

From: Nicholas Bradfield [REDACTED]
Sent: 11 May 2018 20:25
To: Nicholas Bradfield
Subject: ASF garage 2018/1528/P - Ref. 21192399

From: no-reply@camden.gov.uk <no-reply@camden.gov.uk>
Sent: 11 May 2018 20:15
To: [REDACTED]
Subject: Conservation area advisory committee comments form - Ref. 21192399

Thank you for your request.
Please find details of your submission below:

Conservation area advisory committee comments form - Ref. 21192399

Conservation Area Advisory Committee

<i>Advisory Committee</i>	Dartmouth Park
<i>Application ref</i>	2018/1528/P
<i>Address</i>	138 - 140 Highgate Road London NW5 1PB
<i>Planning Officer</i>	Rob Tulloch
<i>Comments by</i>	17 May 2018
<i>Proposal</i>	Demolition of petrol station and MOT centre at 138-140 Highgate Road and erection of a three storey terrace building to provide 6 x 4 bedroomed dwelling houses with gardens at lower ground, ground and upper ground levels together with associated landscaping.
<i>Objection</i>	Yes
<i>Observations</i>	

Documents attached

No details entered

Documents attached

[DPCAAC comments on ASF Garage](#)

About this form

<i>Issued by</i>	Contact Camden 5 Pancras Square London N1C 4AG
<i>Received on</i>	11/05/2018
<i>Form reference</i>	21192399
<i>Contact method</i>	Self service

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ASF Garage site 138 - 140 Highgate Road NW5 1PB - 2018/1528/P

DPCAAC - OBJECTION REFUSE PERMISSION

Retain site as open Land

In accordance with intention of temporary permission (which expired without Camden's notice) for garage. See application no CTP/E11/13/A/16228 and its Conditions.

Space between sunken sub-basement garden and Highgate Road should be returned to public open space, (London Squares 1931 Act).

Change of Use

Current use Sui Genesis reclassification open to choice - various uses permissible. This site warrants a unique one-off building for public use.

If the Council is minded to consider C3 use we object as follows:

Applicants Key Design principles - current proposals

• Applicant refers to pre-meeting with "Dartmouth Park Conservation Advisory Forum" *What is this DPCAF?*

1. Open character and heritage - large percentage of site should return to public open land.
2. Reduced height achieved by poor sub-basement accommodation.
3. Design spurious reference to railway architecture does nothing to enhance this part of CA and Grove Terrace Listed Squares.
4. Would seriously harm CA character and its setting after dark (DPCAAMS) - introducing light pollution through extensive glazing and external lighting proposed.
5. From Highgate Road the elevational treatment jars viewed against monolithic back drop of Denyer House not only by choice of colour/materials but by design elements eg balconies etc.
6. Overlooking - facing Denyer House - fenestration proposed obscured when shut... but ineffective when open.
7. Aspect of design - check permitted fenestration on boundaries (fire regulations).

Proposed design fails lamentably to realise in any degree the serious potential of this site crucial to this CA. We object most strongly.

Any scheme for this site should remove permitted development (PD) rights

Accommodation

- Layout implies potential for multiple occupancy, not family accommodation; this requires further consideration.
- Upper floor bedrooms 4150 mm ceiling height (in contrast to lower floors) - this affords potential for mezzanine.
- Disabled access - no level access to entrances, contrary to regulations requiring living area at entrance level. Non compliant with Life Time Homes requirements.

Site boundary

No boundary treatment shown along Highgate Road side. No railings shown to living room courtyard. We object to the exclusive use of the grass verge as communal use to the development.

Transport

Deliveries - potential occupancies of 50 people and even with the stated 31 require facilities for increasing use of internet shopping by undefined vehicle size. *Note Grove End south of Chetwynd Road is private. Slip road to Denyer House from Highgate Road is private LBC housing department.*

Transport Statement 4.3 and 5.6: Contrary to applicant claims surrounding streets are on Camden's Heavily Parked Streets list and always parked to capacity overnight.

Requirement for disabled parking will adversely impact surrounding roads (already parked up to capacity) - Highgate Road B518 with bus routes as reported by applicant will be unsuitable.

Pavement cross-overs on Highgate Road to be removed and replaced by kerb and paving

College Lane repaving to run down to its junction with Little Green Street with a cross-over for Denyer house. College Lane is designated by Camden as an Official Walking Route.

Cycle stores location totally unrealistic and impracticable route - down through two internal levels, through dining/living area, across external sunken garden into store - laborious reverse route

Refuse and recycling - inadequate provision for storage as shown at entrance with green roof. Trolley (wheelie) bins as proposed in 4.6 of Transport Statement, are top loaded and cannot be accommodated in height shown on plans. Application Form no 7 refers to Plan ref 0067 PI 009 for separate storage and collection of recyclable waste in sub-basement Statement in 4.6 also states refuse vehicles access will be via College "Road". This would conflict with pedestrian flow.

Sustainability

No mention of solar panels - location?

The green roof as shown visually continuous with the grassed Squares will only be sustained with a maintenance contract.

Construction Management Plan

At all times College Lane should be retained as a pedestrian through route, and there should be no loss of parking spaces on the surrounding roads.