

4 OTHER DESIGN FACTORS

4.1 HERITAGE

The site is not within a conservation area, and the existing building is not Statutorily Listed.

The **Built Heritage Report** by **CgMs** confirms that the proposed development will not have an adverse impact on any of the nearby conservation areas or heritage assets, and that the proposed development accords with both national and local planning policies and guidance with respect to built heritage.

CgMs are also of the view that the existing building has no heritage value, as substantiated by the the 1989 planning permission on the site allowing for demolition of the building (**PLANNING REF : 8903305**)

The report concludes that there are no heritage reasons to justify refusal of planning permission on the grounds of heritage impact.

4.2 TREES

As the proposed new building building is to be constructed within the footprint of the existing buildings, it will not impact upon any of those trees which are adjacent to the site. There are no trees on Hampshire Street itself, and there are no Tree Preservation Orders affecting those trees adjacent to the south of site. Care should be taken to adequately protect those trees south of the site during construction.

Crown Consultants Arboricultural Report confirms that with this proposal no tree roots are likely to be present immediately adjacent to the site, and no impacts upon any tree have been identified.

4.3 TRANSPORT, PARKING, ACCESS

4.3.1 PTAL

The site has a PTAL rating of 5 which denotes a high level of frequent and nearby public transport options.

4.3.2 PUBLIC TRANSPORT

The nearest bus stop to the site is located on Torriano Avenue, just west of the site. Other stops within TfL’s recommended walking distance of 640m are located on Leighton Road, and Camden Road. The stops are served by five daytime routes and are also served by three night services.

The nearest railways station is Kentish Town Station, located around 880m to the west of the site, which is within TfL’s recommended 960m walk distance to railway stations. Kentish Town station provides access to several frequent services, including mainline rail services and the underground network.

Ardent’s Transport Statement concludes that the site is highly accessible by various modes of transport including on-foot, by bicycle and public transport, and that these services connect the site to key facilities locally and provide the opportunity for travel in the wider area.

4.3.3 CYCLING

The site is well serviced with cycle routes, the closest being a north bound on-street route along Torriano Avenue, which links to Leighton Road, connecting to Kentish town and other routes in the wider network.

Ardent’s Transport Statement concludes that there is ample opportunity for cyclists to gain access to the wider cycle network by utilising the routes in the immediate vicinity of the site.

4.3.4 PARKING

There are no dedicated car parking spaces provided in the proposal, and though there are existing parking spaces opposite the site on Hampshire Street, the proposed design is car-free, and complies with the requirements set out in LBC policy and the London Plan. Residents will be ineligible for applying for parking permits. The commercial element of the development will retain the business parking permit afforded to the existing use, in order that essential parking for the proposed ground floor offices can be retained. There will be no increase in the number of vehicles parked in the area in association with the proposal.

4.3.5 CYCLE SPACES

The proposal includes a dedicated, private, secure and indoor cycle storage off of the main entrance lobby. There is sufficient space for 28 cycles. This provision is in excess of the minimum requirements set out in the London Plan and the Borough of Camden’s CDP (Camden Development Policies). The cycle parking provision of the proposed development is intended to encourage cycling as a primary mode of travel.

Ardent’s Transport Statement concludes that the proposed development would not have an adverse impact on the existing highway network; that the surrounding public transport facilities will be able to accommodate the increased demand for bus, Underground and rail travel; and that the proposed development accords with local, regional, and national planning policies, and should therefore be considered acceptable on highways grounds.

4.4 REFUSE

The proposal allows for a dedicated, private, secure and communal bin store accessed from the covered area leading to the residential entrance. This is easily accessible for residents. The bins can be taken directly from here to the street for collection, and easily returned after collection.

The bin store is sub-divided into an area for residential waste and a separate area for the waste from the commercial units. The Residential Waste area is designed to allow for the storage of 3 No. 1280 litre Eurobins, providing a total of 3840L of waste storage, which can be divided equally between refuse, recycling & food waste. The Commercial waste area is designed to allow for the storage of 2 No. 660L Eurobins providing 1320L of waste storage, which can be divided equally between recyclable and non-recyclable waste.

The capacity of both waste storage areas exceed the Waste Storage requirements set out in The Waste Recycling and Storage guidance in the CGP 1 – Design, which indicates the following waste storage requirements:

RESIDENTIAL WASTE			
Size of household	Projected Weekly Waste per household	Number in development	Waste Produced from all households
1 Bed Flat	100 L	6	600 L
2 Bed Flat	170 L	5	850 L
3 Bed Flat	240 L	5	1200 L
Total Weekly Waste Arising			2650 L
COMMERCIAL WASTE			
One cubic metre (1m³) storage space is required for every 300-500 m² of commercial space (includes both recyclable and non-recyclable waste)			

4.5 POST

Access to the residential entrance is via the covered area leading off Hampshire Street, where there will be communal wall mounted letterboxes at the entrance.

4.6 SUSTAINABILITY

In order to address the carbon reduction and sustainability targets set by the Greater London Authority (GLA) and the London Borough of Camden, an **Energy and Sustainability Statement** has been prepared by **Build Energy Ltd.**

The Energy Assessment demonstrates that the proposed development achieves a reduction of 35.11% in on-site regulated emissions, exceeding the target of 35% beyond Building Regulations requirements.

In order to achieve the sustainability targets, and to enhance the environmental performance of the development a number of measures have been introduced into the scheme, including the following:

- Building Fabric: Enhanced fabric U-values & air tightness.
- Renewable Energy: Use of Photovoltaic solar panels on the roof.
- Services: High efficiency lighting and passive ventilation.
- Sustainable water consumption: Reduction in the consumption of potable water through the use of efficient fittings and flow restrictors
- Biodiversity: Intensive Green Roof to be installed
- Sustainable Specification: Materials to be chosen to lower the environmental impact of the proposed development.
- Site Waste: A Site Waste Management Plan to be implemented.

4.6.1 RENEWABLE ENERGY

It is proposed to use Photovoltaic solar panels on the roof of the building. It is estimated that the proposed system will provide 13.64kWp serving the domestic plots, with a further 3.4kWp serving the non-domestic space.

4.6.2 OVERHEATING

An overheating assessment has been carried by **Build Energy Ltd**, which shows the proposed development to be compliant with overheating requirements and posing a not significant/slight risk of overheating.

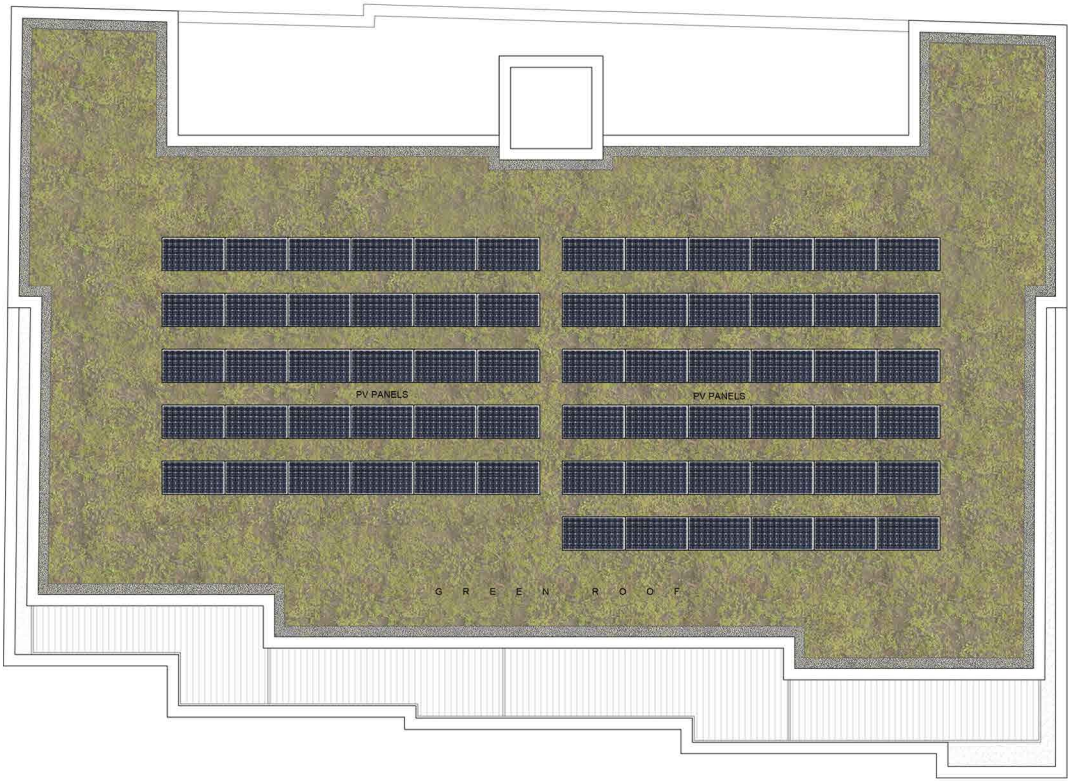
4.6.3 SUSTAINABLE URBAN DRAINAGE SYSTEM (SuDS)

As the proposed development replaces an existing building, the development will result in a neutral impact to ground floor area and surface water runoff rates.

A Sustainable Drainage Systems and Flood Risk Assessment have been carried out by **Build Energy Ltd** to determine the best scheme for the management of surface water run-off from the development, maximising opportunities for SuDS and utilising existing surface water drainage pipework/routes where possible

This report identifies the following SuDS techniques which are to be incorporated into the scheme:

- Retention (subsurface storage) prior to release at a controlled rate
- Filtration (perimeter sand filter, filter trench)
- Source control (Use of intensive green roof)



PROPOSED INTENSIVE GREEN ROOF PLAN



PV Panels on Intensive Green Roof

4.6.4 INTENSIVE GREEN ROOF

It is proposed to install an intensive green roof on the development, which will provide a habitat for micro ecosystems as well significantly reducing both peak flow rates and total runoff volume of rainwater from the roof.

The proposed green roof has an area of 460m² and will comprise of a 300mm substrate for general planting, with an underlying 60mm drainage mat.

Once the drainage mat is full and the substrate is saturated, rainwater from the green roof will discharge to roof drain outlets with guards.



Intensive Green Roof, Chicago City Hall



Zerega Avenue EMS Station Intensive Green Roof

- 1. Substrate and planting; the substrate is a lightweight growing medium suitable for general planting, and includes a high proportion of recycled crushed brick and aggregate.
- 2. Filter Fleece Layer; filtration layer that prevents any substrate fines from washing downward into the drainage layer.
- 3. Water Retention and drainage layer; storage and multi-directional drainage layer in-filled with an aggregate mineral drain, providing a stable, pressure resistant base for any weight or loading without detriment the drainage capacity.
- 4. Protection, isolation and separation layers; manufactured from recycled materials, the protection mat prevents any damage to the underlying waterproofing.



GREEN ROOF SECTION DIAGRAM