

To:	Gideon Whittingham
From:	Marina Rochette (Transport Planning)
Date:	24 August 2015
Re:	Grove Lodge Admiral's Walk London NW3 6RS
Proposal:	<i>Erection of side and rear extension, basement and outbuilding along with soft and hard landscaping and associated alterations following removal of existing extensions.</i>
Reference:	2015/4485/P

I have reviewed the plans and documents submitted with the planning application 2015/4485/P.

Car Parking

Development policy DP18 states that the Council seeks to ensure that developments provide the minimum necessary car parking provision. The Council expects development to be car free in the Central London Area, the town centres of Camden Town, Finchley Road/Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead, and other areas within Controlled Parking Zones that are easily accessible by public transport. The site is located in the Hampstead conservation area and the Hampstead: Frognal controlled parking zone (CA-H) which operates between 0900 and 2000 hours on Monday to Friday. In addition, the site has a PTAL rating of 3 which means it is moderately accessible by public transport.

The proposal would not create any additional residential dwellings. Our car free policy is therefore not applicable to this case. The proposal includes replacement of an existing garage. The amount of space available for off-street car parking will remain the same as the existing situation.

Cycle Parking

The proposal would not create any additional residential dwellings. Our cycle parking policy is therefore not applicable to this case. However, the applicant should consider providing at least 2 covered, secure and fully enclosed cycle parking spaces within the property (e.g. within the replacement garage). This would help to encourage journeys by bicycle in the future,

Managing the impacts of construction on the surrounding highway network

Camden Development Policy DP20 states that Construction Management Plans should be secured to demonstrate how a development will minimise impacts from the movement of goods and materials during the construction process (including

any demolition works). Camden Development Policy DP21 relates to how a development is connected to the highway network. For some development this may require control over how the development is implemented (including demolition and construction) through a Construction Management Plan (CMP).

This site is located in the Hampstead Conservation Area. It is also located on a narrow street which may limit the size of construction vehicle likely to service the site during the proposed works. Our primary concern is public safety but we also need to ensure that construction traffic does not create (or add to existing) traffic congestion in the local area. In addition, the proposal is also likely to lead to a variety of amenity issues for local people (e.g. noise, vibration, air quality). The Council needs to ensure that the development can be implemented without being detrimental to amenity or the safe and efficient operation of the highway network in the local area. A CMP must therefore be secured as a Section 106 planning obligation.

A draft CMP has been submitted in support of the planning application. This provides some useful information which suggests that the proposed works could be undertaken without being overly detrimental to the operation of the public highway in the local area. For example, it states that construction vehicle movements would be scheduled between 1000 and 1500 hours on Monday to Friday so as to avoid peak periods. It also states that the project would be registered with the Considerate Constructors Scheme and regular newsletters would be sent to neighbouring residents throughout the duration of the works.

The draft CMP notes that planning permission has been granted for the reconstruction of the residential dwelling at 3 Admiral's Walk (Fleet House) and that works are programmed to commence in the Summer of 2015. These works are programmed to take 18 months to complete. The draft CMP suggests that commencement of the proposed works for Grove Lodge (if approved) would be deferred until the redevelopment of Fleet House has been completed (e.g. January 2017). This would minimise the cumulative impacts which would be experienced if both developments were undertaken concurrently.

A more detailed CMP would need to be approved by the Council prior to works commencing on site. The Council has a CMP pro-forma which must be used once a Principal Contractor has been appointed. The CMP pro-forma is available on the Camden website at the hyperlink below:

- <http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-applications/making-an-application/supporting-documentation/planning-agreements/>

Some highway licenses would also be required to facilitate the proposed works. This would include a temporary parking bay suspension and a hoarding licence. The applicant would need to obtain such highway licences from the Council prior to commencing work on site. Details for the highway licences mentioned above are available on the Camden website at the hyperlink below:

- <http://www.camden.gov.uk/ccm/content/business/business-regulations/licensing-and-permits/licences/skips-materials-and-building-licences/building-licences/>

Boundary Wall directly adjacent to the public highway

It is noted that sections of the existing boundary wall are in an extremely poor condition. Our Highways Structures and Bridges Team have previously written to the applicant to highlight concerns about the integrity of the boundary wall. The proposal would include the reconstruction of these sections of the boundary wall. This is welcomed.

Excavation in close proximity to the public highway

The proposal would involve significant basement excavations across the entire footprint of the site. This includes basement excavations in close proximity to the public highway on Admiral's Walk. We have to ensure that the stability of the public highway adjacent to the site is not compromised by the proposed basement excavations. A basement impact assessment (BIA) has been submitted in support of the planning application. However, this does not appear to discuss how the stability of the public highway would be protected.

The applicant would be required to submit an 'Approval In Principle' (AIP) report to our Highways Structures & Bridges Team within Engineering Services. This would include structural details and calculations to demonstrate that the proposed development would not affect the stability of the public highway adjacent to the site. This would also include an explanation of any mitigation measures which might be required. The AIP and an associated assessment fee of £1,500 should be secured as section 106 planning obligations if planning permission is granted.

Highway and Public Realm Improvements directly adjacent to the site

The summary page of Development Policy DP21 states that 'The Council will expect works affecting Highways to repair any construction damage to transport infrastructure or landscaping and reinstate all affected transport network links and road and footway surfaces following development'. The carriageway, vehicular crossover and footway directly adjacent to the site would most probably be damaged significantly as a direct result of the proposed works. We would therefore need to secure a financial contribution for highway works as a section 106 planning obligation if planning permission is granted. This would allow the proposal to comply with Development Policy DP21. A cost estimate for highway works has been requested from our Highways Delivery Team and will be forwarded once received.

Summary of Section 106 Planning Obligations

The following section 106 planning obligations would be required if planning permission is granted:

- Construction Management Plan
- 'Approval In Principle' (AIP) report and assessment fee of £1,500
- Financial contribution for highway works