

our ref: Q30150
your ref: 2016/5358/P
email: aaron.brown@quod.com
date: 8 January 2017



FAO: Fergus Freeney
Planning Department
London Borough of Camden
2nd Floor
5 Pancras Square c/o Town Hall,
Judd Street
London
WC1H 9JE

Dear Fergus,

LAND BOUNDED BY HAVERSTOCK ROAD, WELLESLEY ROAD AND VICAR'S ROAD INCLUDING NOS 121-211 BACTON LOW RISE ESTATE 113A, 115 AND 117 WELLESLEY ROAD AND 2-16 VICAR'S ROAD, NW5 4. S73 APPLICATION TO AMEND EXTANT PERMISSION(S) FOR THE REDEVELOPMENT OF BACTON LOW RISE (PLANNING APPLICATION REF: 2012/6338/P AS AMENDED BY REF 2014/3633/P AND 2015/1189/P).

a) Introduction

This letter responds to the London Borough of Camden's (LBCs) transport comments received 15 November 2016 regarding the S73 application (ref: 2016/5358/P) submitted 29 September 2016 to amend conditions; 3 (detailed drawings), 6 (overlooking), 7 (refuse & recycling), 9 (cycle storage), 10 (car parking), 11 (electric vehicle charging points), 12 (car club bay), 13 (motorcycle parking), 23 (wheelchair units), 25 (contaminated land measures), 26 (biodiverse roofs), 27 (bird and bat details), 28 (lighting strategy), 29 (landscaping details), 32 (building foundations), 34 (drainage details), 36 (CCTV strategy), 37 (car club parking), 40 (re-appraisal of financial viability), 43 (energy efficiency), 44 (code for sustainable homes), 45 (car free), 47 (construction management plan) and 58 and 59 (approved plans), of planning permission 2012/6338/P (as amended by 2014/3633/P and 2015/1189/P) currently with LBC for determination.

The structure of this letter conforms to that of LBC's transport comments sent 15 November 2016. We have the conditions attached to the extant permission(s) for the redevelopment of Bacton Low Rise Estate as subheadings to order the responses set out in this letter.

b) Background

Planning permission (application ref: 2012/6338/P) was granted in April 2013 for the redevelopment of the Bacton Low Rise Estate for 290 Class C3 residential units, 3 employment units (Class B1), and various associated works.

This permission was subsequently amended by MMA application ref: 2015/1189/P which related solely to the removal and replacement of four trees on Vicars Road.



A separate MMA application (ref: 2014/3633/P) relating to Phase 1 (DHO site) of the scheme was submitted 29 May 2014 and approved 9 March 2016. This application related to the variation of condition 9 (cycle storage) and 58 (approved plans) of planning permission 2012/6338/P (as amended by 2015/1189/P).

A further MMA application (ref: 2016/5358/P) relating to Phases 2 and 3 (BLR site), as consented, was submitted 29 September 2016. This application proposes the variation of several conditions, as listed in the introduction section of this letter, of planning permission 2012/6338/P (as amended by 2015/1189/P and 2014/3633/P). The main changes proposed within the MMA application currently in for determination are; the delivery of phases 2 and 3 as a single phase (from herein referred to as Phase 2), an additional 20 units across Phase 2, amendments to the housing mix to better suit the needs of Camden residents and various associated minor changes to aspects of the scheme's design.

c) Applicant's Response

i. (Refuse and Recycling) Condition 7

The refuse access point from Haverstock Road, as illustrated at Figure 4.3 (*Proposed Refuse Stores and Approx. Distance to the Refuse Collection Vehicle*) of the Transport Statement (September 2016) submitted in support of the S73 application (ref: 2016/5358/P), will be managed by an elected estate management company. The estate managers will monitor the use of estate parking and refuse access spaces through regular inspections to deter and penalise their misuse. The estate management company's regular inspections of the site comprises an effective control mechanism.

ii. Cycle Storage (condition 9)

The S73 application (ref: 2016/5358/P) proposes an uplift of 20 residential units across Phase 2. In response to the client brief, the number of three, four and five bedroom units in Phase 2 have reduced from 74, as consented, to 50 within the current proposals. The S73 application seeks to increase the number of one and two bedroom units in Phase 2 from 153 to 197. The MMA proposals therefore require an additional seven cycle parking spaces, based on the cycle parking standards set out in table 6.3 of the London Plan (Minor Alterations from March 2016).

If the London Plan (MALP 2016) cycle parking standards (table 6.3) are applied to the overall Phase 2, the total number of cycle parking spaces required is 404. The redevelopment of the Bacton Low Rise Estate is a consented scheme and while the unit numbers have increased to respond to the Client brief, the site constraints have largely remained the same. Therefore while the aspiration has been to meet the London Plan (MALP 2016) standards, the overall number of cycle parking proposed is 368 for residents in covered and secure locations, seven for visitors to residential units as part of the landscape proposals and three spaces for the commercial units. Table 4.4 (Proposed Cycle Parking) of the Transport Assessment (September 2016), at Appendix 1 of this letter, clearly sets out how the S73 application cycle storage proposals on Phase 2 endeavour to comply with, subject to site constraints, the number and mix of units they are serving in line with the London Plan (MALP 2016) cycle parking standards.

The LBC Transport comments sent 15 November 2016 ask for detail of "*the number of spaces being provided for each location, how these match the number and mix of units they are serving and how they correspond to the London Plan*". The S73 application relates principally to the BLR site, proposes its delivery as a single

phase (Phase 2) and therefore approaches it as a single site. Appendix 1 shows the S73 applications cycle storage proposals exceed the number of cycle storage spaces required to meet “*the number and mix of units*” on Phase 2 as required by the relevant London Plan cycle standards (Table 6.3 of the London Plan Revised Early Minor Alterations, 2013). The S73 application proposes 368 cycle storage spaces across Phase 2. This exceeds the amount required by LBC in policy terms. Appendix 2 of LBC’s Development Policies (2010) requires 1 cycle storage space per unit (247) for residents and 1 space per 10 units or part thereof (25) for visitors, minus the number of “*dwelling available solely to occupants unlikely to use cycles due to... disability*” (22 – wheelchair ready units) (Appendix 2, LBC’s Development Policies 2010). Therefore the S73 application (ref: 2016/5358/P) exceeds the local policy requirement for cycle storage on phase 2.

Figure 4.2 (Proposed Cycle Parking Locations) of the Transport Statement submitted in support of the S73 application (ref: 2016/5358/P), at Appendix 2 of this letter, illustrates the location of the proposed cycle storage spaces “*off-street within the boundary of the site*” (CPG 7), in accessible and secure locations across the BLR site. Appendix 2 also indicates the number of cycle storage spaces provided at each of the cycle stores across phase 2.

I provide at Appendix 3 of this letter, pages 114 and 115 of the Design and Access Statement (September 2016) submitted in support of the S73 application in for determination. Appendix 3 provides dimensioned (height and distance from cycle storage to internal wall) drawings to illustrate how all of the cycle stores proposed on Phase 2 comply with the dimensions set out in CPG 7.

The wording in the shadow S106 legal agreement will be updated accordingly to reflect the increased number of cycle parking spaces to be provided.

iii. Car Parking (condition 10)

As part of the principal application (ref: 2012/6338/P) for the redevelopment of the Bacton Low Rise Estate LBC Transport agreed upon (page 2 of the Transport Assessment submitted in support of application ref: 2012/6338/P) a relaxation of the disabled parking standards, as set at Appendix B of the LBC Development Policies (2010), which require a disabled parking space for every disabled dwelling. LBC considered the adoption of a 0.5 disabled parking to disabled dwelling ratio acceptable due to the lower than average likelihood the disabled parking bays would be taken up.

A total of 17 car parking bays are approved under the extant permission(s) - 15 disabled parking bays, one car club bay and one electric vehicle parking bay. The S73 application (ref: 2016/5358/P) maintains the 0.5 disabled parking space to disabled dwelling position accepted by LBC as part of the extant permission(s). In line with the uplift in wheelchair ready units (19 to 22) proposed by the S73 application, the S73 application (ref: 2016/5358/P) originally proposed an increase from 15 to 16 disabled parking spaces, plus one car club bay and one electric vehicle parking bay - 18 car parking spaces in total.

Following LBC’s Transport comments on the S73 application (ref: 2016/5358/P) the applicant is now proposing to remove the car club bay (please refer to section v. of this document). Therefore the S73 application (ref: 2016/5358/P) now proposes 17 disabled car parking spaces plus one electric vehicle charging bay – 18 car parking spaces in total.

The LBC Transport Officer, confirmed at the pre-application meeting 7 September 2016 that disabled parking *“bays contribute to the futureproofing of sites, allowing for the provision of electric charging bays or cycle storage in the future”* (meeting minutes - Appendix 4). The provision of 17 disabled parking bays accords with LBC Core Strategy (2010) Policy CS 11 and Development Policies (2010) Policy DP 17 by promoting *“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”* should the disabled parking bays not be taken up once the development is occupied. Furthermore, the Transport Officer confirmed, at pre-application meeting 29 June 2016 (Appendix 5), *“the requirement of an additional wheelchair parking bay as part of the MMA proposals”*. This advice has been adhered to by the applicant, who is seeking to maintain the position agreed by the Council and best meet LBC policy (Appendix 2, LBC Development Policies 2010).

The disabled parking bays will be allocated to specific fully adaptable wheelchair units as part of the lease agreements for the respective residential units. Blue badge bays can ordinarily be used by anyone holding a blue badge. However as these are provided within the estate boundary, and not on public highways, LBC Housing can mark vehicle registration numbers on the bays if required.

The Camden transport comments sent 15 November request full detail on the blue badge bays laid out to Camden Council specification. The proposed blue badge parking bays along Wellesley Road (6) accord with the Camden Council dimensional and layout specifications as set out in section 6 of CPG 7 for off-street car parking. In line with the specifications set out at Figure 2 of CPG 7 the off-street blue badge bays will be 3.3m wide and 4.8m deep with the word ‘DISABLED’ placed alongside the bay. The dimensions (3.6 x 6.6m) from British Standard 8300 (2009) are not a Camden policy requirement, or set out in local planning guidance, and pre-date CPG 7.

To clarify, the Shadow S106 agreement between the applicant and statutory authority for the redevelopment of Bacton Low Rise Estate does not specify visitors can park in the blue badge bays and the S73 application is not proposing this.

iv. *Electric Vehicle Charging (condition 11)*

The S73 application (ref: 2016/5358/P) remains, in line with the extant permission(s) for the redevelopment of Bacton Low Rise Estate, a car free development in principle (with the exception of disabled parking). To clarify, the S73 application does not propose the sharing of disabled and electric vehicle parking bays, rather the proposed electric vehicle charging bay is intended to meet the needs of disabled vehicle users who may drive an electric vehicle. In line with Policy DP18 (LBC, Development Policies 2010) the proposed parking strategy aims to promote the use of bicycles, cater for people with disabilities and essential service vehicles, and deter unnecessary car use.

During pre-application meetings with the Council LBC Transport recommended a review of the *“rationale behind the electric vehicle charging bays. As the development is proposed to be car free, the London Plan standards (Policy 6.13, London Plan MALP 2016) for the provision of electric vehicle charging bays as a percentage of overall provision do not apply”* (paragraph 1.4.1, Transport Assessment - September 2016). Accordingly the S73 application proposes the amendment of condition 11 to *“secure 1 active electric vehicle charging point (for disabled spaces)”* rather than *“5 active electric vehicle charging points (4 of which are disabled spaces) and 4 passive electric vehicle charging points (all disabled spaces)”*.

The LBC Transport comments sent 15 November 2016 requires confirmation from the applicant and/or developer that they are satisfied to cover the costs (installation of the electric charging bay and the electricity supply for the bay) associated with the electric vehicle charging bays. The provision of electric vehicle charging bays is a policy requirement stipulated at Policy 6.13 of the London Plan (MALP, 2016) and Policy DP 18 of Camden's Development Policies (2010) and is a crucial measure in encouraging sustainable modes of transport in line with Camden Core Strategy (2010) Policy CS 11. There is no indication of electric vehicle charging bays being sought as planning obligations in CPG 8 and such a contribution was not considered necessary for the previous permissions granted on the site.

v. Car Club Bay (condition 12)

A pre-application meeting was held between the applicant and LBC Transport 7 September 2016. LBC Transport Officer Zoe Trower suggested "*the Council no longer encourage car club bays*" (Appendix 4) and that the car club bay as approved may not be viable. Evidence (Camden Local Plan Evidence Report, Car-free development, February 2016) suggests that growth in car club provision has stagnated in recent years, mainly because there is an over-provision of on-street cars relative to the level of membership. Therefore the Car Club bay has been removed and converted into a disabled parking bay. Should the need arise in future, this, or another disabled, parking bay can be converted to provide a car club bay, subject to due consultation with Camden highways.

The applicant is proposing to remove this condition as part of the S73 application (ref: 2016/5358/P). It is not considered relevant due to Phase 2 being secured as car-free.

vi. Motorcycle Parking (condition 13)

The S73 application (ref: 2016/5358/P) is proposing only to amend the wording of condition 13 to account for the delivery of phases 2 and 3, as consented, as a single phase – phase 2. No change to the approved motorcycle parking area itself is proposed.

vii. Landscaping Details (condition 29)

LBC Transport raised concerns in the comments sent 15 November about the situation of the loading bay to service the commercial units on Phase 2. The applicant has decided to remove the loading bay from the S73 application (ref: 2016/5358/P) proposals. Camden's Development Policies (2010) Appendix 2 parking standards states the Council require parking for service vehicles where there is 2,500sqm or more of B1 (use class) development proposed. The S73 application proposes 259sqm of B1 development. There is no policy requirement for the provision of a loading bay for the commercial units proposed. Furthermore policy DP 18 of Camden's Development Policies (2010) states "*for car free and car capped developments, the Council will: a) limit on-site car parking to... any operational or servicing needs*". The transport consultants working on the application approximate the number of trips necessary to service the commercial units at one per day. This number of trips and more generally the scale of commercial units is such that's servicing could effectively take place from the existing highway. The applicant has prepared a set of revised plans to illustrate the

removal of the loading bay, to submit to the Case Officer for the S73 application, to supersede those in for determination.

The LBC Transport comments sent 15 November 2016 require that the landscape plans submitted with the S73 application (ref: 2016/5358/P) are revised to include details of the delineation between the LBC Housing and Highways land, removing any works to the public highway. The applicant has requested this information from the Council on a number of occasions. Camden's Transport Officer confirmed during pre-application stage that the Council were unable to provide this information and can only provide an approximation that should be finally determined through site inspections. The applicant is happy to review the S73 application (ref: 2016/5358/P) landscaping proposals if the Council can confirm exactly which parts of the proposed landscaping works fall outside LBC Housing land.

The applicant has not submitted plans with levels indicated as part of the S73. It is likely the contractor will need to amend some of the levels laid out by the design intent once they have undertaken a detailed topographical survey. The applicant requests that site level details are conditioned through the permission and have drafted a recommended condition wording at appendix 6.

i. Car Club Bay (condition 37)

In line with comments received from LBC Transport Officer, the applicant is proposing, as part of the S73 application (ref: 2016/5358/P), to remove this condition. It is not considered relevant due to Phase 2 being secured as car-free.

ii. Car Free (condition 45)

Clause 4.4 of the shadow S106 agreement for the redevelopment of Bacton Low Rise (permission ref: 2012/6338/P as amended by 2014/3633/P and 2015/1189/P) relates to car capped development. I provide at appendix 7 of this letter a revised condition 45 wording, which ensures the entirety of Phase 2 (247 units) are not entitled to be granted a Residents Parking Permit.

iii. Construction Management Plan (condition 47)

Two Approval of Details applications (2013/4409/P and 2015/2785/P) were approved 25/09/13 and 06/08/2015 respectively to partially discharge condition 47 of permission 2012/6338/P (as amended by 2014/3633/P and 2015/1189/P) for Phase 1 of the Bacton redevelopment.

The revised condition wording requires a Construction Management Plan be submitted to and approved by the local planning authority prior to the demolition of the existing buildings on Phase 2, in line with the wording of condition 47 as approved. The only proposed revision to this condition wording is the omission of reference to phase 3, due to the S73 applications proposal to consolidate Phases 2 and 3, as consented, into a single 'Phase 2'.

d) Conclusion


This letter, in conjunction with the revised application documents submitted, is intended to respond to the comments provided by London Borough of Camden 15 November 2016 and seeks approval of the S73

Page 7

application (ref: 2016/5358/P) principally relating to phases 2 and 3, as consented, of the Bacton Low Rise development. The S73 application in for determination seeks to meet all relevant transport related planning policy requirements.

Please do not hesitate to contact me should you require any further information.

Yours sincerely



Aaron Brown
Assistant Planner

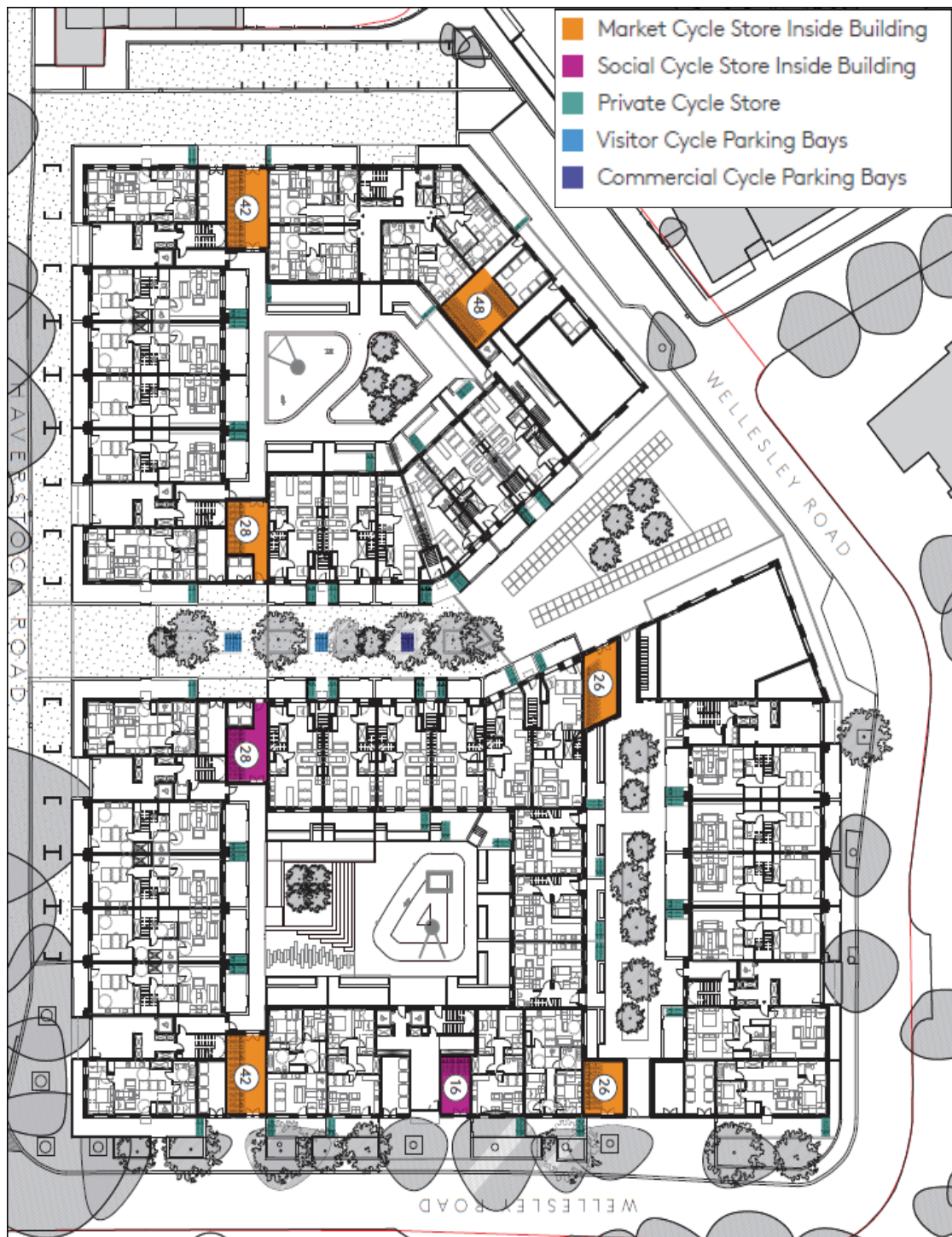
APPENDIX 1 - Table 4.4 (Proposed Cycle Parking)

Table 4.4 Proposed Cycle Parking

Unit Size	Approved Phase 2	Cycle Parking for Approved Phase 2 according to London Plan 2013	New Phase 2	Cycle Parking for New Phase 2 according to London Plan MALP March 2016	Cycle Parking Required for MMA (ie only in change of units)
One Bedroom	63	63	97	97	34
Two Bedroom	90	89	100	200	22
Three Bedroom	65	132	40	80	-52
Four Bedroom	7	16	10	20	4
Five Bedroom	2	2	0	0	-2
Total	227	302	247	397	6
Cycle Parking for Visitors		6		7	1
Total Cycle Parking for resi and visitors		308		404	7

APPENDIX 2 - Figure 4.2 (Proposed Cycle Parking Locations)

Figure 4.2 Proposed Cycle Parking Locations



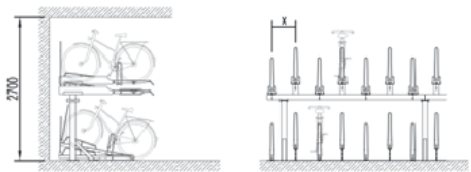
APPENDIX 3 – Proposed cycle storage dimensions and locations

i. Cycle Storage Compliance

Josta Two-tier Cycle Parking

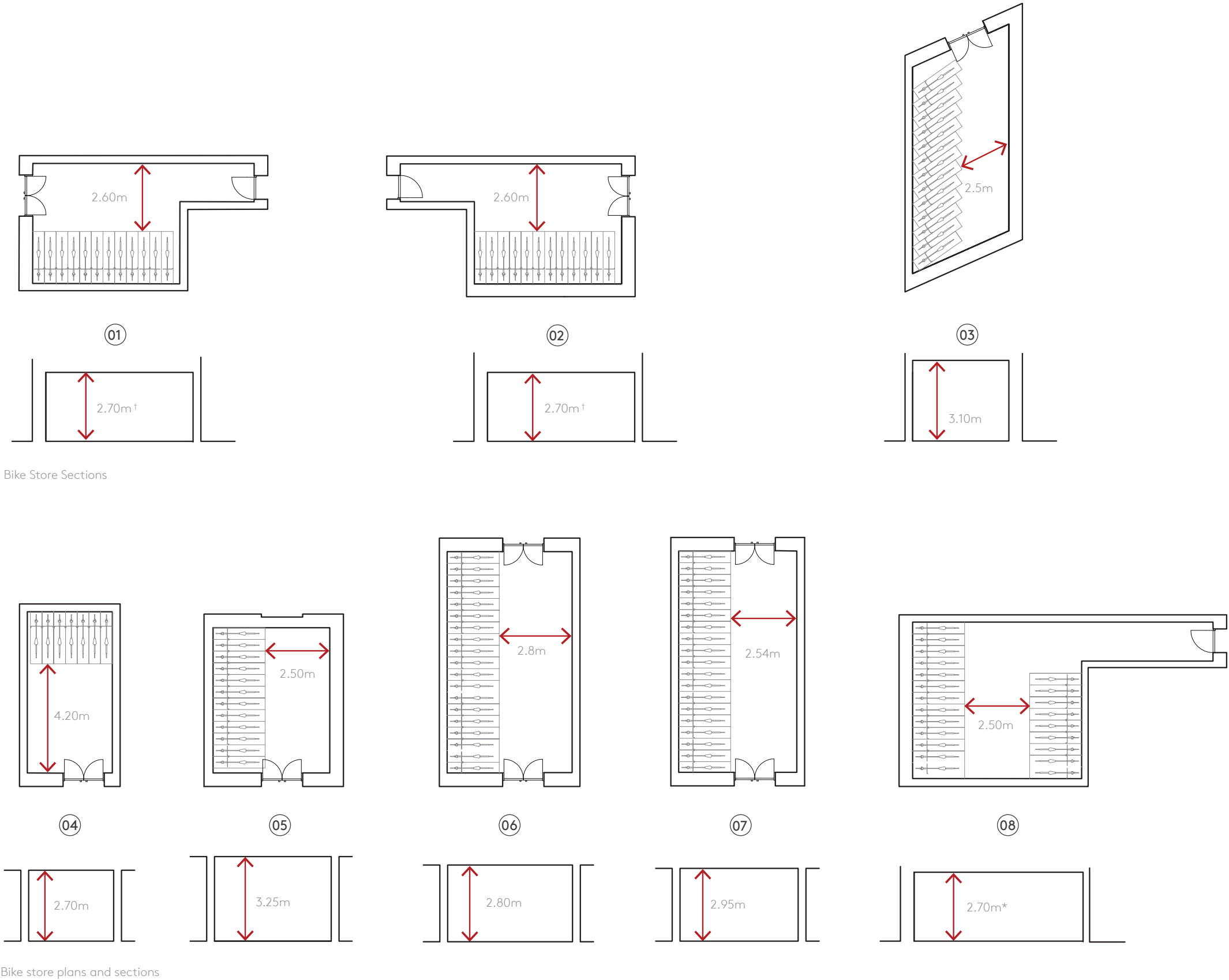
The Josta two-tier cycle parking system is generally able to accommodate approximately twice as many cycles per square meter of floor space as Sheffield stands and therefore used within all of the schemes' communal bike stores.

In accordance with Camden CPG7, with a ceiling of at least 2700mm the stands can be placed 400mm apart at staggered heights in order to overlap handlebars.



In order to enable the top tier to be used, at least 2500mm of clearance in front of the stand, measured on a line at the same angle at which the top tier stands are extended is required between rows of stands, walls or other obstructions.

Please see adjacent diagrams of all internal bike stores, illustrating that these requirements have been met.



Servicing

- Market Cycle Store Inside Building
- Social Cycle Store Inside Building
- Private Cycle Store
- Visitor Cycle Parking Bays
- Commercial Cycle Parking Bays



APPENDIX 4 – Pre-application meeting (7/09/2016) minutes

meeting notes



Attendees:

Fergus Freeney (FF)	-	London Borough of Camden, Planning Case Officer
Zoe Trower (ZT)	-	London Borough of Camden, Principal Planner
Caroline Hull (CH)	-	Karakusevic Carson Architects
Terri Smyth (TS)	-	Developing Projects
Manu Dwivedi (MD)	-	Peter Brett Associates
Poppy Carmody-Morgan (PCM)	-	Quod
Aaron Brown (AB)	-	Quod

Project: Q30150

Meeting Title:

Bacton Low Rise
Phase 2 MMA transport
meeting

Location:

LB Camden, 5 Pancras Square, London
N1C 4AG

Date & Time:

07/09/2016
4pm

ACTION

a) Introductions and overview

1. CH presented the relevant parts of the Bacton Phase 2 MMA PPA Report 3 to all. FF and ZT confirmed they had received and read the report.

b) Car Parking

2. CH recapped on the as approved car parking position on Bacton – car free in principle with the exception of car parking for the wheelchair accessible dwellings - the applicant is carrying this forward with the Phase 2 MMA. The applicant is currently proposing an increase of 1 disabled parking bays (15 to 16) due to the uplift in wheelchair ready units across the scheme as part of the MMA proposals.
3. ZT stated the Council no longer encourage car club bays - a position that was approved at Cabinet recently. ZT suggested an amendment be made to the Phase 2 MMA proposals to remove the car club bay unless the applicant has engaged with a car club provider and assessed demand for the service. CH/MD to amend.
4. CH stated that the car club bay on Phase 1 haven't been provided yet due to the necessity for a temporary boiler house in their place, so there's scope to repurpose these.
5. MD suggested it is unlikely the blue badge spaces provided will be fully utilised. ZT advised that the blue shading that we are showing on Wellesley Road for

CH/MD

potential blue badge parking should be removed from the planning application drawings. MD/CH to note.

MD/CH

6. ZT advised in practical terms the number of people in wheelchair ready units with blue badges will be significantly less than the amount of blue badge bays currently proposed. However these bays contribute to the futureproofing of sites, allowing for the provision of electric charging bays or cycle storage in the future.
7. CH acknowledged that 5 of the proposed wheelchair ready units are above the guidance 50m distance from an allocated disabled parking bay. CH confirmed that Philippa Jackson (Access Officer, London Borough of Camden) has suggested in previous pre-application meetings that this will however be acceptable in this instance. ZT confirmed this is the case.
8. MD suggested the demarcation of car bays could be tied to a condition and revisited once the site is occupied and demand is properly assessed. MD to draft amended condition wording.
9. ZT requested that the applicant carries out research with regards to the proposed electric vehicle charging bays. i.e. do we know who would pay for the spaces? MD to advise TS accordingly.

MD

MD

c) Cycle Storage

10. CH summarised the as approved cycle storage position on Bacton and explained the Phase 2 MMA strives to match the new guidance as best possible. CH clarified the applicant is applying the old standards to the consented parts of the scheme, new standards to the uplift of 20 units but going over and above what this requires. The applicant is therefore proposing 369 cycle spaces, 256 internal, for phase 2 compared to 316 approved spaces, of which 216 were internal, for phase 2. CH explained the applicant has incorporated GS's desire for as much internal spaces as possible.
11. ZT stated the Council are more concerned with how cycle storage is provided, to ensure it is well-used, than numbers alone.
12. CH reassured ZT the cycle storage will be detailed out (i.e. detailed dimensions of the cycle storage areas and details of the types of stands proposed), and included in the Phase 2 MMA application DAS, before it goes to contractors so that the Council can be confident that the cycle spaces proposed can be delivered.
13. ZT advised Phase 2 will comprise entirely of new residents so there is a greater opportunity to affect behavioural change, encouraging a transition to more

CH

sustainable modes of transport. ZT asked whether the design team has considered storage for alternative cycle's i.e hand cycles.

14. CH confirmed the scheme should be able to accommodate alternative types of cycles post planning once it is occupied and demand is properly understood. Most of the disabled units are ground floor with defensible space, so if there's a proven need for alternative cycles in these cases they can be accommodated in this defensible space. Reference to this is to be included in the DAS and/or TA.

CH/MD

15. ZT suggested the use of CaMden cycle stands due to their flexibility (rather than Sheffield stands). CH stated the scheme will endeavour to provide CaMden stands for visitor and commercial cycle storage.

CH

16. ZT confirmed that she was pleased that the cycle stores have been removed from the mews courtyard area.

17. ZT requested that details of the cycle storage provided within the defensible spaces is clearly shown within our application documentation. MD/CH to note.

CH/MS

d) Servicing and Delivery strategy

18. MD noted that one refuse store exceeds the guidance 10m (26m) from the point of storage to the collection vehicle. CH confirmed Philippa Jackson (Access Officer, London Borough of Camden) is satisfied with these distances.

19. CH stated 15/20 sqm of bulk storage space has been provided and this has been agreed as appropriate with Gavin Sexton. . FF asked that the PPA 03 Report is sent to Ann Baker for review and comment.

CH/AB

20. MD stated the proposed servicing layby has been designed to accommodate box van sized vehicles as the B1 use commercial units should not demand heavy servicing.

21. ZT noted the servicing bay, as currently proposed, would be on a public footpath/public highways land and questioned whether it is within the redline boundary of the extant applications. A servicing bay located partly on the footway wouldn't necessary be supported by the Council as it could be used as a loading bay by anyone.

22. MD enquired as to whether on street servicing would be acceptable. ZT stated it's hard to give a conclusive answer to this now as the Council don't know who will occupy the commercial units. ZT to think about this matter further, talk to officers if necessary and see what best approach from LBCs perspective would be. ZT to feed back to the applicant as soon as possible.

ZT

23. MD and CH requested that ZT clarify the extent of Highways land in and around the site. ZT stated the extent of Highways Land is assessed through visual inspection rather than being provided on a definitive plan. ZT to provide additional materials to design team that will assist in the assessment of the extent of Highways Land. ZT stated the triangle on Wellesley Road will need to be stopped up (transferred from Highways to Housing land).MD to consider implications.

ZT/MD

24. ZT recommended cheap and low-maintenance materials are used on highways land. ZT suggested the applicant enter into an agreement with the Council if they intend on upscaling the materials used on Highways land to ensure the applicant covers or contributes towards the additional costs incurred upon LBC. CH/TS to consider further.

CH/TS

25. MD confirmed she will include in the supporting Transport Statement submitted with the Phase 2 MMA application detail of the cycle storage, disabled parking and servicing arrangements proposed.

MD

e) Footway along Wellesley Road

26. CH stated the applicant is seeking one grade level on the Wellesley Road frontage and needs to agree the removal of trees (T14-21) with Nick Bell (Tree Officer, London Borough of Camden) if we are to achieve this.

27. ZT stated it is preferable to submit the approved and proposed layouts for Highways and Housing land with the Phase 2 MMA application. This is to demonstrate that the width of the footway is not reducing in this location due to the proposals.

PCM/CH

28. ZT suggested the materials should reflect what is being agreed currently on the Tybalds Estate (regeneration scheme).

APPENDIX 5 - Pre-application meeting (29/06/2016) minutes



meeting notes

Attendees:

Gavin Sexton (GS)	-	London Borough of Camden, Planning Solutions Team Manager
Connie Petrou (CP)	-	London Borough of Camden, Housing Officer
Zoe Trower (ZT)	-	London Borough of Camden, Transport Officer
Albert Grant (AG)	-	London Borough of Camden, Building Control
Caroline Hull (CH)	-	Karakusevic Carson Architects
Patrick Shannon (PS)	-	Karakusevic Carson Architects
Darren Wyn Jones (DWJ)	-	Camlins (Landscape)
Terri Symth (TS)	-	Developing Projects
Michael Fox (MF) (LB)	-	Arcadis
Joe Welch (JW)	-	Arcadis
Veronica Da Rosa (VDR)	-	Arcadis
Poppy Carmody-Morgan (PCM)	-	Quod
Aaron Brown (AB)	-	Quod

Project: Q30150 – Bacton Low Rise Estate Regeneration

Meeting Title:

Pre-application meeting -
Phase 2 MMA

Location:

London Borough of Camden,
5 Pancras Square, N1C 4AG

Date & Time:

29 June 2016,
10.30am

ACTION

a) Introductions/overview

1. PCM provided a summary of the site planning history.
2. CH set out the MMA proposals and explained that a number of changes have taken place since the original permission which make the phase 2 MMA preferable i.e. the introduction of the bedroom tax, changes in Camden's housing need and the ability to deliver phase 2 and 3 as a single phase.

b) Building Regulations Implications

Lift cores

3. PCM queried whether the MMA's reduction in lift cores was acceptable.
4. AG advised there was no local statutory requirement in respect of access but the scheme should strive to meet the access standards as set out in building regulations. AG stated Philippa Jackson (LBC) will review any access strategy prior to submission. CH to contact PJ to discuss proposals.

CH

Wheelchair units

5. CP questioned the proposed low number of social tenure wheelchair units compared to the number of market sale wheelchair units as part of the MMA proposals and stated Camden's preference is for wheelchair units to be in social rented and not intermediate or market sale tenures. GS agreed.
6. CP confirmed that those wheelchair units in social rent must be provided fully kitted out whereas those in market sale provided as adaptable units.
7. CP noted that there was demand for 2bed wheelchair units. Figures to be confirmed with LBC Occupational Therapist. CP/GS to confirm who will be replacing Neil Stedman in his absence.
8. CH explained that due to the amount of wheelchair adaptable units on the ground floor there is potential for switching the tenure on some wheelchair adaptable units. CH to consider further.

CP/GS

CH

c) Housing

Tenure and unit mix

9. CP advised Camden's priority is securing social rented units and failing that intermediate rented. The Council are not supporting shared ownership in the borough due to affordability concerns.
10. GS confirmed the Council would favour fewer intermediate rented units over more shared ownership units. CS questioned whether it was possible to reduce the number of social 1B units and provide some higher bed social units as she wasn't clear there was a demonstrable need for the proportion of social 1B units currently proposed. TS/PCM to provide CP with the social housing brief and justification from CIP.
11. GS considered that the proposed market sale unit mix was acceptable.

TS/PCM

Density

12. PCM set out the density implications of the MMA proposals, explaining the MMA would result in an uplift from approximately 163 to 166 dwellings per hectare. GS stated he will respond to PCM with any comments relating to density.
13. CH to confirm the likely child density for the MMA proposals.
14. PCM to consider whether there are any transport improvements taking place in the area in the near future which would increase the PTAL of the site.

GS

CH

PCM

d) Landscaping

Trees

15. DJW confirmed that the principle of landscaping design is to stay as approved in the original permission.
16. DWJ explained four trees (T21, T22, T23 and T24) would be damaged during construction works and proposed the removal of these trees and provision of replacement planting under the MMA. DWJ considered the amount of large trees in this part of the development would help offset potential impacts on the visual landscape caused by removing four trees.
17. GS and PCM/DWJ to arrange an on-site meeting with a Tree Officer to discuss further.

GS/PCM/DWJ

Materials

18. ZT explained Camden's transport department are responsible for managing highway within LBC Housing land. ZT advised the applicant to speak with Dave Stewart (LBC Transport) to clarify the Council's position regarding the use of materials outside of their standardised palette.
19. TS to make client aware of the potential cost implications of not using standardised materials.

DWJ

TS

e) Consultation

20. PCM queried what the Council's expectations were in regards to consultation for the MMA application.
21. CH noted that the TRA have been actively involved throughout and would want to be consulted. She raised the potential to undertake consultation/engagement at a community Fun Day event on 28 July 2016.
22. GS and CP were supportive and considered it preferable to undertake consultation at a fun day, as opposed to a standalone event, because of the amount of consultation the community have been subject to as part of the CIP projects taking place in the area.
23. CH noted that to date the residents are concerned with the additional pressure on community facilities from a further 20 units being delivered on site.
24. CP advised the applicant to liaise with Richard Crutchley (Place and Regeneration team, LBC) to discuss the broader plans for the Gospel Oak area so as to understand planned improvement works that the scheme might contribute to and to publicise this at the upcoming consultation event.

PCM/CH

25. If the consultation event is to occur outside of school term GS advised notices should be sent out to let residents and stakeholders know the details before the school holidays begin. TS to confirm this has taken place. TS

26. GS recommended the applicant speak with Jed Young who could help bring on-board ward members and ensure they are aware of any consultation.

f) Waste

27. GS to circulate full Waste Officers comments. GS

28. In summary, the Waste Officer highlighted that some residential units will exceed the maximum 30m distance between front door and waste storage area. GS noted that it was only a very small number of units that would be affected and therefore bin stores do not need to be relocated and on balance the proposal would be acceptable.

29. Design team to consider route of refuse vehicles as design progresses. Feed in from transport consultant would be helpful. CH/TS

g) Transport

30. ZT confirmed the requirement of an additional wheelchair parking bay as part of the MMA proposals. This should be provided on Haverstock Road rather than Wellesley Road.

31. ZT advised that the scheme should strive to achieve the maximum standards for cycle storage (402) as set out in London Plan. However ZT did not consider it was necessary to compensate for the under provision of cycle storage on phase 1 in phases 2.

32. CH and PCM stated it would be difficult to achieve the maximum standards for cycle storage on the scheme while maintaining the same quality of public space/realm as originally consented.

33. GS requested that CH provide a table setting out the consented cycle storage split by phase, confirmation of the number of cycle spaces actually delivered on site to date, confirmation of the number of cycle parking spaces that should be provided based on new policy (scheme wide and also just based on the additional 20 units) and the number of cycle parking spaces now proposed split by phase. CH should also clarify the number of cycle parking spaces previously consented within buildings and the number now proposed inside buildings. CH

34. ZT advised design team to consider guidance in CPG7 (2011) and the Development Policies document (2010). CH

35. ZT confirmed that cycle parking in the front defensible spaces in brick enclosures would be acceptable for this development.

36. GS was concerned about cycle storage dividing the public realm (near block D) and appreciated that there was a balance to be struck between cycle storage numbers and the usability of open space. GS stated the applicant should not seek to move cycle storage that was previously consented inside buildings, outside buildings.
37. ZT asked the applicant to ensure that levels proposed on site tie in with the existing highway levels.
38. ZT confirmed that an addendum to the original Transport Assessment would be appropriate for submission with the MMA application. As a minimum, this should include an update on car parking numbers, cycle parking numbers and the servicing strategy.
39. ZT and design team transport consultant to consider whether a B1a use would lessen the servicing requirements compared to a B1b or B1c use.
40. Design team transport consultant to consider electric vehicle charging strategy.
41. ZT advised that an updated Construction Management Plan proforma is now available on the Council's website. This should be utilised in any forthcoming applications.

CH/DWJ

ZT/TS

CH/TS

h) Commercial units

42. ZT noted that the location of the commercial units under the MMA poses servicing/transport concerns as it would require delivery vehicles to reverse down St. Martin's Court.
43. DWJ raised the possibility of locating the commercial units parking/servicing bay at the northern end of Wellesley Road rather than reversing into St. Martin's court. ZT explained that this may be on highway land rather than housing land which would cause an issue. DWJ agreed to confirm land ownership of this area and relay information back to team.
44. Design team to gain input from transport/highways consultant.

DWJ

TS

i) Planning Procedural Matters

45. No objections were raised to the principle of development or the application being determined through the Section 73 Minor Material Amendment (MMA) route.
46. GS confirmed the applicant should presume the MMA application will be determined at committee.
47. GS to confirm whether MMA application would be GLA referable. PCM to send GS the Stage 1 and Stage 2 GLA reports for the original application [*Post meeting note: PCM sent these to GS 29/06/16*].

GS/PCM

meeting notes



- 48. GS to confirm whether he has any comments on the draft Planning Performance Agreement by COP 01/07/16. PCM to send GS revised meeting dates for inclusion within the PPA [*Post meeting note: PCM sent revised dates 01/07/16*]**GS/PCM**
- 49. It was agreed that the next pre-application will take place on 19 July (after midday). GS and Fergus Freeney to attend.
- 50. A separate energy workshop will take place w/c 11 July. GS and PCM to arrange.**GS/PCM**

APPENDIX 6 – Proposed site levels condition wording

Details of the existing and proposed site levels at the interface of the Development and the boundary of the Property and the Public Highway shall be submitted to and approved in writing by the local planning authority before any works on phase 2 of the development are commenced, other than site clearance and preparation. The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

APPENDIX 7 – Proposed car free development condition wording

Prior to first occupation of any of the residential units, the landowner would ensure through agreement that occupiers of 247 specified units 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 nor shall they be entitled to be granted a Business Parking Permit.