

16th December 2015

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Submitted via Planning Portal – Ref: PP-04561640

Dear Michael,

TOWN AND COUNTRY PLANNING ACT 1990

JUNCTION OF ABBEY ROAD AND BELISIZE ROAD, LONDON, NW6 4DP

SUBMISSION OF DETAILS RESERVED BY CONDITION FOR PLANNING PERMISSION 2013/4678/P

On behalf of London Borough of Camden Housing and Adult Social Care (HASC) (hereafter referred to as the applicant), please find enclosed the submission of details reserved by condition 48 relating to planning permission 2013/4678/P. This letter sets out the key elements of condition 48 including, where relevant, reference to documents which provide the required details to fully discharge condition 48.

This letter and the accompanying submission form should be read in conjunction with the following documentation:

- Proposed Highways Works (Drawing No. TS/DT/S106/AC/001)
- Proposed Landscaping Plans (Farrer Huxley Associates)
 - FHA586L201: Hard Landscape Strategy
 - FHA586L401: Soft Landscape Strategy
 - FHA586S01: Planting Schedule (x3No. Documents)
- Transport Assessment (Atkins)
- Landscape Report (Farrer Huxley Associates);
- Aboricultural Impact Assessment (CBA Trees)

The application fee of £97.00 has been paid to the London Borough of Camden via. internal transfer.

Background

The original application was granted consent on 16 May 2014 for:

“Hybrid application for phased redevelopment of the site, comprising detailed application for Phase 1 and outline application for layout and access only for Phases 2 and 3 (scale, appearance and landscaping are reserved matters). Full details provided for Phase 1 comprising: up to 141 residential units (including up to 66 affordable units) in a 14 storey tower and 6 storey block, with 522.5sqm of retail floorspace (Class A1) and 398.9sqm of flexible commercial floorspace (Classes A1-A5 and B1) at ground floor and associated space for parking, plant, servicing, ancillary storage and energy centre at basement level. Phase 1 includes open space and landscaping, alterations to existing highway layout and creation of new access routes, following demolition of the Belsize Road car park building. Phase 2 to comprise up to 2,500sqm of community and health uses (Class D1) and up to 126sqm of office space (Class B1) in a two storey building following demolition of existing high level walkway. Phase 3 to comprise up to 85 residential flats in 6/7 storey blocks and 15 mews houses (including up to 48 affordable units), up to 120sqm of office space (Class B1) and up to 645sqm of flexible commercial floorspace (Classes A1-A5) and associated ancillary space for parking, plant, and servicing in basement. Phases 2 and 3 include open space, landscaping, alterations to existing highway layout and new access routes. Phase 3 to follow demolition of the Abbey Community Centre and Hinstock and Emminster blocks including Belsize Priory Health and Medical centre, residential and commercial units and site-wide walkways”.

The Abbey Road Redevelopment is a three phased development centred on the junction of Abbey Road and Belsize Road. The central junction area is a point of convergence for the three phases and is a key to the overall concept Masterplan for the Abbey Road Redevelopment. The overall intention of the junction redesign is to create a welcoming and safe area for pedestrians and to provide a well-designed link between the Abbey Road Estate phases.

At Planning Committee in July 2013 it was confirmed that the concept of enhancing the junction and improving the public realm was welcomed and strongly supported. However, as the junction is intrinsically linked to the development of both phases 2 and 3 a condition was imposed on the permission which stated:

48 ** Outline: Public realm improvements

Applications for reserved matters for landscaping in phase 2 or 3 shall be accompanied by details of public realm improvements for the whole of the junction and the public highway within the site and the public realm within both phases. Such details to be prepared in conjunction with the Council's Transport Design (Transport Strategy Service) and Highway Implementation (Engineering Service) teams.

Such matters to include the following details:

- a. Results of comprehensive investigation into options for traffic calming on the approaches to and at the junction including consideration and modelling of removal of traffic signals,
- b. All works to the highways and public areas,
- c. Location, type and access considerations of cycle, vehicle and disabled parking and loading bays,
- d. Position specification and design of external lighting and alterations to junction and pavement lines,
- e. Street furniture,
- f. All hard and soft landscaping and tree pits,
- g. Anticipated pedestrian movement and desire lines,
- h. Details of tree root protection areas supported by evidence from intrusive site investigation prepared by a qualified arboriculturalist and
- i. Informal crossings on Abbey Road and Belsize Road to align with the pedestrian route through phase 3.

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.

Following the grant of planning permission in May 2014, as specified within the committee papers and the above condition, the design team collaborated with the London Borough of Camden's Transport Design and Highways Implementation teams. This collaborative approach has resulted in a safe, well-designed and functioning junction with an integrated and high quality public realm surrounding it.

The Proposals

The proposals for this central area include a high quality junction design along with high quality and well-designed public realm.

The key amendments to the junction are as follows:

- Re-alignment of the existing pedestrian crossings on all arms at the junction;
- Removal of pedestrian refuge islands on the Abbey Road North arm and Belsize Road East arm; and
- Introduction of new diagonal crossings at the junction.

The central junction has been re-designed to include a diagonal crossing (Dwg No. TS/DT/S106/AC/001). This crossing will provide a direct link between all phases of the redevelopment, whilst also ensuring pedestrian movement on Abbey and Belsize Road remains positive and unhindered by vehicle movements. The diagonal crossing has been extensively modelled and there are no impacts on vehicular flow with the implementation of this crossing.

The public realm has been developed by Farrer Huxley Architects and the relevant teams at the London Borough of Camden. The overall intent of the design is to create a well-designed and high quality public realm which opens up the junction and the estate as a whole, to create a welcoming environment for pedestrians and residents. Specifically, in Phase 2 careful consideration has been given to the 'green boundary' to the development and the requirement to retain this boundary to

ensure privacy for residents and users of the community space, whilst also opening up the space beyond Snowman and Casterbridge Towers.

Phase 3 has been re-activated with a new street frontage providing retail and commercial accommodation. The junction and public realm has been designed with the re-activation of this frontage in mind and provides a welcoming open space for residents and the public.

Condition 48 Details

Junction Modelling

An Addendum Transport Assessment (Prepared by Atkins with input from the London Borough of Camden Transport Design and Highways Implementation team) has been submitted in support of this submission and provides the full details required in relation to Part (a) of condition 48.

LINSIG modelling (appendix 1 of the Transport Addendum provides the full technical output of the modelling) was undertaken at the Abbey Road/Belsize Road junction in September-October 2014. This modelling was undertaken to ascertain the most up to date baseline traffic conditions in the immediate vicinity of the area. As such this baseline modelling was then utilised to assess the proposed junction design and the impact that this may have on traffic.

The comparison of the base and proposed modelling indicates that the proposed junction layout is predicted to provide a comparable level of performance to the existing situation on all arms at the junction except on the Belsize Road (W) arm. Minor the predicted increases in queue lengths are expected but are not significant and it is not expected to impact the operation of the network adversely compared to the existing situation.

Importantly, it was confirmed that the revised junction design provides benefits to pedestrians, as well as accommodating additional traffic generated by the development;

Highways and Public Works

The proposed works to the highways and the public realm has been developed in collaboration with teams at the London Borough of Camden. Works to the public highway have been detailed in drawing no. TS/DT/S106/AC/001, prepared by the Council. This detailed drawing provides the detail of the proposed junction, along with the details of the parking provision and any amendments to this.

The plan submitted in support of this application provides the full details in regard to the proposed alterations to the pavement boundaries, pedestrian crossings and the refuge islands. These proposals have been extensively modelled to ensure no adverse impact on the pedestrian environment.

The works to the public area have been developed by Farrer Huxley Architects and Pollard Thomas Edwards Architects. The proposals are provided in detail within the landscaping report submitted in support of this application. Specifically, regard should be given to Sections 2.2 and 2.3.

Parking

A comprehensive review of parking was undertaken through the re-design of the Abbey Road junction. This has resulted in a re-organisation of car parking spaces. The London Borough of Camden's drawing issue no. TS/DT/S106/AC/001 provides the full details of the proposed car parking, and where relevant

car parking spaces have been lost for the purposes of redevelopment. The parking strategy has been confirmed with the London Borough of Camden's Highways team, and the strategy will provide sufficient on-street parking for any residents or members of the public. Specific parking has been allocated in the basements of phases 1 and 3 for the community and health centre uses. These specific allocations are inclusive of disabled access spaces and spaces designated for employees of both the community and health centre.

Within the vicinity of the public realm, there is a requirement for visitor cycle spaces to be allocated; Section 2.25 of the Landscaping Strategy provides full details of the cycle parking provision, the detail of which is as follows:

- Phase 1 : 2 stands (Total 4 spaces)
- Phase 2: Community Centre: 5 stands (Total 10 spaces)
- Phase 2: Health Centre: 17 stands (Total 34 spaces)
- Phase 3: 5 stands (Total 10 spaces)

An ambulance drop off bay is proposed to be located on Abbey Road (E), this bay is located immediately in front of the proposed health centre and is a necessary requirement for that use.

Street Furniture and Lighting

Section 2.25 of the submitted Landscaping Strategy details the proposed street furniture and lighting strategy for the junction. The intention is to minimise the level of street furniture and ensure that pedestrians are prioritised in this area. The proposed streetscape conforms to the London Borough of Camden Streetscape Manual and provides a safe and clean environment.

Existing lamp posts are being retained where suitable. Camden Highways lighting team are responsible for reviewing the locations of the existing columns and making any necessary adjustments around the junction and along Abbey Road. The lighting strategy has been developed to comply with Secure by Design standards and to provide a level of lighting suitable to the pedestrian scale of the public realm. The proposed lighting is a mix of bollards, wall lights and decorative up lighting to trees. In addition to this, all entrances will have architectural lighting to façades.

Landscaping

The hard and soft landscaping strategy is integral to the overall Masterplan of the Abbey Road Redevelopment. There is a comprehensive planting strategy that has been developed by Farrer Huxley Associates, and incorporates the street fronting public realm but also creates strong links to the green and open spaces surrounding and to the rear of each of the phases.

Farrer Huxley Associates have developed comprehensive plans which provide the full details in relation to the landscaping strategy. Specifically for this condition the following drawings provide information sufficient to discharge part (f) of condition 48.

- FHA586L201: Hard Landscape Strategy
- FHA586L401: Soft Landscape Strategy

■ FHA586S01: Planting Schedule

Tree Root Protection Areas

An Arboricultural survey was undertaken to support the Hybrid planning permission. A subsequent Arboricultural Impact Assessment (AIA) has been undertaken by CBA Trees to assess the impact the proposed development will have on the trees surrounding the Abbey Road junction. Additionally, section 2.31 (Proposed Tree Removal) of the Landscape Strategy provides a detailed review of the proposed tree retention and removal strategy.

The landscape and public realm have been designed to ensure the long-term viability of the existing retained trees. The updated AIA includes a Tree Protection Plan (No. CBA7595.03) which details the root protection area (RPA) and the categorisation of each of the trees surrounding the Abbey Road and Belsize Road junction.

Overall the revised plan for the development will retain a total of 52 mature and semi-mature trees with only 30 trees being lost due to development purposes, but with 57 mature and semi-mature trees proposed to replace these. The detail of which is within the Landscape Strategy.

Crossings

The proposed re-design of the junction and the public realm, includes the addition of a number of informal crossing points. These are detailed in drawing no. TS/DT/S106/AC/001. These informal crossings provide a safe location for pedestrians, both public and residents to cross both Belsize and Abbey Road. An informal crossing point is proposed between phases 1 and 3 and phases 2 and 3.

This will allow local residents to safely access play and open spaces across all Phases. Additional entrances into the central space between the towers of Phase 2 are introduced. The Community Open Space will be extended to the area between the existing residential towers to welcome and invite use of this improved open space.

The proposed amendments to the junction design and the addition of these crossings has been developed with regard to the current desire lines and identified pedestrian movement pathways. Section 2.26 of the supporting landscape strategy states that the pavement and streetscape circulation areas are designed to be as free from clutter as possible.

It is envisaged that straight and direct routes along the pavements will be achieved in as many places as possible. If a slight change in direction is required, it has been made sure that there is additional space provided to allow for this. There is an overall improvement in the space allowed for pedestrian movement, especially around the junction. The car parking and loading bays set into the pavement areas will be flush to the pavement; this will allow pedestrians to overspill into these areas when they are not in use.

These crossings will have no impact on vehicular movement.

Overview

The information provided in this supporting letter is an overview of the information required to discharge condition 48. This letter should be read in conjunction with the plans and reports submitted with this application.

It is considered that the detail provided above, together with the submitted documentation is sufficient to discharge condition No. 48 in full. However, should you require any additional information or require clarification on any aspect then please do not hesitate to contact myself or my colleague Laura Morris (020 3214 1896).

I look forward to receiving acknowledgement of receipt of this application in due course and the approval of this submission.

Yours sincerely



PAUL WILLMOTT
SENIOR DIRECTOR - PLANNING