



GERALDEVE

Town Planning Statement
1-11 Hawley Crescent, NW1

On behalf of: Castlehaven Row Limited

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1 Executive Summary

- 1.1 This planning application brings forward proposals for the refurbishment and extension of 1-11 Hawley Crescent, on behalf of Castlehaven Row Limited (the Applicant).
- 1.2 1-11 Hawley Crescent is a modern 5 storey building plus basement in use as B1 offices and C3 residential, with parking in the basement, built in 1997.
- 1.3 The Site is located in close proximity to Camden Town Underground Station, just south of the Regent's Canal and opposite the MTV Studios.
- 1.4 In summary, the Proposal seeks to reconfigure the existing residential units on floors 3rd to 4th, provide an additional storey of residential accommodation on the roof and upgrade the overall appearance of the building.
- 1.5 The additional 9 units proposed provide the off-site housing requirement for Camden Wharf, 28 Jamestown Road, for which an application for development is submitted concurrently with this application.
- 1.6 6 of the 10 existing car parking spaces are retained, and additional 16 cycle parking spaces proposed in the basement.
- 1.7 The Proposal will comply with the Development Plan policies, guidance and standards contained therein.

2 Introduction

2.1 Castlehaven Row Limited (herein referred to as 'the Applicant') is bringing forward a planning application for the site at 1-11 Hawley Crescent ('the Site'). The application proposals would refurbish and extend the building to provide upgraded and additional residential accommodation.

2.2 The description of development for the Proposal is as follows:

“Reconfiguration and refurbishment of the existing 6 residential units, extensions at third and fourth floors together with the creation of a fifth floor to provide 9 additional residential units, refurbishment of the façades, provision of cycle parking, reduction of car parking spaces and other incidental works in connection with the proposal.”

('the Proposal')

2.3 In summary, the Proposal, developed by Chassay & Last, would deliver the following benefits:

- a. Improved residential accommodation;
- b. Increased provision of residential accommodation;
- c. Provision of cycle storage;
- d. Significant improvements to the external appearance of the building;
- e. Improved bio-diversity and sustainability credentials across the Site with photovoltaics and green roofs.

2.4 This Town Planning Statement provides a comprehensive review of national, regional and local planning policy and guidance relevant to the nature of the development Proposal and assesses the degree to which the Proposal conforms to the requirements of the statutory Development Plan and other material considerations, in accordance with the requirements of section 38(6) the Planning & Compulsory Purchase Act 2004.

2.5 The Proposal has been the subject of extensive pre-application discussions with officers at the London Borough of Camden (LBC).

2.6 For the reasons set out in this Town Planning Statement, we consider that the

Proposal is in accordance with the objectives of town planning policy and guidance, would deliver important design and land use benefits, and would create a high quality development.

2.7 This statement should be read in conjunction with the plans and drawings prepared by Chassay & Last and submitted as part of the planning application, as well as the following documents which are also submitted for consideration:

- Planning Application and CIL Forms, prepared by Gerald Eve LLP
- Design and Access Statement, prepared by Chassay & Last and Arup Accessible Environments;
- Townscape Statement, prepared by Chassay & Last;
- Sustainability Statement, prepared by Price & Myers;
- Energy Strategy, prepared by Price & Myers;
- Environmental Noise Assessment, prepared by Acoustics Plus Ltd;
- Transport Statement, prepared by Arup;
- Daylight and Sunlight Assessment, prepared by Point 2 Surveyors.

3 Site and Context

- 3.1 The Site measures 0.1 hectares and is located on the south side of Hawley Crescent on its corner with Stucley Place, close to Camden High Street and 300m north of Camden Town Underground Station. The Site faces the MTV Studios and immediately adjacent to the Site is a block of student housing known as Mansion Lock. To the rear, a parade of shops runs north to south along Camden High Street.
- 3.2 The Site is not listed, and sits between the boundaries of the Regent's Canal and Camden Town Conservation Areas. There is a Grade II listed building known as 'The Elephant House' on the north side of Hawley Crescent approximately 15m from the Site.
- 3.3 The Site comprises a basement, ground plus 4 storey modernist brick and render building designed by Avanti Architects and constructed in 1997. The ground, first and second floors are in use as B1 offices, occupied by the Open University. The third and fourth floors comprise 6 residential units. The basement houses 10 car parking spaces (including a disabled parking space) and 10 cycle parking spaces.
- 3.4 The immediate area is characterised by a mix of uses including retail, offices and student housing. The markets of Camden are also in close proximity to the Site. Neighbouring building heights generally range from 4 to 6 storeys.

Site Designations

- 3.5 With regards to the Site's planning policy designations, it is located within Camden Town Centre, and an Archaeological Priority Area.
- 3.6 The Site is well served by public transport services, and has a Public Transport Accessibility Level of 6a-b given its proximity to Camden Town Underground station which is located 300 metres to the south of the site; Camden Road Overground station located 450 metres to the east of the Site. In addition, there are numerous bus routes which stop by the Site. Further information on the Site's accessibility is contained within the Transport Statement prepared by Arup.

4 Planning History

4.1 There have been a number of applications made at the Site since the building which is in situ today was originally granted planning permission in 1997. The applications which are of relevance to this proposal are set out below.

4.2 Planning permission was originally granted for the building in 1997 under reference number PE9700096R2. Permission was granted for;

“Redevelopment of the site comprising new basement, ground floor plus four floors above to provide a mix of uses, including restaurant, retail, offices and 6 residential flats with associated car parking and landscaping.”

4.3 In 2001, an application was granted planning permission for the construction of a three storey conservatory/atrium at the rear of the existing building. This application was made under reference number PEX0100099.

4.4 An application was made in 2002 for the construction of a conservatory on the fourth floor terrace under reference number PEX0200123. Permission was sought for;

“The construction of a conservatory on the fourth floor adjacent to an existing residential flat which will enclose an existing roof terrace.”

This application was refused.

4.5 An application to renew the earlier 2001 permission relating to the construction of a three-storey conservatory/atrium to the rear of the existing building, was granted permission in 2006 under reference number 2006/0413/P.

4.6 In 2008, an new application relating to the erection of glazed extension was made under reference number 2008/3388/P for the following works;

“Erection of a glazed extension to the rear over ground, first and second floors.”

The application was granted planning permission.

4.7 From a review of Camden’s online planning records there do not appear to be any further significant permissions following the completion of the building.

5 Development Proposals

5.1 Planning permission is sought for:

“Reconfiguration and refurbishment of the existing 6 residential units, extensions at third and fourth floors together with the creation of a fifth floor to provide 9 additional residential units, refurbishment of the façades, provision of cycle parking, reduction of car parking spaces and other incidental works in connection with the proposal.”

5.2 The Proposal is described in detail in the Design and Access Statement. This Planning Statement should be read in conjunction with the Design and Access Statement, the proposed plans and drawings, and the other technical reports supporting this planning application.

5.3 The Proposal seeks to extend the building at fourth and fifth levels plus a new sixth storey to provide 9 additional residential units. Externally, the building will be refurbished and modernised by painting the existing brick and cladding the two upper levels with perforated bronze aluminium panels, modernising and improving the building’s overall appearance.

5.4 Cycle parking and end of journey facilities will be provided within the development. No additional car parking spaces are provided as part of the Proposal.

Design Approach

5.5 The Proposal seeks to extend the building with light-weight, stepped extension clad in vertical strips of metal and glass to give the building a richer palette of materials and a more expressive tripartite structure. The existing brick will be cleaned and painted and building entrances upgraded.

5.6 Further details are contained within the Design and Access Statement.

Land Use Summary

5.7 With an overall increase of 990sqm of residential floorspace created through the extensions on 3rd, 4th and roof levels, the Proposal provides the off-site housing

requirement under Policy DP1 for the proposed development at nearby Camden Wharf, Jamestown Road, as agreed by LB Camden during pre-application discussions. A planning application for Camden Wharf is submitted alongside this application.

- 5.8 Across the Site, the Proposal would result in a small reduction of B1 office floorspace in order to reconfigure access to the proposed residential units. As part of the proposals for Camden Wharf, an increase of 186sqm GEA B1 floorspace is created, which mitigates the minor loss of B1 floorspace at Hawley Crescent. The existing and proposed areas for the Site are summarised in the table below.

Table 1: Existing and Proposed Floor areas by Use Class

Use Class	Existing GEA	Proposed GEA	Difference in GEA
B1 Office	3,391	3,268	-123
C3 Residential	820	1,810	990
Total	4,211	5,078	867

Consultation

- 5.9 A series of meetings were held with Camden Council officers to discuss land use, design, accessibility, transport and sustainability. Comments from officers have been taken on board in the application proposals.

6 Planning Policy

6.1 The statutory development plan for the purposes of Section 38(6) of the Planning and Compulsory Purchase Act comprises the London Plan (2015) Consolidated with Alterations since 2011. The Camden Local Development Framework (LDF) Core Strategy and Development Policies Documents were formally adopted by the Council on 8th November 2010. Other Supplementary Planning Documents (SPD's) are also produced by London Borough of Camden.

6.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the statutory development plan unless material considerations indicate otherwise.

National Guidance – National Planning Policy Framework ('NPPF') (2012)

6.3 The NPPF published in March 2012 sets out the Government's economic, environmental and social planning policies for England. It summarises in a single document all previous national planning policy advice. Taken together, these policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations.

6.4 The NPPF sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

6.5 The NPPF establishes the presumption in favour of sustainable development. Specifically, paragraph 19 states that the planning system should do all that it can to promote sustainable economic growth in order to create jobs and prosperity and meet the challenges of global competition alongside a low carbon future. The NPPF states that significant weight should be placed on the need to support economic growth through the planning system.

Planning Practice Guidance (PPG) (March 2014)

- 6.6 In March 2014, the Department for Communities and Local Government (DCLG) launched the web-based planning practice guidance resource. This aims to provide planning practice guidance which is useable in an up-to-date and accessible manner.
- 6.7 With regard to decision taking, the PPG is a material consideration in the determination of planning applications.

The London Plan (March 2015)

- 6.8 The London Plan is the overall strategic plan for Greater London, defined to include the 32 Boroughs and the City of London. The aim of the London Plan is to set out a framework to co-ordinate and integrate economic, environmental, transport and social considerations over the next 20 to 25 years. The London Plan forms the London-wide policy context within which the Boroughs set their local planning agendas, and forms part of the statutory development plan.
- 6.9 This version of the London Plan was adopted in March 2015 and consolidates the alterations to this document since 2011.

Local Planning Policy

- 6.10 The relevant development plan is the LBC Local Development Framework. The Core Strategy and Development Policies were formally adopted in November 2010. The priority land uses within Camden are housing and employment.
- 6.11 LB Camden is undertaking a review of their current planning policy documents. Consultation on the Local Plan Submission Draft ran for 8 weeks from 8th February to the 4th April 2016. On 24th June 2016 the Council submitted the Camden Local Plan and supporting documents to the Secretary of State for independent examination. As the replacement Local Plan is still under examination it has very limited weight.

Allocations and Designations

- 6.12 As previously stated, the site is not located within the Central Activities Zone. The site lies within Camden Town Centre as well as an Archaeological Priority Zone.

Community Infrastructure Levy (CIL)

- 6.13 From 1 April 2012 all developments in London which result in the addition of over 100 sqm (GIA) of floorspace (with some exceptions including affordable housing) will be eligible to pay Mayoral CIL. Developments in the central London boroughs will be liable to pay £50 per sqm. The purpose of the Mayoral CIL is to pay for strategic transport infrastructure, nominally Crossrail. Affordable housing however is exempt from paying CIL.
- 6.14 Camden Council's CIL was adopted on 1st April 2015. The following rates will apply to this planning application:
- a Office £25
 - b Residential £500
- 6.15 The Proposal does not trigger Affordable Housing as the additional floorspace created is less than 1,000sqm.

7 Key Planning Considerations

Strategic Planning Considerations

- 7.1 The proposed development is supported by strategic objectives at all levels of planning policy and guidance.
- 7.2 The National Planning Policy Framework has a clear presumption in favour of sustainable development and advises that developments should be approved where they accord with statutory policies.
- 7.3 At a regional level, the site is located within Camden Town Centre which is designated as a Major Centre in the London Plan. The London Plan recognises that sensitive development should occur in locations that are well served by public transport. The London Plan prioritises sustainable development and the provision of housing. The plan seeks to encourage efficient use of land by ensuring that development proposals achieve the maximum intensity of use compatible with the local context.
- 7.4 At a local level, the strategic objectives for LB Camden are contained within the adopted Core Strategy. These objectives are to create:
- a. A sustainable Camden that adapts to a growing population
 - b. A strong Camden economy that includes everyone
 - c. A connected Camden community where people lead active healthy lives
 - d. A safe Camden that is a vibrant part of our world city.
- 7.5 Through the Core Strategy, the Council encourage high density development in Camden Town. The Core Strategy states that Camden Town is considered to be the most suitable location in the borough for large scale growth and development.
- 7.6 The key planning considerations affecting the redevelopment of the site are listed below, and considered in full in the subsequent sections of this statement.

8 Land Use

C3 Residential

- 8.1 Paragraph 50 of the NPPF identifies that to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.
- 8.2 The London Plan considers in policy 3.3 that the annual average target for housing delivery is 42,000 per year across London. The annual average housing provision monitoring target 2015-2025 in respect of new homes for Camden over the ten year period is 8,892 new homes, with an annual monitoring target of 889 new homes.
- 8.3 At a local level, Core Strategy policy CS6 considers that there is a need to provide high quality housing through maximising the supply of additional housing to meet or exceed Camden's ten year target of 5950 new homes from 2007-2017 and Camden's annual target of 595 new homes.
- 8.4 Policy DP2 contained within the Development Policies document considers that the Council will seek to maximise the supply of additional homes in the Borough.
- 8.5 With regards to housing mix, London Plan policy 3.8 promotes the provision of a "genuine choice" of homes for Londoners, meeting requirements for different sizes and types of dwellings. Part B(a) requires that account be taken of the requirements of different groups and the changing roles of different sectors, including the private rented sector.
- 8.6 At a local level, policy DP5 contained within the Development Policies document states that the Council will seek to secure a range of self-contained homes of different sizes through ensuring that all residential development contributes to meeting the priorities set out in the Dwelling Size Priorities Table and expect a mix of large and small homes in all residential developments of 5 homes or more.

Assessment

- 8.7 The Proposal would deliver 9 new homes and would reconfigure and upgrade the 6

existing apartments, all to provide a mix of different sized units. It is considered that this housing proposal will meet the strategic aims stated within the NPPF and the policies contained in the London Plan and Camden's LDF as the proposal seeks to achieve a high quality, sustainable residential accommodation in Camden.

8.8 The Proposal includes the following mix:

Unit Type	No. Units	% Mix
1 bed	4	26
2 bed	10	67
3 bed	1	7
Total	15	100

8.9 With 67% 2 bed units and an overall range of unit sizes which are in keeping with the Mayor of London's space standards for residential accommodation, the Proposal is compliant with policy.

9 Residential Amenity

Sunlight and Daylight

- 9.1 At a local level, Development Policies DP26 states that the Council will protect the quality of life of occupiers and neighbours by only granting permission for development that does not cause harm to amenity. Supporting paragraph 26.3 advises that to assess whether acceptable levels of daylight and sunlight are available to habitable spaces, the Council will take into account the standards recommended in the British Research Establishment's Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice (1991).
- 9.2 Point 2 Surveyors has carried out a daylight and sunlight assessment of the proposal using BRE guidelines. The BRE Guidelines were initially focused on development sites in Suburban and Greenfield locations and work very well in these situations. However, within City Centres they become far more difficult to apply strictly. The guidance provided by the BRE is not mandatory and it is principally proposed to aid the architects and planners in achieving good site design. Clearly, in more densely developed urban locations and urban areas such as this Site, the technical specifications recommended by the BRE Guidelines need to be treated with care
- 9.3 The assessment considers properties at 13 Hawley Crescent and 15-16 Stucley Place; these being the only properties in the vicinity that are registered as residential or inclusive of a residential element. The assessment concludes that all of these properties are fully compliant with BRE Guidelines with their windows and rooms falling within the recommended levels of daylight and sunlight amenity.
- 9.4 The report also tested the nearby Hawley Infant and Nursery School with regards to overshadowing to their amenity spaces using the BRE's 'Sun Hours on Ground' test. The results demonstrate that there will be no change to the available sun hours for the school grounds, and in any event, the school is closing and will be redeveloped.

Lifetime homes and Wheelchair accessible units

- 9.5 The London Plan at Policy 3.8 advises that Londoners should have a genuine choice of homes that they can afford and meet their requirements for different sizes and

types of dwellings. Furthermore, the policy advises that all new housing is built to 'Lifetime Homes' standards.

- 9.6 Policy DP6 contained within LBC's Development Policies considers that all housing developments should meet lifetime homes standards and 10% of homes development should either meet wheelchair housing standards or be easily adaptable.
- 9.7 The proposed development provides 1 wheelchair accessible unit (equating to 10% of the units). This unit is identified as units B-Apt.2 on the third floor. The unit would be allocated 1 disabled parking space in the basement. A second disabled parking space would be allocated to the existing B1 offices.
- 9.8 Further details are contained within the Design and Access Statement.

Amenity Space

- 9.9 Amenity space is provided in the form of generous terraces to each apartment.

Noise

- 9.10 An Environmental Noise Assessment has been undertaken by Acoustics Plus Limited and submitted with this application. The assessment found that internal noise levels from traffic would be reduced through the use proprietary glazing to meet LBC's requirements. The assessment also confirms that the Proposal is unlikely to give rise to any significant adverse impacts on health and quality of life in relation to noise from mechanical plant. In this regard, acoustic louvres have been specified to form a screen around the proposed external plant. Refer to the Environmental Noise Assessment for full details.

10 Design and Accessibility

- 10.1 The Design and Access Statement sets out the design approach for the Proposal. This has evolved throughout the pre-application process and the final scheme design is the result of detailed consultation with Camden Council officers.

National Planning Policy

- 10.2 The Government attaches great importance to the design of the built environment in the NPPF. Paragraph 56 states that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.
- 10.3 At paragraph 57, the NPPF stipulates that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.
- 10.4 The NPPF goes on to state at paragraph 58, that planning policies and decisions should aim to ensure that developments:
- a) Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - b) Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
 - c) Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks;
 - d) Respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
 - e) Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and

- f) Are visually attractive as a result of good architecture and appropriate landscaping.

London Plan Policy

- 10.5 Policy 7.1 advises that new development should be designed so that the layout, tenure, mix of uses and interface with the surrounding land will improve people's access to community infrastructure.
- 10.6 Policy 7.2 requires all new development in London to achieve the highest standards of accessible and inclusive design.

Local Planning Policy

- 10.7 At a local level, Core Strategy policy CS14 seeks to ensure that new developments are attractive, safe and easy to use.
- 10.8 The aim of Development Policy DP24 is to require all developments to be of the highest standard of design.

Assessment

- 10.9 The Proposal has been designed to:
- Reconfigure and improve the existing 6 residential units on Site, providing a better layout and better internal and external amenity space;
 - Significantly improve the facades with painted brick, high quality anodized bronze metal and glazed extensions to enhance the existing building and the immediate streetscape and views along Hawley Crescent;
 - Proposed massing which complements the existing built form;
 - Provision of green roofs and photovoltaics to improve the building's biodiversity and sustainability credentials; and
 - Encourage sustainable modes of travel;
- 10.10 The design of the building and the use of materials for the proposed building have been carefully considered in order to integrate with the existing building and the

streetscape of Hawley Crescent.

- 10.11 The Proposal has been sustainably designed combining energy-efficiency and appropriate new technologies to minimise carbon emission levels. Therefore, it is considered that the proposal complies with the relevant national, regional and local planning policies.
- 10.12 Whilst the Site is not located in a Conservation Area, a Townscape and Visual Impact Assessment has been undertaken by Chassay & Last and submitted with this application. The assessment confirms that there are no adverse effects of the Proposal on surrounding views into and out of the neighbouring Regent's Canal and Camden Town Conservation Areas. More often than not the proposed extension is hidden from view by neighbouring buildings. Where it is partially visible in views, it completes the roof profile and skyline along Hawley Crescent, without elements protruding or visibly out of scale with the context.

Accessibility

- 10.13 An Access Statement, prepared by Arup Accessible Environments, is summarised in the Design and Access Statement. The Statement confirms that the Proposal considers inclusive access and provides a range of options to cater for a variety of users.
- 10.14 10% (1 unit) will be fully wheelchair adaptable and will benefit from an allocated disabled parking space in the basement, access to which is step-free.
- 10.15 Therefore, it is considered that the Proposal complies with the relevant national, regional and local planning policies.

11 Transport, Servicing and Waste

- 11.1 Paragraph 29 of the NPPF states that the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.
- 11.2 Paragraph 37 states that planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, leisure, education and other activities.
- 11.3 At a regional level, London Plan policy 6.3 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”.
- 11.4 Policy 6.9 states that “the Mayor will work with all relevant partners to bring about a significant increase in cycling in London
- 11.5 At a local level, Core Strategy policy CS11 seeks to promote the delivery of transport infrastructure and the availability of sustainable transport choices.
- 11.6 Development policy DP16 seeks to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links.
- 11.7 Development Policy DP17 seeks to promotes walking, cycling and public transport.
- 11.8 Development policy DP18 advises that the Council will seek to ensure that developments provide the minimum necessary car parking provision and expects that schemes within the Central London Area and the town centres of Camden town, Finchley Road, Swiss cottage, Kentish High road and west Hampstead should be car free with the exception of disabled parking.
- 11.9 The Applicant has worked with LBC to discuss the scope of the proposals relating to parking and servicing.

11.10 The Site has a PTAL of 6a-b (varying across the Site). Camden Town Underground station is approximately 300m to the south of the site, and Camden Road Overground station is approximately 450m to the east of the site. In addition, there are a number of bus routes which run close to the site.

Car and cycle spaces

11.11 There are 10 existing car parking spaces in the basement. 8 of these including 1 disabled car parking space are allocated to the existing B1 use and 2 are allocated to the existing residential units. The Proposal is car-free in that it does not propose additional parking for the new residential units but reduces the number of spaces from 10 to 6, in order to create a second disabled car parking space (allocated to the wheelchair accessible unit). In total, 5 spaces will be reserved for the B1 use and 1 disabled space for the residential wheelchair unit.

11.12 The design proposals enhance the level of cycle parking provision in line with policy requirements with 16 additional cycle parking spaces for the residential alone, on top of the existing 10 spaces.

Pedestrian Movement

11.13 The Proposal is well connected to existing residential areas, public transport connections and community facilities. As such, the Proposal encourages pedestrian movement. The site benefits from pedestrian access from both Stucley Place and Hawley Crescent. It is anticipated that there could be an additional 18 trips per day associated with the new residential accommodation. Further details are contained within the Transport Statement.

11.14 The overall trip generation of the site is not expected to have an impact on the existing transport network. The majority of trips to the site are expected to be made by walking, cycling and public transport. The proposal therefore complies with national, regional and local policies.

Servicing and Waste Management

11.15 It is anticipated that residential deliveries to the additional units will be limited.

Servicing for the Proposal is assumed to take place as per existing Site arrangements on Hawley Crescent or Stucley Place.

- 11.16 With regards to waste, a bin store is provided for commercial waste in the basement, and a further bin store at ground floor for waste from the residential units. A holding area is provided on Stucley Place for collection days.

12 Sustainable Development

- 12.1 An Energy Strategy and Sustainability Statement prepared by Price Myers have been submitted to accompany the planning application. This assesses how the Proposal accords with policies and principles for sustainable development and energy efficiency. The Strategy focuses on relevant policies and guidance contained in the NPPF, London Plan and Camden's adopted policies.

National Planning Policy

- 12.2 At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a 'golden thread' running through both plan-making and decision-taking (paragraph 14).
- 12.3 One of the 12 core principles of the NPPF is to support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy).

London Plan Policy

- 12.4 London Plan Policy 5.1 focuses specifically on how to mitigate climate change, and the carbon dioxide emissions reduction targets that are necessary across London to achieve this. Developments are required to make the fullest contribution to tackling climate change by minimising carbon dioxide emissions (Be Lean), adopting sustainable design and construction measures and prioritising decentralised energy (Be Clean), including renewables (Be Green).
- 12.5 Policy 5.5 of the London Plan states that the Mayor expects 25% of the heating power used in London to be generated through the use of localised decentralised energy systems by 2025.

Local Planning Policy

- 12.6 Camden Core Strategy policy CS13 advises that the council will require all

developments to take measures to minimise the effects of and adapt to climate change.

12.7 Development Policies policy DP22 requires development to incorporate sustainable design and construction measures including providing green and brown roofs, and ensuring schemes include appropriate climate change adaptation measures, such as:

- a) summer shading and planting;
- b) limiting run-off;
- c) reducing water consumption;
- d) reducing air pollution; and
- e) not locating vulnerable uses in basements in flood-prone areas.

12.8 In accordance with policy 5.1 of the London Plan, the Energy Strategy proposes the following energy efficient measures. Regard should be had to the fact that the Proposal is 'minor' in nature (i.e. less than 1000sq.m uplift in floorspace), and that the energy targets set out in London Plan Policy 5.1 do not therefore apply.

Use Less Energy – 'Be Lean'

12.9 As part of the Be Lean approach, passive design measures have been considered to reduce energy demand. Thermal elements of the proposed residential will be specified to meet or exceed Building Regulations minimum standards. Windows will be specified to limit overheating and thermal losses. Openable windows will form a natural ventilation strategy for all residential units, incorporating cross ventilation with dual aspect layouts for the majority. The thermal envelope of the new build element will be designed to minimise heat loss by specifying low U-values. A Mechanical Ventilation Heat Recovery system will be installed which will therefore require a low air tightness value in the building fabric.

12.10 The Be Lean measures described above provide for a 2% improvement over the Part L Building Regulations 2013 baseline.

Supply energy efficiently – ‘Be Clean’

- 12.11 As part of the Be Clean approach, energy efficient equipment has been proposed to support the services strategy. All lights will be energy efficient, as will the ventilation and comfort cooling systems. In total, the Be Clean measures associated with the Proposal have the potential to achieve an 8% improvement over Part L 2013.

Use renewable energy – ‘Be Green’

- 12.12 A preliminary appraisal of the Proposal has been undertaken to establish the potential contributions renewable and Low or Zero Carbon (LZC) technologies could provide. The appraisal has considered both large and small scale technologies and whilst there are limited opportunities to include these, an extensive PV (photovoltaic) system will be implemented on the roof and Air Source Heat Pumps installed within the building, which together result in a 3% improvement over the baseline.
- 12.13 The above measures combined, the Proposal will reduce the baseline regulated carbon dioxide emissions by 13%.
- 12.14 The Proposal is not required to meet a BREEAM pre-assessment target score given its size and nature. The Sustainability Statement prepared by Price & Myers demonstrates how the proposed residential accommodation is adapted to warmer temperature with large terraces and dual aspect, as well as heavier rainfall with biodiverse green roofs reducing pressure on drainage systems.

13 Planning Obligations and CIL

- 13.1 Under Section 106 of the Town and Country Planning Act 1990, as amended, local planning authorities have the power to enter into planning obligations with any person interested in land in their area for the purpose of restricting or regulating the development or use of the land.
- 13.2 Regulation 122 of the Community Infrastructure Levy Regulations provides that “a planning obligation may only constitute a reason for granting planning permission if the obligation is:
- a) necessary to make the development acceptable in planning terms; and**
 - b) directly related to the development; and**
 - c) fairly and reasonably related to the scale and kind of the development.”**

National Planning Policy Framework

- 13.3 Paragraph 203 of the NPPF states that local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.
- 13.4 Paragraph 205 states that where obligations are being sought or revised, local planning authorities should take account of changes in market conditions over time and, wherever appropriate, be sufficiently flexible to prevent planned development being stalled.
- 13.5 Paragraph 206 states that planning conditions should only be imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects.

London Plan Policy

- 13.6 Under Policy 8.2 of the London Plan, “Planning obligations” boroughs should include

appropriate strategic as well as local needs in their policies for planning obligations.

- 13.7 Policy 8.2 further states that boroughs, when negotiating planning obligations, should seek a contribution that is fairly and reasonably related in scale and in kind to the proposed development and its impact on the wider area.
- 13.8 The use of planning obligations is specifically required through Core Strategy policy CS19 'delivering and monitoring the core strategy' although a whole range of individual development policies may be used to justify an obligation.
- 13.9 Core Strategy policy CS19 states that the Council will use planning obligations, and other suitable mechanisms, where appropriate, to; support sustainable development; secure any necessary and related infrastructure, facilities and services to meet the needs generated by development; and mitigate the impact of development.
- 13.10 The Applicant confirms that they will enter into a Legal Agreement with the Council to secure the reasonable and necessary planning obligations associated with the development in accordance with Regulation 122 of the CIL Regulations, the NPPF and Core Strategy Policy CS19.
- 13.11 The package of s106 obligations for the Proposal are likely to include:
- a. Off-site provision of Housing at 1-11 Hawley Crescent for proposed development at Camden Wharf, Jamestown Road
 - b. Construction Management Plan
 - c. Monitoring costs
- 13.12 The development will require Mayoral CIL and Camden CIL payments in accordance with the Community Infrastructure Levy Regulations 2010 as amended. These are estimated below.

Mayoral CIL: £39,100

LB Camden CIL: £367,250

14 Summary and Conclusions

- 14.1 This Proposal has been discussed with Camden Council over a number of months to enable the development of the Site.
- 14.2 In summary, the Proposal seeks to provide efficient and inclusive residential accommodation, extending the building in a contextual manner with high quality design and materials.
- 14.3 The proposed residential accommodation complies with Camden's preferred residential unit mix and generally exceeds the Mayor of London's space standards.
- 14.4 The Proposal provides the off-site housing requirement for the proposed development at nearby Camden Wharf, Jamestown Road, as agreed with officers.
- 14.5 In accordance with all levels of policy, the proposed scheme would provide the following benefits:
- High quality residential units;
 - High quality architecture and design which complements the existing building and the local streetscape;
 - Provision of cycle parking; and
 - Provision of green roofs, PVs and other sustainability benefits
- 14.6 The Proposals create a sustainable development which adapts to the growing population, an objective which runs through the Camden Core Strategy.
- 14.7 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act, the application Proposals meets the objectives of the Development Plan including relevant London Plan, Camden Council's Core Strategy and Development Management policies.
- 14.8 This statement comprehensively demonstrates the acceptability of the Proposal against the NPPF, London Plan and Camden's Core Strategy and Development Policies.