

NORTHGATE SE GIS Print Template



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Delegated Report		Analysis sheet	Expiry Date:	26/04/2013
(Members Briefing)		N/A	Consultation Expiry Date:	29/03/2013
Officer			Application Number(s)	
Christopher Heather			2013/0680/P	
Application Address			Drawing Numbers	
Site adjoining 33 Holmdale Road London NW6 1BJ			See draft decision notice	
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature	
Proposal(s)				
Erection of building comprising basement, ground, first to third floor for use as a new dwellinghouse (Class C3).				
Recommendation(s):		Grant conditional planning permission with section 106 agreement		
Application Type:		Full Planning Permission		

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice					
Informatives:						
Consultations						
Adjoining Occupiers:	No. notified	07	No. of responses	04	No. of objections	04
			No. Electronic	04		
Summary of consultation responses:	<p><i>General</i></p> <ul style="list-style-type: none"> Rear elevation and floorplans are not correct (<i>paragraph 2</i>). The principle of development is not objected to as the site is an eyesore and often used as a rubbish dump (<i>paragraph 5</i>). <p><i>Design</i></p> <ul style="list-style-type: none"> The design is out of character with the adjacent terraced property, with the 'glass box frontage' highlighted when compared with the unbroken terrace of Victorian properties. There is a square overhang which is not visible from the 3D representation (<i>paragraph 6</i>). <p><i>Quality of the resulting residential accommodation (including Lifetime Homes)</i></p> <ul style="list-style-type: none"> The site is not large enough for a waste management strategy (<i>paragraph 8</i>). Spiral staircases cannot be used by the disabled (and does not therefore accord with lifetime homes) and are difficult for the elderly and children, and the cost of a lift would make this financially unviable for most people (<i>paragraph 9</i>). <p><i>Neighbouring amenity</i></p> <ul style="list-style-type: none"> The incorrectly shown rear elevation means that the external wall would be built up to the reveal of the windows on the neighbouring properties (<i>paragraph 2</i>). The front stair would allow for views into the bedroom windows of neighbouring flats resulting in a loss of privacy and reduce daylight ((<i>paragraphs 10-11</i>). Reduction in natural light to number 31 (<i>paragraph 10</i>). There is no indication of sufficient noise reduction, and the large window would need to be 'acoustically substantiated' to ensure that there are no noise implications. To achieve a rating of 5db below building regulations is not feasible with large windows and the thin walls (<i>paragraph 25</i>). The existing gap between number 31 and the flats at number 33-39 allows for sunlight to the rear garden of number 31, and this will be lost (<i>paragraphs 5 and 12</i>). Confirmation sought that no access would be allowed to the flat roof proposed (<i>paragraph 13</i>). Disruption from construction <p><i>Highways and transportation</i></p> <ul style="list-style-type: none"> The road is congested and the new owners would petition for parking permits (<i>paragraph 15</i>). There is no cycle storage unit (<i>paragraph 15</i>). <p><i>Basement (paragraphs 17-23)</i></p> <ul style="list-style-type: none"> Potential structural problems would be caused to number 31, and requires digging through the longstanding underpinning of number 31. The end of terrace was not built to be a structural wall for another building and the plans do 					

	<p>not show that the proposed unit would have its own structural wall. The need for a structural wall could make the rooms even smaller.</p> <ul style="list-style-type: none"> • Flood risk and rainwater: The plot of land provides moisture absorption during heavy rain in a built-up area. The local sewers are near capacity and in-filling this land would reduce the environment's capacity to absorb rainwater (especially heavy rainfall) and potentially increase flooding risk. • No engineer's report has been provided in relation to structural stability. <p><i>Sustainability</i></p> <ul style="list-style-type: none"> • The report to demonstrate that Code for Sustainable Homes Level 4 is realistic is flawed: There is no home office shown which is a requirement for level 4 and the considerate constructors scheme has already not been adhered to in the digging of the hole on the site which has disrupted the neighbouring plants and BT connection (<i>paragraphs 24 and 30</i>). <p><i>Other matters (paragraph 30)</i></p> <ul style="list-style-type: none"> • The proposal would block existing fans and vents from the kitchen and bathroom of number 31. • Timber is proposed but they have provided no detail on the possibility of fire during construction.
<p>CAAC/Local groups comments:</p>	<p>N/A</p>

Site Description

The proposal is to develop a vacant site on the eastern side of Holmdale Road. It sits between a terrace of Victorian properties to the south and a block of flats to the north, and is near to the junction with Mill Lane. Number 31 Holmdale Road is actually divided into 31 and 31a. The site currently has hoarding fronting on to the street. To the rear are residential gardens with a school beyond. The site is not a listed building and is not within a conservation area. It is narrow, and varies between 3.7m and 2.4m.

Relevant History

February 2000: Planning permission (Ref: PW9902952) refused for "The erection of a new townhouse infill between number 31 and 33-39 Holmdale Road, the creation of vehicular access and the provision of 5 parking spaces in the rear gardens". The reasons for refusal were:

The proposed development would result in a total density of development on site well in excess of that indicated as appropriate in the London Borough of Camden Local Plan 1987 (The Borough Plan) and the emerging Unitary Development Plan.

The proposed building would result in a significant loss of sunlight and daylight to the adjoining residential building to the detriment of the amenity of the occupiers.

The proposed parking in the rear garden would result in an excessive amount of the site being used for parking purposes and would seriously erode the amenity of the rear garden and that of adjoining gardens.

The design of the proposed infill development is considered unacceptable in terms of position, height and elevational treatment of the building and it would detract from the appearance of the adjoining buildings and the area in general.

September 2001: Planning permission (Ref: PWX0103535) refused for "The erection of a new 4 storey house between 31 & 33 Holmdale Road, on land within the curtilage of 33 Holmdale Road". The reasons for refusal were:

The addition of a house in this confined space would be visually harmful on the appearance of the area in terms of its relationship to the buildings on either side, it would have a detrimental effect on the amenity of residents in terms of significant loss of daylight/sunlight and overlooking and it is likely to increase demand for parking space in an area already congested. As such it is contrary to Council Policies EN1, EN13, EN14, EN18, EN19, EN23, and TR17 of the Unitary Development Plan 2000.

The proposed development would result in a total density of development on site well in excess of that indicated as appropriate in policies HG10 and D52 of London Borough of Camden Unitary Development Plan 2000.

It was subsequently the subject of an appeal, which was dismissed in **August 2002**.

April 2004: Planning permission (Ref: PWX0302072) granted for "Erection of a three bed single dwelling house (Class C3)".

January 2011: Planning application (Ref: 2010/6096/P) withdrawn for "Erection of a proposed 3 x bedroom single dwelling (Class C3) consisting of lower ground, ground, first, second and third floor".

May 2012: Planning application (Ref: 2012/0656/P) withdrawn for "Erection of building comprising lower ground, ground and first to third floor for use as a 3 x bedroom single-family dwellinghouse (Class C3)".

Relevant policies

CORE STRATEGY

- CS1 (Distribution of growth)
- CS4 (Areas of more limited change)
- CS5 (Managing the impact of growth and development)
- CS6 (Providing quality homes)
- CS11 (Promoting sustainable and efficient travel)
- CS13 (Tackling climate change through promoting higher environmental standards)
- CS14 (Promoting high quality places and conserving our heritage)
- CS15 (Protecting and improving our parks and open spaces and encouraging Biodiversity)
- CS18 (Dealing with our waste and encouraging recycling)
- CS19 (Delivering and monitoring the Core Strategy)

DEVELOPMENT POLICIES

- DP2 (Making full use of Camden's capacity for housing)
- DP3 (Contributions to the supply of affordable housing)
- DP5 (Homes of different sizes)
- DP6 (Lifetime homes and wheelchair homes)
- DP16 (The transport implications of development)
- DP17 (Walking, cycling and public transport)
- DP18 (Parking standards and limiting the availability of car parking)
- DP22 (Promoting sustainable design and construction)
- DP23 (Water)
- DP24 (Securing high quality design)
- DP25 (Conserving Camden's heritage)
- DP26 (Managing the impact of development on occupiers and neighbours)
- DP27 (Basements and lightwells)
- DP28 (Noise and vibration)

Camden Planning Guidance

- CPG 1 Design
- CPG 2 Housing
- CPG 3 Sustainability
- CPG 4 Basements and lightwells
- CPG 6 Amenity
- CPG 7 Transport
- CPG 8 Planning obligations

Assessment

Proposal and background

1. The proposal is to construct a dwelling on a vacant site between 33 Holmdale Road, which is a block of flats, and 31 which is part of the Victorian terrace of 10 properties. The dwelling would be 5 storeys in height with a lower ground floor which would contain a kitchen and dining room, and a ground floor containing a living room and with a garden to the rear. The first floor would contain a bedroom and bathroom, with another bedroom at second floor. Also at second floor would be a 'master bedroom dresser' and en-suite and an internal spiral staircase would then allow access to the master bedroom at third floor level. The dwelling would be modern in design with the main staircase to the front visible through a glazed frontage with render being the other main material. There would also be a green roof. The basement would be 92sqm, which includes the front lightwell with the remainder of the site forming the lower ground floor. At its deepest point it would be 2.63m.
2. The drawings originally submitted were not correct in their representation of the rear of the site and the location of neighbouring windows, which would have resulted in the building covering an existing window. This was subsequently corrected, and slight amendments were also made to the design of the roof.

Land Use

3. Policy CS6 encourages the provision of additional residential units to meet the housing needs of the borough. Policy DP2 seeks to maximise the supply of additional homes, and resisting the loss of existing residential. The proposal would result in a single family dwellinghouse, and so in principle this is acceptable. The previous grant of planning permission in 2004 indicates that this is a site which has been considered appropriate to develop in the past.
4. The proposal would provide a three bedroom unit. The priority unit sizes for market housing are contained in the table after policy DP5. One bedroom units are the lowest priority, with two bedrooms being the highest and larger units being a medium priority. Therefore, whilst not the very highest priority a unit of this size could make a contribution to meeting housing needs in the borough.

Design

5. Policies CS14 and DP24 concern design, and are supplemented by CPG1. The site is not within a conservation area but design remains an important consideration. The site is currently a narrow gap site between a 3 storey terraced property to the south and a 4 storey block of flats to the north. Not being owned by either of the properties either side it is currently hoarded to the front and behind this is a vacant site which is overgrown with some rubble, and one of the representations does support the principle of development, even if specific concerns were then raised. The appeal decision in 2002 (Ref: PWX0103535) was dismissed but this was not due to the principle of developing the site being unacceptable, even if the detailed design was objected to. The inspector did not agree that it was important to maintain the gap as the site is quite deep and narrows to the rear so restricting any views beyond. This was a dwelling which would have had a basement and 3 storeys on top of this. It would have been more a replica of the Victorian terrace, but with the bay window extending all the way up to roof level which the inspector considered to add too much massing. Planning permission was subsequently granted in 2004 for a 4 storey dwelling which replicated the height and appearance of the adjacent terrace, albeit with a dormer window.
6. The current proposal is highly contemporary, and the site has two different architectural styles on either side so it is not considered that the site is bound to a particular style, unlike for example where there is a single gap site within an otherwise uniform street. There would be a large lightwell to the front, and the existing terraced houses do exhibit lightwells. The concept is that the design would make some reference to the Victorian terrace, with the projecting bay included as the existing terrace properties have bay windows. There is also some banding proposed which matches the adjacent properties. There are some differences with the height being approximately 45cm higher than the existing terrace, even if it is still nearly a floor lower than the adjacent flats. The proposal did originally contain a parapet upstand, but this resulted in a slightly awkward roof detail and the applicant was asked to remove it. Instead of this the roof slope was continued down to the eaves and this does better reflect the existing terrace. It is acknowledged that this is a somewhat abstract interpretation of the adjacent terrace but it does have some features which do acknowledge the design of the predominant building type in the street. The success of the development will be down to the quality of the materials. In addition to the glazing and the render there would be some bronze features such as the front door and two casement windows. The roof would be slate to match the adjacent terrace. A condition is proposed to require details to be submitted for approval. Overall, the proposal is considered acceptable in this particular location, but it is important that permitted development rights are removed to prevent future alterations as this could compromise the overall aesthetic.

Quality of the resulting residential accommodation (including Lifetime Homes)

7. Policies CS6, CS18, DP5, DP6, DP17, DP27, and DP28 are of relevance, as is *CPG2 Housing*. The internal environment is heavily influenced by the constraints of the site, in particular its width which is narrow due to the buildings either side being constructed at slightly different angles before opening out a little beyond the rear building lines.
8. The proposal would provide 154sqm of accommodation which is very large and well in excess of the 84sqm required for a 5 person unit. However, this is partly down to the amount of space that is required for the staircases between the floors and hallways on each floor. The dwelling itself would have an unusual layout

with a lot of movement between floors required, but this does provide a unique dwelling. The building would be dual aspect. Although much of the glazing around the front staircase would be obscurely glazed to provide privacy, there are some parts of it which are not. These would allow for ample light to enter the dwelling. There would be no outlook from the lower ground floor, but the ground floor would have large opening windows to provide light. The bedrooms on the upper floors would have adequate light and the large amount of glazing to the front would make the property very light. There would be an area of amenity space to the rear measuring 32sqm, which is an appropriate size, and the front area could make a further contribution to this, albeit quite limited. There would be a specific space for refuse to the front, and whilst an objection notes that the site is too small for a waste management strategy as it would be for a single unit a strategy is not considered necessary and the identified space would be sufficient.

9. Being a new building the proposal has been designed with lifetime homes as a consideration. The access between the floors is via a spiral staircase, and an objection queries whether or not this complies. Whilst a conventional staircase is more straightforward to use there is no actual standard for private staircases within the Lifetime Homes criteria. Therefore, it is not considered possible to object to this now.
10. Overall, it is certainly the case that the internal layout would be un-conventional and would not appeal to all. However, this is as a result of the site's constrained nature rather than the applicant designing in features which would be problematic.

Neighbouring amenity

11. Policies CS5 and DP26 concern the impact on neighbours. Despite concerns expressed by an objector the principle of adding a residential use into the area is not objected to, and it would sit alongside the other properties in this predominantly residential area. Objections concern the impact on daylight and sunlight, and loss of privacy.
12. The glazing to the front would surround the spiral staircase. Although this projects beyond the front building line of the flats at 33 Holmdale Road it is not so far that it is considered problematic. It would pass the 45 degree line advised by the BRE guidelines, and being glazed would not have the same effect as a solid structure anyway. To the rear the development would be beyond the rear building line of the buildings either side at lower ground floor level, but being lower than the neighbours there would be no impact. At ground floor it would extend past the rear of 33 Holmdale Road but would be in line with number 31. This same applies at first and second floor with the top floor being set in from the front and rear so that it lines up with the rear of 33 Holmdale Road. There would be no impact on 31 Holmdale Road in terms of daylight, and the proposal passes the 45 degree test. An objection cites the loss of sunlight to the rear of number 31. However, the proposal would be to the north of the site and so would not affect this. Whilst some light currently comes through the gap it is not considered that this would make the environment at number 31 noticeably worse. To the north is a communal open space for 33 Holmdale road. This is quite large and the rear projection of the proposal would not be sufficient to change the sunlight received by this area.
13. The concern about privacy concerns the front staircase and the flat roof. As noted above the staircase would be beyond the front of 33 Holmdale Road, and the objection suggests that overlooking would be possible into habitable rooms. The staircase projection does not extend to the site boundary, instead being approximately 35cm away. The angle at which someone on the staircase would be able to view the neighbouring site is oblique which makes it unrealistic that someone's privacy would be compromised. Much of the glazing to the front would be obscure, and this would also limit the light spillage as well as addressing privacy concerns. The only flat roof which could be accessed is at third floor level. Whilst it seems unlikely that someone would use this as amenity space there would be some concern if they did. Therefore, a condition is suggested which would prevent this, and would also ensure that the green roof proposed is not damaged.
14. Concern has been raised about the impact of the proposal during construction. Whilst the scale of construction is not considered sufficient to warrant a Construction Management Plan it has been suggested that a clause concerning construction vehicles be inserted into the section 106 legal agreement to restrict construction traffic to outside of peak times.

Highways and transportation

15. The site is within walking distance of West Hampstead and its many retail and leisure facilities as well as overground and underground rail connections. The location is considered to be sustainable and as such it is proposed that the unit would not be eligible for on-street parking permits, as suggested by policy DP18. This would be secured through a section 106 legal agreement. There is no cycle storage shown but a condition could ensure that storage space is provided in the front area to ensure compliance with DP16 and DP17. There is some concern that the proposal could result in damage to the footway in front of the property during construction. In the event of this occurring an estimate has been put together to ensure that it is re-constructed to an appropriate standard, and this would be secured through the section 106 agreement.

Trees and landscaping

16. There are no trees currently on the site. The development would cover most of the site and the rear patio area would be on the roof of the basement making it difficult for anything other than small trees or shrubs to grow. A tree is shown in the front area which would represent a tangible improvement.

Basement

17. According to historic maps the site was undeveloped in 1894, but by 1896 the site was occupied by a row of terraced properties and their gardens. By 1954 the site and the area to the north west had been cleared and the terraces replaced with a larger building. The applicant has submitted information relating to the basement impacts, and this is assessed against CPG4.
18. Beginning with the screening stage, in terms of groundwater there is not a watercourse, well or potential spring line within 100m of the site. It is also not within the catchment area of the pond chains on Hampstead Heath. The site is underlain by a non-aquifer. They are generally regarded as only containing insignificant amounts of groundwater. However, some limited groundwater flow, often imperceptible, can take place in such formations and should be considered further.
19. In terms of slope stability the site does have some earth piled up towards the rear, but this is the result of some minor earth moving rather than being a feature of the site which is greater than 7 degrees (or 1 in 8). The proposal will result in this being removed but only to re-profile the land to the same level of the surrounding area, which is generally flat but near the crest of a gentle hill with a slight slope towards the south. London Clay is not the shallowest strata at the site, with it being made ground and then London Clay beneath. No trees will be felled. Although London Clay can suffer from seasonal-swell subsidence there is no history of this nearby. The site is within 5m of a public highway, and the proposed basement would increase the differential depth of foundations relative to the foundations of neighbouring properties, but it is not above tunnels.
20. For surface flow and flooding, and as stated above, it is not within the catchment of ponds on Hampstead Heath but the proportion of hard surfaces will change. Surface water flows are not expected to be materially changed from their existing route, and the proposed basement would not result in changes to the profile of the inflows of surface water being received by the adjacent properties, or the quality of the surface water. Holmdale Road is identified as a site which is known to be at risk from surface water flooding. The applicant is proposing some rainwater harvesting in this area, but it is proposed to impose a condition to require details of this to be submitted and for the exploration of further measures. This is considered the maximum that can be achieved given the full site coverage.
21. Stage 2 (Scoping) requires a more detailed look at those issues identified in stage 1, and reference is also required to Stage 3 (Site investigation and study) in exploring these issues. In 2007 a shallow excavation at two points took place to explore the depth of the footings of the adjacent structures. A borehole was also taken. The borehole was to a depth of 20m, so well in excess of the depth of the basement. In 2011 further trial pits were explored and left open for 24 hours, and no groundwater was detected. Made Ground was encountered in all excavations ranging from 1.6m to 2.4m in depth. This consisted of brick hardcore with a sandy and clayey matrix. It was underlain by firm to stiff fissured brown, silty weathered London Clay, which

becomes less weathered, grey and increasingly stiff with depth. Concerns were raised about the structural impacts on the adjacent properties. The detailed structural matters would be subject to further development during construction, but the applicant has considered this and indicated that the basement would be constructed with bored piling and the construction of reinforced concrete retaining walls below the building and around the site.

22. The road is identified within CPG4 as being one which has flooded in the past and the applicant has advised that the pattern of local surface water drainage is from Mill Lane and into Holmdale Road. Due to the site being on the crest of a hill and a London clay formation and the low permeability of the near surface soils it is expected that there would be very limited surface water infiltration potential. An objection notes that local sewers are near capacity, and the applicant does not disagree with this. However, the site is small and its ability to absorb water now is limited due to this and its position between two existing buildings. It is important that any opportunities for Sustainable Urban Drainage (SUDs) measures are taken. As the excavation would cover the entire site the opportunities are limited. To the rear the roof of the lower ground floor would be the floor of the outdoor amenity space. However, it is the front where there is most need for SUDs given the potential flow of water.
23. Overall, the applicant is considered to have covered the issues referred to in CPG4. There are not considered to be any issues of groundwater, stability or surface flow and flooding which would prevent the development from going ahead.

Sustainability

24. Policies CS13 and DP22 are relevant to the issue of sustainability. Policy DP22 requires that new build housing is constructed to Code for Sustainable Homes (CSH) Level 4. The applicant has submitted a study to confirm that the required standard would be met. An objection notes that there is no home office shown, which is a CSH criteria. The purpose of this is to allow someone to work at home if they wish, and whilst there is sufficient space within the property to allow for this it is not possible to require that it be used in this way as it is ultimately down to the occupier. The unit is considered large enough to accommodate this if the need is there from a future occupier.
25. Another objection notes that the proposed windows and walls are not capable of achieving the noise reduction that the CSH assessment suggests will be achieved. The details of sound insulation have not been provided, but the applicant is making a commitment to achieving this and slight changes to the thickness of the walls, or the details of the windows, could be accommodated within the building so it is not considered that this will prove difficult to achieve.
26. A small array of solar panels would be located on the roof and there would be an area of green roof at third floor level. Both are supported. The revisions requested to the design did result in the loss of a second area of green roof. This is regrettable, but the improvement to the design is considered to outweigh this in this instance.

Contaminated land

27. The applicant submitted a geotechnical report with the planning application, and the site is noted as having the potential to be contaminated. Having investigated the issue further it is considered that the likelihood of it being contaminated is negligible and there is no need to impose a condition requiring further details.

Planning obligations / Section 106

28. The obligations are for the scheme to be car free, the need to secure the sustainability measures, and the highways measures referred to above.

Community Infrastructure Levy (CIL)

29. The proposal would create one additional new unit of accommodation measuring approximately 154sqm internal floorspace, and would be liable for a contribution towards the Mayor's CIL. Based on the charging schedule the charge (which is £50 per sqm of floorspace) the amount due would be £7,700.

Other matters

30. An objection notes that existing vents and fans within number 31 Holmdale Road would be blocked, and the disruption to BT connection and plants. Whilst these are all issues that will have to be addressed it is not considered that this is something that can be done through the planning process. Another objection notes that timber is proposed and this raises the possibility of fire during construction. The applicant would be required to accord with the relevant health and safety legislation and the use of timber is not considered to result in an unacceptable risk to safety.

Conclusion

31. The principle of a residential unit in this location is considered acceptable given that permission has been granted in the past, and whilst these permissions have now lapsed the circumstances on site would still suggest that it can be redeveloped. The design is contemporary, with some references to the existing Victorian properties, and in this location outside of a conservation area it is considered acceptable given that the buildings either side are different ages and heights and that the street is not entirely uniform. The internal environment is the result of the narrowness of the site, but would provide for adequate internal space and layout. The impact on neighbours is considered acceptable with the imposition of conditions. The applicant has submitted information on the impact of the basement and this is accepted. The impact on the highway and sustainability matters can be addressed through conditions and a section 106 agreement.

Recommendation: Grant conditional permission subject to a Section 106 legal agreement

Briffa Phillips Architects
19-21 Holywell Hill
St Albans
Hertfordshire
AL1 1EZApplication Ref: **2013/0680/P**

04 September 2013

Dear Sir/Madam

DRAFT
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:

Site adjoining
33 Holmdale Road
London
NW6 1BJ

Proposal:

Erection of building comprising basement, ground, first to third floor for use as a new dwellinghouse (Class C3).
DECISION

Drawing Nos: Site location plan; 101; 103G; 104G; Design and Access Statement.

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 plans:

Site location plan; 101; 103G; 104G; Design and Access Statement.

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

- 3 Detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the Council before the relevant part of the work is begun:

- a) Plan, elevation and section drawings, including jambs, head and cill, of all new window and door openings.

- b) Samples and manufacturer's details of render and glass to front elevation.

- c) Samples and manufacturer's details of windows and door

- d) Samples and manufacturer's details of all other facing materials

- e) Detailed drawings of the roof and bay window to the front elevation at a scale of 1:10.

The relevant part of the works shall then be carried in accordance with the approved details

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.

- 4 Notwithstanding the approved drawings details of secure and covered cycle storage area for 2 cycles within the area in front of the dwelling shall be submitted to and approved by the local planning authority in writing prior to the commencement of development. The approved facility shall thereafter be provided in its entirety prior to the first occupation of any of the new units, and retained thereafter.

Reason: To ensure the development provides adequate cycle parking facilities in accordance with the requirements of policy CS11 of the London Borough of Camden Local Development Framework Core Strategy and policy DP17 of the London Borough of Camden Local Development Framework Development Policies.

- 5 The lifetime homes features and facilities, as indicated on the drawings and documents hereby approved shall be provided in their entirety prior to the first occupation of any of the new residential units.

Reason: To ensure that the internal layout of the building provides flexibility for the accessibility of future occupiers and their changing needs over time, in accordance with the requirements of policy CS6 of the London Borough of Camden Local Development Framework Core Strategy and policy DP6 of the London Borough of Camden Local Development Framework Development Policies.

- 6 Prior to implementation of the development hereby approved a plan showing details of the green roof including species, planting density, substrate and a section at scale 1:20 showing that adequate depth is available in terms of the construction and long term viability of the green roof, and a programme for a scheme of maintenance shall be submitted to and approved in writing by the local planning authority. The green roof shall be fully provided in accordance with the approved details prior to first occupation and thereafter retained and maintained in accordance with the approved scheme of maintenance.

Reason: To ensure that the green roof is suitably designed and maintained in accordance with the requirements of policies CS13, CS14, CS15 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22, DP23, DP24 and DP32 of the London Borough of Camden Local Development Framework Development Policies.

- 7 The refuse storage area shown on approved drawing 103G shall be provided in its entirety prior to the occupation of the unit hereby approved, and retained thereafter.

Reason: To ensure the development provides adequate refuse facilities in accordance with the requirements of policy CS18 of the London Borough of Camden Local Development Framework Core Strategy.

- 8 The flat roof area at third floor level shall be used for essential maintenance only, and not as an outdoor amenity space.

Reason: To protect the amenity of neighbouring properties in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 of the London Borough of Camden Local Development Framework Development Policies.

- 9 Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 1995 as amended by the (No. 2) (England) Order 2008 or any Order revoking and re-enacting that Order, no development within Part 1 (Classes A-H) of Schedule 2 of that Order shall be carried out without the grant of planning permission having first been obtained from the local planning authority.

Reason: To safeguard the visual amenities of the area and to prevent over development of the site by controlling proposed extensions and alterations in order to ensure compliance with the requirements of policies CS14 and CS5 of the London Borough of Camden Local Development Framework Core Strategy and policies DP24

and DP26 of the London Borough of Camden Local Development Framework Development Policies.

- 10 The obscured glazing to the front elevation as shown on approved drawing 104G shall be installed prior to the first occupation of the unit and maintained as such thereafter.

Reason: To protect the amenity of neighbouring properties, and ensure a suitable standard of accommodation for the unit hereby approved in accordance with the requirements of policies CS5 and CS6 of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 of the London Borough of Camden Local Development Framework Development Policies.

- 11 Prior to commencement of development details of a sustainable urban drainage system shall be submitted to and approved in writing by the local planning authority. Such system shall be based on a 1:100 year event with 30% provision for climate change demonstrating 50% attenuation of all runoff. The system shall be implemented as part of the development and thereafter retained and maintained.

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 CS13 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22, DP23 and DP32 of the London Borough of Camden Local Development Framework Development Policies.

Informative(s):

- 1 Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts which 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, Argyle Street WC1H 8EQ, (tel: 020-7974 6941).
- 2 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 are advised to consult the Council's Compliance and Enforcement team [Regulatory Services], Camden Town Hall, Argyle Street, WC1H 8EQ (Tel. No. 020 7974 4444 or on the website <http://www.camden.gov.uk/ccm/content/contacts/council-contacts/environment/contact-the-environmental-health-team.en> or seek prior approval under Section 61 of the Act if you anticipate any difficulty in carrying out construction other than within the hours stated above.
- 3 You are advised to contact the Council's Highways Management Team (0207 974 2000) regarding the relationship of the site to the public highway. It will be necessary for the applicant to demonstrate that there would be no detrimental impact on the existing footway.

- 4 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.
- 5 The Mayor of London introduced a Community Infrastructure Levy (CIL) to help pay for Crossrail on 1st April 2012. Any permission granted after this time which adds more than 100sqm of new floorspace or a new dwelling will need to pay this CIL. It will be collected by Camden on behalf of the Mayor of London. Camden will be sending out liability notices setting out how much CIL will need to be paid if an affected planning application is implemented and who will be liable.

The proposed charge in Camden will be £50 per sqm on all uses except affordable housing, education, healthcare, and development by charities for their charitable purposes. You will be expected to advise us when planning permissions are implemented. Please use the forms at the link below to advise who will be paying the CIL and when the development is to commence. You can also access forms to allow you to provide us with more information which can be taken into account in your CIL calculation and to apply for relief from CIL.

<http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil>

We will then issue a CIL demand notice setting out what monies needs to paid when and how to pay. Failure to notify Camden of the commencement of development will result in a surcharge of £2500 or 20% being added to the CIL payment. Other surcharges may also apply for failure to assume liability and late payment. Payments will also be subject to indexation in line with the construction costs index.

Please send CIL related documents or correspondence to CIL@Camden.gov.uk

In dealing with the application, the Council has sought to work with the applicant in a positive and proactive way in accordance with paragraphs 186 and 187 of the National Planning Policy Framework.

Yours faithfully

Culture and Environment Directorate



View of site from in front of 33-39 Holmdale Road (to the north)



View of site from in front of 29 Holmdale Road (to the south)



Rear of 33-39 Holmdale Road with site to the left



Rear of 31 Holmdale Road with the site between this and 33-39.



The rear of 31 Holmdale Road and the flank wall onto which the proposal would be constructed.



From the rear communal garden of 33-39 Holmdale Road looking towards the site and 31 Holmdale Road



The communal garden looking to the rear (and away from the site).