

<b>To:</b>	Matthew Dempsey
<b>From:</b>	John Duffy
<b>Date:</b>	14 December 2016
<b>Re:</b>	<b>80 Lambie Street London NW5 4AB</b>
<b>Proposal:</b>	<i>Change of use from office (B1A) to 1 x 3 bedroom residential unit (C3).</i>
<b>Reference:</b>	<b>2016/6605/P</b>

I have reviewed the plans and documents submitted with the planning application 2016/6605/P.

The site is located on the north side of Lambie Street, approximately midway between Oak Village in the northeast and Julia Street in the southwest. The property currently comprises a B1 office at ground floor and mezzanine.

It is proposed that the property be converted to form a 3 bedroom residential dwelling.

The site has a PTAL score of 4 which indicates that it has a good level of accessibility by public transport. The nearest station is Gospel Oak, located to the north, whilst the nearest bust stops are on Mansfield Road, also to the north.

#### Cycle and Car Parking

We expect cycle parking at new developments to be provided in accordance with the London Plan. For residential units with 2 or more bedrooms this requires the provision of 2 spaces per unit, which gives a requirement for 2 spaces for this development. The submitted plan shows an area for cycle parking within the front hallway entrance which appears large enough to accommodate 2 cycles, which is accepted. The provision of the cycle parking facility (but not its design) should be secured by Condition.

In line with Development Policy DP18 and Policy T2 of the emerging Local Plan, the residential unit should be designated as being car free, i.e. the future occupants will be unable to obtain on-street parking permits from the Council. This arrangement should be secured by means of a Section 106 Agreement.

#### Managing the impacts of construction on the surrounding highway network

As the proposal requires only minimal alterations to the internal fabric of the building it is considered that a Construction Management Plan is unnecessary in this instance.

Highway and Public Realm Improvements directly adjacent to the site

It is considered that as the proposed level of construction works is relatively minor that a Section 106 contribution towards repaving the footway adjacent to the site on Lambie Street is unnecessary in this instance.

Summary of Section 106 Planning Obligations

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

- Residential unit to be designated as Car Free.

The provision of the cycle parking store room should be secured by Condition.