

Delegated Report		Analysis sheet	Expiry Date:	20/06/2014
		N/A	Consultation Expiry Date:	05/06/2014
Officer			Application Number(s)	
Tania Skelli-Yaoz			2014/2655/P	
Application Address			Drawing Numbers	
134 1/2 Abbey Road London NW6 4SR			See decision notice	
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature	
Proposal(s)				
Excavation of basement and associated works, including a car lift, for use as a car workshop ancillary to the main use of the existing dwellinghouse.				
Recommendation(s):	Grant planning permission			
Application Type:	Householder Application			

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice					
Informatives:						
Consultations						
Adjoining Occupiers:	No. notified	24	No. of responses	02	No. of objections	02
			No. electronic	00		
Summary of consultation responses:	<p>PN advertised 15/5/14 SN displayed 9/5-30/5/14</p> <p><u>2 objections were received from adjoining residents at 53 Priory Road. The main concerns raised were:</u></p> <ul style="list-style-type: none"> -noise during construction -noise from industrial tools used in workshop and impact on no. 53's adjacent bedrooms -smells from chemicals/paints in workshop -use of hazardous pollutants and materials in workshop, entering waterways and affecting AQ and health generally -damage to trees during construction: 1x silver birch at no. 53 Priory Road, 2x firs on Abbey Road -adverse effect on area -BIA needs to be reviewed independently; structural concerns to no. 53 Priory Road -drawings not sufficiently detailed -OS not up to-date -extent of consultation (no. 55 Priory/Westside not consulted) <p>Officers' comments:</p> <ul style="list-style-type: none"> -the consultation for this application has been reviewed and considered sufficient. -the drawings are considered sufficient for the assessment of this application -the effect of and use of hazardous materials is not controlled by planning legislation and therefore cannot be considered against the LDF policies. Other issues are addressed below. 					
CAAC/Local groups* comments:	N/A					
Site Description						
<p>The application site comprises a 2-storey single-dwelling-house on the northern side of Abbey Road, close to its junction with St Mary's Church. The building is set back from the main road and includes a single-storey building to the front right side of the main building and a yard which is mainly used for car parking to the front of the buildings (existing capacity 6 spaces). The yard includes a turning circle for easy manoeuvring of cars and the front boundary consists of tall brick wall with gates to Abbey Road which conceal the majority of the ground floor elevation of the buildings when viewed from the road.</p> <p>The building is not listed and lies within the South Hampstead Conservation Area. The site is located directly adjacent to a well connected public transport route.</p>						

Relevant History

2013/5735/PRE New basement workshop with corresponding car lift. Advice issued 25/09/2013

2013/1975/PRE Installation of car lift in driveway and erection of new iron staircase leading to underground parking space and garage (following removal of the existing car turning circle in the drive way). Advice issued 22/04/2013.

Relevant policies

LDF Core Strategy and Development Policies

CS5 – Managing the impact of growth and development

CS11 – Promoting sustainable and efficient travel

CS14 – Promoting high quality places and conserving our heritage

CS15 - Protecting and improving our parks and open spaces and encouraging biodiversity

DP18 – Parking standards and limiting the availability of car 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

CPG1, 4

Assessment

Proposal-

The proposal is for basement excavation to provide for a car lift and car workshop with railings and a staircase leading to it from the front yard. The workshop is proposed to be used for car restoration as part of the owner's hobby.

Both pre-application advices confirmed that the car lift will not be acceptable unless the net car parking space capacity on site is retained as existing or reduced. This was suggested to be achievable with hard and soft landscaping and has been revised as such during the course of this application.

The main considerations with this application are design/conservation, car parking implications and basement impact considerations, trees and amenity.

Design/Conservation-

A new planter is proposed to the front side of the main building ground floor elevation with stairs leading down to the new basement area. The stairs are supplemented with black painted railings and the car lift is planned in front of the planter in the front yard. All of the above cannot be visible from the public realm when the front gates are closed and are not considered to significantly alter the appearance of the front yard or the building. As such they are considered acceptable and do not harm the character and appearance of the CA.

Transport/car parking implications-

The proposed development includes a car-lift, with the design as such that the basement parking space is the lift platform itself and an additional parking space within the basement area. In terms of off-street parking provision, this is considered to be appropriate as there is no net increase in the number of off-street spaces. This is owing to two existing spaces being removed from the plans and replaced with soft and hard landscaping. There will therefore be no increase from the existing capacity of the site for the car parking of 6 vehicles. The turning circle is proposed to be removed.

Movement of vehicles during construction-

Due to the works of excavation and the location of the site on a busy road it is recommended to request further details by way of a Construction Management Statement (CMS) in order to ensure that

the construction period.

Basement implications-

The excavation is proposed to be 2.8m deep at its deepest location below the front yard and 2.3m deep below part of the footprint of the house.

Stability, groundwater and flooding-

Abbey Road is listed as a street at risk of flooding with 1975 listed as a year. The submitted BIA is considered acceptable and a supplementary Flooding Risk Assessment has also been submitted; this accords with CPG 4 and policy DP27. A standard condition to ensure the construction works are supervised by a qualified engineer is recommended.

Trees-

An arboricultural report has not been submitted to illustrate the protection of trees during construction. The agent has confirmed that a tree labelled as *'T1 (ground floor plan) is at the front of the site, adjacent to the Abbey Road boundary. The proposed basement works are entirely underneath the footprint of the existing house, approximately 11m from the trunk of the tree and the proposed car lift is 5.8m from the tree trunk. The tree has been considered and, as specified, is not affected by the proposed works.'*

Other trees are set behind the single storey building on the east side of the yard on the boundary with no. 53 Priory Road; this is too far from the excavation area to be affected.

However, in order to secure the health of the tree Labelled as T1 on the Abbey Road frontage from the effects of construction and excavation it is recommended to add a condition for details of tree protection methods during construction.

Other trees in the yard area are not mature and cannot be protected.

Amenity-

Noise during construction cannot entirely be mitigated against. By nature, construction works should have a temporary effect and will partly be mitigated by the recommended CMS. The occupiers should also adhere to good construction practice and hours which is covered by other legislation.

The proposed use of the workshop is considered to be such that is ancillary to the main residential use and car restoration is considered a hobby which could be exercised by any residential user.

Recommendation-

Grant planning permission subject to conditions.

CIL-

N/A.