



**Date: 04/08/2022**

**Our ref: 2022/1367/PRE**

**Contact: Adam Greenhalgh**

**Direct line: 020 7974 6341**

**Email: Adam.Greenhalgh@camden.gov.uk**

**Planning Solutions Team  
Planning and Regeneration  
Culture & Environment  
Directorate**

London Borough of Camden

2<sup>nd</sup> Floor

5 Pancras Square

Dear Mr Dawe,

**Re: Pre-app enquiry for the site at 139 – 145 Camden Road London NW1 9HA**

I refer to your pre-planning application enquiry (2022/1367/PRE) for the site in use for car parking at 139 – 145 Camden Road, NW1 9HA. I confirm receipt of the pre-application enquiry fee (£3936). This written response is being sent following our on-site meeting on May 26<sup>th</sup> and the receipt of your amended proposals on 28<sup>th</sup> June 2022.

## **1. Site and surroundings**

The site is wedge shaped in plan, measuring approximately 7.5m onto Camden Road and approximately 22m in depth. It has an area of approximately 140 sq m. It is located on the north-western side of Camden Road, to the north of the junction with Sandall Road. The site is used for car parking in association with the car maintenance building at 139 – 145 Camden Road. The site is bounded by Canteloves Gardens (north west and north east), by Camden Road (south east) and by the car maintenance building and railway embankment/retaining wall (south west).

Canteloves Gardens is designated open space and the site adjoins an area of grassland in the park which includes significant mature trees.

The site is not located in a conservation area or within the setting of any listed buildings. Camden Square Conservation Area extends across the other side of Camden Road. It is located in an area with a Public Transport Accessibility Rating of 4, within Flood Zone 1 of the Environment Agencies Flood Risk Map for Planning and in a Controlled Parking Zone.

## **2. Proposal**

Following our meeting on site on 26<sup>th</sup> May you submitted an amended scheme for a five storey building of 6 flats with the top storey set back from Camden Road. The amended scheme would comprise 2 x 1 bed 2 person flats, 1 x 1 bed 1 person studio, 1 x 2 bed 3 person duplex flat and 2 x 2 bed 4 person units (1 flat and 1 duplex).

The building would also include a 9.8 sqm bin store and a bicycle store for 10 cycles, both situated on the ground floor at the front. The front of the site would be paved and planted and 2 visitor cycle spaces would be provided.

The five storey building would be essentially rectilinear with a setback fourth floor at the front. At the rear it would include small winter gardens for the rear flats on all levels. The walls would be of buff brick to the ground to third floors and grey brick on the top (fourth) floor. A variety of square and rectangular windows would be formed on all elevations, with full height glazed windows/doors on all elevations provided with metal Juliet balconies.

### **3. Relevant planning history**

2010/5596/P - Erection of new 6 storey building on vacant land, to provide 9 x self-contained residential units (4 x 2 bedroom flats and 5 x 4 bedroom flats) (Class C3) – permission refused 11/03/2011

2011/5226/P - Erection of new 5 storey building on land to east of existing motor vehicle maintenance and repair centre (Class B2) to provide 9 (1x studio, 4x1 bed, 2x2 bed and 2x3 bed) self-contained residential units (Class C3) and retention of part of the ground floor parking (reduction from 9 to 3 spaces) associated with existing motor vehicle maintenance and repair centre – permission refused 22/12/2011

2016/3132/P - Erection of new 5 storey building on land to east of existing motor vehicle maintenance and repair centre (Class B2) for office use (Class B1) on the first to fourth floors and retention of part of the ground floor parking (reduction from 9 to 4 spaces) associated with existing motor vehicle maintenance and repair centre – application withdrawn

### **4. Relevant policies and guidance**

National Planning Policy Framework 2021

Technical Housing Standards – Nationally Described Space Standards

The London Plan March 2021

Camden Local Plan 2017

A1 Managing the impact of development

A3 Biodiversity

D1 Design

D2 Heritage

E2 Employment Premises and Sites

H1 Maximising housing supply

H4 Maximising the supply of affordable housing

H6 Housing choice and mix

H7 Large and small homes

CC1 Climate Change Mitigation

CC2 Adapting to climate change

CC3 Water and flooding

CC4 Air quality

CC5 Waste

T1 Prioritising walking, cycling and public transport

Camden Planning Guidance

CPG Design (2021)

CPG Amenity (2021)

CPG Energy Efficiency and Adaptation (2021)

CPG Transport (2021)

CPG Developer Contributions (2019)

CPG Water and Flooding (2019)

Kentish Town Neighbourhood Plan 2016

D3 Design Principles

GO1 Biodiverse Habitats

## 5. Assessment

### **Principle of development**

The site is in use for car parking associated with the immediately neighbouring car maintenance workshop and it is therefore in business use. Policy E2 (Employment premises and sites) of the Local Plan is therefore applicable. This policy seeks to protect existing business premises and land to provide employment for Camden residents. At our site visit on 26<sup>th</sup> May you explained how the car maintenance building could function as existing without the car parking spaces which are currently provided at the site. It will be necessary for you to show how the car maintenance business would not be compromised by the loss of the car parking spaces in a Planning Statement. Subject to there being no conflict with policy E2, there would be no objections, in principle, to the residential development of the hard surfaced site.

### **Mix and size of dwellings and provision of affordable housing**

As indicated in 'Principle of development' above, the residential use of the existing brownfield site could be acceptable.

#### Mix and size of dwellings:

Policy H7 of the Local Plan seeks to ensure a range of homes for different sizes that will contribute to the creation of mixed, inclusive and sustainable communities, and seeks to ensure that all residential development contributes to meeting the priorities set out in the Dwelling Size Priority Table. The table identifies 2 and 3 bedroom market housing units as being high priority and 1 and 4 bedroom units as lower priority. 4 x 2 bedroom units are proposed. However, there would be a preference for a 3 bedroom unit, possibly instead of the 2 x 1 bed units.

#### Affordable Housing:

Policy H4 requires a proportion of new dwellings to be affordable in accordance with a sliding scale. Where developments have capacity for fewer than 10 additional dwellings, the Council will accept a payment-in-lieu of affordable housing. Targets are based on an assessment of development capacity whereby 100sqm (GIA) of housing floorspace is generally considered to create capacity for one home. Targets are applied to additional housing floorspace proposed. A sliding scale target applies

to developments that provide one or more additional homes and have capacity for fewer than 25 additional homes, starting at 2% for one home and increasing by 2% of for each home added to capacity.

For 340 sq m of new residential floorspace (taken from your flat sizes), three dwellings would be provided, and a contribution equating to 6% of the floorspace towards affordable housing should be made.

The payment-in-lieu in the Council's Housing CPG is £5,000 per sqm. 6% of 340 sqm is 20.4 sqm and a contribution of 20.4 sqm x £5,000 = £102,000 is therefore required.

### **Site contamination**

As the site has been/is used for purposes in association with the adjoining workshop and it is proposed for residential use, it will be necessary for you to submit a Site Contamination Survey which should identify and make provision for the need for intrusive investigation and if necessary, remediation. This will be assessed by the Council's Environmental Health (Pollution Control) Team to assess the impacts on the health of future residents from contaminants.

### **Quality of residential accommodation**

CPG Interim Housing requires development to provide high quality housing that provides secure, well-lit accommodation that has well-designed layouts and rooms.

The Council uses the Nationally Described Space Standards for proposals for new houses. The units appear to comply with the minimum gross internal area requirements in the Housing Standards. The dwellings would each have a private enclosed external amenity area and the adjoining park would provide further external recreation space. The habitable rooms would appear to be sufficiently sized and each would have at least one window for natural light. The units are double aspect so they should all receive some sunlight. There should therefore be no objections in terms of the quality of accommodation.

As the site lies alongside the railway and the car maintenance workshop, it will be necessary for you to submit a Noise Report to demonstrate how external noise levels would not cause nuisance and harm to the living conditions of future occupiers at the site.

### **Design/Heritage**

Local Plan Policies D1 (Design) and D2 (Heritage) are aimed at achieving the highest standard of design in all developments. Policy D1 requires development to be of the highest architectural and urban design quality, which improves the function, appearance and character of the area; and Policy D2 states that the Council will preserve, and where appropriate, enhance Camden's rich and diverse heritage assets and their settings, including conservation areas and listed buildings.

The site is located on the north-western side of Camden Road, to the north-east of railway lines and to the south of Canteloves Gardens. It is not located within a Conservation Area (CA), but is visible from the Camden Square CA to the east and with limited visibility from the Kentish Town CA to the west.

As described in your initial submission, the 'surrounding area is characterised primarily by 2-4 storey residential properties with landscaped front gardens and low

level brick boundary treatments.’ This character, complemented by the neighbouring public open space of Cantelowes Gardens, sets a strong identity to Camden Road of low-scale development and greenery, with set-back frontages that include planted space between the pavement and building line. Directly to the south-west of the site is the car repair workshop building, which is set closer to the carriageway than the dominant building line; however this is balanced by it being only a single storey.

Directly to the north, within Cantelowes Gardens, sit a row of 5 trees, the closest of which is sited in very close proximity to the site boundary with a canopy that overhangs the boundary.

This setting requires an exceptional architectural response to the site to ensure that any proposed building sits comfortably within this strongly characterised context, in line with Policy D1a and D1j. The building will need to consider the existing generous green buffer as typical on Camden Road. It should be suitably scaled to acknowledge the typical building heights found locally, paying particular attention to the visible eaves levels. It also needs to respond positively to Cantelowes Gardens to ensure that the public open space and existing trees are not negatively affected by the development. Please see specific comments relating to the retention of the Cantelowes Gardens trees below.

It is not considered that the submitted proposal achieves an acceptable response to the site, failing to deliver a convincing and coherent resolution to the characteristics set out above. The frontage and main bulk is considered to be too close to the pavement, the block is too high, bulky and out of scale with its context and it has an overbearing impact on the public realm. The overall site coverage and sheer facades onto Cantelowes Gardens does not create a positive relationship with the open space. An unresolved overlap is shown between the existing tree canopy and built footprint at ground floor, which requires a clearer proposal.

In line with Policy D1e, the elevational design will be required to show a respect for local context and character with details and materials of the highest quality. The design currently shows a lack of organisation and hierarchy with an apparently ad-hoc arrangement of windows and balconies, and a solid to glazed ratio that appears overly flat with large expanses of brickwork. The decorative brick details included in the submitted precedent may provide welcome relief from the single planes of brickwork, but their locations and extents within the proposed are unclear. The proposal for 2 different brick types creates a strong contrast, which acts to exaggerate the overall bulk and a more refined approach to details and materials is needed. Selection of materials should consider Policy D1c, with sustainability informing design and construction, incorporating best practice in resource management and climate change mitigation and adaptation alongside Policy D1d, ensuring that the development is of sustainable and durable construction and adaptable to different activities and land uses.

### Design Review Panel

Camden’s Design Review Panel is an independent and impartial panel of built environment experts (architects, landscape designers and urban designers) who assess the design of a proposal with the aim of improving the quality of buildings and places for the benefit of the public.

Given the nature of the proposals, it may be that the proposals will have to be presented to the Design Review Panel. More information on Camden’s design review process can be found by following the link below.

<https://www.camden.gov.uk/camden-design-review-panel2>

## Trees and landscaping

The scheme involves development in close proximity to off-site trees that are to be retained. Adjacent to the application site is Canteloves Gardens which contains trees of high amenity value that are highly visible from the public realm.

The proposed encroachment into the root protection area of T1, an off-site category B Sorbus tree, is 39% which is significant and could adversely affect the tree. The arboricultural report states that the boundary wall may have acted as root barrier and inhibited root growth into the application site; however no evidence has been included to support this.

It appears from the proposed SW elevation that the crown of T1 would be in conflict with the proposed building resulting in repeat pruning pressure.

In order to assess the impact of the scheme on T1 and T2, trial pits should be created to a depth of 750mm adjacent to the eastern boundary where the root protection areas of T1 and T2 dissect the application site.

## Amenity

Policy A1 (Managing the impact of development) of the Camden Local Plan seeks to ensure that the amenity of neighbouring properties are protected, particularly with regard to visual privacy, outlook, sunlight, daylight and overshadowing, noise and vibration levels.

Due to the siting and design it is not considered that there would be any harm to the amenity of any neighbouring occupiers. There are no residential properties at the immediately adjoining sites and, subject to the statement indicating how the car maintenance building would continue to operate, the proposal would not impact upon the function of the adjoining sites.

On this note, it is noted that one of the reasons for refusal of planning application 2011/5226/P related to the '*absence of a shading impact assessment such that the proposal would have a detrimental impact on the public enjoyment and amenity of Canteloves Gardens and its potential for biodiversity provision*'.

Officers do not consider that the proposal would cause significant harm to the overall use of the open space and biodiversity as a result of overshadowing immediately to the north of the site and it is considered that this would be unlikely to be a reason for the refusal of planning permission.

Due to the separation between the proposal and the nearest dwellings on the other side of Camden Road (approximately 30m) it is not considered that the 5 storey, approximately 15.5m high building would result in any significant loss of outlook or light from any windows or private gardens at any dwellings.

Officers do not consider that the proposal would result in any significant direct overlooking of any neighbouring rooms or gardens.

The proposed development would be unlikely to result in a significant increase in noise levels for neighbouring occupiers.

However, operations during construction would have the potential for noise nuisance and disturbance. The Council seeks to control operations during construction through Construction Management Plans. It would be preferable if this could be provided with the application.

## Transport

The proposal will be on an existing carpark adjacent to a vehicle service centre. Vehicles currently (double) park in the existing carpark. A second access to the vehicle service centre is via Sandall Road. The applicant should clarify the existing number of cars that frequently park in the carpark, the current users of the carpark (visitors or employees or vehicles pending servicing), if these cars would be displaced and how the vehicle service centre would work without the carpark.

#### Car-free

The development would need to be car-free in accordance with Policy T2, which includes limiting the availability of both off-street and on-street parking. This would be secured by a legal agreement if planning permission is granted, and would prevent future occupiers from obtaining on-street parking permits.

#### Cycle parking

Cycle parking should be provided in accordance with Policy T1, cycle facilities section of CPG Transport, and the London Plan. 10 long-stay and 2 short-stay cycle spaces would be required. The amended ground floor plan suggests that a cycle store would be provided at ground level accessed via the forecourt. 2 visitor cycle parking spaces would be provided in the forecourt. This is acceptable. The door to the cycle store should be automated by a push button or pressure pad.

#### Construction Management Plan (CMP)

To minimize the impact on the highway infrastructure and neighbouring community, a draft Construction Management Plan (CMP) would need to be submitted at the application stage, and a detailed CMP would need to be secured via a section 106 planning obligation in accordance with Policy A1 if planning permission is granted. A CMP implementation support contribution of £3,920 and Construction Impact Bond of £7,500 would also need to be secured as a Section 106 planning obligation if planning permission were to be approved. The Council has a CMP pro-forma which must be used and would need to be approved by the Council prior to any works commencing on site. The CMP pro-forma is available on the Camden website.

#### Highways contribution

The public highway in the general vicinity of the site is likely to sustain damage as a direct result of the construction works. The redundant crossover would need to be reinstated with footway and kerb. We would therefore need to secure a highways contribution via a legal agreement if planning permission were to be granted in the future. This would allow the Council to repair any damage to the public highway in the general vicinity of the site on completion of the development, and to reinstate the crossover with footway and kerb. This would be assessed if a planning application were to be submitted.

Should a full application be made, it is likely that a planning consent would need to be supported by the following S106 planning obligations and conditions:

- Car-free development
- Construction Management Plan and associated Implementation Support Contribution of £3,920
- Construction Impact Bond of £7,500
- Highways contribution – to be assessed
- Condition securing the provision of 10 long-stay cycle parking spaces
- Condition securing the provision of 2 short-stay cycle parking spaces

## **Sustainability**

All new development should comply with the Local Plan policies for sustainability and climate change. Further guidance is available in the CPG Energy Efficiency and Adaptation 2021.

The Energy Efficiency and Adaptation CPG notes that new residential development comprising 5 – 9 units should achieve 19% below Part L of 2013 Building Regulations carbon emission reductions. An Energy Statement will be required to demonstrate how the carbon emission reductions would be achieved under the Energy Hierarchy (i.e. Be Lean, Be Clean, Be Green).

The Council attaches conditions to restrict water use to new houses and details of a green roof and Sustainable Urban Drainage will be required, the former as a condition on the decision, the latter as a submission with the application.

## **Conclusion**

In principle the residential development of the site could be acceptable, subject to a statement demonstrating that the change of use of the site would not mean that the adjoining car maintenance workshop would not be affected. Also, it will be necessary to submit a Noise Assessment to demonstrate that a residential development could be undertaken which would comply with internal noise level requirements for residential rooms.

The proposed plans and elevations indicate that development would not respect the character and context of the area in terms of scale, siting, architectural design or materials/treatment and it is considered that the proposal should be set back further, less 'top-heavy' and less bulky/sheer.

The elevational design/treatment needs to be more appropriate to the stand-alone setting alongside the park, the role that the building will have in the townscape and the design parameters in place along Camden Road.

The proposal would appear not to result in any loss of amenity for neighbouring occupiers but a Noise Assessment must be undertaken to demonstrate that acceptable internal noise levels would be achieved.

There is significant concern in relation to the proximity of the current proposal with the nearest tree in Canteloves Gardens and further investigations of the root areas of the trees are needed for the current proposal.

An Energy and Sustainability Statement will be needed to demonstrate that the proposal complies with the Council's policies and guidance for sustainability and climate change mitigation.

If you submit a planning application, I would advise you to submit the following for a valid planning application:

- Completed form (Full planning permission)
- An Ordnance Survey based location plan at 1:1250 scale denoting the application site in red.
- Floor plans at a scale of 1:50 labelled 'existing' and 'proposed'
- Elevation and section drawings at a scale of 1:50 labelled 'existing' and 'proposed'
- Design and Access Statement including proposed materials
- Energy and Sustainability Statement
- Draft Construction Management Plan
- Arboricultural Report
- Phase 1 Site Contamination Survey



- Noise Assessment
- The appropriate fee

We are legally required to consult on applications with individuals who may be affected by the proposals. We would notify neighbours by putting up a notice on or near the site. We would also place an advertisement in the local press. The Council must allow 21 days from the consultation start date for responses to be received.

It is likely that that a proposal of this size would be determined under delegated powers, however, if more than 3 objections from neighbours or an objection from a local amenity group is received the application will be referred to the Members Briefing Panel should it be recommended for approval by officers.

**This document represents an initial informal officer view of your proposals based on the information available to us at this stage and would not be binding upon the Council, nor prejudice any future planning application decisions made by the Council.**

If you have any queries about the above letter or the attached document please do not hesitate to contact Adam Greenhalgh on [Adam.Greenhalgh@camden.gov.uk](mailto:Adam.Greenhalgh@camden.gov.uk).

Thank you for using Camden's pre-application advice service.

Yours sincerely,

Adam Greenhalgh

Planning Officer

Planning Solutions Team