

# 111 Canfield Gardens: 2021/4585/P - Map



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111 Canfield Gardens – 2021/4585/P



↑ Panoramic view of No.111 Canfield Gardens and its surrounding context

Existing front hardstanding can be used to park 3 cars



↑ Front elevation of No.111 Canfield Gardens



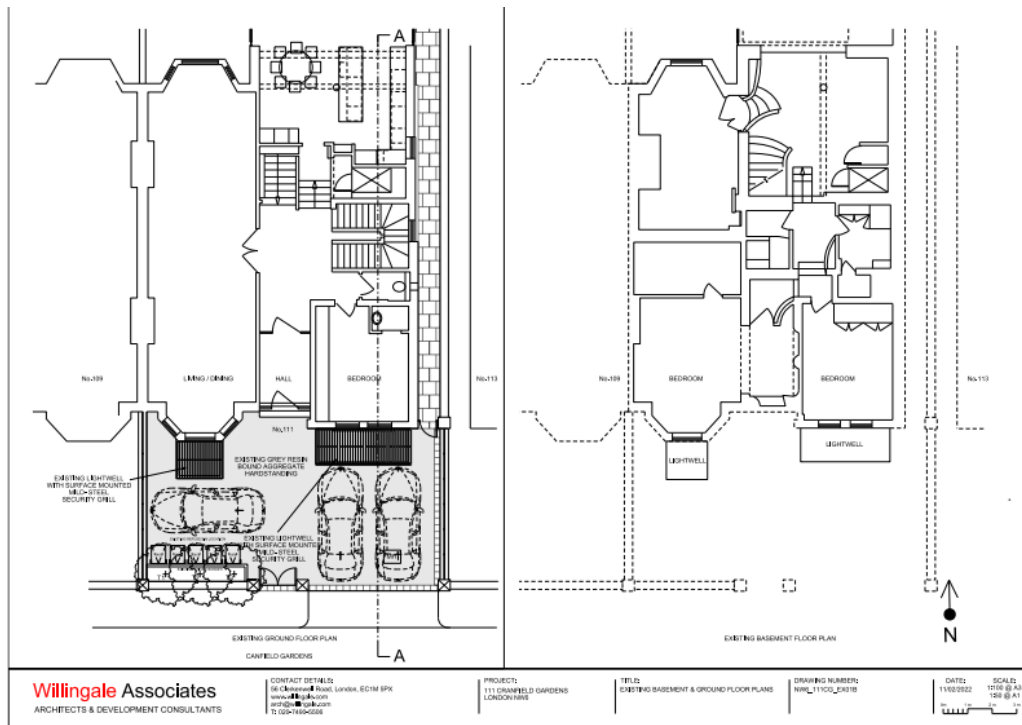
↑ Existing frontage of No.111 Canfield Gardens

This lightwell, which serves a bedroom in the existing basement under the house, would be replaced with block paving

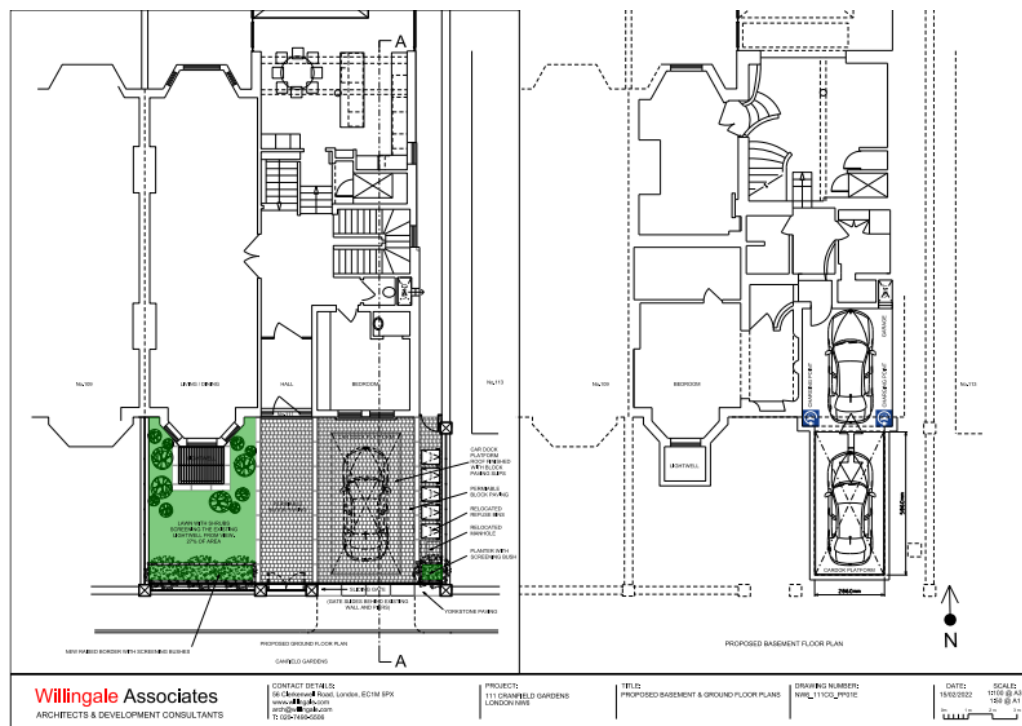


Images of proposed car lift: - lowered, raising and raised (Note: A condition is to be attached that the car lift shall be kept in the lowered position when not in use)





Existing ground floor and basement plans



Proposed ground floor and basement plans (No increase in on-site parking proposed)

<b>Delegated Report (Members Briefing)</b>		<b>Analysis sheet</b>		<b>Expiry Date:</b>		16/11/2021	
		N/A		<b>Consultation Expiry Date:</b>		19/12/2021	
<b>Officer</b>				<b>Application Number(s)</b>			
Adam Greenhalgh				2021/4585/P			
<b>Application Address</b>				<b>Drawing Numbers</b>			
111 Canfield Gardens London NW6 3DY				Please refer to draft decision notice			
<b>PO 3/4</b>	<b>Area Team Signature</b>	<b>C&amp;UD</b>	<b>Authorised Officer Signature</b>				
<b>Proposal(s)</b>							
<p>Formation of car lift system on paved forecourt to give access to 2 basement car parking spaces. Amended soft garden landscaping to part of frontage, relocated bins and provision of planter, alterations to the existing boundary wall/piers with new mild-steel gates and railings. Works to the ground floor elevation to re-instate the historic elevation of the house.</p>							
<b>Recommendation(s):</b>		<b>Grant Conditional Planning Permission</b>					
<b>Application Type:</b>		<b>Householder Planning Permission</b>					
<b>Conditions or Reasons for Refusal:</b>		<b>Refer to Draft Decision Notice</b>					
<b>Informatives:</b>							
<b>Consultations</b>							
<b>Adjoining Occupiers:</b>		No. of responses	<b>25</b>	No. of objections	<b>21</b>		
<b>Summary of consultation responses:</b>		<p>Press notice: published on 25/11/2021, expired 19/12/2021 Site notices: displayed from 19/11/2021, expired 13/12/2021</p> <p>Letters of objection were received from 20 different neighbouring residents (19 in Canfield Gardens and 1 in Greencroft Gardens). Objections raised related to:</p> <ul style="list-style-type: none"> <li>Flooding from increased water run-off and reduced drainage potential at site</li> <li>Structural damage to neighbouring property</li> <li>Increased noise disturbance from operation of car lift and vehicular movements</li> <li>Harm to character and appearance of Conservation Area</li> <li>Loss of bedroom</li> <li>Increased car use/pollution</li> </ul>					

- Unsustainable form of development
- Loss of garden space/trees
- Previous reasons for refusal still applicable

**Officer comments:**

Flooding from increased water run-off and reduced drainage potential at site

See 'Flood Risk/Drainage' below

Structural damage to neighbouring property

See 'Basement Impacts' below

Increased noise disturbance from operation of car lift and vehicular movements

See 'Effects on amenity of neighbouring occupiers' below

Harm to character and appearance of Conservation Area

See 'Conservation & Design' below

Loss of bedroom

The change of the existing basement bedroom to a basement car parking space would have no material impact on Camden's housing stock or the quality of the accommodation at the site.

Increased car use/pollution

See 'Transport' and 'Sustainability: Energy Efficiency' below. The proposal would not result in increased car use and there would be no increased emissions in the area.

Unsustainable form of development

See 'Sustainability' below. The proposal would not contravene the climate change policies by way of being energy inefficient/carbon emitting, posing a significant risk to flooding or drainage or resulting in the loss of biodiversity.

Loss of garden space/trees

The proposal would provide a net increase in soft landscaping on the site. The removal of the conifer trees along the front boundary and their replacement with a hedge would not result in a significant loss of biodiversity and would be in keeping with the appearance and amenity of the streetscene in the Conservation Area.

Previous reasons for refusal still applicable

As can be seen within the 'Assessment' below the current proposal overcomes the previous transport and basement impacts reasons for refusal. Furthermore, there are no other reasons for the refusal of the current proposal.

Combined Residents Association of South Hampstead (CRASH)

The new application 2021/4585/P will increase the number of parking spaces by two. This is in addition to the ability to park two cars at ground level. The application also includes a proposal to grass over and plant shrubs on 40% of the current hard surface of the front garden. This is welcome but it does not change the fact that the application to build a car lift system on the paved forecourt to give access to two basement car parking spaces will increase the number of car parking spaces. It should be noted that previous work creating the current basement caused significant upset and damage including flooding to the neighbouring properties.

**Officer Comment:**

*See 'Transport' below. The proposal would not result in increased car use.*

*See 'Flood Risk/Drainage' below. The proposal has been assessed to not be likely to result in flooding due to ground water and subject to conditions, there should be no increased risk of surface water flooding in the surrounding area/at neighbouring sites.*

## Site Description

The subject property is a four storey (with rooms in the roof) semi-detached property with a basement on the southern side of Canfield Gardens. The property is in residential use, as a single family dwelling house. The property has a red brick finish, timber sash windows and a slate tiled hipped roof. There are similar four storey semi-detached and detached properties on the southern side of Canfield Gardens and the predominant arrangement at the front is hardstandings behind low level walls. The application property has a hard surfaced frontage - with a double-width opening - which can accommodate three parked cars. Next to the vehicular opening is a low level wall which has trees behind it, and a row of bins.

The application property is within the South Hampstead Conservation Area and is subject to an article 4 direction. Together with the other buildings on the south side of Canfield Gardens (3 – 123) the property is noted as being a positive contributor in the South Hampstead Conservation Area Appraisal and Management Strategy (2011). The property is not subject to any statutory or local listing.

## Relevant History

2019/4089/P - Excavation of the front garden area for a car lift system and alterations to hard landscape – refused 19/04/2021

### *Reasons for refusal:*

- 1. The increase in on-site parking would promote the use of private motor vehicles, fail to encourage the use of sustainable modes of transport and increase the opportunities for potential conflict with pedestrians and cyclists, contrary to policies T2 (Parking and car free development) and A1 (Managing the impact of development) of the London Borough of Camden Local Plan 2017.*
- 2. The applicant has failed to demonstrate that the proposed excavation and basement level works would not cause harm to the structural, ground, or water conditions of the area, contrary to policy A5 of the London Borough of Camden Local Plan (2017).*

## Relevant policies



## **National Planning Policy Framework 2021**

## **The London Plan 2021**

## **Camden Local Plan 2017**

A1 Managing the impact of development

A5 Basements

D1 Design

D2 Heritage

T1 Prioritising walking, cycling and public transport

T2 Parking and car-free development

## **Camden Planning Guidance 2021**

CPG Basements

CPG Transport

CPG Design

CPG Amenity

CPG Home Improvements

## **South Hampstead Conservation Area Appraisal and Management Strategy (2011)**

## Assessment

### 1.0 Proposal

1.1 Planning permission is sought for the removal of a lightwell and the formation of a car lift on part of the front hardstanding to give access to two basement car parking spaces. Also proposed is the replacement of hardstanding in front of the living room (on the other side of the frontage) with lawn, the provision of a forecourt bin store area (next to 113 Canfield Gardens), metal gates (vehicular and pedestrian), metal railings on the existing front boundary wall and replacement windows on the ground floor of the front elevation. A hedge is shown behind the front boundary wall (currently there are conifer trees behind the front boundary wall).

#### Revisions

1.2 During the course of the application an amended ground floor plan was submitted. This included a planter in front of the new bin store area next to 113 Canfield Gardens.

### 2.0 Assessment

2.1 The material considerations for this application are as follows:

- Conservation & Design
- Effects on amenity of neighbouring occupiers
- Transport
- Sustainability: Energy Efficiency
- Sustainability: Biodiversity
- Sustainability: Flood risk/Drainage
- Basement Impacts

#### 2.2 Conservation & Design

2.2.1 Local Plan policies D1 and D2 are aimed at achieving the highest standard of design in all developments. Local Plan 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.

2.2.2 On balance, the proposals are considered not to harm the character or appearance of the Conservation Area. It is noted that the site, together with nos. 3 – 123 on the 'odd' side of the road, is a positive contributor to the Conservation Area. The site comprises a distinctive semi-detached red brick three storey dwelling with a front gable and bays and traditional sash window. However, the existing concrete frontage is not of significance in the streetscene or the Conservation Area and the proposal to form a block paved car lift/block paved surface and lawn on the frontage would not harm the character or appearance of the Conservation Area.

2.2.3 The installation of metal vehicular gates, metal pedestrian gates and metal railings on the low-level wall (with a hedge behind) would not result in any harm to the character and appearance of the Conservation Area. Low level front boundary walls, metal gates and railings and hedges are a feature of the streetscene in Canfield Gardens.

2.2.4 It should also be noted that there were no 'conservation & design' reasons for the refusal of the previous application 2019/4089/P which effectively proposed the retention of the entire frontage in resin bound hard aggregate. The current proposal includes more appropriate block paving and lawn and it is no more inappropriate to the Conservation Area than the existing situation.

2.2.5 Special attention has been paid to the desirability of preserving or enhancing the character or

appearance of the conservation area s.72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended by the Enterprise and Regulatory Reform Act 2013. The size, scale, design and location of the proposals would ensure no harm is caused to the character of the host building and surrounding conservation area, in accordance with policies D1 and D2 of the Camden Local Plan.

## **2.3 Effects on amenities of neighbouring occupiers**

2.3.1 Local plan policy A1 seeks to protect the amenity of residents by ensuring the impact of development is fully considered. The quality of life of occupiers and neighbours are protected by only granting permission for development that would not harm the amenity of neighbouring residents. This includes factors such as light, outlook, privacy, noise and disturbance.

2.3.2 No extensions to the building are proposed as such and there would be negligible impacts on the light, privacy or outlook from any neighbouring rooms or gardens. The new car lift would be situated in front of the ground floor bay window at 113 Canfield Gardens. However, it would not significantly affect the aspect from this window. Additionally, it is recommended that a condition is attached to ensure that the car lift is lowered when not in use (in the interests of the appearance of the site and the amenity of neighbouring occupiers). As such, it would have very limited effects on the visual amenity of no. 113 Canfield Gardens or any neighbouring properties.

2.3.3 Objections were raised on grounds of noise. However, given the anticipated level of use, and the operations involved, it is not considered that the proposal would result in any significant ongoing disturbance for any surrounding occupiers.

2.3.4 Finally, again it should be noted that there were no reasons for refusal relating to neighbouring amenity for application 2019/4089/P for 'Excavation of the front garden area for a car lift system and alterations to hard landscape.'

## **2.4 Transport**

2.4.1 Policy T1 of the Camden Local Plan states that to promote sustainable transport choices, development should prioritise the needs of pedestrians and cyclists and ensure that sustainable transport will be the primary means of travel to and from the site. In order to encourage walking, the Council will seek to ensure that developments improve the pedestrian environment. 6.1. Policy T2 of the local plan states that in order to lead to reductions in air pollution and congestion and improve the attractiveness of an area for local walking and cycling, the Council will limit the availability of parking within the Borough. The policy also seeks to 'limit the availability of parking and require all new developments in the borough to be car-free development' which means that no car parking spaces are provided within the site other than 'spaces designated for disabled people where necessary, and/or essential operational or servicing needs'.

2.4.2 The previous application (2019/4089/P) would have increased the on-site car parking capacity (by retaining the existing surface level hardstanding in addition to the proposal for two lower ground level parking spaces). Consequently, it was refused, partly on grounds of increasing on-site car parking contrary to policies T2 (Parking and car free development) and A1 (Managing the impact of development).

2.4.3 The current proposal includes the replacement of part of the surface level hardstanding with lawn and as such there would be no increase in on-site car parking. The existing forecourt can accommodate three parked cars. One surface level and two lower ground level car parking spaces would be provided in the proposal.

2.4.4 The proposal would not increase on-site car parking capacity at the site and it would therefore not be contrary to the Council's (or London Plan or NPPF) policies for capping car use.

2.4.5 The basement would extend to the back edge of the pavement. It will therefore be necessary for

the applicant to enter into an 'Agreement In Principle' with the Highways Authority, secured by s106 legal agreement, in order to ensure that the basement design and construction would not cause harm to the structural integrity of the public highway. The associated fee is £1,615.69 + VAT.

## **2.5 Sustainability: Energy Efficiency**

2.5.1 Policy CC1 of the Local Plan requires all development to minimise the effects of climate change. The policy promotes zero carbon development and requires all development to demonstrate how carbon dioxide emissions would be reduced through following the steps in the energy hierarchy.

2.5.2 The proposal for a car lift for domestic use would be unlikely to a level of use which would result in significant carbon emissions and there would be no significant impacts on climate change.

## **2.6 Sustainability: Biodiversity**

2.6.1 The proposal would not result in any net loss of vegetation or biodiversity at the site. The proposal would include the removal of the trees along the front boundary of the site and the provision of a lawn on the left of the hardstanding with a hedge behind the front boundary wall. On balance there would be no net loss of green space or planting. Conditions are to be attached to secure details of the new landscaping and also to secure the permanent retention of the lawn.

## **2.7 Sustainability: Flood Risk/Drainage**

2.7.1 The site lies in a Local Flood Risk Zone and a historically flooded street. A Flood Risk Assessment has been submitted and this notes that the drainage capacity of the site will be increased by way of the replacement of impermeable hard-surfaced paving with lawn. At the same time to prevent the ingress of water into the basement any tanking will be limited to the car lift pit and the extended parking space under the house with back-up pumped drainage. Furthermore, technical details have been submitted from the car lift company to demonstrate how the car lift would be constructed to prevent the ingress of water.

2.7.2 The potential for groundwater flooding has been considered by the Basement Impact Consultants (Campbell Reith) who note that that the provision of permeable paving and soft landscaping would allow surface water to infiltrate through the partially permeable Made Ground and into the London Clay, where it would dissipate over time, reducing the risk of flooding.

2.7.3 The implications for surface water flooding have been considered by the Lead Local Flood Authority who note that the proposal to remove impermeable area and to provide new permeable space would lessen the risk of surface water flooding, subject to conditions that the permeable area is not later paved and that details of the drainage system are submitted, approved and implemented.

## **2.8 Basement Impacts**

2.8.1 Policy A5 of the Local Plan states that the Council will only permit basement development where it is demonstrated to its satisfaction that the proposal would not cause harm to:

- neighbouring properties;
- the structural, ground, or water conditions of the area;
- the character and amenity of the area;
- the architectural character of the building; and
- the significance of heritage assets

2.8.2 The siting, location, scale and design of basements must have minimal impact on, and be subordinate to, the host building and property. Basement development should:

- not comprise of more than one storey;

- not be built under an existing basement;
- not exceed 50% of each garden within the property;
- be less than 1.5 times the footprint of the host building in area;
- extend into the garden no further than 50% of the depth of the host building measured from the principal rear elevation;
- not extend into or underneath the garden further than 50% of the depth of the garden;
- be set back from neighbouring property boundaries where it extends beyond the footprint of the host building; and
- avoid the loss of garden space or trees of townscape or amenity value

2.8.3 The basement would comply with all of the parameters in 2.8.2 above. It would not comprise more than one storey, it would not be built under an existing basement, it would not occupy more than 50% of the area of the front garden, it would not result in a basement more than 1.5 times the footprint of the house, it would be set back from the neighbouring site where it extends in front of the house and it would not result in the loss of any garden space or trees of amenity value. The requirement that a basement should not extend more than 50% of the depth of a garden is not considered to apply as it would be located under an existing hardstanding and consequently it would not result in the loss of any biodiversity or drainage potential at the front of the site. There would be no planning reasons for refusing the proposal to extend the basement to the front of this part of the site.

2.8.4 The basement would comply with the planning requirements in para 2.8.1 above. It would not affect the amenity (or structural stability) of any neighbouring properties. It would not affect structural, ground or water conditions in the area (as confirmed within the Basement Impact Assessment, and Basement Impact Assessment Audit). As noted in section 2.2 above, it would not harm the character of the Conservation Area. Finally, it would not harm the amenity of the area or living conditions of any neighbouring occupiers.

2.8.5 A Basement Impact Assessment has been undertaken in accordance with policy A5 and this has been assessed by the Council's consultants, Campbell Reith. It has been found to comply with the requirements of policy A5 and the CPG on Basements and the authors possess the necessary qualifications as required by policy A5. Structural damage to neighbouring properties was mentioned in the letters of objection. However, the Basement Impact Assessment Audit notes that there are no slope stability concerns regarding the proposed development and that the proposal adheres to the requirements of the CPG Basements in terms of groundwater flow and land stability.

### **3.0 Recommendation:**

3.1 Grant conditional planning permission subject to a S.106 legal agreement

#### **DISCLAIMER**

***The decision to refer an application to Planning Committee lies with the Director of Regeneration and Planning. Following the Members Briefing panel on Monday 20<sup>th</sup> March 2023, nominated members will advise whether they consider this application should be reported to the Planning Committee. For further information, please go to [www.camden.gov.uk](http://www.camden.gov.uk) and search for 'Members Briefing'***

Application ref: 2021/4585/P  
Contact: Adam Greenhalgh  
Tel: 020 7974 6341  
Date: 10 March 2023

**Development Management**  
Regeneration and Planning  
London Borough of Camden  
Town Hall  
Judd Street  
London  
WC1H 9JE

Phone: 020 7974 4444

[planning@camden.gov.uk](mailto:planning@camden.gov.uk)  
[www.camden.gov.uk/planning](http://www.camden.gov.uk/planning)

Willingale Associates  
Willingale Associates  
56 Clerkenwell Road  
London  
EC1M 5PX

Dear Sir/Madam

**FOR INFORMATION ONLY - THIS IS NOT A FORMAL DECISION**  
Town and Country Planning Act 1990 (as amended)

## **DECISION SUBJECT TO A SECTION 106 LEGAL AGREEMENT**

Address:  
**111 Canfield Gardens**  
**London**  
**NW6 3DY**

### **Proposal:**

Formation of car lift system on paved forecourt to give access to 2 basement car parking spaces. Amended soft garden landscaping to part of frontage, relocated bins and provision of planter, alterations to the existing boundary wall/piers with new mild-steel gates and railings. Works to the ground floor elevation to re-instate the historic elevation of the house.

Drawing Nos: Location Plan - NW6\_111CG\_LP01, Existing Basement & Ground Floor Plans - NW6\_111CG\_EX01B, Existing Front Elevation including lightwells - NW6\_111CG\_EX02, Existing Section AA - NW6\_111CG\_EX03, Proposed Basement & Ground Floor Plans - NW6\_111CG\_PP01E, Proposed Front Elevation & Front Boundary Treatment NW6\_111CG\_P02, Proposed Front Elevation including basement - NW6\_111CG\_PP04A, Proposed Section - NW6\_111CG\_PP03A, Car Lift Construction details C-XXX7 M1 WR 30, Basement Construction Details - Martin Redston Associates - TP1, TP2, TP3, Basement Foundation Plans - Martin Redston Associates - 01, 02, 03, 04, Flood Risk Assessment (WTFR-FRA-2022/05/Q05 Rev D - December 2022), Basement Impact Assessment (Site Analytical Services Ltd - 19/31225-2 January 2020), Design & Access Statement (Willingale Associates - July 2021), Urban Greening Factor Calculator

The Council has considered your application and decided to grant permission subject to the conditions and informatives (if applicable) listed below **AND** subject to the successful conclusion of a Section 106 Legal Agreement.



The matter has been referred to the Council's Legal Department and you will be contacted shortly. If you wish to discuss the matter please contact **Aidan Brookes** in the Legal Department on **020 7 974 1947**.

Once the Legal Agreement has been concluded, the formal decision letter will be sent to you.

Condition(s) and Reason(s):

- 1 The development hereby permitted must be begun not later than the end of three years from the date of this permission.

Reason: In order to comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 The development hereby permitted shall be carried out in accordance with the following approved drawings/documents:

Location Plan - NW6\_111CG\_LP01, Existing Basement & Ground Floor Plans - NW6\_111CG\_EX01B, Existing Front Elevation including lightwells - NW6\_111CG\_EX02, Existing Section AA - NW6\_111CG\_EX03, Proposed Basement & Ground Floor Plans - NW6\_111CG\_PP01E, Proposed Front Elevation & Front Boundary Treatment NW6\_111CG\_P02, Proposed Front Elevation including basement - NW6\_111CG\_PP04A, Proposed Section - NW6 111CG PP03A, Car Lift Construction details C-XXX7 M1 WR 30, Basement Construction Details - Martin Redston Associates - TP1, TP2, TP3, Basement Foundation Plans - Martin Redston Associates - 01, 02, 03, 04, Flood Risk Assessment (WTFR-FRA-2022/05/Q05 Rev D - December 2022), Basement Impact Assessment (Site Analytical Services Ltd - 19/31225-2 January 2020), Design & Access Statement (Willingale Associates - July 2021), Urban Greening Factor Calculator

Reason: For the avoidance of doubt and in the interest of proper planning.

- 3 All new external work shall be carried out in materials that resemble, as closely as possible, in colour and texture those of the existing building unless otherwise specified in the approved application.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy D1 and D2 of the London Borough of Camden Local Plan 2017.

- 4 The basement development shall be constructed in accordance with the method and recommendations set out in the following documents: Basement Impact Assessment (Site Analytical Services Ltd - 19/31225-2 - revised September 2021) and the recommendations set out in Campbell Reith's audit report 13693-23 revision F1 dated November 2022.

Reason: To safeguard the appearance and structural stability of neighbouring buildings and the character of the immediate area in accordance with the requirements of policies D1, D2 and A5 of the London Borough of Camden Local Plan 2017.

- 5 The development hereby approved shall not commence until such time as a suitably qualified chartered engineer with membership of the appropriate professional body has been appointed to inspect, check for compliance with the design (as approved by the local planning authority and building control body) and monitor the critical elements of both permanent and temporary basement construction works throughout their duration. Details of the appointment and the appointee's responsibilities shall be submitted to and approved in writing by the local planning authority prior to the commencement of development. Any subsequent change or reappointment shall be confirmed forthwith for the duration of the construction works.

Reason: To ensure proper consideration of the structural stability of neighbouring buildings and to safeguard the appearance and character of the immediate area in accordance with the requirements of policies D1, D2(if in CA) and A5 of the London Borough of Camden Local Plan 2017.

- 6 The lawn with shrubs and planter with screening bush shown on the proposed basement and ground floor plans (Drawing NW6\_111CG\_PP01E) shall be provided prior to the first use of the car lift hereby approved and permanently retained thereafter.

Reason: To ensure a satisfactory appearance, level of biodiversity and drainage potential at the site in accordance with policies A3, D1, D2 and CC3 of the Camden Local Plan 2017.

- 7 Prior to commencement of development, full details of the sustainable drainage system including permeable paving of at least 4.45m<sup>3</sup>, shall be submitted to and approved in writing by the local planning authority. Infiltration testing should be conducted to determine whether discharging runoff via infiltration is feasible on the site. Such a system should be designed to accommodate all storms up to and including a 1:100 year storm with a 40% provision for climate change such that flooding does not occur in any part of a building or in any utility plant susceptible to water. A revised drainage statement, SuDS pro-forma and supporting evidence should be included showing:

- The proposed SuDS or drainage measures including storage capacities
- The proposed surface water discharge/infiltration rates

Details shall include a lifetime maintenance plan, and systems shall thereafter be retained and maintained in accordance with the approved details.

Reason: To reduce the rate of surface water run-off from the buildings and limit the impact on the storm-water drainage system in accordance with policies CC2 and CC3 of the London Borough of Camden Local Plan Policies

- 8 The car lift hereby approved shall be kept in the lowered position when not in use.

Reason: To preserve the character and appearance of the streetscene in accordance with policies D1 and D2 of the Camden Local Plan 2017.

- 9 Before the relevant part of the work is begun, detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the local planning authority:

a) Permeable block paving

b) Block paving slips

The relevant part of the works shall be carried out in accordance with the details thus approved and all approved samples shall be retained on site during the course of the works.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy D1 (and D2 if in CA) of the London Borough of Camden Local Plan 2017.

- 10 No development shall take place until full details of hard and soft landscaping and means of enclosure of all un-built, open areas have been submitted to and approved by the local planning authority in writing. The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

Reason: To ensure that the development achieves a high quality of landscaping which contributes to the visual amenity and character of the area in accordance with the requirements of policies A3, D1 and D2 of the London Borough of Camden Local Plan 2017.

Informative(s):

- 1 Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts that cover aspects including fire and emergency escape, access and facilities for people with disabilities and sound insulation between dwellings. You are advised to consult the Council's Building Control Service, Camden Town Hall, Judd St, Kings Cross, London NW1 2QS (tel: 020-7974 6941).

- 2 It should be noted that an infiltration rate greater than  $1 \times 10^{-6}$  m/s is suitable

If infiltration is shown not to be feasible, then attenuated runoff would need to be discharged via another method eg. discharge to a watercourse or discharge to the public sewer. Any discharge to a public sewer should be at a rate as close to greenfield run off rate as possible and significantly improve on the current discharge rate.

The FRA rev d Dec 2022 states:

The proposed development sees the impermeable area being reduced to 0m<sup>2</sup> (from 63.7m<sup>2</sup> of parking forecourt area)

17.85m<sup>2</sup> will see surface water fall onto grass.

The other 48.25m<sup>2</sup> will consist of permeable paving proposed to have the subbase at a 450mm depth. With an area of 33m<sup>2</sup> (48m<sup>2</sup> minus the 15m<sup>2</sup> car lift roof area), a 450mm depth and a typical void ratio of 30% (0.3) this will see a subbase storage volume of 4.45m<sup>3</sup>

- 3 This approval does not authorise the use of the public highway. Any requirement to use the public highway, such as for hoardings, temporary road closures and suspension of parking bays, will be subject to approval of relevant licence from the Council's Streetworks Authorisations & Compliance Team, 5 Pancras Square c/o Town Hall, Judd Street London WC1H 9JE (Tel. No 020 7974 4444). Licences and authorisations need to be sought in advance of proposed works. Where development is subject to a Construction Management Plan (through a requirement in a S106 agreement), no licence or authorisation will be granted until the Construction Management Plan is approved by the Council.
- 4 All works should be conducted in accordance with the Camden Minimum Requirements - a copy is available on the Council's website (search for 'Camden Minimum Requirements' at [www.camden.gov.uk](http://www.camden.gov.uk)) or contact the Council's Noise and Licensing Enforcement Team, 5 Pancras Square c/o Town Hall, Judd Street London WC1H 9JE (Tel. No. 020 7974 4444)

Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You must secure the approval of the Council's Noise and Licensing Enforcement Team prior to undertaking such activities outside these hours.

- 5 Your attention is drawn to the fact that there is a separate legal agreement with the Council which relates to the development for which this permission is granted. Information/drawings relating to the discharge of matters covered by the Heads of Terms of the legal agreement should be marked for the attention of the Planning Obligations Officer, Sites Team, Camden Town Hall, Argyle Street, WC1H 8EQ.

In dealing with the application, the Council has sought to work with the applicant in a positive and proactive way in accordance with paragraph 38 of the National Planning Policy Framework 2021.

You can find advice about your rights of appeal at:

<https://www.gov.uk/appeal-householder-planning-decision>.

If you submit an appeal against this decision you are now eligible to use the new [submission form](#) (Before you start - Appeal a planning decision - GOV.UK).

Yours faithfully

Supporting Communities Directorate

