in writing. This shall include approaches to mitigate the impact on bats on the sites of the Victory and St Bede's and hedgehogs across the whole site, including impact of lighting during works. All site operatives must be made aware of the possible presence of protected species during works. If any protected species or signs of protected species are found, works should stop immediately and an ecologist should be contacted. The applicant may need to apply for a protected species licence from Natural England, evidence of which should be submitted to the Local Authority.

Reason: To ensure the development contributes towards the protection and creation of habitats and valuable areas for biodiversity, ensuring compliance with the Habitats Regulations and the Wildlife & Countryside Act 1981 (as amended) and in accordance with policy CS15 (Protecting and improving our parks and open spaces and encouraging biodiversity) of the London Borough of Camden Local Development Framework Core Strategy.

- 28 Prior to first occupation of the development a plan showing details of bird and bat box locations and types and indication of species to be accommodated shall be submitted to and approved in writing by the local planning authority. The boxes shall be installed in accordance with the approved plans prior to the occupation of the development and thereafter retained.

Reason: In order to secure appropriate features to conserve and enhance wildlife habitats and biodiversity measures within the development, in accordance with the requirements of the London Plan (Consolidated with Alterations Since 2004) and Camden Planning Guidance 2006 and policy CS15 of the London Borough of Camden Local Development Framework Core Strategy.

- 29 Prior to occupation of any buildings within the development site, full details in respect of the green and brown roof in the areas indicated on the approved roof plan in section 8.12 of the design and access statement shall be submitted to and approved by the local planning authority. The details shall include species, planting density, substrate and a section at scale 1:20 showing that adequate depth is available in terms of the construction and long term viability of the green roof, and a programme for a scheme of maintenance shall be submitted to and approved in writing by the local planning authority. The green roof shall be fully provided in accordance with the approved details prior to first occupation and thereafter retained and maintained in accordance with the approved scheme of maintenance.

Reason: To ensure that the green roof is suitably designed and maintained and undertakes reasonable measures to take account of biodiversity and the water environment in accordance with policies CS13, CS15 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22, DP23 and DP32 of the London Borough of Camden Local Development Framework Development Policies.

- 30 Prior to the commencement of any works on site, details demonstrating how trees to be retained shall be protected during construction work shall be submitted to and approved by the Council in writing. Such details shall follow guidelines and standards set out in BS5837:2012 "Trees in Relation to Construction". All trees on the site, or parts of trees growing from adjoining sites, unless shown on the permitted drawings as being removed, shall be retained and protected from damage in accordance with the approved protection details.

Reason: To ensure that the development will not have an adverse effect on existing trees and in order to maintain the character and amenity of the area in accordance with the requirements of policy CS15 of the London Borough of Camden Local Development Framework Core Strategy.

- 31 The implementation of the mitigation and gained areas of open space hereby approved shall be provided as follows:
- a) Albany Street landscape working provided in full prior to occupation of the Dick Collins Hall site;
 - b) Stanhope Street/Robert Street landscape works provided in full prior to occupation of the Varndall Street Corner site;
 - c) Robert Street car park landscape work provided in full prior to occupation of the Robert Street Car Park site.
 - d) Thirlemere Garden works provided in full prior to occupation of the Victory Public House site.
 - e) Varndell Street landscape works provided in full prior to occupation of the Newlands site.
 - f) The Tarns mitigation works provided prior to occupation of Rydal Water or as soon as practically possible following completion of HS2's use of the area for their construction works.

All areas of open space shall be provided in accordance with the details approved under condition 17 and permanently maintained.

Reason: To ensure the provision of open space for future and existing residents and to maintain the character and amenity of the area in accordance with the requirements of policy CS15 of the London Borough of Camden Local Development Framework Core Strategy.

- 32 The lifetime homes features and facilities, as indicated on the drawings and documents hereby approved shall be provided in their entirety prior to the first occupation of any of the new residential units.

Reason: To ensure that the internal layout of the building provides flexibility for the accessibility of future occupiers and their changing needs over time, in accordance with the requirements of policy CS6 of the London Borough of Camden Local Development Framework Core Strategy and policy DP6 of the London Borough of Camden Local Development Framework Development Policies.

- 33 Prior to commencement of any development other than site clearance & preparation, relocation of services, utilities and public infrastructure and demolition, details of the layout of each cycle store and the internal configuration of cycle stands for residential units at each site shall be submitted to and approved in writing by the Local Planning Authority . Cycle storage facilities shall be secure and covered. The approved facilities shall thereafter be provided in full prior to the first occupation of any of the new units, and permanently retained thereafter.

Reason: To ensure the development provides adequate cycle parking facilities in accordance with the requirements of policy CS11of the London Borough of Camden Local Development Framework Core Strategy and policy DP17of the London Borough of Camden Local Development Framework Development Policies and Policy 6.9 of the London Plan (2015).

- 34 Prior to occupation of the hereby approved units, details of the layout of cycle stands for visitors shall be submitted to and approved in writing by the Local Planning Authority . The approved facilities shall thereafter be provided in full prior to the first occupation of any of the new units, and permanently retained thereafter.

Reason: To ensure the development provides adequate cycle parking facilities in accordance with the requirements of policy CS11of the London Borough of Camden Local Development Framework Core Strategy and policy DP17of the London Borough of Camden Local Development Framework Development Policies and Policy 6.9 of the London Plan (2015).

- 35 Should it not be possible to retain T17, prior to the removal of the existing tree, details of a similar special of tree to replace T17 shall be submitted to and approved in writing by the local planning authority. Details shall include details of replanting species, position, date and size. Following approval of a suitable replacement, it shall be planted in the next available planting season.

Reason: To ensure that the development achieves a high quality of landscaping which contributes to the visual amenity and character of the area, in accordance with the requirements of policies CS14, CS15 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.

- 36 Prior to the commencement of any works of excavation on the Victory Public House details of a ground and groundwater investigation shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard the appearance and structural stability of neighbouring buildings and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Development Policies and policy DP27 (Basements and Lightwells) of the London Borough of Camden Local Development Framework Development Policies.

37 Prior to the commencement of any works of excavation on the Cape of Good Hope the following details shall be submitted to and approved in writing by the Local Planning Authority:

- Details of the foundation of the existing basement to Troutbeck.
- A Ground movement assessment.
- A monitoring and contingency plan.
- Construction Methodology

The works shall be carried out in accordance with the approved details.

Reason: To safeguard the appearance and structural stability of neighbouring buildings and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Development Policies and policy DP27 (Basements and Lightwells) of the London Borough of Camden Local Development Framework Development Policies.

38 Prior to occupation full details of electric vehicle charging points at plots 2 and 10, and inclusion of information of these in home user guide (or similar) to mitigate exceedence of the Air Quality Neutral benchmark should be submitted to the Local Planning Authority and approved in writing. The charging points shall be installed in accordance with the approved details and thereafter maintained.

Reason: To ensure that the scheme promotes the use of sustainable transport means in accordance with policy CS11 of the London Borough of Camden Local Development Framework Core Strategy.

39 ** CMP

No construction activities other than site clearance, demolition and preparatory works, shall take place until a Construction Management Plan (CMP) including an Air Quality Assessment) has been submitted to and approved by the local planning authority.

The CMP shall set out all measures that the Owner will adopt in undertaking the demolition of the existing buildings and the construction of the Development using good site practices in accordance with the Council's Considerate Contractor Manual.

Such plan shall include measures for ensuring highway safety and managing transport, deliveries and waste (including recycling of materials) throughout the construction period and which demonstrates consideration of and liaison with other local concurrent developments. The plan shall also include details of a community working group involving local residents and businesses, a contractor complaints/call-line and measures to be carried out to mitigate the impact of the noise arising from construction and demolition activities on local residents and businesses, a waste management strategy and means of monitoring and reviewing the plan from time to time.

The measures contained in the Construction Management Plan shall at all times remain implemented during all works of construction.

Reason: In order to protect the pedestrian environment and the amenities of the area generally and to ensure the continued free flow of traffic in the area in accordance with Policies CS5 and CS11 of the London Borough of Camden Local Development Framework Core Strategy and policies DP16, DP17 and DP26 of the London Borough of Camden Local Development Framework Development Policies.

40 ** KX working

The Owner shall use reasonable endeavours to ensure:

a) have entered into an agreement with Kings Cross Construction Skills Centre to:

- ensure that all job vacancies during the construction phases are registered with KCC at the same time as other recruitment efforts
- all reasonable endeavours are used to ensure that no less than 25% of the work force is comprised of residents of the London Borough of Camden
- that the King's Cross Construction Centre is supplied with a full labour programme for the lifetime of the Development (with six-monthly updates) and that the Council is provided with a detailed six-monthly labour return for monitoring the employment and self-employment profile of all workers

b) have entered into an agreement with the Kings Cross Construction Skills Centre (KXCSC) to ensure provision of no less than 4 construction trade apprentices employed for at least 52 weeks each

c) have demonstrated that they have worked with the Council's local procurement team to provide opportunities for Camden-based businesses to tender for the supply of goods and services during construction

d) that the Owner shall use reasonable endeavours to ensure that no less than 10 work placements shall be employed at the Development during each of construction and occupation phases

e) that the Owner shall use reasonable endeavours to ensure that no less than 9 apprenticeship shall be employed

f) that the Owner shall use reasonable endeavours to ensure that no less than 8 school or college site visits during each of construction and occupation phases

g) that the Owner shall use reasonable endeavours to ensure that no less than 6 school or college workshops during each of construction and occupation phases

h) necessary measures to secure employment and training with apprentice shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order to define the permission and to ensure that unemployed people within the Borough of Camden have training and employment opportunities during the construction phase of major developments and to source goods and services from local businesses in accordance with policy CS8 of the London Borough of Camden Local Development Framework Core Strategy and policy DP13 of the London

Borough of Camden Local Development Framework Development Policies.

41 ** Sustainability Plan

On or prior to the Implementation Date a sustainability plan shall be submitted to and approved in writing by the local planning authority. Such plan shall :

(a) be based on a Building Research Establishment Environmental Assessment Method assessment with a target of achieving an Excellent rating and attaining at least 60% of the credits in each of Energy and Water and 40% of the credits in Materials categories;

(b) include a pre-Implementation review by an appropriately qualified and recognised independent verification body certifying that the measures incorporated in the Sustainability Plan are achievable.

Reason: In order to secure the appropriate energy and resource efficiency measures in accordance with the requirements of policies CS13, CS16 of the London Borough of Camden Local Development Framework Core Strategy and policy DP22, DP23 of the London Borough of Camden Local Development Framework Development Policies.

42 ** Servicing Management Plan

Within three months of commencement of implementation, a Servicing Plan (SMP) shall be submitted to the Local Planning Authority for approval. The plan shall include details of the following:

(a) a requirement for delivery vehicles to unload from a specific suitably located area;

(b) details of the person/s responsible for directing and receiving deliveries to the Property;

(c) measures to avoid a number of delivery vehicles arriving at the same time;

(d) likely frequency and duration of servicing movements and measures to be taken to avoid any conflicts;

(e) likely nature of goods to be delivered;

(f) the likely size of the delivery vehicles entering the Property;

(g) measures taken to ensure pedestrian management and public safety during servicing including a statement setting out how highway safety will be maintained during servicing movements;

(h) measures taken to address servicing movements on and around the Property with a view inter alia to combining and/or reducing servicing and minimise the demand for the same;

- (i) provision of swept path drawings to ascertain manoeuvring when entering and exiting the Property;
- (j) details of arrangements for refuse storage and servicing; and
- (k) identifying means of ensuring the provision of information to the Council and provision of a mechanism for review and update as required from time to time

No servicing shall take place on any part of the highway network or public realm other than in accordance with the servicing plan so approved.

Reason: To avoid obstruction of the surrounding streets and ensure the safety of pedestrians, cyclist and other road users, in accordance with the requirements of policies CS5 and CS11 of the London Borough of Camden Local Development Framework Core Strategy and policies DP16, DP17 and DP26 of the London Borough of Camden Local Development Framework Development Policies.

43 ** Highways Improvements

On or prior to the Implementation Date, confirmation that the necessary measures to secure highways improvements shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the pedestrian environment and public realm is maintained and improved in accordance with policy CS11 of the London Borough of Camden Local Development Framework Core Strategy and policies DP17 and DP21 of the London Borough of Camden Local Development Framework Development Policies.

44 ** Local Procurement

Prior to Implementation, a programme for local procurement shall be submitted to and approved in writing by the local planning authority. The programme shall detail opportunities for local businesses to bid/tender for the provision of goods and service to the Development in accordance with the Council's Local Procurement Code and the developer shall use reasonable endeavours to provide opportunities for local businesses to bid/tender for the provision of facilities management services and other post construction supply of goods and services.

On or prior to Implementation, the developer shall meet with the Council's Economic Development Local Procurement Team (or any successor department) at least one month before tendering contracts to agree the specific steps that will be taken to give effect to the Local Procurement Code.

The construction of the Development shall not be carried out otherwise than in accordance with the approved programme for local procurement.

Reason: To ensure the development provides sufficient employment and training in line with the requirements of policy CS8 of the London Borough of Camden Local

Development Framework Core Strategy and policy DP13 of the London Borough of Camden Local Development Framework Development Policies.

45 ** Energy Efficiency and renewables plan

On or prior to the Implementation Date, the developer shall submit to the Local Planning Authority for approval the Energy Efficiency and Renewable Energy Plan which shall include the following:

(a) incorporation of measures set out in the submission document Energy and Sustainability Statement, May 2015 and addendums Letters: 'Additional Information and Clarifications on application 2015/3076/P, 6th Aug and 13th Aug from Tibbalds'

(b) further details of how the Development's carbon emissions will be reduced by at least 25% by way of renewable energy technologies;

(c) further details of how the approved Newlands site building would be designed to allow potential for interconnection to existing Newlands, being mindful of need to ensure efficiency of the plant serving new Newlands.

(d) further details of how the Rydal Water site building and Newlands plant rooms are to be future-proofed for connection to a decentralised energy network including plant room layouts demonstrating allocated space for a future heat exchanger

(d) a pre-Implementation review by an appropriately qualified and recognised independent verification body certifying that the above measures are achievable ;

(e) measures to secure a post construction review by an appropriately qualified and recognised independent verification body certifying that the above measures have been achieved and will be maintainable and

(f) identifying means of ensuring the provision of information to the Council and provision of a mechanism for review and update as required from time to time

All such measures thus demonstrated shall be secured prior to first occupation of the development and thereafter retained and maintained in accordance with the manufacturers' recommendations.

Reason: To ensure the proposal is energy efficient and sustainable in accordance with policy CS13 of the London Borough of Camden Local Development Framework Core Strategy and policy DP22 of the London Borough of Camden Local Development Framework Development Policies.

46 ** Phase 1: Public realm improvements

Prior to the first occupation of development in phase 1, confirmation that public realm improvements within the phase 1 area have been completed to an adoptable standard shall be submitted in writing to the local planning authority. Such improvements to be carried out to a design agreed by the Council's Transport Design

(Transport Strategy Service) and Highway Implementation (Engineering Service) teams.

Reason: To ensure that the pedestrian environment is maintained and improved in accordance with policy CS11 of the London Borough of Camden Local Development Framework Core Strategy and policies DP17 and DP21 of the London Borough of Camden Local Development Framework Development Policies.

47 ** Car free

Prior to first occupation of the development hereby approved, the landowner would ensure through agreement that the occupiers of the premises are informed of the Council's policy that they shall not be entitled (unless they are the holder of a disabled person's badge issued pursuant to s. 21 of the Chronically Sick and Disabled Persons Act 1970) to be granted a Residents Parking Permit to park a vehicle in a residents parking bay, shall not be able to buy a contract permanently to park within any car park owned, controlled or licensed by the Council (with the exception of the carpark hereby approved) and nor shall they be entitled to be granted a Business Parking Permit.

Reason: In order to ensure that there is no additional parking pressure within the vicinity, in accordance with the requirements of policy CS11 of the London Borough of Camden Local Development Framework Core Strategy and policy DP18 and DP19 of the London Borough of Camden Local Development Framework Development Policies.

48 ** Affordable Housing Plan

In the event that HS2 plans change and the proposals are postponed by 1 year or more or are abandoned the development shall be accompanied by a Affordable Housing Plan.

Such a plan to set out particulars of all residential accommodation, and to include details of the following, as relevant to that site:

- a) number of units, size of dwellings and tenure mix,
- b) confirmation that the phase would deliver a minimum of 50% market tenure units,
- c) the confirmed or anticipated ownership and management arrangements for each tenure of affordable housing units,
- d) demonstration of how all units would meet relevant lifetime homes and relevant size and layout standards,
- e) details of the quantity, location and type of ancillary external residential amenity space to be provided,

No housing development within the phase to be implemented other than in accordance with the details approved in writing by the Local Planning Authority. Prior to first occupation of the relevant building the affordable housing wheelchair units as

approved shall be provided, fitted out and retained in accordance with the plans as approved.

Reason: To secure housing provision of high quality housing with a sustainable and accessible mix of unit sizes and tenures in accordance with the requirements of policy CS6 of the London Borough of Camden Local Development Framework Core Strategy and policies DP2, DP3, DP4, DP5 and DP6 of the London Borough of Camden Local Development Framework Development Policies.

49 ** Provision of Community centre

Prior to commencement of implementation of phase 2, a Community Centre Plan shall be submitted to the Council for approval.

Such a plan shall secure the following:

- (a) to include detailed plans of the new Community facility within Robert Street Car Park building.
- (b) measures to ensure a high quality design.
- (c) access arrangements to the Community Centre within the Development;
- (d) measures to ensure the Community Centre and its facilities shall be made available for occupation and use as a high quality and readily accessible community facility available and retained for the benefit of and use by the local communities;
- (e) details of expected timescales for completion and handover; and
- (f) mechanisms whereby the operation of the Community Centre can be (i) reviewed on a regular basis (to be annually unless otherwise agreed) and (ii) reported to and monitored by the Council

Reason: To ensure the satisfactory re-provision of existing community facilities and existing employment space in accordance with Policy CS10 of the London Borough of Camden Local Development Framework Core Strategy and policies DP13 and DP15 of the London Borough of Camden Local Development Framework Development Policies.

50 ** Accessibility Plan

Prior to the Implementation Date an Accessibility Plan shall be submitted to an approved in writing to the Council. Such a plan shall secure the provision of Wheelchair Accessible Units wheelchair accessible units within the Development (“the Wheelchair Accessible Units”) which shall provide for the following:-

- (a) be fitted out either:-
 - (i) in accordance with the Camden Wheelchair Housing Design Brief 2013 or any

- successor document for the Affordable Housing Units; or
- (ii) in accordance with the Habinteg Wheelchair Housing Design Guide 2006 or any successor document for the Private Units
- (b) the number unit size and mix of homes and the storey level(s) of the Wheelchair Accessible Units;
- (c) a plan showing the location of the Wheelchair Accessible Units within the relevant phase of the Development;
- (d) demonstration of how all units would meet relevant lifetime homes and relevant size and layout standards;
- (e) measures to ensure that any lift access to the Wheelchair Accessible Units is maintained at all times and in the event of routine maintenance or unexpected fault in relation to the lifts accessing the Wheelchair Accessible Units that such works/repairs are carried out diligently and in a way that endeavours to minimise disruption to wheelchair users;
- (f) measures to ensure the Development is easily accessible residents and visitors to the Development who are wheelchair users;
- (g) principles of inclusive design inform and are fully integrated within the Development; and
- (h) identifying means of ensuring the provision of information to the Council and provision of a mechanism for monitoring and reviewing as required from time to time

Reason: To ensure that the internal layout of the building provides flexibility for the accessibility of future occupiers and their changing needs over time, in accordance with the requirements of policy CS6 of the London Borough of Camden Local Development Framework Core Strategy and policy DP6 of the London Borough of Camden Local Development Framework Development Policies.

51 ** Construction Phase Working Group

From the date of this planning permission the application shall invite the following to become members of the working group:

- (a) representatives of existing residents associations traders associations or any other bodies or groups representing the owners residents and/or businesses in the immediate locality subject to a maximum of five (5) persons
- (b) the appointed project architect for the Development plus one additional representative as may be nominated by the Owner from time to time
- (c) any other person or persons having a direct interest in the management of the Construction Phase reasonably nominated by the Council (subject to a maximum of two (2) persons)

To

- (a) procure that the project manager for the Development (and any other appropriate professional representatives of the Owners that the Parties agree) shall be a member of the Working Group and shall attend all meetings of the Working Group;
- (b) appoint a person ("the Liaison Officer") responsible for liaising with the owners and or occupiers of the residents and businesses in the locality and other interested parties about the operation of the Working Group such person to organise and attend all meetings of the Working Group all such meetings to take place within easy walking distance of the First Property and the Second Property; and
- (c) ensure an appropriate venue in the vicinity of the Property is procured for each meeting of the Working Group.

Reason: To safeguard the amenity of the residents of Regent's Park Estate and the area generally in accordance with the requirements of policies CS5 and CS7 of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 and DP12 of the London Borough of Camden Local Development Framework Development Policies.

52 ** Environmental Contribution

On or prior to the Implementation Date to pay to the Council the Environmental Contribution of £55,350 in full.

Reason: To mitigate the impact of the proposed development on sustainability in accordance with policies CS13 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22, DP23 and DP32 of the London Borough of Camden Local Development Framework Development Policies.

53 ** Highways Contribution

On or prior to the Implementation Date to:-

- (i) pay to the Council the Highways Contribution in full; and
- (ii) submit to the Council the Level Plans for approval.

Not to Implement or to allow Implementation until such time as the Council has:-

- (i) received the Highways Contribution in full; and
- (ii) approved the Level Plans as demonstrated by written notice to that effect.

Reason: To ensure that any damage caused as a result of the works is repaired prior to occupation of the buildings in accordance with policy CS11 of the London Borough of Camden Local Development Framework Core Strategy.

54 ** Pedestrian Access Plan

Prior to the Implementation Date a draft Pedestrian Access Plan shall be submitted to and approved by the Council. The plan shall set out a package of measures to be adopted by the Owner in the management of the Development with a view to maintaining improving and enhancing the various pedestrian and cycle access routes across the Regents Park Estate as set out in the submission document Planning Design and Access Statement to ensure that permeability of the Regents Park Estate for pedestrians and cyclists is retained during the Construction Phase and following Occupation

Reason: To maintain pedestrian routes through the estate during the construction phase in accordance with CS11 of the London Borough of Camden Local Development Framework Core Strategy and DP17 of the London Borough of Camden Local Development Framework Development Policies.

55 ** Phasing Plan

On or prior to the Implementation Date to provide to the Council for approval a draft Phasing Plan. Implementation shall not commence until the plan has been approved by the Council. The plan shall provide details for Phase 1 and Phase 2 of the Development including details of timing and programming for construction and fitting out of each of the residential blocks forming part of the Relevant Phase of the Development ensuring the following:-

- (a) identification of the construction programme for each Relevant Phase of the Development including estimated delivery times and dates;
- (b) measures to ensure that Plot Five in Phase Two is not implemented until such time as the Community Centre within Plot One is ready for occupation;
- (c) programming to ensure the build out of the remaining phases of the Development within certain times; and
- (d) identifying means of ensuring the provision of information to the Council and provision of a mechanism for review and update as required from time to time

Reason: To safeguard the amenity of the residents of Regent's Park Estate and the area generally in accordance with the requirements of policies CS5 and CS7 of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 and DP12 of the London Borough of Camden Local Development Framework Development Policies.

56 ** Travel Plan

On or prior to the Implementation Date to:-

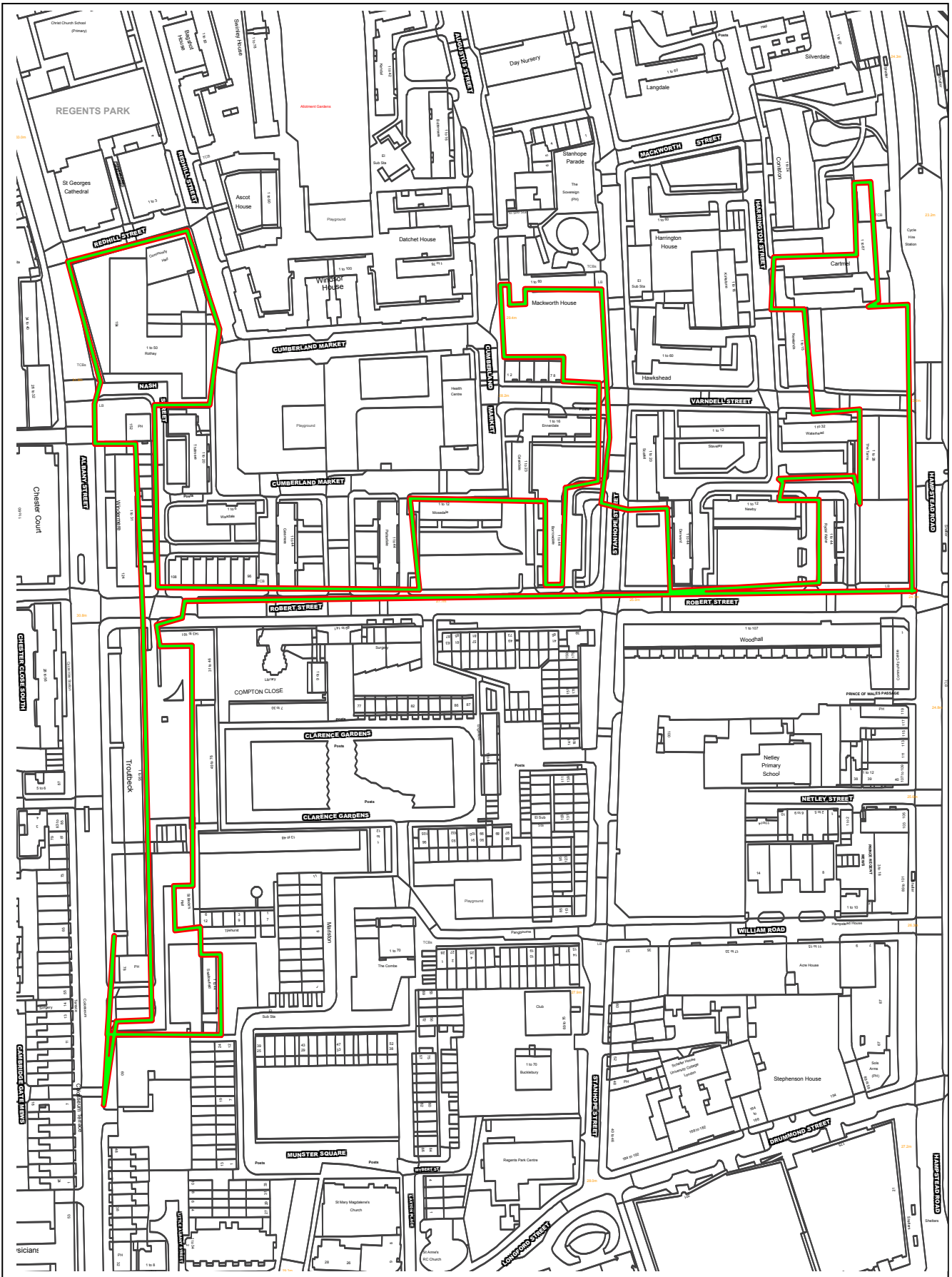
- (a) submit to the Council the Travel Plan for approval; and
- (b) pay to the Council the Travel Plan Monitoring Contribution

Reason: To ensure that the scheme promotes the use of sustainable transport means in accordance with policy CS11 of the London Borough of Camden Local Development Framework Core Strategy.

57 ** Tree Management Plan

On or prior to the Implementation Date to provide the Council for approval a draft Tree Management Plan. Implementation shall not commence until the plan has been approved by the Council. The plan shall set out a package of measures to be adopted by the Owner in the management and care of the trees in the Development in order to ensure as far as possible that the trees are protected during construction and that all care and consideration is given to ensuring it is not damaged to the extent it needs to be felled as a result of the demolition and construction works.

Reason: To safeguard the existing and proposed trees that would form the development in accordance with CS15 of the London Borough of Camden Local Development Framework Core Strategy.

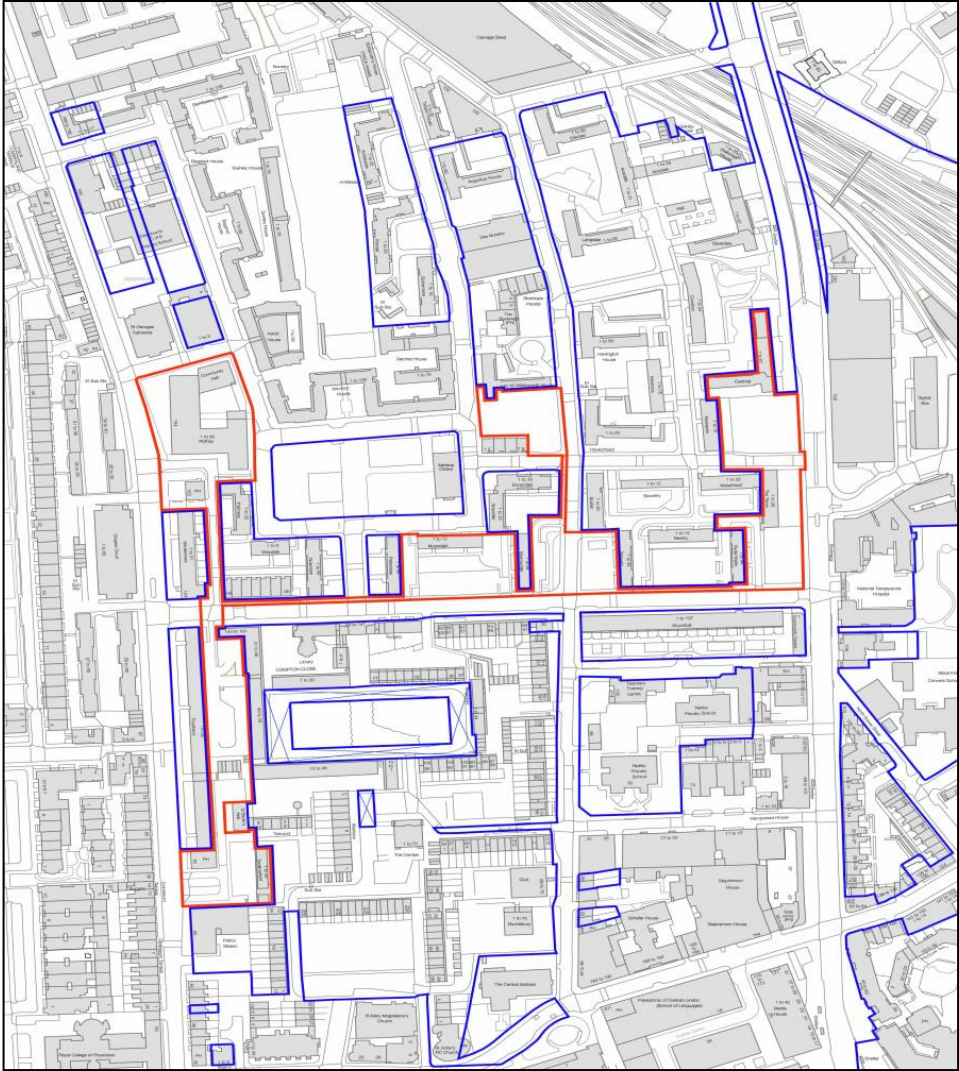


Application No: 2015/3076/P
 Regent's Park Estate,
 Robert Street, London, NW1

Scale:
 1:2500
 Date:
 24-Aug-15



2015/3076/P – HS2 Replacement Housing Regents Park Estate, NW1



Regents Park Estate and Development Blocks



Existing Sites



Development Sites

PLOT 5: DICK COLLINS HALL SITE



Phase 2
11 new homes including 6 private, 2 intermediate affordable and 3 social rented units.

Proposal includes improvements to the communal courtyard and the public open space on Redhill Street and Albany Street, in front of the Rothay residential block.

PLOT 8: THE VICTORY PUB



Phase 2
10 new homes including 4 private, 3 intermediate affordable and 3 social rented units.

Proposal includes the re-provision of a public house on the ground floor.

PLOT 9: ST BEDE'S MEWS



Phase 1
3 replacement homes, including a 1 bedroom wheelchair unit.

Proposal includes landscape improvements to the area around the building.

PLOT 6: CAPE OF GOOD HOPE



Phase 1
15 replacement homes, including 3 social rented and 12 leaseholder units.

Area 1: Hampstead Road Sites

Area 2: Estate Interior Sites

Area 3: Albany Road Sites

PLOT 4: NEWLANDS



Phase 1
32 replacement homes including 29 social rented and 3 leaseholder units.

Proposal includes improvements to the open space around this building, which is currently inaccessible, and the provision of an A1 or A3 commercial unit of 95m².

PLOT 2: FORMER ONE STOP SHOP



Phase 1
24 replacement homes 18 social rented and 6 leaseholder units.

Proposal includes improvements to the open space around this building and the provision of an A1 or commercial unit of 162m².

PLOT 3: VARDELL STREET CORNER



Phase 1
8 replacement homes, including a 1 leaseholder and 7 social rented units.

Proposal includes improvements to the communal garden around this building and also the public realm on the street edge.

PLOT 1: ROBERT STREET CAR PARK



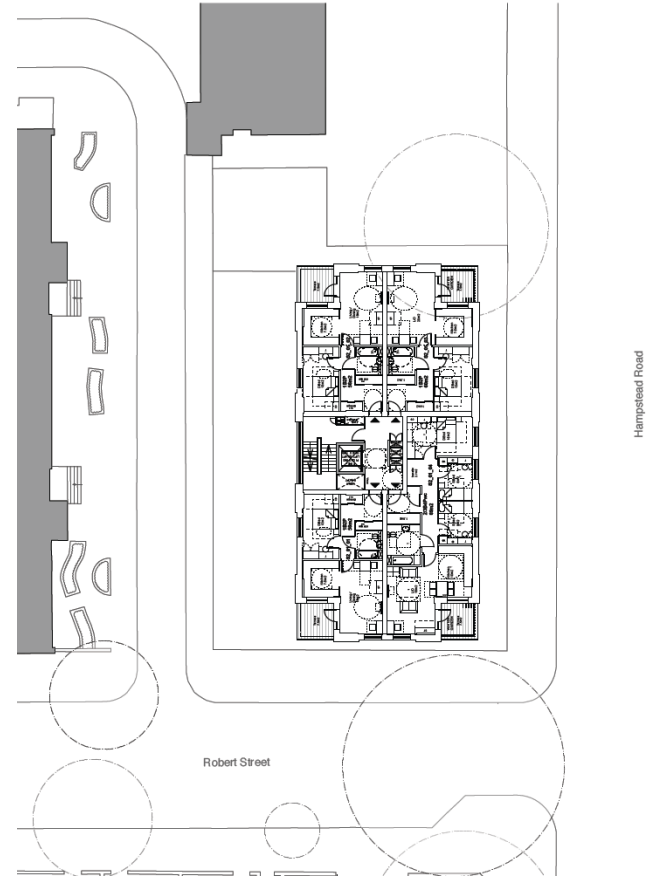
Phase 1
13 replacement homes, including 8 social rented and 5 leaseholder units.

Proposal includes improvements to the public open space around this building and the provision of a 334m² community hall to replace the existing Dick Collins Hall.

Former One Stop Shop Plot



Ground Floor



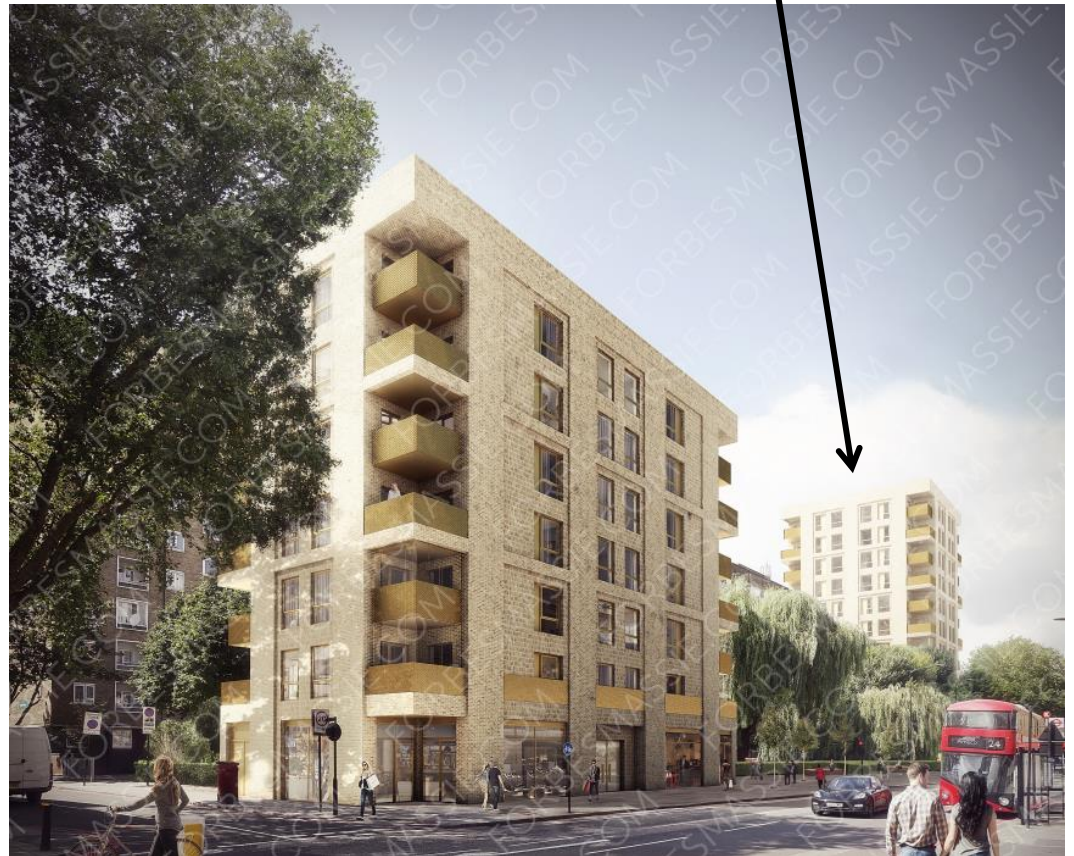
Example Floor Layout
(First Floor)

Former One Stop Shop Plot



Elevation Details

Newlands Plot CGI

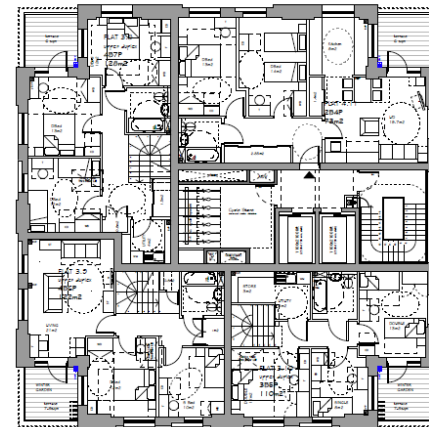
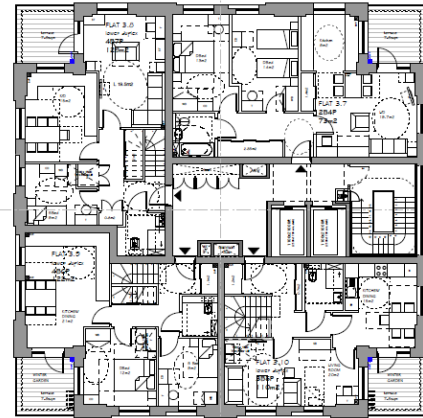


One Stop Shop Plot CGI (with Newlands Plot in background)

Newlands Plot



Ground Floor



Duplex Floor Layout (example)

Newlands Plot

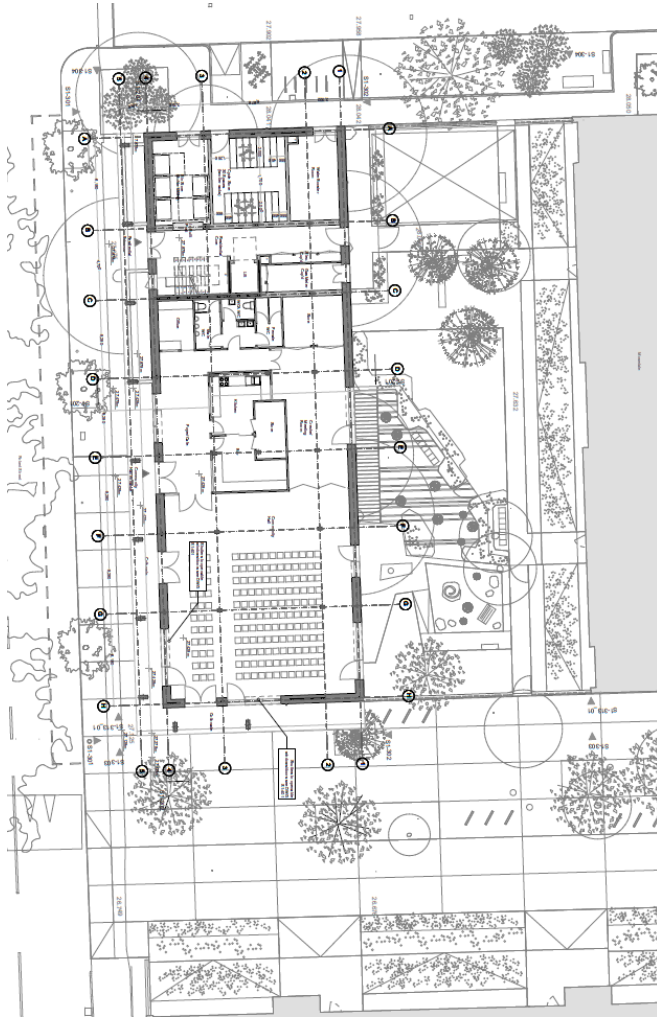


Elevation (detailing)

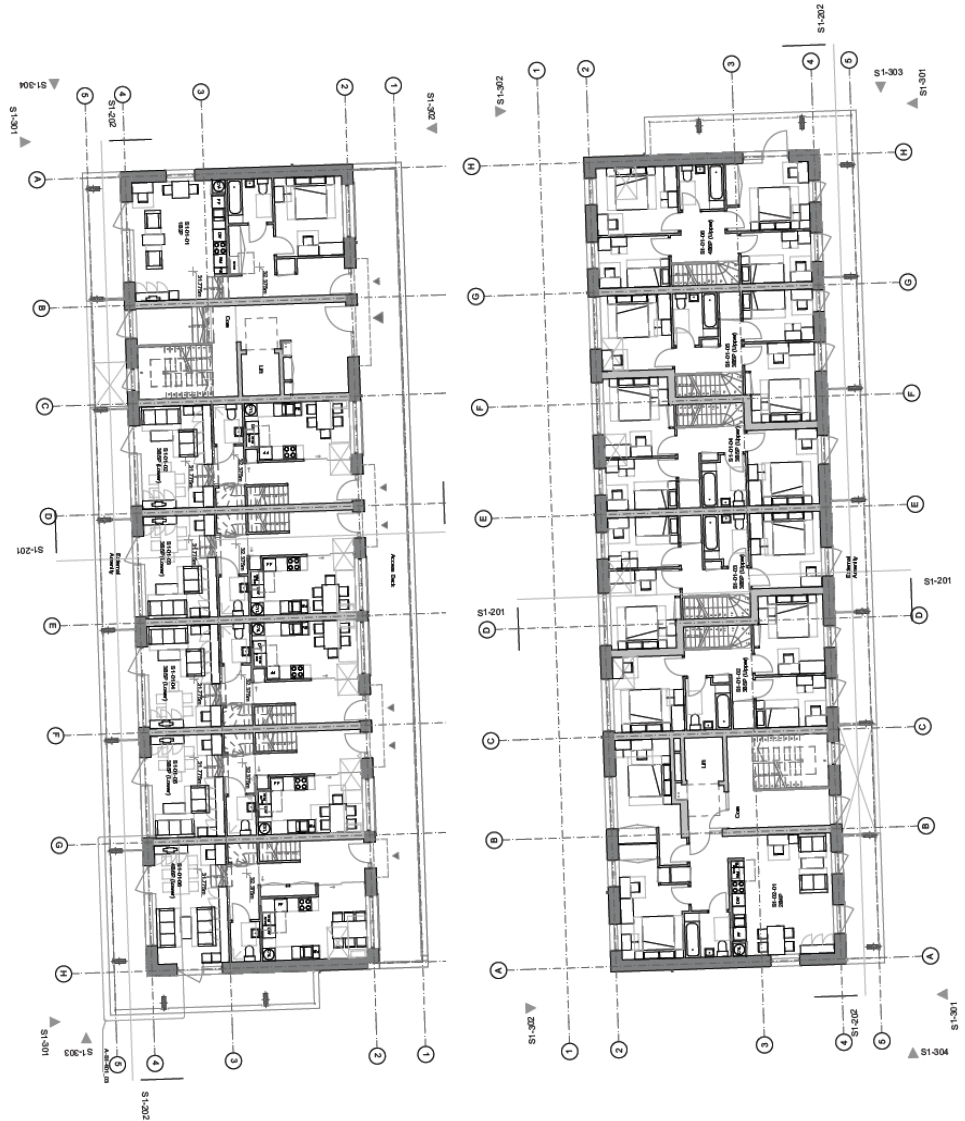


Newland Plot CGI from
Hampstead Road

Robert Street Car Park Plot



Ground Floor



Duplex Floor Layout (1st & 2nd floors)

Robert Street Car Park Plot



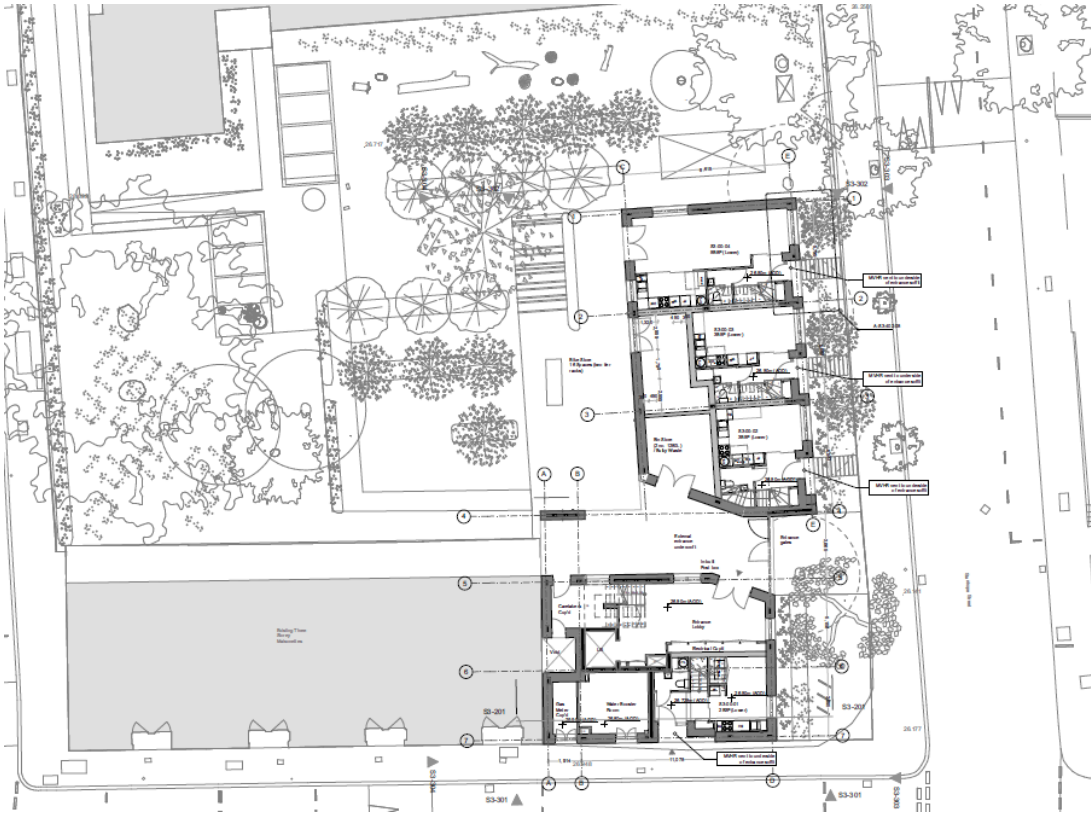
Elevation (detailing)



Perspective view of south and east gable end elevation

Robert Street Car Park Plot CGI from Robert Street

Varndell Street Corner Plot



Ground Floor



Example Floor Layout
(2nd Floor)

Varndell Street Corner Plot

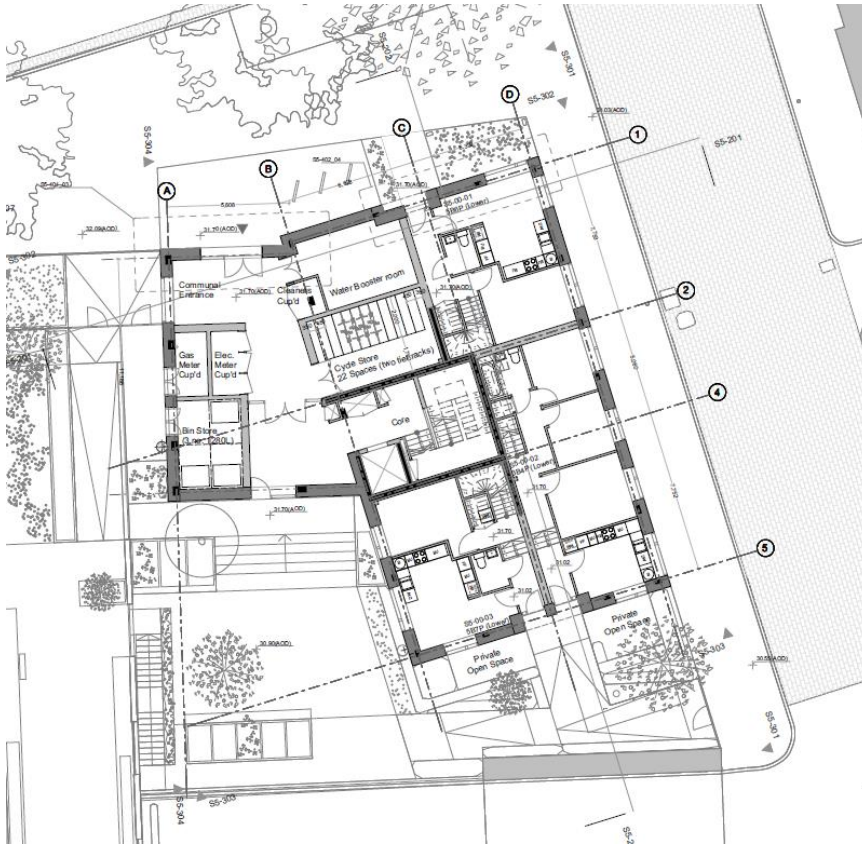


Elevation (detailing)

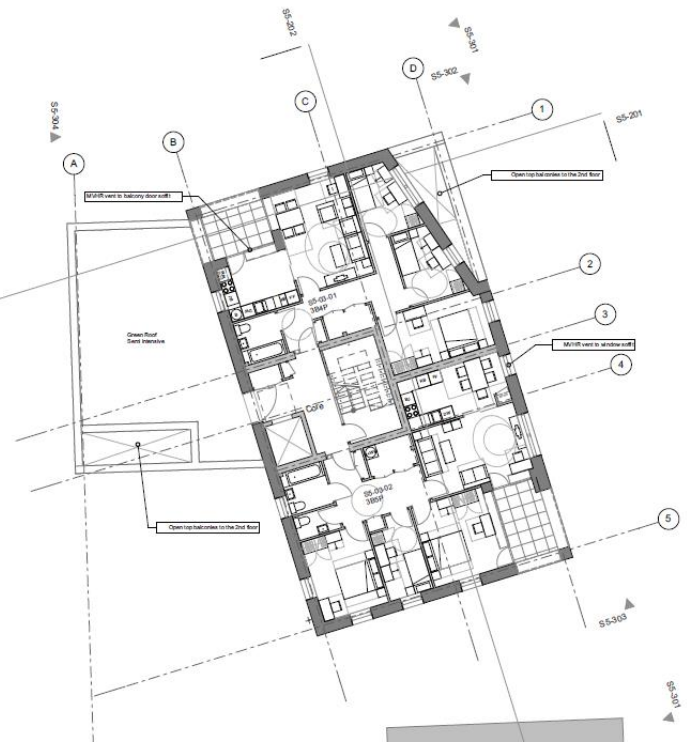


Varndell Street Corner Plot
CGI from Varndell Street

Dick Collins Hall Plot



Ground Floor



Example Floor Layout (3rd Floor)

Dick Collins Hall Plot

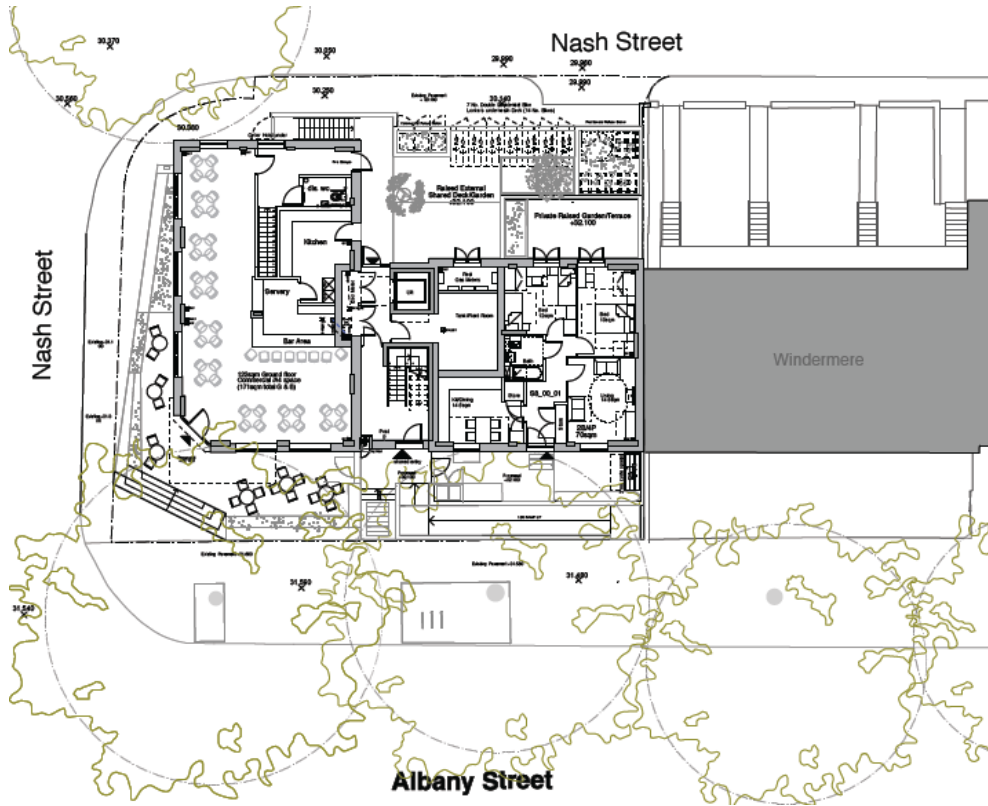


Elevation (Detailing)

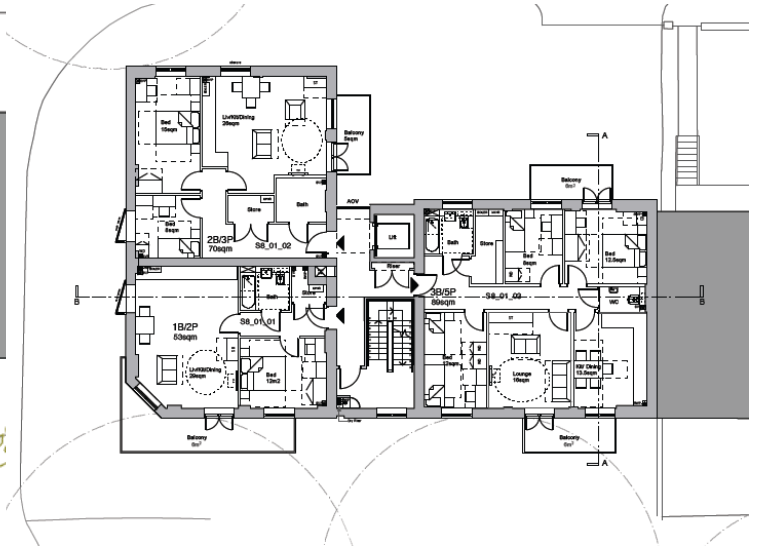


Dick Collins Plot CGI from Redhill Street Looking South

The Victory Pub Plot



Ground Floor



Example Floor layout (3rd Floor)

The Victory Pub Plot

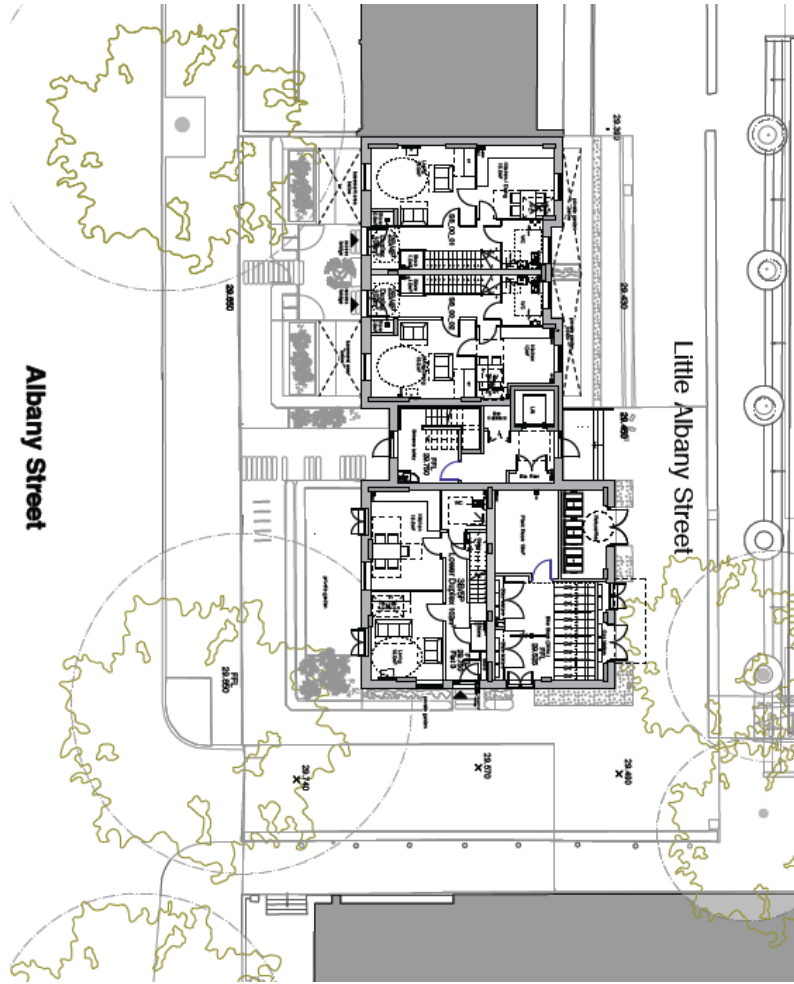


Elevation (Detailing)

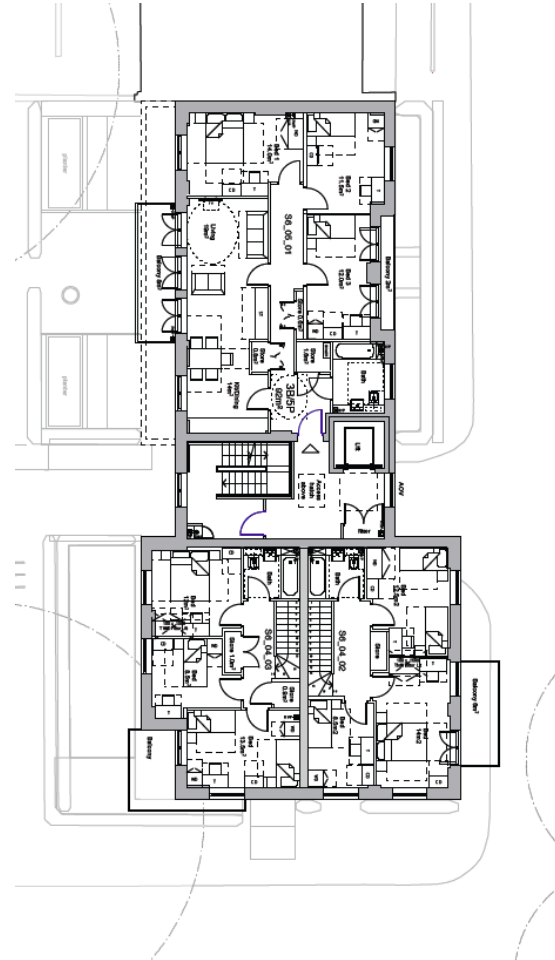


Victory Pub Plot CGI from Albany Street (tree to be retained in foreground not shown)

Cape of Good Hope



Ground Floor



Example Floor Layout (3rd Floor)

Cape of Good Hope

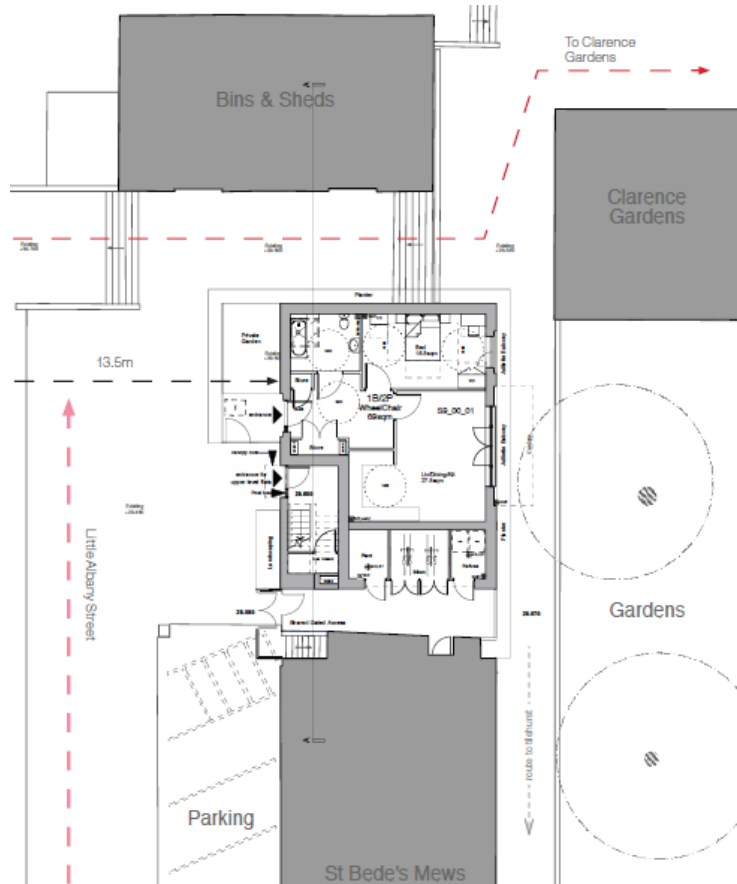


Elevation (Detailing)

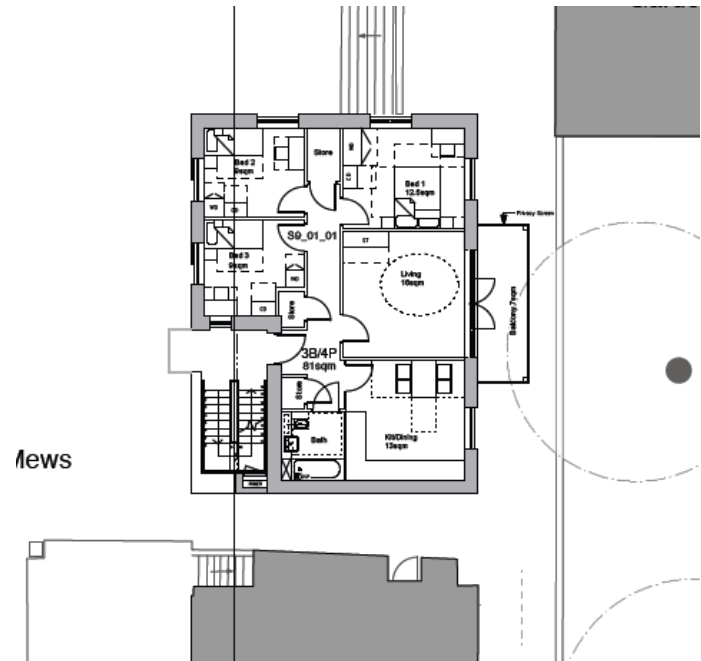


Cape of Good Hope Plot CGI from Albany Street

St Bedes Mews Plot



Ground Floor



1st Floor Layout

St Bedes Mews Plot



Elevation (Detailing)



St Bedes Mews Plot CGI from St Bedes Mews

Green Areas: Before and After



East
Architecture landscape
urban design
Unit #
49-59 Old Street
London EC1Y 4PX
T 020 7490 3190
E mail@east.uk.com
www.east.uk.com

PROJECT
Regent's Park Estate

CLIENT
LB Camden

DRAWING STATUS DATE
For Information August 2015

SCALE SIZE REV
1:2000 A3 -

DRAWING TITLE DRAWING NR
Sketch: Existing Green Space 114 PFE 00 001 SKD1



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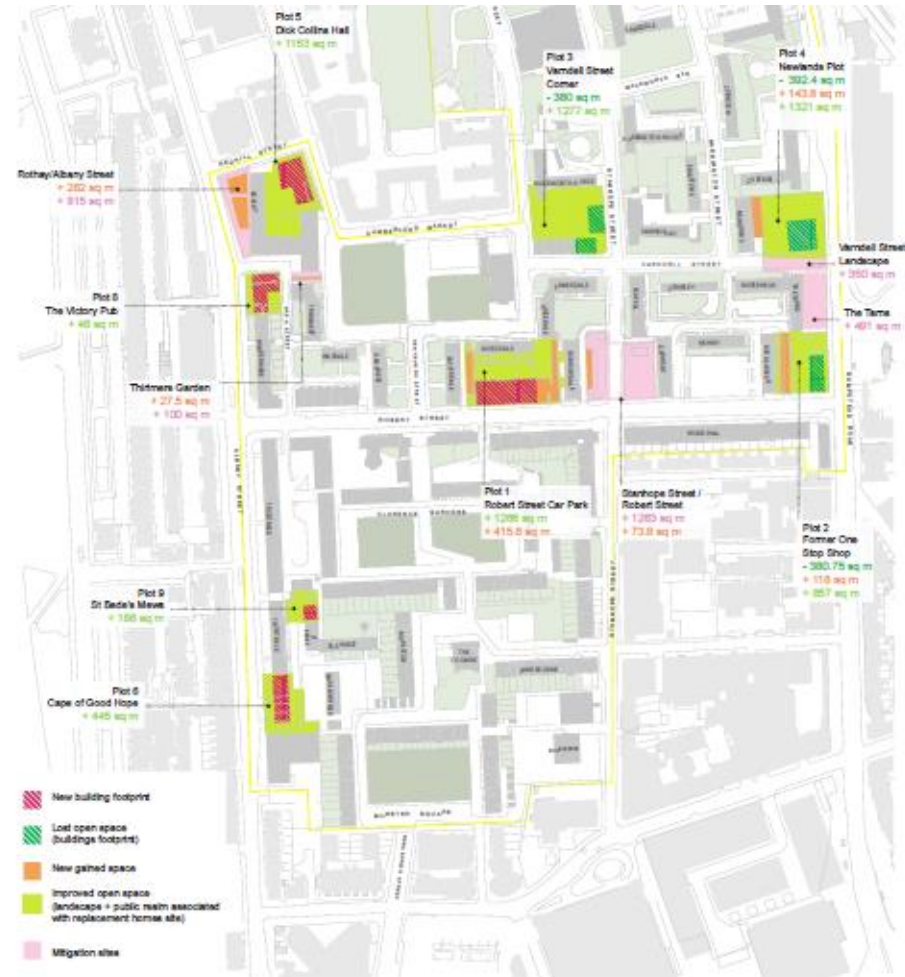
SCALE SIZE REV
1:2000 A3 -

DRAWING TITLE DRAWING NR
Sketch: Proposed Green Space 114 PFE 00 100 SKD1

Existing Green Areas

Green Areas After
Development

Open Space Proposals including Mitigation Sites



Open space loss and gain diagram