

NORTHGATE SE GIS Print Template



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Delegated Report (Member's Briefing)		Analysis sheet N/A / attached	Expiry Date: 26/03/2015
			Consultation Expiry Date: 20/03/2015
Officer Fergus Freaney		Application Number(s) 2015/0296/P	
Application Address 146 Camden High Street London NW1 0NE		Drawing Numbers See decision notice	
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature
Proposal(s) Erection of rear dormer and installation of 2 front rooflights in association with creation of 1xStudio flat.			
Recommendation(s):	Grant Planning Permission		
Application Type:	Full Planning Permission		

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice					
Informatives:						
Consultations						
Adjoining Occupiers:	No. notified	23	No. of responses	00	No. of objections	00
Summary of consultation responses:	Site notice: 04/02/2015 – 25/02/2015 Press notice: 05/02/2015 – 26/02/2015 No comments received					
CAAC/Local groups* comments: <small>*Please Specify</small>	<p>Camden Town CAAC – Objection summarised below.</p> <p>No 146 is located in one of the best terraces in Camden Town, built in the 1880s in a Neo-Queen Anne style constructed from elaborately decorated red brickwork. Its front elevation and roof are unchanged and it is distinguished by its freestanding pedimented feature.</p> <p>We are concerned that the dominating window surrounds of the proposed dormers are too heavy and too close to the pediment when viewed from the street. Incidentally, although the dormers are recessed they certainly will be seen from the street and from the higher windows on the West side of the street. We have tested this out ourselves. Also the proposed plans do not show the purpose of the infill behind the pediment. <i><u>Officer comment:</u> The proposal has been revised to remove the proposed front dormers, 2x rooflights are now proposed.</i></p> <p>The proposed rear window is far too large and thoroughly out of keeping with the existing sash windows in the adjoining houses. <i><u>Officer comment:</u> Please see section 5 (Design) for further information.</i></p>					

Site Description

The site is located on the north side of Camden High Street, it comprises a 4 storey mid terrace building with retail at ground floor and flats at the upper floors.

The site is not listed, but it within the Camden Town Conservation Area. The building is part of a twin pair and forms part of an attractive terrace dating from the late 19th Century. It is constructed from red brick with a shallow pitched slate roof behind a parapet and Dutch gable. The building is considered to make a positive contribution to the Camden Town Conservation Area.

Relevant History

2006/2918/P - Erection of a mansard-style roof extension to create a one-bedroom flat (Class C3).
Refused 11/09/2006

Relevant policies

LDF Core Strategy and Development Policies

- CS1 - Distribution of growth
- CS5 - Managing the impact of growth and development
- CS6 - Providing quality homes
- CS14 - Promoting high Quality Places and Conserving Our Heritage
- DP2 - Making full use of Camden's capacity for housing
- DP5 - Housing size mix
- DP6 - Lifetime homes and wheelchair homes
- DP18 - Parking standards and limiting the availability of parking
- DP19 - Managing the impact of parking
- DP24 - Securing High Quality Design
- DP25 - Conserving Camden's Heritage
- DP26 - Managing the impact of development on occupiers and neighbours

Camden Planning Guidance 2011

NPPF

Assessment

1. Proposal:

1.1. Permission is sought for the creation of 1xstudio flat and associated external works to erect a rear mansard and rooflights to the front roof slope.

1.2. The main planning consideration area:

- Principle of residential use
- Standard of residential accommodation
- Transport
- Design

Assessment:

2. Principle of residential use

2.1. Council LDF Policies CS6 and DP2 aim to make full use of Camden's capacity for housing. The proposal would result in an additional dwelling and as such would help to maximise the number of dwellings in the borough which is welcomed.

2.2. Policy DP5 sets out dwelling size priorities. With regard to market housing two bed units are in high demand and it is expected that 40% of market housing should be two-bed. In this case the proposal would see the creation of a studio flat within currently disused attic space. Given the size of the area in question it would not be possible for a larger unit to be created.

2.3. As such the proposed conversion is considered to be acceptable in principle, subject to standard of accommodation, transport, waste storage and sustainability considerations.

3. Standard of Accommodation

3.1. The quality of the proposed accommodation for future occupants is considered to be acceptable for the following reasons:

- The proposed dwellings satisfy the CPG and London Plan requirements for overall size being 35sqm which complies with CPG 2 (Housing) minimum requirements.
- The proposed rooms generally satisfy the CPG and London Plan requirements for dimensions and size in that they are well laid out.
- The proposed units would receive adequate daylight from dual north/south outlook.
- The proposal is accompanied by a Lifetime Homes Assessment. While the proposal does not fully satisfy many of the criteria, as the proposal is for the conversion of an existing building and results in only one additional unit, this is not considered to be sufficient reason to refuse the application.

4. Transport

4.1. The subject site does not have any off-street car parking and the proposal does not include any new off-street car parking. The subject site is located in an area with a Public Transport Accessibility Level (PTAL) of 6b (Excellent) and therefore alternative transport options are in good supply. As such the proposal will be secured as car-free by way of section 106 legal agreement.

4.2. The subject site does not have any secure cycle parking. The London Plan requires that at least 2 cycle parking spaces be provided for the proposed dwellings. Cycles could be stored

within the main entrance lobby or in the flat itself. As such the proposal is considered to be acceptable in this regard.

4.3. Construction of the proposal would not be particularly difficult or lengthy and as such a Construction Management Plan is not considered to be necessary in this case.

4.4. As the proposal is for a studio flat it is considered that waste could be stored within the premises and disposed of as per the existing refuse arrangements.

5. Design

5.1. The proposals have been revised following comments from the CAAC to remove two proposed front dormers, instead 2x front rooflights are proposed.

5.2. The rear dormer would measure approx. 1.7m in height x 2.9m in width. It would be positioned approx. 90cm from the roof ridge, 1m from the eaves and would be set away from the boundaries. It would be constructed from materials similar to those used in the main building.

5.3. The proposal complies with CPG1 (Design) in that it is more than 50cm away from the ridge and eaves and is secondary to the main building. It would be located next to a buildings which have larger mansard style roofs and it would not be visible from the public realm.

5.4. The proposed rooflights at the front roof slope would measure approx. 60cm in height x 76cm in width they would be conservation grade (i.e flush with the roofslope). Given the shallow pitch of the roof, the height of the building and the large Dutch gable and parapet they would not be visible from the public realm on Camden High Street and are therefore considered to be acceptable.

6. CIL

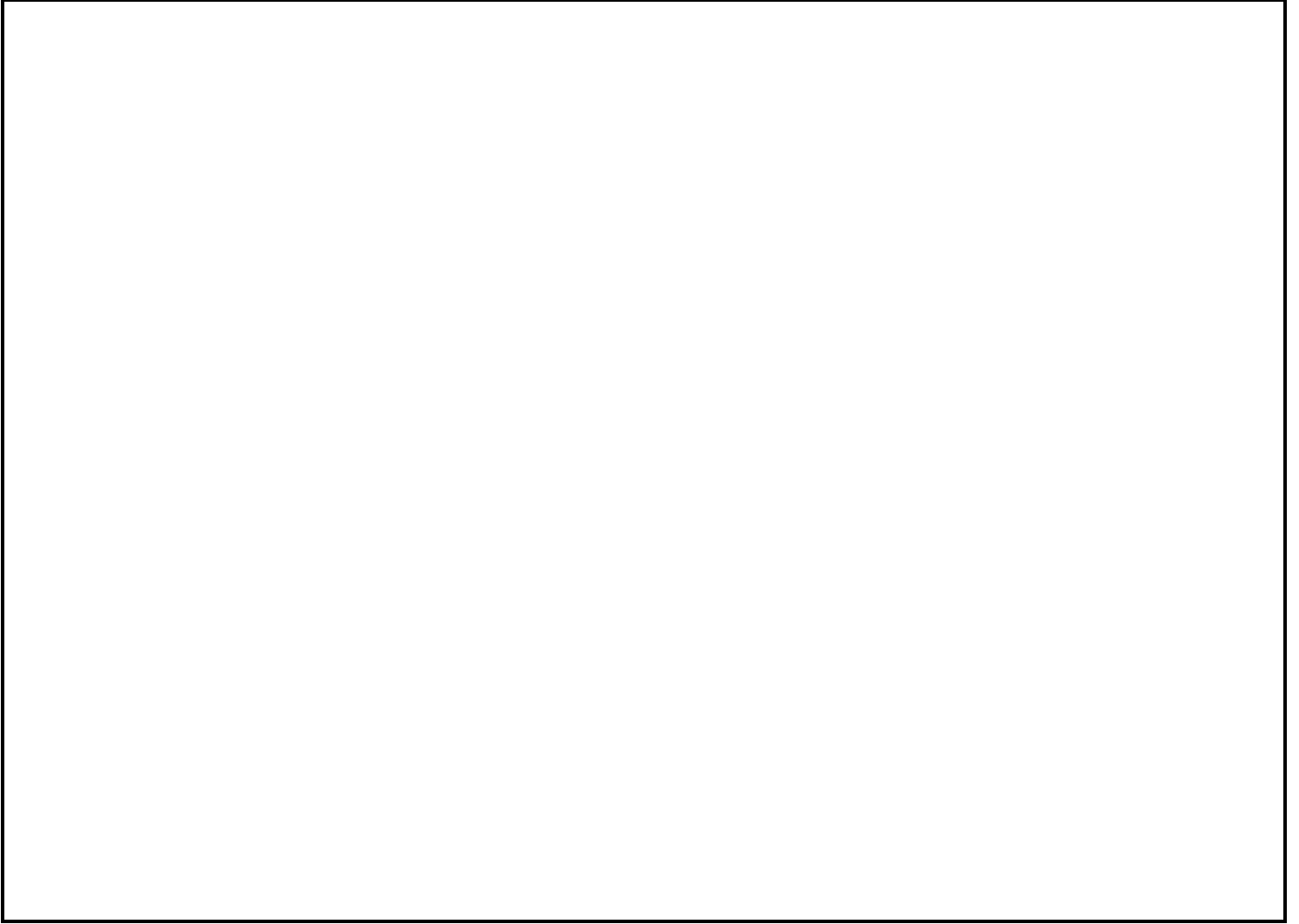
6.1. The London Borough of Camden introduced the Community Infrastructure Levy (CIL) on the 1st of April 2015 to help pay for local infrastructure. This is in addition to the Mayoral CIL which helps fund the Crossrail introduced on 1st April 2012. Any permission granted after this time which adds more than 100sqm of new floorspace or a new dwelling will need to pay the CIL charge.

6.2. This scheme would be eligible for payment of the CIL as it is for the creation of a new dwelling. And informative has been added to provide further information.

Recommendation: Grant Planning Permission Subject to S106 Agreement for Car-Free Development

DISCLAIMER

Decision route to be decided by nominated members on 7 April 2015. For further information please go to www.camden.gov.uk and search for 'members briefing'



Vivendi Architects LTD
Unit E3U
Ringway Bounds Green Industrial
Estate
London
N11 2UD
United Kingdom

Application Ref: **2015/0296/P****DRAFT**
01 April 2015

Dear Sir/Madam

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:
146 Camden High Street
London
NW1 0NE

DECISION

Proposal:
Erection of rear dormer and installation of 2 front rooflights in association with creation of 1xStudio flat.

Drawing Nos: 1492-P02-00 P2; P03-00 P2; P03-01 P2; P04-00 P2;
1492-E03-00 P1; E04-00 P1; E02-01; E02-00 P1; E01-00

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:
1492-P02-00 P2; P03-00 P2; P03-01 P2; P04-00 P2;
1492-E03-00 P1; E04-00 P1; E02-01; E02-00 P1; E01-00

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

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 Reasons for granting permission. [Delegated]

The proposed development is in general accordance with the London Borough of Camden Local Development Framework Core Strategy, with particular regard to policies (officer to insert relevant policy number and title) and the London Borough of Camden Local Development Framework Development Policies, with particular regard to policies.... (officer to insert relevant policy number and title). For a more detailed understanding of the reasons for the granting of this planning permission, please refer to the officer report.

- 4 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

- 5 The London Borough of Camden introduced the Community Infrastructure Levy (CIL) on the 1st of April 2015 to help pay for local infrastructure. This is in addition to the Mayoral CIL which helps fund the Crossrail introduced 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 the CIL charge.

The proposed charge in CIL will be calculated in accordance with the regulations set out in Part 5 of the Community Infrastructure Levy Regulations 2010 (as amended). For further information on the Camden CIL or Mayoral CIL charge please follow the link provided: http://www.camden.gov.uk/ccm/cms-service/stream/asset/?asset_id=3298006

You are required to assume liability and notify the CIL team on commencement using the forms that can be downloaded from planning portal; <http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil>

We will issue an assumption of liability setting out the calculation and CIL demand notice setting out the method of payment accordingly. 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 queries to CIL@Camden.gov.uk

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

DRAFT

Culture and Environment Directorate

DECISION