

DP3374/SJH/MW

30<sup>th</sup> June 2014



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Dear Sir/Madam

**CARLOW HOUSE, CARLOW STREET, LONDON. NW1 7LH  
PRIOR NOTIFICATION OF THE PROPOSED CHANGE OF USE**

On behalf of our client, GHL (Carlow) Ltd, we enclose a prior approval submission for the conversion of the ground – third floors of Carlow House from Class B1a office use to Class C3 residential. This prior notification application is submitted under the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2013.

This application follows the grant of prior approval at the site on 2<sup>nd</sup> May 2014 (ref 2014/2115/P) for 54 residential units at ground to third floor level. The principle of prior approval for residential use has therefore already been established at this site. This submission seeks an amended internal layout, with the provision of 85 residential units and associated cycle parking facilities.

Paragraph N states that in order to determine if prior approval is required a developer must submit an application to a local authority which should be accompanied by:

- A written description of the proposed development;
- A plan indicating the site and showing the proposed development;
- The developer's contact address; and
- The developer's email address if the developer is content to receive communications electronically together with any fee required to be paid.

Please find enclosed a written description of the development and background information (below), a site location plan (ref: 803\_SP\_01) and proposed ground, first, second and third floor plans (ref: 803 PD-GA 00, 803 PD-GA 01, 803 PD-GA 02 and 803 PD-GA 03) detailing the proposed development. In addition, a Transport Statement prepared by TTP Consulting and a draft S106 agreement are enclosed with this submission.

The applicant is GHL (Carlow) Ltd and contact details are c/o DP9 Limited at the following address:

100 Pall Mall  
L London  
SW1Y 5NQ



A cheque for £80 made payable to the London Borough of Camden is enclosed to cover the application fee.

### **Site Description**

The site comprises a 5 storey building which is currently in Class B1a office use on the ground to third floor with residential use on the fourth floor (as permitted in July 1987 under permission 8701257). There are a total of 13 residential units on the fourth floor. There are 5 parking spaces on the ground floor which are used by occupiers of the office accommodation and 13 spaces to the rear of the building for the use of existing residents.

The site is within the Camden Town Conservation Area, and is specified within the Camden Town Townscape Appraisal Map as a focal building. The site has a PTAL rating of 6a, and is located 475m from Mornington Crescent tube station, and 570m from Camden Town tube station. The nearest bus stop is 250m from the site on Delancy Street.

### **Proposed Change of Use**

The change of use under the General Permitted Development Order will provide a total of 85 units (7 at ground floor and 26 on each of the upper floors). The development will incorporate a shared bike store at the ground floor, which will provide 86 cycle spaces. This bike store will replace one of the existing parking bays (resulting in a loss of 3 parking spaces). The existing roller shutter will be retained in a closed position to ensure the cycle parking is secure, as demonstrated on the attached photograph. The retention of the existing shutter in this position does not constitute an amendment to the external appearance of the building.

With the exception of the remaining 2 parking spaces at the ground floor, the development will be car capped, and the applicant is happy to include this requirement within a S106 agreement, as with the permitted application.

### **Prior Approval**

The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2013 states that prior to beginning development, the developer must apply to the local planning authority to establish whether prior approval will be required in relation to:

- Transport and highways impacts of the development;
- Contamination risks on the site; and
- Flooding risks on the site.

With regard to the transport and highways impact of the development, no car parking is proposed with the exception of 2 of the existing parking spaces at ground floor. A total of 86 cycle parking spaces are proposed (85 for residents and 1 visitor space).

The site is highly accessible, with a PTAL level of 6a and is therefore suitable for car free development. The site is within a Controlled Parking Zone (zone CAF(s)) which restricts parking between 08:30-18:00 Monday-Friday, and 09:30-17:30 Saturday-Sunday. It is anticipated that the majority of residents will not own cars; however, as with the extant permission the Applicant is proposing that the car capping of this scheme is secured within a S106 agreement, a draft of which is submitted with this application.

In addition to a car capped development, the draft S106 includes the provision of a Construction Management Plan and associated highway works (if considered necessary). These provisions are identical to those agreed within the S106 attached to the extant permission.

A Transport Statement has been prepared by TTP Consulting which concludes that the increase in unit numbers would not result in an unacceptable impact upon the highway network. In the context of the provisions set out in the draft S106, the proposals are considered acceptable in relation to transport and highways.

With regard to contamination, there is considered to be no risk of contamination as the existing building is to be retained, and the only alterations are internal. The site is not within a Flood Risk Zone and there is no risk of flooding.

### **Summary**

The principle of prior approval for the change of use to residential at this site has already been established with the extant decision, and LB Camden have therefore previously accepted that the site complies with the required criteria in sub-paragraph J.1 a) – f) of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2013.

The Council have previously accepted that the proposed change of use of this building will have no unacceptable impact upon flood risk or contamination. The only aspect which requires further analysis is therefore the implications upon transport and highways network. This has been comprehensively addressed within the Statement from TTP Consulting, which concludes that subject to the agreement of the draft S106 (which replicates the heads of terms previously agreed) the proposals would not result in an unacceptable impact upon the highway network.

We trust that the enclosed information is sufficient in order to allow this prior notification request to be considered. However, if you would like to discuss this further please do not hesitate to contact Sam Hine or Mel Wykes of this office.

Yours faithfully

**Melanie Wykes**  
**Planner**  
**DP9 Limited**

