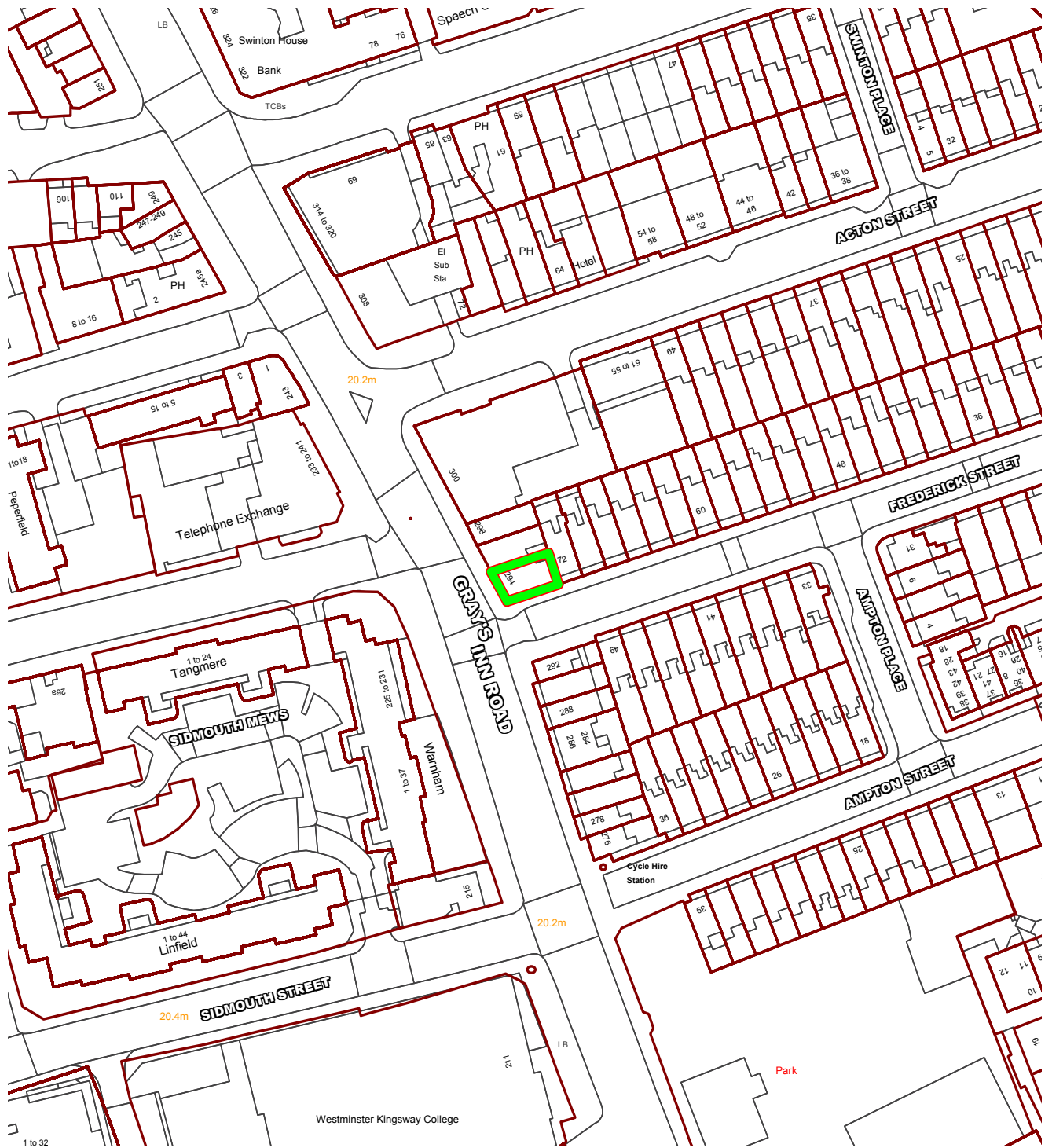


# Location plan - 294 Gray's Inn Road - Reference 2014/4702/P





View due north – nos. 294 – 300 Gray's Inn Road





*Existing Grays Inn Road elevation in context*



*Existing Frederick Street elevation in context*



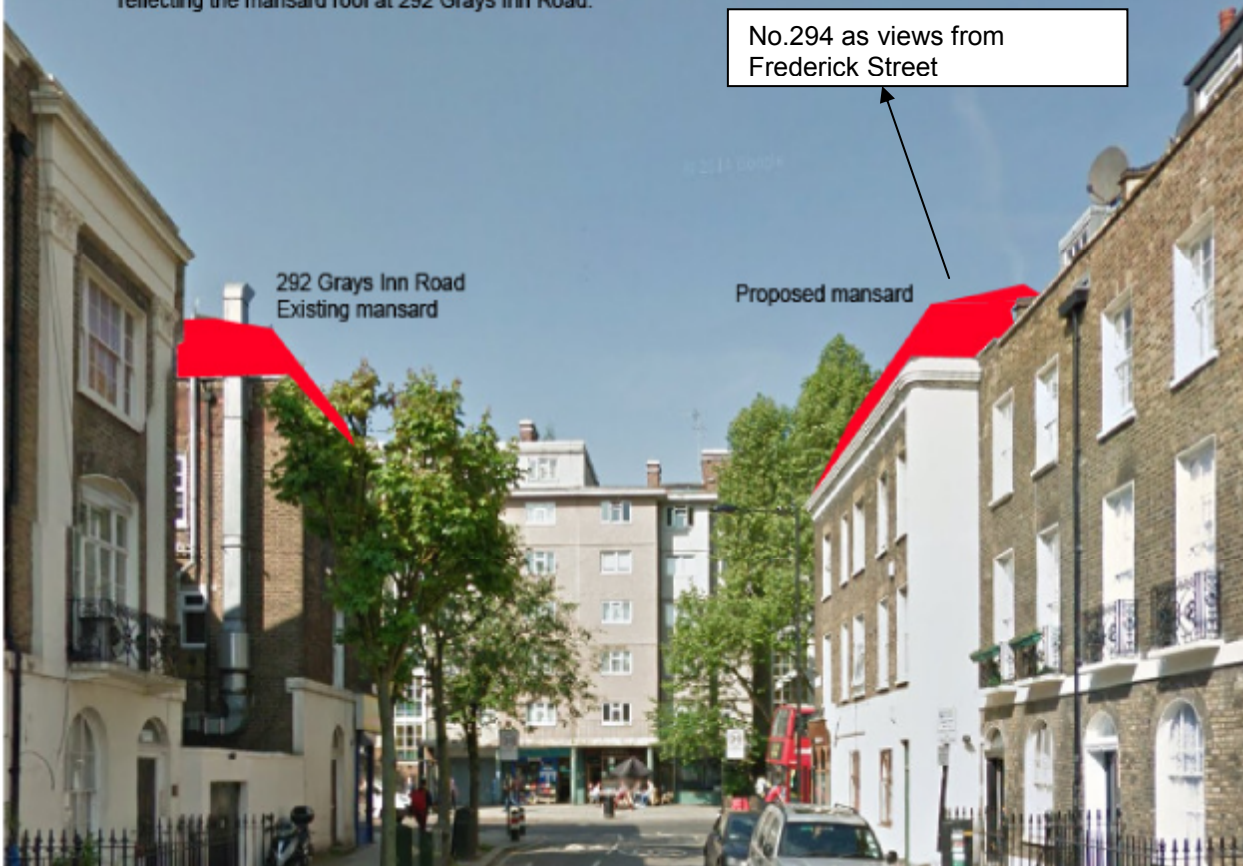
Nos. 294-296 Gray's Inn Road



View of Nos.290 - 292 Gray's Inn Rd and Frederick Street



The new mansard roof creates a more symmetrical approach from Gray's Inn Road to Frederick Street by reflecting the mansard roof at 292 Grays Inn Road.



View due south – from Frederick Street.



*Massing model*

<b>Delegated Report</b> <b>(Members Briefing)</b>		<b>Analysis sheet</b>		<b>Expiry Date:</b>	22/09/2014
		N/A / attached		<b>Consultation Expiry Date:</b>	21/08/2014
<b>Officer</b>			<b>Application Number(s)</b>		
Hugh Miller			2014/4702/P		
<b>Application Address</b>			<b>Drawing Numbers</b>		
294 Grays Inn Road London WC1X 8DX			See ddn		
<b>PO 3/4</b>	<b>Area Team Signature</b>	<b>C&amp;UD</b>	<b>Authorised Officer Signature</b>		
<b>Proposal(s)</b>					
Erection of mansard roof extension including dormer windows to front and side elevations of roofslopes to provide one new self-contained residential flat (Class C3)					
<b>Recommendation(s):</b>		Grant Planning permission subject to s106 legal Agreement			
<b>Application Type:</b>		Full Planning Permission			

<b>Conditions or Reasons for Refusal:</b>	<b>Refer to Draft Decision Notice</b>					
<b>Informatives:</b>						
<b>Consultations</b>						
<b>Adjoining Occupiers:</b>	No. notified	<b>08</b>	No. of responses	<b>00</b>	No. of objections	<b>00</b>
<b>Summary of consultation responses:</b>	<p>Advertised in local press 07/08/2014, expires 28/08/2014.  Site Notice displayed 06/08/2014, expires 27/08/2014.</p> <p>At time of writing no responses were received.</p>					
<b>CAAC/Local groups* comments:</b> <small>*Please Specify</small>	<p><b><u>Bloomsbury CAAC: Objection</u></b>  No objection in principle to the proposed mansard roof providing proportions + details follow guidelines. Mansard should set back 1.5m on the Frederick Street façade to line up with mansards in Frederick St. and to preserve the view up Frederick St.</p> <p><b><i>Officers Comment: Please see detailed response para. 2.4 below.</i></b></p>					

## Site Description

The host building, 294 Gray's Inn Road forms a terrace group of three. It comprises basement + 3-storey and is within a small parade on the north side of Gray's Inn Road; and is located at the junction with Frederick Street. The building has mixed uses with commercial space at ground level and residential accommodation on the two upper floors. It is not listed; and abut no.72 Frederick Street a grade II listed building at the rear (on the north-west side). It is located within the Bloomsbury Conservation Area.

## Relevant History

September 1991 – PP Granted – for erection of a mansard roof to provide a one bedroom flat; ref. 8900351. Not implemented.

January 2012 PP Granted - for change of use from retail shop (Class A1) to solicitors (Class A2) at ground and basement floor levels and reinstatement of window to side elevation at ground floor level; ref. 2011/5560/P

### 298 Gray's Inn Road

March 1985 – PP Granted – for erection of a basement ground and three storey building for use as a retail shop on ground and basement floor a one bedroom flat on first floor and a three bedroom maisonette on second and (mansarded) third floor; ref. 8401931

## Relevant policies

### **LDF Core Strategy and Development Policies 2010**

#### Core Strategy

- 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)
- CS18 (Waste and 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 (Housing size mix)
- DP6 (Lifetime homes and wheelchair homes)
- DP17 (Walking, cycling and public transport)
- DP18 (Parking standards and limiting the availability of car parking)
- DP19 (Managing the impact of parking)
- DP21 (Development connecting to the highway network)
- DP22 (Promoting sustainable design and construction)
- DP24 (Securing High Quality Design)
- DP25 (Conserving Camden's Heritage)
- DP26 (Managing the impact of development on occupiers and neighbours)

### **Camden Planning Guidance 2011/2013**

- CPG1 (Design)
- CPG2 (Housing)
- CGP6 (Amenity)
- CPG7 (Transport)

## **Bloomsbury Conservation Area Appraisal and Management Strategy**



**The London Plan 2011**  
**NPPF 2012**

## Assessment

### 1.0 Proposal

- ✓ Erection of mansard roof extension including dormer windows to west and south elevations of roofslopes and provision of new self-contained residential flat (1 x 2 beds).

1.1 The key issues are **a]** design and impact on the appearance of the building, the adjacent listed buildings and the conservation area, **b]** Land use - provision of new self-contained flats; residential development standards; **c]** amenity **d]** transport.

### 2.0 Design

#### Roof extension

2.1 The host building no. 294-300 Gray's Inn Road forms a terrace of four buildings with no.300 a multi-storied contemporary designed office building to its north. Number 298 has a mansard roof extension plus dormers at the front and rear roofslopes, whilst nos.294 and 296 have flat roofs set behind raised parapets. With the exception of no.300, the host building and the residential buildings in Frederick Street with their mansard roofs are largely of similar height. On the Gray's Inn Road frontage, the footplate of the host building aligns with nos. 296-300, but projects forward of the Frederick Street (south elevation) building line with an "L" shaped denoting its end of terrace prominence.

2.2 The proposed roof extension would be of similar height and slate materials to match the surrounding mansarded buildings along Frederick Street and of a lower height of the mansard at no.298. The dormer windows will be clad in zinc and raised party walls in stock bricks to match the existing. The dormers' design, scale and proportion and setting would align with those of the adjacent buildings; and be of a size and design to match, but be subordinate to the existing windows below on the host building. On both frontages, the mansard would set back from the parapet with a 70 degree pitch in keeping with the Council's CPG roof extension guidelines, and together provides harmony with no.298 but more importantly continues to provide anchor on this end of terrace building.

2.3 The proposed roof extension is of a lower height to no.298; but the height differences would not be discernible owing to the limited views from the public realm resulting from the screen provided by no.300, the much taller neighbouring office building that semi-encloses the neighbouring buildings. The principle of the mansard roof is considered acceptable, in the context of surrounding existing mansards, including that approved at 298 and that originally approved but not implemented at the host site (see history). It is considered that the rear mansard, which projects forward of the main building line in Frederick St, is acceptable as it matches the similar form of roof mansard on the other side of the street and is a typical townscape detail to be found in this sort of streetscene.

#### Response to Conservation Area objections

2.4 The architects have provided this response to the CAAC objection-

- The height of the proposed roof will match the height and form of the existing mansard roof on the adjoining property 72 Frederick Street. A mansard roof has an important and specific relationship with its 'host' building. Where whole streets (eg. Frederick Street) have had mansard extensions, this becomes one of the dominant relationships in the streetscene.
- As such, given that the building line of 294 Grays Inn Road steps into Frederick Street proud of the adjacent buildings it is considered that the mansard should also step forward to maintain its relationship with its host building.
- Rather than creating a horizontal relationship between the proposed mansard and those on Frederick Street, it is considered that the proposed vertical relationship between host building and mansard is reinforced.

- The new mansard roof creates a more symmetrical approach from Gray's Inn Road to Frederick Street by reflecting the mansard roof at 292 Grays Inn Road.
- The existing building at 294 Grays Inn Road steps forward from the building line on Frederick Street forming a discrete book end to the Georgian terrace.
- When viewed from mid-way down Frederick Street the proposed mansard directly reflects the existing mansard on the opposite side of the road (292 Grays Inn Road). These corner buildings mark the transition from the lower scale side street to the larger massing and scale that is prevalent on Grays Inn Road.

### **3.0 Land use considerations**

#### New residential accommodation

3.1 The existing use of the upper floors of the buildings includes a self-contained flat (maisonette). There is however no planning history which is associated with the residential use. The properties both have a separate access to the upper floors.

3.2 Policy DP2 of the LDF seeks to maximise the supply of additional homes in the Borough. This application proposes one further residential unit and is therefore in accordance with this policy requirement.

3.3 Policy DP5 states that the Council expects a mix of large and small homes in all residential developments and will seek to ensure that all residential development contributes to meeting the priorities set out in the Dwelling Size Priorities Table. The Dwelling Size Priorities Table indicates that market housing with 2 bedroom units are the highest priority and most sought after unit size; one bed/studio flats being of low priority. The development would comprise 1 x 2 bedrooms and therefore comply with policy.

3.4 Policy DP6 requires all new homes should comply with Lifetime Homes criteria as far as possible. The applicants have submitted a Lifetime Homes assessment which addresses some of the 16 points of the criteria. The constraints of the existing site means that not all of the criteria can be met, however the measures proposed are considered acceptable in this instance. A condition should be appended to any planning approval requiring for the proposed measures to be undertaken.

#### Resident development standards

3.5 In terms of bedroom sizes (8sqm & 12sqm) are proposed and 65sqm floorspace for a 2 person unit and the provision of space for storage, the proposals meet the required standards set out in CPG2. It should also be noted that the unit would benefit from appropriate levels of outlook and ventilation through being dual aspect.

### **4.0 Amenity**

4.1 In terms of its location and siting it is considered that the proposed mansard roof extension would not compromise the amenity of the occupiers of neighbouring buildings through a loss of sunlight / daylight, outlook or increased sense of enclosure.

4.2 At the rear, the closest windows at no.296 are orientated due east and they would not be compromised owing to the roof pitch and ensure no harm through loss of sun/daylight to the occupiers. Similarly, the resultant roofslope and angle would ensure no harm to occupiers' outlook/ views.

4.3 As there are no windows on the rear roofslope, no harm in terms of overlooking would occur and the proposal is considered acceptable in this instance. The proposed roof extension would not harm amenity and the proposed development is consistent with guidance set out in CPG6 and policies CS5

and DP26 of the LDF.

## **5.0 Transport**

5.1 The property currently comprises retail uses at ground floor and basement; and 1x new residential unit (1x 2beds) at roof level is proposed. Policies CS11 and DP17 support cycle provision. Camden's parking standards for cycles states that one storage or parking space is required per residential unit. The proposal is for 1 new residential flat and therefore 1 cycle storage/parking spaces is required.

5.2 However, the proposals are to convert an existing constrained building and access to the street is via existing stairs, further it is considered that the new residential unit is not of sufficient size to accommodate cycle parking. It is therefore considered overly onerous to insist that cycle parking be included with the design and Camden's parking standards for cycles could be waived in this instance.

5.3 The site has a Public Transport Accessibility Level of (PTAL) of 6b (excellent) and is within a Controlled Parking Zone. The site is within the 'Clear Zone Region'. The proposal is for the provision of new self-contained flat and it is therefore considered that in accordance with policy the unit should be designated as car-free through a S106 planning obligation. The applicant has indicated a willingness to enter the agreement.

### **Construction Management Plan**

5.4 It is considered that due the scale and kind of development and the likely method of construction (adjacent to a red route and subject to parking restrictions) a Construction Management Plan (CMP) is considered necessary in order to mitigate any adverse impacts. This too is will be secured by s106 legal agreement.

### **Mayor's CIL**

6.0 The proposal will be liable for the Mayor of London's CIL as the development provides one new unit of residential accommodation. Based on the MoL's CIL charging schedule and the information given on the plans the charge is likely to be £3250 (65m<sup>2</sup> x £50). This will be collected by Camden after the scheme is implemented and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or and indexation in line with the construction costs index.

## **7.0 Recommendation**

Grant conditional planning permission subject to S106 Legal Agreement for Car-free unit and Construction Management Plan.

***DISCLAIMER: Decision route to be decided by nominated members on 22<sup>nd</sup> December 2014. For further information please go to [www.camden.gov.uk](http://www.camden.gov.uk) and search for 'members briefing'***



CH Architects LLP  
Clerkenwell House  
45-47 Clerkenwell  
London  
EC1R 0EBApplication Ref: **2014/4702/P**

18 December 2014

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:  
**294 Grays Inn Road**  
**London**  
**WC1X 8DX****DECISION**  
Proposal:  
Erection of mansard roof extension including dormer windows to front and side elevations of roofslopes to provide one new self-contained residential flat (Class C3)  
Drawing Nos: Location plan; 332\_20\_201; 332\_20\_202; 332\_20\_203; 332\_20\_221; 332\_20\_222; 332\_20\_231; 332\_20\_232; 332\_20\_401; 332\_20\_402; 332\_20\_421; 332\_20\_422; 332\_20\_431; 332\_20\_432; Design & Access Statement, Rev A, 18 July 2014.

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 All new external work shall be carried out in materials that resemble, as closely as possible, in colour and texture those of the existing building, unless otherwise specified in the approved application.

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 and DP25 of the London Borough of Camden Local Development Framework Development Policies.

- 3 The development hereby permitted shall be carried out in accordance with the following approved plans -Location plan; 332\_20\_201; 332\_20\_202; 332\_20\_203; 332\_20\_221; 332\_20\_222; 332\_20\_231; 332\_20\_232; 332\_20\_401; 332\_20\_402; 332\_20\_421; 332\_20\_422; 332\_20\_431; 332\_20\_432; Design & Access Statement, Rev A, 18 July 2014.

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

- 4 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.

#### 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 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](mailto:CIL@Camden.gov.uk)

- 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.

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