

<b>Delegated Report</b>		<b>Analysis sheet</b>	<b>Expiry Date:</b>	10/02/2012
		N/A	<b>Consultation Expiry Date:</b>	16/02/2011
<b>Officer</b>			<b>Application Number(s)</b>	
Jenna Litherland			2011/6081/P	
<b>Application Address</b>			<b>Drawing Numbers</b>	
2B BRIARDALE GARDENS LONDON NW3 7PP			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>				
Amendments to planning permission dated 09/07/10 (ref. 2009/1017/P) for the erection of a 3-storey and basement detached dwelling house following demolition of existing garage block namely, to enlarge the basement to install a car lift under the forecourt.				
<b>Recommendation(s):</b>		Grant planning permission subject to conditions and a Section 106 Agreement.		
<b>Application Type:</b>		Full Planning Permission		

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice					
Informatives:						
<b>Consultations</b>						
Adjoining Occupiers:	No. notified	<b>25</b>	No. of responses	<b>01</b>	No. of objections	<b>00</b>
Summary of consultation responses:	<p>Site notice displayed from 04/01/2012 until 25/01/2012. Advertised in the Ham and High 26/01/2012.</p> <p>No representations received.</p>					
<b>CAAC/Local groups* comments:</b> <small>*Please Specify</small>	<p><b>Redington/Frogna CAAC:</b> No response at time of drafting</p> <p><b>Heath and Hampstead Society:</b> Please ensure the operation of the car lift will not impact on public safety.</p> <p><b>Case officers response:</b> <i>The proposed car lift will be entirely within the curtilage of the dwellinghouse. A condition will be attached to the permission to ensure that the car lift is only opened when in use and that it is not left open when not in use.</i></p>					

## Site Description

The application site contains a traditional double garage in brick with pitched roof and 2 black painted doors, which is currently vacant. It forms part of the larger site of 2b Briardale Gardens, which contains a 2-storey dwelling house adjoining the garage and which formerly used the garage for car parking and storage. The house is a modern 1980s design of no architectural merit, which has been extended at the rear by a large conservatory. The whole site originally formed part of the rear gardens of nos. 1-3 Clorane Gardens, and probably originally contained garages for the use of these properties fronting onto Briardale Gardens; the garage subject to this application may have been the original garage for no.3 Clorane Gardens.

The garage adjoins on its other side a small dwelling house at no. 2a Briardale Gardens, which is 2-storeys high with gabled mansard roof shape. This cottage was also built in the 1980's as a side extension to no.2. Nos. 2-4, along with other properties in this road, are substantial 2-storey semi-detached dwelling houses with large attic spaces and steep tiled roofs and rendered front gables; they date from 1890 and were designed by Quennell in a vernacular Arts and Crafts style, but are unlisted. Because of their size and design with narrow gaps between the buildings, they form a characteristic terrace of buildings to this street. The properties to the rear and side in Clorane Gardens and Platt's Lane are also 3-4 storey late C19th semi-detached houses.

The site and surroundings are within the Redington/Frognaal Conservation Area. The site i.e. both the house at no. 2b Briardale Gardens and its adjacent garages, is classified in the Conservation Area Statement [CAS] as detracting from the character and appearance of the CA.

## Relevant History

**2009/1019/C** – Conservation Area consent for the demolition of existing garage block was granted on 19/03/2010.

**2009/1017/P** – Planning permission (subject to S106 agreement) was granted on 09/07/2010 for the erection of a 3-storey and basement detached dwelling house including balcony at rear and with forecourt car parking. This permission has not been implemented yet and expires on 09/07/2013.

**2010/5086/P** – Permission subject to deed variation to S106 was granted on 08/12/2010 for the variation of condition 9 of planning permission 2009/1017/P granted (subject to S106) on 9th July 2010 to allow for a minor material amendment involving:

- increasing height of the second floor flat roof by 200mm;
- reducing width of the approved house immediately adjacent to 2B Briardale Gardens by 500mm;
- extending basement (by approximately 13sqm) to match the ground floor footprint of the property;
- inserting new door to the basement on the front elevation; and excavation of new external staircase from forecourt to basement which would be covered by hinged steel gratings.

**2011/1738/P** - Variation of condition 9 of planning permission granted 09/07/10 (2009/1017/P) for the erection of a 3-storey and basement detached dwelling house including balcony at rear and with forecourt car parking as amended by planning permission granted 09/07/10 (2010/5086/P) namely, to remove the external stair and replacement of forecourt parking with car lift and pit. **Application withdrawn 03/06/2011**

**2011/4122/P** – Planning permission was refused on 13/10/2011 for variation condition 9 of planning permission 2009/1017/P granted on 09/07/2010 and amended on 08/12/2010 by permission 2010/5086/P for erection of a 3-storey and basement detached dwelling house including balcony at rear and with forecourt car parking (Class C3). Variation includes the removal of the external staircase from forecourt to basement, installation of car lift and pit in the front forecourt to provide 1 no. underground parking space, recessing of ground floor front elevation by 0.8m from first floor front façade.

The reason for refusal was:

*'The roof of the proposed structure, on account of its position and detailing, would detract from the green character and appearance of the streetscene to the detriment of the appearance of the host and neighbouring properties and the wider conservation area contrary to policies CS15 (Protecting and improving our parks of the London Borough of Camden Local Development Framework Core Strategy and DP27 (Basements and lightwells) of London Borough of Camden Local Development Framework Development Policies.'*

**2011/4516/P** – Details pursuant to conditions 3 (elevations and facing materials) and 4 (hard and soft

landscaping) of planning permission granted 09/07/10 (2009/1017/P) for the erection of a 3-storey and basement detached dwelling house including balcony at rear and with forecourt car parking. **Granted 04/11/2011**

## **Relevant policies**

### **LDF Core Strategy and Development Policies**

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##### **Core Strategy**

- CS5 - Managing the impact of growth and development
- CS6 – Providing quality homes
- CS11 – Promoting sustainable and sufficient 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
- CS19 – Delivering and Monitoring the Core Strategy

##### **Development Policies**

- DP2 – Making full use of Camden’s capacity for housing
- DP6 – Lifetime homes and wheelchair homes
- DP17 – Walking, cycling and public transport
- DP18 – Parking standards and the availability of car parking
- DP19 – Managing the impact of parking
- DP21 – Development connecting to the highway network
- 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

#### **Redington/Frogna Conservation Area Statement**

- Camden Planning Guidance (CPG 1) - Design (2011)**
- Camden Planning Guidance (CPG 2) – Housing (2011)**
- Camden Planning Guidance (CPG 3) – Sustainability (2011)**
- Camden Planning Guidance (CPG 4) – Basements (2011)**

## Assessment

### Proposal

It is proposed to install a single car lift and pit in the approved forecourt parking area as amendments to the originally approved scheme for a 3 bed house (ref: 2009/1017/P). The proposed drawings submitted with this application show the amendments which were approved on 08/12/2010 (ref: 2010/5086/P). This proposal would involve the removal of the approved external stairs to the basement level bicycle storage as an amendment to the original scheme.

The front building line of the kitchen on the ground floor level would be recessed by 0.5m in order to fit the proposed car lift. The proposed car pit would involve further basement excavations of 14.5 sqm.

The proposal is similar to a previous refused scheme for minor material amendments to the approved scheme to include a car lift and pit. (ref: 2011/4122/P)

The main difference between the current proposal and the previously refused proposed is that the car lift will be covered by grass rather than paving.

### Design and Appearance

The proposed car lift would only be visible when it is in use. When it is in use it would appear alien and obtrusive within its setting and would detract from the character and appearance of the streetscene and the conservation area. However, when the car lift is not in use it will be hidden from view at basement level. In order to ensure that the car lift does result in an unacceptable level of harm to the appearance of the conservation area and as a condition could be imposed to ensure the car lift remains at basement level whilst it is not in use.

The area over the car pit will be covered with grass and a raised planter to the front. This would be an improvement from the approved scheme which allowed for a car to park on the forecourt which would detract from the appearance of the proposed property and the streetscene. The proposed grass covered car lift would improve the appearance of the front garden of the property and would compliment the green character and appearance of the streetscene and the wider conservation area.

### Basement Extension

It is proposed to excavate a further basement to the front of the property to accommodate an underground parking space. The basement would be 14.5 sqm in area. Policy DP27 states that developers will be required to demonstrate with methodologies appropriate to the site that schemes maintain the structural stability of the building and neighbouring properties; avoid adversely affecting drainage and run-off or causing other damage to the water environment; and avoid cumulative impact upon structural stability or water environment in the local area.

A Basement Impact Assessment has been submitted which includes a Geotechnical Report and Assessment and a structural basement plan. The report provides the outcomes from a desk study and ground investigation works. Soil investigations have been carried out which show that the subsoil is Claygate Beds grading to London Clay and there is groundwater present at 4 metres below ground level. The report sets out how the basement should be constructed in order to ensure there will be no significant detrimental impact on soils, structural stability and hydrology. A condition is recommended that a suitably qualified chartered engineer be appointed to inspect, approve and monitor the critical elements of both permanent and temporary basement construction works throughout their duration to ensure compliance with the design.

The additional basement excavation would be unlikely to raise issues in terms of structural stability, adversely affects on drainage and run-off or damage to the water environment. Therefore overall, it is considered that the proposal complies with the aims of policy DP27.

### Transport

There is existing vehicular access to the site which would be retained. The site has a Public Transport Accessibility Level (PTAL) of 3. The approved scheme is not car free and has one on site car parking space. The Council's Transport Planners considered that the car-free/car-capped housing would not be justified in this case given the low PTAL rating and as there is no evidence of parking stress in the area.

Policy DP18 states that the Council will seek to ensure that developments provide the minimum necessary parking provision and development should not exceed the maximum standard. According to the Council's parking standards there should be maximum 1 car parking space per dwelling.

Concern has been raised previously that the car lift would allow two cars to park at the site. One within the lift and the other over the lift. This would exceed the Council parking standards which allow for a maximum of 1 car parking space per dwelling in this location. However, it is considered that as the grass over the car pit and the raised planter to the front would prevent parking at this level. This permission would also be subject to a condition to ensure that the landscaping over the car lift was maintained and retained in order to ensure that the area would not be used for parking.

No construction works has started yet. The Construction Management Plan, which is required by S106 agreement of the original planning permission, has not been submitted to the Council as yet. Therefore no additional S106 obligations or conditions are required in relation to transport matters.

**Other matters:**

- The approved development is aiming to achieve a Code for Sustainable Homes level 3-4. The proposal would not affect the sustainability measures (eg solar thermal panels, a rainwater harvesting system, external blinds, basement cellar, high level insulation and use of recycled materials and sustainable urban drainage system) of the approved scheme which were agreed to secure their implementation by the S106 agreement.
- The proposed house in the revised scheme would still meet the 'Lifetime Homes' standards and would therefore have a good level of accessibility in compliance with policy DP6.

**Recommendation:** Grant planning permission subject to conditions and a Section 106 Agreement.

The Section 106 Planning Obligation would still relate to the following heads of terms:

- Construction Management Plan
- Payment to Arboricultural Services for removal and replacement of Silver Birch (£500)
- Highways works/ contribution (£4,794)
- Implementation of the Sustainability measures set out within the design and access statement, and a post-construction review to ensure that this is achieved.

**Disclaimer**

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