



TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

PLANNING AND COMPULSORY PURCHASE ACT 2004

PLANNING STATEMENT & OPEN SPACE ASSESSMENT

**APPLICATION FOR PLANNING PERMISSION FOR THE ERECTION
OF A FIVE STOREY BUILDING WITH FOUR FLOORS OF OFFICE
SPACE (WITHIN CLASS B1) WITH CYCLE PARKING AND REFUSE
STORAGE AND EXISTING PARKING RETAINED FOR ADJACENT
GARAGE**

145-147 CAMDEN ROAD, LONDON, NW1 9HA

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1. Introduction

This Planning statement is submitted on behalf of Harry Motors Ltd (“the applicant”) in support of an application for planning permission for the erection of a five storey office block with associated cycle parking at 145-147 Camden Road, London, NW1 9HA (‘the application site’). The full description of development is as follows:

“Application for planning permission for the erection of a five storey building with four floors of office space (within Class B1) with associated cycle parking and refuse storage and existing parking retained for adjacent garage.”

This Planning Statement sets out the justification for the proposed development by reviewing the site and surroundings as well as summarising the relevant planning history. It will then demonstrate how the proposal complies with both national and local planning policies and that it is an entirely acceptable development for this site.

This Statement should be read in conjunction with the following documents:

- Full Planning Application;
- Design & Access Statement and full set of Existing and Proposed Floor Plans and Elevations prepare by Paul McAnearny Architects;
- Energy Statement prepared by iceni Projects;
- Sustainability Statement prepared by iceni Projects;
- Camden Road Ecological Appraisal prepared by LUC;
- Aboricultural Impact Assessment Report prepared by Sharon Hosegood Associates;
- Construction Environmental Management Plan prepared by Riley Consulting;
- Acoustic Checklist and supporting letter prepared by 24 Acoustics;
- Daylight/ Sunlight Assessment prepared by Stuart McAuley;
- Ecological Appraisal prepared by LUC;
- Heritage Statement prepared by Rackham Planning.

2. Description of site and surrounding area

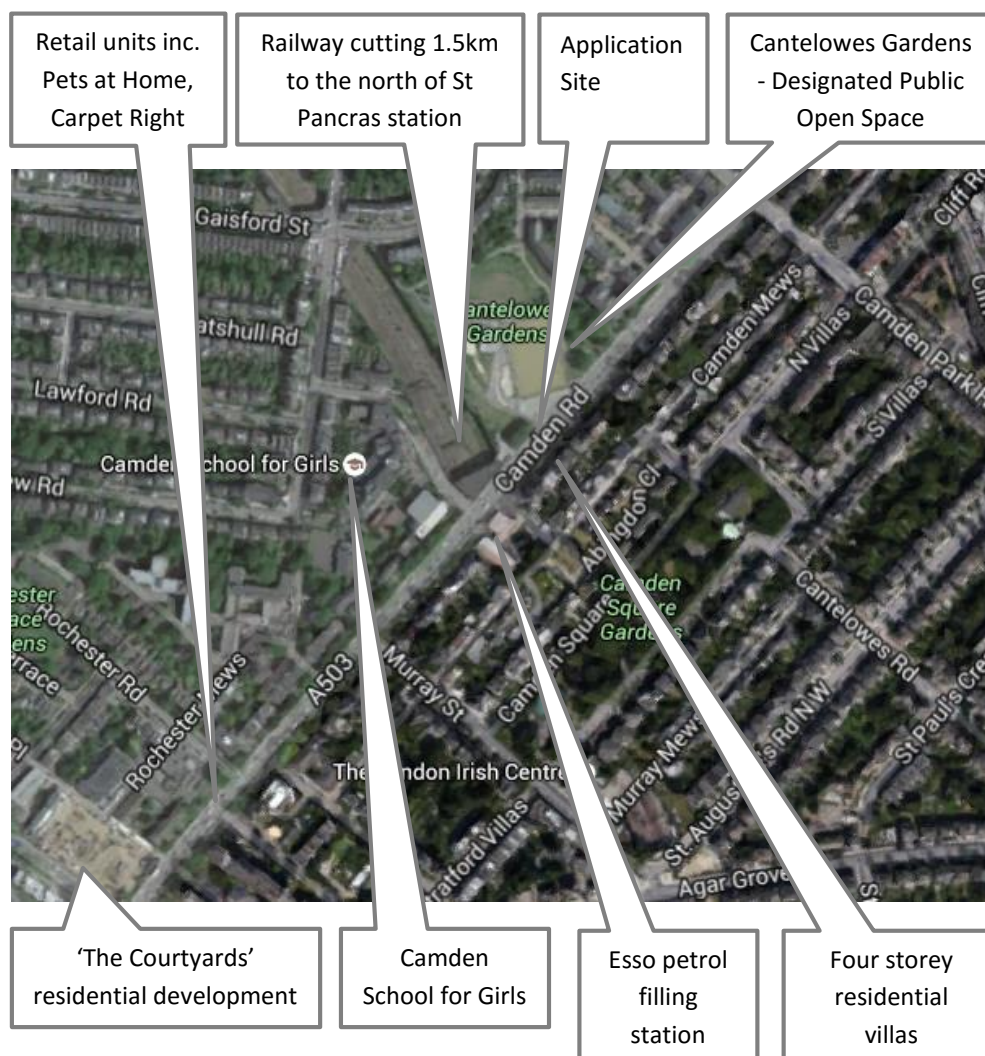
The application site is formed by the existing car park of 145-147 Camden Road. The existing site forms part of the car park of the car servicing garage operated by *autodeutsche*. Photograph 1 below shows the application site.

The application site lies approximately 1 km to the north east of Camden Town and approximately 2 km to the north west of Islington.



Photograph 1 – 145-147 Camden Road (Source: Google Maps)

Photograph 2 is an aerial photograph showing the site and surrounding area which is mixed-use in its character and range of uses. To the east lies semi-detached residential villas along Camden Road which are four storeys in height. Immediately to the north of the application site lies Canteloves Gardens, a large designated open space. To the south of the site lies an Esso Petrol Filling Station and immediately to the west lies a railway cutting for trains serving St. Pancras station and, to the west of this, Camden School for Girls. The existing site is accessed directly off Camden Road but can also be accessed from within the *autodeutsche* garage, accessed off Sandalls Road.



Photograph 2 – Aerial photograph of the site and surrounding area showing predominantly residential character of area (Source: Google Maps)

The application site is well served by public transport. The nearest train station is Camden Road which lies 0.6 km to the south west. The Sandall Road bus stop (South-West bound) lies directly adjacent to the application site and is served by the number 253 service which connects the area to Euston, and the number 29 which runs to Trafalgar Square and Tottenham Court Road. Sandall Road bus stop (North-East) bound connects the application site to Wood Green and Hackney Central. As a result of its sustainable location, the Public Transport Accessibility Level (PTAL) rating for the site is 4 (with 6b being the highest and most sustainable).

Camden Road is also located on a red route which doesn't allow stopping in order to keep traffic moving and reduce congestion.



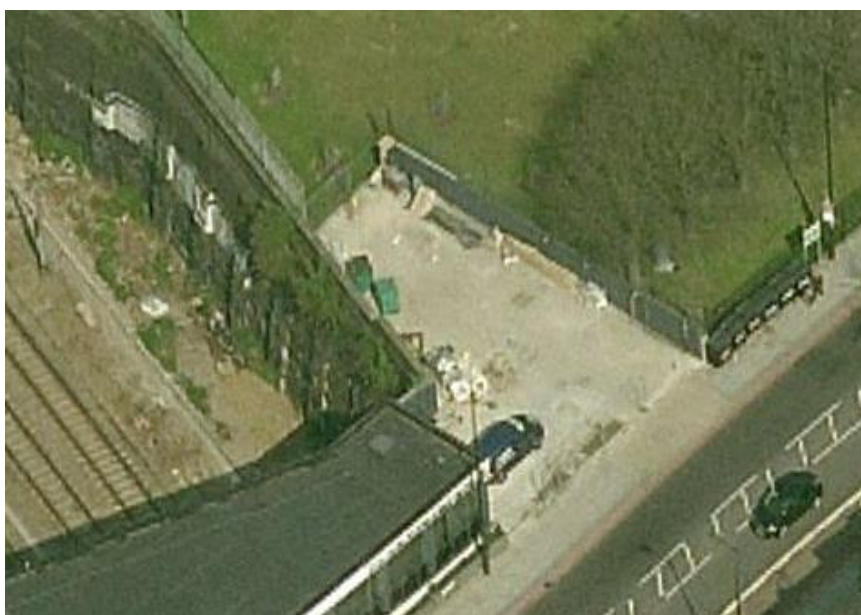
Photograph 3 – Residential semi-detached dwellings opposite the application site
(Source: Google Maps)

Adjacent to 145-147 Camden Road lies Canteloves Gardens Public Open Space which provides an area of open land for the local community. It includes a sports pitch and skate park and is designated as public open space within the Camden Unitary Development Plan and is shown in photograph 4 below.

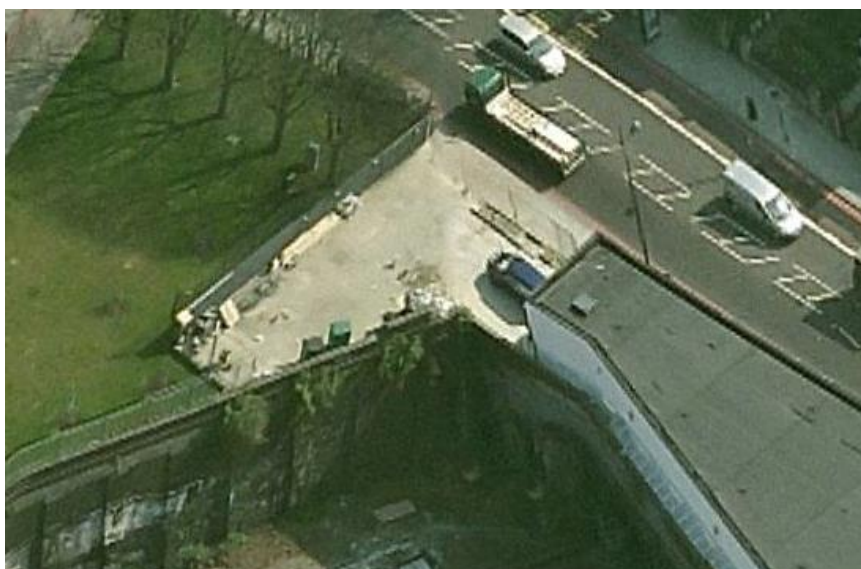


Photograph 4 – *Canteloves Gardens adjacent to 145-147 Camden Road (Source: Google Images)*

The aerial images below (photographs 5 and 6) are of the application site from the front and rear and show the site in its surroundings. Canteloves Gardens, the railway line and the existing *autodeutsche* garage are visible.



Photograph 5 – *Bird's eye view of the front of the site (Source: Bing Maps)*



Photograph 6 – Bird's eye view of the rear of the site (Source: Bing Maps)

The site is not located within a Conservation Area, however the Camden Square Conservation Area is located to the south east of the application site, on the opposite side of Camden Road (as shown on figure 1). The nearest Listed Building is the Grade II Listed Number 123 and 125 Camden Road and their attached railings. The site is within Flood Zone 1 and at the lowest risk of flooding.

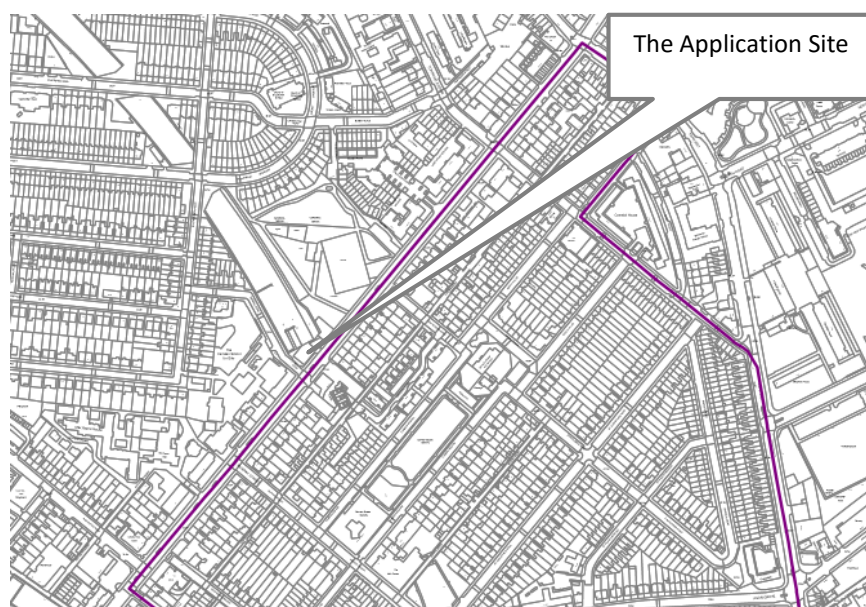


Figure 1: Camden Square Conservation Area Boundary

3. The Proposal

Planning permission is sought for the erection of a five storey building as follows:

External arrangements

To the ground floor, parking will be maintained for the neighbouring *autodeutsche* garage, who will continue to use this area for storing vehicles that have been or are awaiting servicing. Vehicular access to this site will be provided via Sandall Road to the south west.

The main pedestrian access to the ground floor lobby of the offices is set back slightly from the back edge of the highway. Two further doors are shown on this elevation providing access to the refuse/ recycling and cycle stores. The existing vehicular access to the car park will be stopped up. The doors for the proposed access will be flush with the building line, with the door colour to match the surrounding plinth with security key fob access.

Solar panels are proposed for the roof, along with a green roof which will provide significant energy efficiency savings for the building. In addition, a green wall is proposed for the north and north-east ground floor walls of the building facing onto Cantelowes Gardens.

The details of the materials and their justification are set out in more detail in the Design and Access Statement which confirm the principal material will be natural reconstituted stone.

Internal arrangements

The first to fourth floors are proposed as offices, within Use Class B1 of the Use Classes Order (As Amended). The proposed floor plans confirm that the four storeys of office accommodation will provide 936 sqm of Class B1 floorspace. On each floor a meeting room and WCs will be provided along with disabled access via a lift.

In terms of refuse and recycling, space will be provided for a 1. No 660 litre euro bin and 3. No 240 litre wheelie bins for recycling. There will be covered and secure bicycle storage in the form of two tie bike racks accommodating up to 6 bikes. Both the bin and bike stores are accessed directly of the highway on the ground floor.

4. Planning History

Seven applications have previously been submitted on the application site, which are summarised below:

- 1. Ref: 2006/3570/P** sought planning permission for the *'Demolition of the existing building and canopy structure and erection of a new single storey building in connection with the change of use from a petrol filling station (Sui Generis) and motor vehicle sales yard (Sui Generis) to a motor vehicle maintenance and repair place (Class B2) and associated parking.'*

This application was granted on 11/08/2008 and relates to the *autodeutsche* garage currently occupying the site.

- 2. Ref: 2008/5804/P** relates to the approval of details required by conditions of the above planning permission.
- 3. Ref: 2009/2810/P** sought permission for *'Demolition of the existing building and canopy structure and erection of a new single storey building in connection with the change of use from a petrol filling station (Sui Generis) and motor vehicle sales yard (Sui Generis) to a motor vehicle maintenance and repair place (Class B2) and associated parking.'*

The decision was withdrawn prior to determination in 2009.

- 4. Ref: 2010/5596/P** sought permission for *'Erection of new 6 storey building on vacant land, to provide 9 x self-contained residential units (4 x 2 bedroom flats and 5 x 4 bedroom flats) (Class C3).'*

This application was refused permission on 20th December 2011.

- 5. Ref: 2011/5226/P** sought permission for *'Erection of new 5 storey building on land to east of existing motor vehicle maintenance and repair centre (Class B2) to provide 9 (1x studio, 4x1 bed, 2x2 bed and 2x3 bed) self-contained residential units (Class C3) and retention of part of the ground floor parking (reduction from 9 to 3 spaces) associated with existing motor vehicle maintenance and repair centre.'*

This application was a revised version of the 2010 proposal but was also refused permission. The application went to appeal and was subsequently withdrawn on 19/12/2012.

Pre-application Advice

Following the withdrawal of the 2011 application, formal pre-application advice was undertaken in June 2013 with Jonathan Markwell of the Planning Department. A copy of the pre-application minutes is attached at Appendix A.

The pre-application advice was in response to an alternative scheme that involved the erection of a five storey building and two floors of basement, creating 9 residential units on the ground to fourth floors.

A number of key concerns were raised in respect of this proposal that are relevant to the application for an office building:

- *'The lack of a shading impact assessment on Canteloves Gardens, the results of which could potentially have significant impacts on the extent of the proposed development.*
- *The detailed design approach, most notably the fenestration pattern and form of the development.*
- *The construction of the development not causing harm to Canteloves Gardens.*
- *The proposed development not causing harm to trees or the open space within Canteloves Gardens.*
- *Potential contaminated land at the site.'*

The proposed office building has picked up on these comments previously made, where relevant, and the main changes and the proposal now includes:

- A Shading Impact Assessment is submitted with this application to address the impact upon Canteloves Gardens.
- As the scheme now falls within a B1 Use Class, the fenestration pattern and overlooking issues will not arise given between the proposed commercial office use and Canteloves Gardens, which is a public park. The proposed scheme will also help provide natural surveillance for the park.
- A Construction Management Statement prepared by Riley Consulting is submitted in support of this application to consider the impact of the construction phase, notably in respect of noise pollution and highway impacts.
- An Arboricultural Statement is submitted with this application to consider the impact upon the five Whitebeam trees within Canteloves Gardens, located near to the application site.

In relation to contaminated land, a Phase 1 Land Contamination Assessment is submitted with this application.

5. Planning Policy Framework

The proposed change of use is assessed against the planning policy framework to determine whether it is appropriate in land use planning terms.

(i) National Planning Policy Framework (NPPF)

The NPPF aims to simplify planning policy with a view to promoting economic growth. Local authorities should take decisions on the basis of a presumption in favour of sustainable development. At page 4, the NPPF states:

“For decision-taking this means approving development proposals that accord with the development plan without delay.”

The NPPF seeks to balance a commitment to sustainable development with a focus on supporting and facilitating growth. Planning for sustainable development encompasses:

- An economic role - building a strong, responsive and competitive economy;
- A social role - supporting strong, vibrant and healthy communities; and
- An environmental role - protecting and enhancing the natural, built and historic environment.

Paragraph 20 states that *“to help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st Century.”*

At present, 145-147 Camden Road provides car parking for the *autodeutsche* car servicing garage. The proposed development represents a more efficient use of the space which will provide a valuable contribution to office space in both the Borough and London. By providing such space, the development contributes towards achieving economic growth as defined in the NPPF.

Section 11 of the NPPF sets out Government policy on conserving and enhancing the built and natural environment. The document promotes sustainable development by ensuring that developments take account of the role and value of biodiversity and mitigate any impacts sufficiently.

In this respect, an Arboricultural Statement and Phase 1 Ecological Appraisal are submitted in support of the proposal which set out and address issues and proposed mitigation in relation to development impacts upon biodiversity and the natural

environment. Notably the ecological appraisal confirms that there is no harm to any protected species and the Arboricultural Appraisal confirms that there is no harmful impact on the 5 Whitebeam trees in the neighbouring Cantelowes Garden.

Paragraph 111 states that planning policies and decisions should encourage the effective use of brownfield land, provided that it is not of high environmental value.

The proposed development is on land currently used as a car park, and clearly constitutes brownfield, previously developed land. The land is not categorised as being of high environmental value and the proposed development is therefore an efficient use of this site.

(ii) Local Planning Policy

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that applications must be made in accordance with the Development Plan unless material considerations indicate otherwise.

The relevant Development Plan for this site is formed by the London Borough of Camden Local Development Framework - Core Strategy (adopted 2010) and Development Policies (2010 – 2025) Local Development Framework. The Local Plan is has not yet reached submission stage, therefore the policies within it can be given limited weight only.

Minor alterations to the London Plan were published in March 2015 which forms part of the Development Plan for the capital.

Principle of Office Use

Policy 4.2 of the London Plan sets out policy in relation to office development in the capital. Paragraph 4.10 states that *'In recent decades London's economy has been increasingly service-based, and this is likely to continue. As a result, ensuring there is enough office space of the right kind in the right places is a key task for the London Planning System.'*

Paragraph 4.11 points out that *'office based employment may grow by some 303,000 between 2011 and 2031'* and that the *'planning process should not compromise potential growth.'*

The proposed development will contribute towards meeting the growing need for office space derived from growth in London's service based economy in compliance with policy 4.2.

Core Strategy **Policy CS8 Promoting a Successful and Inclusive Camden Economy** states that *'The Council will secure a strong economy in Camden'* through the following relevant objectives:

- a) *promote the provision of 444,000 sqm of permitted office floorspace at King's Cross as well as in the range of 70,000 sq m of office provision at Euston with further provision in the other growth areas and Central London to meet the forecast demand of 615,000 sq m to 2026; and*
- c) *expect a mix of employment facilities and types, including the provision of facilities suitable for small and medium sized enterprises, such as managed, affordable workspace.'*

The proposed development will contribute 936 sqm of office space towards the provision of facilities suitable for small and medium sized enterprises within the Borough.

Amenity

Core Strategy **Policy CS1** relates to the distribution of growth. The policy sets out how Camden Council will make the best use of Camden's limited land. The parts set out below are specifically pertinent to this application:

- d) *'seeking development that makes full use of its site, taking into account quality of design, its surroundings, sustainability, amenity, heritage, transport accessibility and any other considerations relevant to the site;*
- e) *resisting development that makes inefficient use of Camden's limited land; and*
- g) *expecting high density development in Central London, town centres and other locations well served by public transport.'*

The proposed development helps to fulfil the goal of supporting economic growth and making the most efficient use of land as it will provide employment space on an area that is currently used only as parking. It should be noted that the ground floor of the development will be retained for parking for the *autodeutsche* garage, ensuring compliance with Policy CS1.

Policy CS5 is a general policy relates to managing the impact of growth and development and states that *'the Council will protect the amenity of Camden's residents and those working in and visiting the borough by:*

- f) seeking to ensure development contributes towards strong and successful communities by balancing the needs of development with the needs and characteristics of local areas and communities; and*
- g) requiring mitigation measures where necessary.'*

The proposed development will contribute towards a strong and successful community by providing office space, and subsequently employment for those in the local and wider area. Statements have been submitted in support of this application which have assessed the main issues relevant to the proposal including those relating to ecology, trees, contamination, the impact on daylight and sunlight, noise, the impact of the construction, the heritage impact and energy and sustainability issues. The recommendations within these reports have all been incorporated into proposal, where relevant.

Camden Development **Policy DP26 - *Managing the impact of development on occupiers and neighbours*** states that the Council will '*require developments to provide:*

- h) an acceptable standard of accommodation in terms of internal arrangements, dwelling and room sizes and amenity space;*
- i) facilities for the storage, recycling and disposal of waste;*
- j) facilities for bicycle storage; and*
- k) outdoor space for private or communal amenity space, wherever practical.'*

As shown in the accompanying plans, the proposed development accommodates facilities for storage, recycling and waste disposal in the form of a euro bin and three 240l wheelie bins. There is covered and secure bike space for 6 bikes. Nearby Canteloves Gardens provides outdoor amenity space for staff to use.

Policy CPG6 – *Amenity* sets out a number of key messages regarding overlooking, privacy and outlook and development should protect the privacy of existing dwellings, with mitigation measures to be included when this is not possible. This policy also states that the outlook from new development should be acceptable and that public spaces benefit from overlooking as natural surveillance.

There will be no overlooking/amenity impact on the flats located on the opposite side of Camden Road for a number of reasons:

- The proposal is for a commercial scheme, rather than residential and therefore will only be in use within core office hours and not in the evening or at weekends.

- The distance between the application site and nearby residential dwellings across Camden Road; and
- The fact that all windows facing Camden Road are not directly located towards any existing windows.

To ensure further compliance with Policy CPG6, the proposed development will provide natural surveillance over Canteloves Gardens during the day, and also provides a pleasant working environment for staff. Issues relating to the impact of daylight and sunlight received on this part of the Gardens are assessed in the supporting Daylight and Sunlight report prepared by M&S Associates.

Trees and Landscape/Parks and Open Gardens

Chapter 7 of the London Plan sets out policy in relation to London's Living Places and Spaces. **Paragraph 7.21 Trees and Woodlands** states that *'Existing trees of value should be retained and any loss as the result of development should be replaced following the principle of 'right place, right tree'. Wherever appropriate, the planting of additional trees should be included in new developments, particularly large-canopied species.'*

Details of mitigation and impacts in relation to trees is set out within the Aboricultural Impact Assessment Report submitted with this application.

The main trees considered in the report are the five Whitebeam trees in Canteloves Gardens fronting Camden Road, however these are not located within the application site. The impact of the proposal is considered in the Aboricultural Report prepared by Sharon Hosegood which concludes that there will be no adverse impact on these trees, including on the roots given the existing boundary wall and wall of an existing underground inspection chamber that effectively stops roots penetrating into the site.

Policy DP28 relates to noise and seeks to ensure that noise generating new development or development that is sensitive to noise is controlled. In this respect, the proposed office use is not a noise sensitive use and will not have an adverse impact on the nearest neighbouring uses. However as a requirement of the application's registration, the Noise Assessment and Acoustic Report Checklist is submit with this application.

Conservation and Urban Design

Policy 7.4 Local character of the London Plan states that development should have regard to *'the form, function, and structure of an area, place or street and the scale,*

mass and orientation of surrounding buildings. Development should also seek to improve an area's visual or physical connection with its surrounding natural features.

Policy CS14 Promoting high quality places and conserving our heritage states that *'The Council will ensure that Camden's places and buildings are attractive, safe and easy to use by:*

- a) *Requiring development of the highest standard of design that respects local context and character;*
- c) *Promoting high quality landscaping and works to streets and public spaces; and*
- d) *Seeking the highest standards of access in all buildings and places and requiring schemes to be designed to be inclusive and accessible.'*

Although the application site is not located within a Conservation Area, the Camden Square Conservation Area lies to the south east of the proposal, on the opposite side of Camden Road (as shown in Figure 1). The Heritage Statement submitted with this application confirms that there will be no impact on the neighbouring CA.

Policy DP24 Securing high quality design states that *'The Council will require all developments, including alterations and extensions to existing buildings, to be of the highest standard of design.'* This can be done through the use of high quality materials, proposing development in accessible locations and the provision of visually interesting frontages.

The proposed development has taken into account its surroundings as reflected in the scale of the proposal which matches the 4 storey villas opposite, on Camden Road. Details for and justification of the materials are set out in the Design & Access Statement prepared by the architects.

Promoting Sustainable Design and Construction

Policy 5.3 of the London Plan relates to sustainable design and construction and states that development should ensure that *'sustainable design standards are integral to the proposal, including its construction and operation, and ensure that they are considered at the beginning of the design process.'*

Core Strategy **Policy CS13 Tackling climate change through promoting higher environmental standards** states that the *'Council will require all development to minimise the effects of, and adapt to, climate change and encourage all development to meet the highest feasible environmental standard.'* As part of this, the policy states that the efficient use of land and buildings in sustainable locations should be promoted,

along with ensuring that buildings and spaces have the means to cope with climate change.

Camden Development **Policy DP22 Promoting sustainable design and construction** states that the Council will *'require development to incorporate sustainable design and construction measures.'* Such measures include the incorporation of green or brown roofs wherever suitable. Proposals should reflect a design that is resilient to climate change through the use of climate change adaptation measures i.e. not locating development in flood prone areas.

To be compliant with the above policy, a number of sustainable design measures have been incorporated into the proposal that are considered in detail within the Energy Statement produced by iceni Projects and the Design & Access Statement, and summarised below:

- Passive design measures to reduce energy demand for heating, cooling, ventilation and lighting;
- A Sedum roof and living wall;
- High performance building fabric and energy efficient lighting, services and equipment;
- Highly efficient gas-fired boiler providing hot water and space heating;
- Potential for connectivity to future district energy networks; and
- 20% of the total regulated CO₂ emissions for the development to be met by roof-mounted PV panels.

The proposed energy strategy for 145-147 Camden Road will target a 35% reduction in regulated CO₂ emissions compared to the Building Regulations 2013 baseline, demonstrating compliance with both national and local policy.

Transport and Highways

London Plan **Policy 6.3 Assessing effects on development on transport capacity** states that *'Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level are fully assessed. Development should not adversely affect safety on the transport network.'*

Development that will give rise to significant numbers of new trips should be located either where there is already good public transport accessibility with capacity adequate

to support the additional demand or where there is realistic prospect of additional accessibility or capacity being provided in time to meet new demand.'

The proposed development is car free and not considered to give rise to significant numbers of new trips. The site is well served by public transport and provides secure bike storage for 6 10 bikes.

Camden Core Strategy **Policy CS11 Promoting sustainable and efficient travel** states that *'The Council will promote the delivery of transport infrastructure and the availability of sustainable transport choices in order to support Camden's growth, reduce the environmental impact of travel, and relieve pressure on the borough's transport network.'*

CPG7 Transport states that *'Applicants should first seek to minimise car use from their development in accordance with Core Strategy Policy CS11 and policies DP16-20 of the Camden Development Policies.'* Alternative measures include car-free development so that there is no need for parking.

Development Management **Policy DP16 Transport implications of development** states that *'The Council will seek to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links.'*

Policy DP17 Walking, cycling and public transport states that *'The Council will promote walking, cycling and public transport use. Development should make suitable provision for pedestrians, cyclists and public transport and, where appropriate, will also be required to provide for interchanging between different modes of transport. Provision may include:*

- b) other features associated with pedestrian and cycling access to the development, where needed, for example seating for pedestrians, signage, high quality cycle parking, workplace showers and lockers.'*

Policy DP18 Parking standards and limiting the availability of car parking states that *'The Council will seek to ensure that development provide the minimum necessary car parking provision.... Development should comply with the Council's parking standards.'*

Policy DP19 Managing the impact of parking states that the Council will *'resist development that would:*

- a) harm highway safety or hinder pedestrian movement;*

- c) *add to on-street parking demand where on-street parking spaces cannot meet existing demand, or otherwise harm existing on-street parking conditions;*
- e) *create a shortfall of parking provision in terms of the Council's Parking Standards for bicycles, people with disabilities, service vehicles, coaches and taxis; and*
- f) *create a shortfall of public car parking, operational business parking or residents' parking.*

Where parking is created or reallocated, Camden will encourage the allocation of spaces for low emission vehicles, car clubs, pool cars, cycle hire and parking, and electric vehicle charging equipment.'

The proposed development has provision for up to 6 cycles to encourage sustainable travel and is a car-free development. Car parking has been retained on the ground floor for the adjacent *autodeutsche* garage, with current access from Sandall Road maintained. There are no car parking spaces allocated to serve the proposed development. As outlined earlier in this Statement, the proposal is also in a highly accessible location with bus stops directly adjacent. Camden Road train station is located 0.6km from the site, providing quick and direct access to other parts of central London.

The site has a PTAL rating of 4 and a car free development is appropriate in this location given the number of public transport options available. These include bus routes 29, 253, 393, 390 and 274, which are all within close proximity to the site. Camden Road Train Station is 670 m away and the nearest tube station is approximately 12 minutes away (taken from the TfL PTAL report for the site).

As the development is car free, the amount of parking provision currently available for the *autodeutsche* garage will remain the same as existing and there are no anticipated impacts upon highway safety. The provision of cycle spaces exceeds local policy standards, therefore no shortfall of provision will be created.

Appendix 2 of the Camden Development Policies outlines the following parking standards in relation to business (B1) use:

Cycles:

- Staff – from threshold of 500 sqm, 1 space per 250 sqm or part thereof.
- Visitor – from threshold of 500 sqm, minimum of 2 if any visitors are expected, plus any additional spaces needed to bring the total number up to 10% of the visitors likely to be present at any time.

As the total GIA of the proposed development is 936 sqm, the cycle parking standards require 4 cycle parking spaces to be provided. 6 spaces are shown on the Ground Floor plan, in excess of this requirement, ensuring compliance with this policy.

Policy DP29 relates to access and seeks to ensure that proposed new buildings are accessible to all. In this respect the proposed floorplans confirm that the building is accessible by the ambulant disabled and has sufficient space in all the communal areas and corridors for access by the ambulant disabled.

Contaminated Land

Policy 5.21 of the London Plan relates Contaminated Land. The policy confirms that the Mayor supports remediation of contaminated sites and will work with strategic partners to bring contaminated land to beneficial use.

Policy CPG6 Amenity covers guidance on contaminated land. Its key messages are as follows:

- *‘Contaminated land can pose a serious risk to health.*
- *The Council will expect developers to identify and assess potentially contaminated land at an early stage.*
- *Developers will be expected to follow the Council’s Contaminated Land Strategy.’*

There will be no contamination issues arising from the site’s redevelopment given that the piling for the proposed new building will be located around the existing subterranean disused tanks ensuring that there is no disturbance of these features.

6. Open Space Assessment

Camden’s Local Area Requirements for Planning Applications (February 2014) states that proposals of 500 sqm of floorspace or more should be accompanied by plans showing any areas of existing or proposed open space within or adjoining the application site. Adherence to this complies with policies CS15, DP31 and CPG6.

The plan below shows the application site in relation to Canteloves Gardens. The plan confirms that the proposal is not located on and does not involve the loss of any designated public open space.

As set out in Section 5 of this Statement, the proposal does not have any unacceptable impacts upon the neighbouring Canteloves Gardens in terms of overlooking; and is compliant with national and local policy as described above. A Construction Environmental Management Plan is submitted with this application which sets out the proposed mitigation during the construction phase; including the impacts upon the local area.

The proposed development does not incorporate any additional open space within its design. The close proximity of Canteloves Gardens, adjacent to the site, provides adequate amenity space for staff at the offices to use.

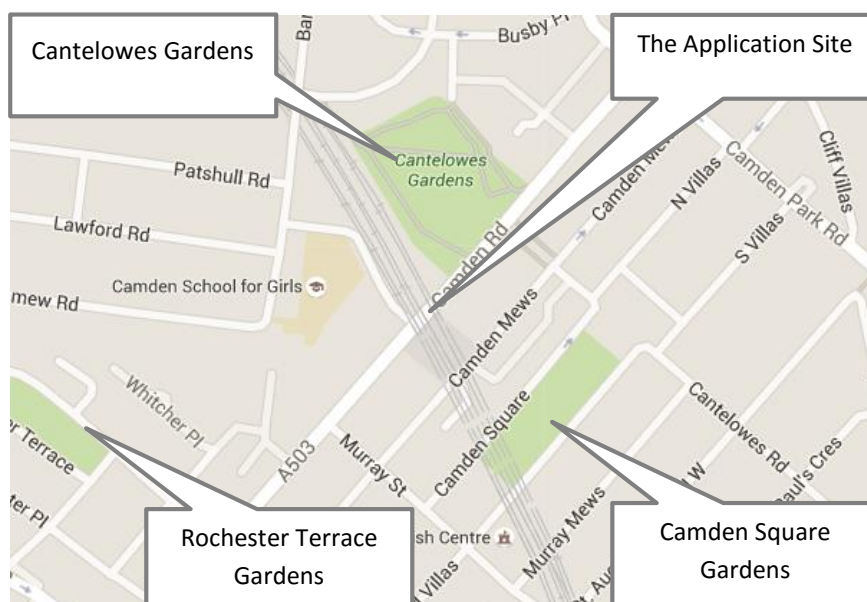


Figure 2 – Location of public open space in relation to the application site

7. Summary and Conclusions

The proposal is for the erection of a new five storey office building (within Use Class B1) and associated cycle and refuse storage.

This Planning Statement, the full set of architect's drawings and the other supporting reports confirm that the proposal is wholly compliant with adopted policies in the Development Plan, the London Plan, as well as emerging policies and the NPPF.

The site has an extensive planning history, of most relevance is a proposed residential development that was refused planning permission in 2011. The proposed office building as submitted has addressed the concerns previously raised that are relevant to this proposal and include the impact on the 5 neighbouring Whitebeam trees in the Canteloves Garden Open Space.

Other issues relating to the impact of overlooking; daylight/ sunlight issues; highways & transport issues have all been addressed and are now considered acceptable.

The proposed development makes a more efficient use of this brownfield site and provides Class B1 office accommodation in compliance with the adopted Development Plan.

For these reasons the proposal is considered entirely acceptable in principle and in policy terms, and it is recommended that planning permission be granted.