

<b>Delegated Report</b>		<b>Expiry Date:</b>	24/01/2014	<b>Officer:</b>	David Peres Da Costa
<b>Application Address</b>		<b>Application Number(s)</b>	<b>1<sup>st</sup> Signature</b>	<b>2<sup>nd</sup> Signature</b>	
Land adjacent to 1 St. Johns Wood Park London NW8 6QS		2013/6731/P			
<b>Proposal(s)</b>					
Erection of 3 storey, 5 x bedroom single dwellinghouse, including new boundary walls following demolition of 6 x existing garages on land adjacent to 1 St. John's Wood Park (Class C3).					
<b>Recommendation(s):</b>		Grant planning permission subject to a s106 legal agreement			
<b>Application Type:</b>		Full planning permission			
<b>Consultations</b>	<b>Date advertised</b>	<b>21 days elapsed</b>	<b>Date posted</b>	<b>21 days elapsed</b>	
Press notice	12/12/13	2/1/14	Site notice	4/12/13	25/12/13
	<b>Date sent</b>	<b>21 days elapsed</b>	<b># Notified</b>	<b># Responses</b>	<b># Objections</b>
<b>Adjoining Occupier letters</b>	2/12/13	23/12/13	4	0	0
<b>Consultation responses (including CAACs):</b>	No consultation responses received.				
<b>Site Description</b>					
The site is 6 single storey garages and a section of roadway in front of them on the east side of St. Johns Wood Park. The site is immediately to the north of 1 St. Johns Wood Park and is currently accessed from St John's Wood Park and Middlefield. The garages are not in a conservation area and nor are they listed.					
<b>Relevant History</b>					
No relevant planning history for subject site.					
<u>1 St John's Wood Park</u>					
<b>2009/5192/P:</b> Additions and alterations to include the erection of a single storey rear extension, alterations to first floor window at rear, installation of first floor window on side elevation, replacement of existing door on side elevation with new window, installation of new rooflight to south side of roof, relocation of rooflight on roof of existing side extension to residential dwelling (C3). <u>Lawful development certificate granted 11/12/2009</u>					
<b>2010/1974/P:</b> Erection of extensions at rear elevation at first and second floor levels, alterations to fenestration to the side, and the installation of an additional rooflight on the main roof to single dwelling house (Class C3). <u>Granted 09/06/2010</u>					

## **Relevant policies**

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

CS1 Distribution of Growth

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

CS16 Improving Camden's health and well-being

DP2 Making full use of Camden's capacity for housing

DP5 Homes of different sizes

DP6 Lifetime homes

DP17 Walking, cycling and public transport

DP18 Parking standards and limiting the availability of car parking

DP19 Managing the impact of parking

DP20 Movement of goods and materials

DP21 Development connecting to the highway network

DP22 Promoting sustainable design and construction

DP23 Water

DP24 Securing high quality design

DP26 Managing the impact of development on occupiers and neighbours

### **Camden Planning Guidance**

**London Plan 2011**

**NPPF 2012**

## Assessment

**Proposal:** Permission is sought for the erection of a 3 storey 5-bedroom dwelling following the demolition of the existing garages. The detached house would have a hipped slate roof with 3 dormer windows at the front and 4 dormer windows at the rear. It would measure approximately 13.5m wide, 12.2m deep and 8.87m high. The house would have bay windows at ground floor level on the front elevation. A brick boundary wall with metal railings is also proposed. The boundary wall would be 1.1m high with 0.6m railings above and would have 2.1 m high brick pillars on either side of the 2 vehicle entrance gates (1.8m high ) and single pedestrian entrance gate (1.8m high). At the rear of the house there would be a paved garden (4m deep by 13.3m wide) with bicycle and bin store.

**Revision:** Following officer's comments the depth of the house has been reduced by 0.5m to provide a garden 4.45m deep. The front elevation has been revised to remove the canted bays and gabled roof feature above and a chimney added to the north elevation. The boundary treatment has been revised to omit the 2 sets of vehicle entrance gates and the cycle parking has been moved to the front of the property. The materials for the house would now be red/brown brick and red clay tiles (rather than slate and render).

### Assessment:

#### Design:

The site emerged during the post WWII period following heavy bomb damage to the former 19<sup>th</sup> century villas that characterised the area. To the south are a group of 5 detached houses that were built at some point between the OS maps of 1960 and 1969 and in what was by then a rather dated pared back neo-Georgian style. Some of these detached houses are now visually linked, with single and two storey side extensions. Opposite the site are a series of post war blocks, ranging in height from 4-10 storeys.

The proposed building is designed in a loose neo-Georgian style with an essentially square plan. The front elevation is a symmetrical composition with a centrally located entrance, subdivided sash windows and a large hipped roof following the general pattern of its neighbours.

The proposed building follows the parapet and overall ridge height of the detached houses to the south. Its front façade is wider than its neighbours, however this is not problematic given that several of the formerly detached houses are now linked by large side extensions and that there is a sufficient gap with no.1.

The depth of the building matches the depth of the first floor of the neighbouring property, 1 St Johns Wood Park. This property was initially extended at ground floor level under permitted development and later planning permission was granted for extensions at 1<sup>st</sup> floor and roof level (planning ref: 2010/1974/P) so that the resulting building has a stepped profile.

Tall chimney stacks are characteristic of the neo-Georgian neighbouring buildings and this feature is welcomed. The proposed materials are shown as red/brown brick and red clay tiles at roof level. The use of these materials would be in keeping with the neighbouring context.

Eight solar panels are proposed for the flat part of the roof. The solar panels would be set into the roof and would only project 0.34m above the height of the flat roof. The panels would also be set back from the edge of the roof. Taken these factors into account, the position of the solar panels would not be unduly prominent when viewed from street level.

A tall front boundary is proposed which matches that of neighbouring properties and is considered acceptable.

### Residential development standards:

The proposed 5 bedroom house provides 320sqm of floorspace over 3 floors. Camden Planning Guidance indicates that the minimum floorspace requirements for a 6 person dwelling is 93sqm and that 10sqm should be allowed for each additional person. It is therefore clear that the house provides generously sized living accommodation. The 5 double bedrooms are also generously proportioned and comfortably exceed the Council's residential development standards. The garden, whilst modest in size, is in line with the amenity space provided at the neighbouring houses along St Johns Wood Park.

#### **Lifetime Homes Standards:**

A Lifetimes Homes statement has been provided which shows how the proposed house addresses the 16 Lifetime Homes Criteria. The proposed development complies with all relevant criteria and so is in accordance with policy DP6.

#### **Sustainability:**

The proposed house is expected to achieve Code for Sustainable Homes Level 4. The pre-assessment report indicates that the dwelling is estimated to score 69 credits and would achieve 50% of the un-weighted credits for energy water and materials: 19 of the possible 31 credits in the energy category; 4 of the possible 6 credits in water; and 13 of the possible 24 credits in materials. This meets the minimum rating for sustainable buildings (2013-2015 - Level 4) and the minimum standard for un-weighted credits in categories (energy 50% / water 50% / materials 50%) in accordance with policy DP22. A legal agreement will expect the results of the pre-assessment to be met at the design stage and post-construction assessment stage.

#### **Amenity:**

The footprint of the proposed house would be in line with the neighbouring house, 1 St Johns Wood Park. Therefore there would be no loss of amenity to this property in terms of loss of daylight / sunlight. There may be some overlooking of this property's garden from the 1<sup>st</sup> floor rooms but this loss of privacy is not considered harmful in this built up location. To the rear of the site are garages and so no loss of privacy / overlooking would arise in this direction.

#### **Trees:**

An ash tree at the front of the site would be removed as part of the application. This tree does not have particularly good form and we would therefore not resist its removal. However it is noted that the front of the proposed property is dominated by hard landscaping (paving) and would benefit from a higher proportion of soft landscaping (50%). A condition would be included to ensure details of suitable landscaping are submitted for approval by the Council. The landscaping condition could also ensure that a suitable replacement tree is planted.

#### **Green roof**

Whilst the roof plan has been annotated to indicate a green roof, no details of this have been submitted with the application. Therefore a condition would be included to ensure that the details of the green roof are acceptable.

#### **Transport:**

##### Cycle Parking

DP18 requires development to sufficiently provide for the needs of cyclists, which are contained in Appendix 2 of the Development Policies document. The London Plan also provides guidance on cycle parking standards these are outlined in Table 6.3 of The London Plan 2011.

Camden's Parking Standards for cycles states that one storage or parking space is required per residential unit, however for larger residential units (3+ beds), The London Plan requires two cycle parking spaces per unit. The proposal is for a large single dwelling of 5 bedrooms; therefore 2 cycle storage/parking spaces are

required. The development provides a lockable cycle store for 2 cycles at the front of the property measuring 2m x 1m and 1.4m high. This meets the requirements of size specified in annex 1 of CPG7. The drawings indicate that a Camden Stand would be installed.

#### Car-free and Car-capped Development

The London Plan 2011 and Camden's LDF Development Policies (policy DP18) clearly identify that car-free and car-capped should not only be sought for housing but also for developments in general and should be ensured by Boroughs in areas of high public transport accessibility. Therefore, this development should be made car-free through a Section 106 planning obligation for the following reasons:

- The site has a Public Transport Accessibility Level of (PTAL) of 6a (excellent) and is within a Controlled Parking Zone.
- Not making the development car-free would increase demand for on-street parking in the Controlled Parking Zone (CPZ) the site is within. Primrose Hill (CA-J) CPZ operates Mon-Fri 09:00-18:30 and 87 parking permits have been issued for every 100 estimated parking bays within the zone. This means that this CPZ is reaching a level considered to be stressed.

For car free and car capped development, the Council will:

- not issue on-street parking permits;
- use planning obligations to ensure that future occupants are aware they are not entitled to on-street parking permits; and
- not grant planning permission for development that incorporates car parking spaces, other than spaces designated for people with disabilities, and a limited number of spaces for car capped housing in accordance with Council's Parking Standards.

**An obligation of the S106 should be that the applicant submits details of the addresses to be made car-free before the new units are occupied.**

The proposal has been revised during the application to remove the on-site car parking and therefore is in accordance with policy DP18 which expects development to be car-free in areas that are easily accessible by public transport. A condition will be included to remove permitted development rights relating to Part 1, Class F (hard surface) and Part 2, Class A (the erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure). This will ensure that potential alterations to the boundary wall and hard standing to allow off-street car parking would require express approval from the Council (such development could therefore be resisted).

Camden policies clearly set out that car free is sought to promote sustainable travel patterns in areas with high accessibility. The site is located within a PTAL area of 6a, one of the highest levels that can be achieved. CS11 identifies that Camden promotes sustainable transport choices to reduce the environmental impact of travel, and relieve pressure on the borough's transport network.

The car-free policy is not just concerned with parking stress but seeks to support a wider strategy to minimise provision for private parking in new developments. The adopted LDF goes further in setting out that in the boroughs most accessible areas, car free developments will be sought and CPG7 outlines this as PTAL level of 4 and above.

#### Removal of existing 6 garages

Camden's policies seek to reduce surplus car parking but these are balanced against the removal of car parking used by existing residents. The applicant has advised that the 6 garages are currently being used as storage and a few of them are dilapidated. Therefore the demolition of the existing garages would result in the reduction of surplus car parking rather than the loss of parking that is in current use.

### Highways Works Immediately Surrounding the Site

It is noted that parts of the site could be considered as a public footpath but not maintainable at the public expense. As detailed in the supporting text it has already been identified that this access has been un-used for a period of around 10 years and would have been accessible by pedestrians to pass and repass, and this movement would have been unobstructed. Given the lack of information submitted in connection to this area, it is considered that a Section 247 stopping up order would be required to extinguish the rights of pedestrians. This would need to be progressed to ensure that the land can be used to be developed on as detailed in the application.

Following on from the above comments, and in line with the Council's car free policy, a financial contribution would be sought to remove the vehicle access as part of this proposal and to reinstate the full height kerbs and footpath across the site. This would then remove vehicle access to the site which would support Camden's road user hierarchy. This would also serve to tie the development into the surrounding urban environment and would also cover repaving the footpath along the site. This is in line with DP21. An added benefit of the highways works is that damage caused to the highway in the area of the proposed highways works during construction can be repaired.

This work and any other work that needs to be undertaken within the highway reservation will need to be secured through a Section 106 (Town and Country Planning Act 1990) Agreement with the Council. The Council will undertake all works within the highway reservation, at the cost to the developer. An estimate for the cost of this work will be calculated and provided by Highways Engineering, and will be forwarded onto you when complete.

However it should be noted that the grant of planning permission does not guarantee that highways works will be implemented as it is always subject to further detailed design, consultation and approval by the Highway Authority.

### Construction Management Plan (CMP)

DP21 seeks to protect the safety and operation of the highway network. For some development this may require control over how the development is implemented (including demolition and construction) through a Construction Management Plan (CMP) secured via S106.

Due to the scale and kind of this development and the likely method of construction a CMP would not be required in order to mitigate any adverse impacts. Any occupation of the highway, such as for hoarding, skips or storage of materials, will require a licence from Highways Management and this, along with the existing on-street waiting and loading controls, should be sufficient to ensure the work is carried out in such a way as to not adversely affecting the safety or operation of the public highway.

**Recommendation:** Grant planning permission subject to a s106 legal agreement to secure car free housing, a financial contribution to highway works and sustainability plan.