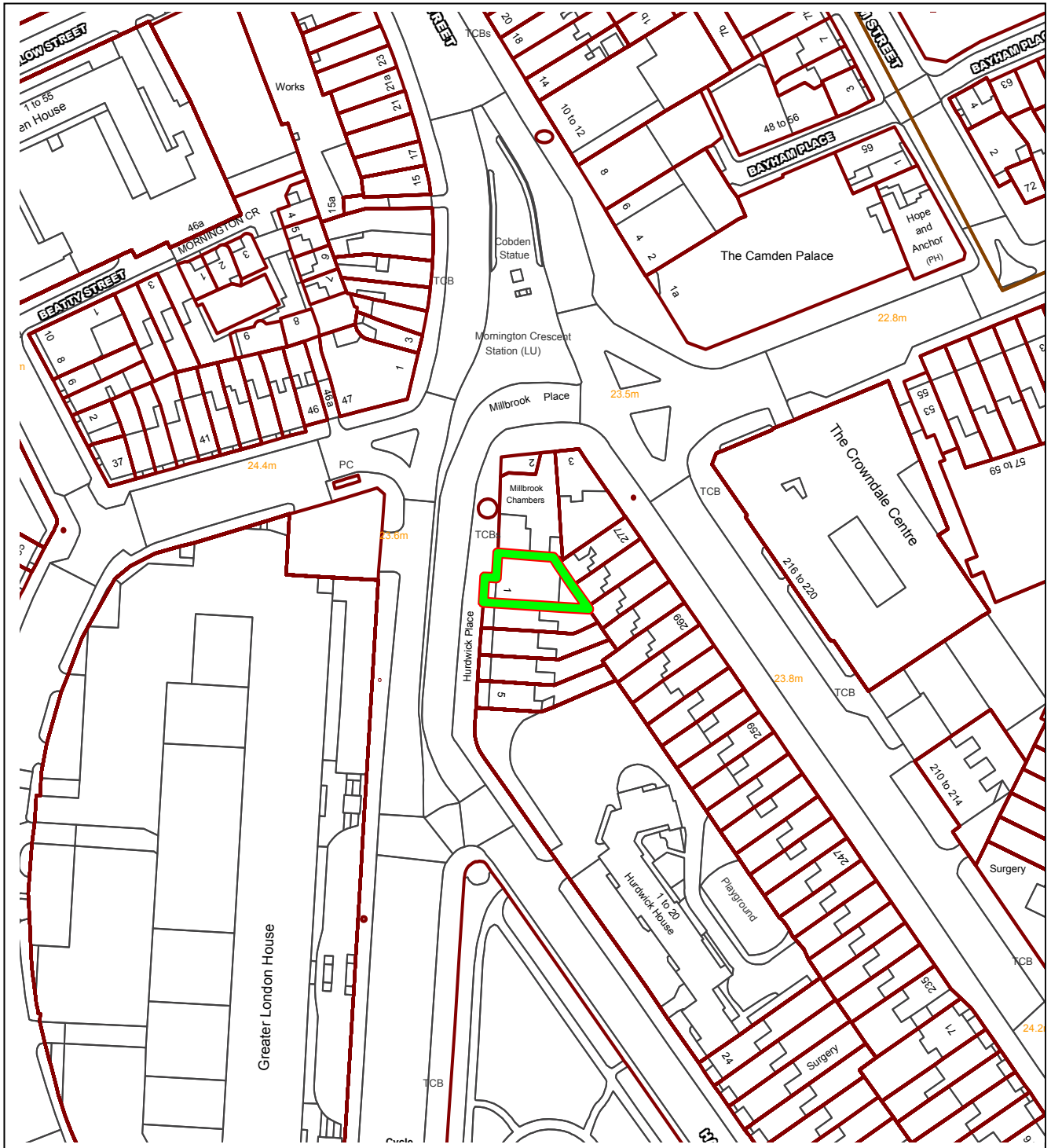


(2015/1603/P) 1 Hurdwick Place



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Delegated Report		Analysis sheet	Expiry Date:	26/06/2015
Members Briefing		N/A	Consultation Expiry Date:	08/07/2015
Officer			Application Number(s)	
Obote Hope			2015/1630/P	
Application Address			Drawing Numbers	
1 Hurdwick Place Hampstead Road London NW1 2JE			Refer to Draft Decision Notice	
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature	
Proposal(s)				
Erection of an infill side extension at second and third floor levels and a rear part single part double storey rear extension between first and second floor level to provide 2 x studio flats, 1x 3bed self-contained flat and 1 x 2 bedroom residential flats.				
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	30	No. of responses	02	No. of objections	01
			No. electronic	00		
Summary of consultation responses:	<p>Site notice was erected on 10/07/2015 until 31/07/2015 The press advert was displayed on 16/07/2015 until 31/07/2015</p> <p>Response from London Underground are as follows:</p> <ul style="list-style-type: none"> • Our right of support is not compromised as the development will not have any detrimental effect on our structures either in the short or long term; • The design must be such that the loading imposed on our structures is not increased or removed; For officer's comment please refer to paragraph 2.5 below; 					
CAAC	<p>Camden Town</p> <ul style="list-style-type: none"> • <i>Loss of gap between these two buildings. The gap forms an important contribution to the setting of the area and the appearance of the conservation area; For officer's comment please refer to paragraph 2.3 below;</i> • <i>Neighbouring Amenity – concerns about overlooking from the development to properties in close proximity. A previous refusal in 2001 highlighted the impact of the rear extensions on sense of enclosure and loss of daylight; For officer's comment please refer to paragraph 2.3 below;</i> • Our own opinion is that Mornington Crescent Underground Station is an important building in Camden Town and should not be overshadowed by the proposed adjoining building and; For officer's comment please refer to paragraph 4.0 below; • The station should stand apart as it does now. The station has become far more important recently as so many visitors to the Lock Markets have to walk down to catch the Tube when Camden Town Station is partly closed. It will also be a key feature at this end of the High Street when all the improvements to the pavements are set in place. For officer's comment please refer to paragraph 2.3 below 					

Site Description

Although the address is 1 Hurdwick Place this property has the appearance of being two separate units. It is part 2 storey in height, and part 4 storey. There is currently vacant Restaurant at ground and basement level (Class A3) and the upper floors consist of 2 x 2bed self-contained flats. The site forms one end of a terrace with 4 other properties to the south, and to the north is the grade II listed Mornington Crescent Underground Station.

The station is wide and its distinctive tiles give it a bold and strident appearance, as is characteristic of the Lesley Green station design which appears across Central London. The station is also in a prominent location on a significant junction, which is accentuated by the long views from the north down Camden High Street. The side elevation of the station fronts onto Hampstead Road, and is actually wider than its other frontage.

The site is within the Camden Town Conservation Area and the terrace as a whole is considered to make a positive contribution.

Relevant History

March 2013: Planning permission (Ref: 2013/0035/P) refused for "Erection of infill side extension at second and third floor level, rear extension at first floor level and installation of external walkway to rear at second floor level in connection with existing 2 x-2 bedroom flats and the creation of an additional 2-bedroom flat (Class C3)."

April 1996: Planning permission (Ref: P9600171) granted for "Change of use of the first floor side extension from bank to provide a one-bedroom self-contained residential unit, as shown on two unnumbered drawings showing floor plan and front elevation".

July 1996: Planning permission (Ref: P9601677) refused for "Two storey extension at 2nd and 3rd floor levels for residential use".

March 2013: Planning permission (Ref: 2013/0035/P) refused for "Erection of a second and third storey extension in existing infill at front of property". The reasons for refusal were:

The proposed side infill extension, rear extension, rear walkway and access door, by reason of their form, bulk, materials and detailed design, would result in visual clutter and be harmful to the character and appearance of the building, the wider terrace, the setting of the adjacent listed building, and the conservation area. This is contrary to policy CS14 (Promoting high quality places and conserving our heritage) of the London Borough of Camden Local Development Framework Core Strategy; and policies DP24 (Securing high quality design) and DP25 (Conserving Camden's heritage) of the London Borough of Camden Local Development Framework Development Policies.

The proposed extensions and rear walkway, by reason of their positioning, height and bulk, would have an adverse impact upon the residential amenity of the occupiers of the residential units at No. 277 Eversholt Street and Nos. 1 and 2 Hurdwick Place in terms of overlooking, outlook and daylight/sunlight contrary to policy CS5 (Managing the impact of growth and development) of the London Borough of Camden Local Development Framework Core Strategy and to policy DP26 (Managing the impact of development on occupiers and neighbours) of the London Borough of Camden Local Development Framework Development Plan.

The proposal fails to demonstrate how sustainable design and construction and energy efficiency measures have been incorporated and how the proposed units would comply with an appropriate standard of Code for Sustainable Homes. The proposal would thereby be contrary to core policy CS13 (Tackling climate change through promoting higher environmental standards) and development plan policy DP22 (Promoting sustainable design and construction) of the London Borough of Camden Local Development Framework Development Policies.

The proposed development, in the absence of a legal agreement to secure car-free housing, would be likely to contribute unacceptably to parking stress and congestion in the surrounding area, contrary to policies CS11 (Promoting sustainable and efficient travel) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy; and policy DP18 (Parking standards and limiting the availability of car parking) of the London Borough of Camden Local Development

Framework Development Policies.

The proposed development, in the absence of a legal agreement to secure a construction management plan, would be likely to create an unacceptable impact on the amenity of neighbouring properties, contrary to policy CS5 (Managing the impact of growth and development) of the London Borough of Camden Local Development Framework Core Strategy; and policies DP26 (Managing the impact of development on occupiers and neighbours) and DP28 (Noise and vibration) of the London Borough of Camden Local Development Framework Development Policies.

April 2011: Planning application (Ref: 2011/0417/P) withdrawn for “Erection of 2 storey side extensions at second and third level, infill rear extension at First floor level to create two x 1 bedroom residential flats”.

Relevant policies

LDF Core Strategy and Development Policies

- CS1 (Distribution of growth)
- CS3 (Other highly accessible areas)
- CS5 (Managing the impact of growth and development)
- CS6 (Providing quality homes)
- CS7 (Promoting Camden’s centres and shops)
- 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 (Dealing with our waste and encouraging recycling)
- CS19 (Delivering and monitoring the Core Strategy)

- DP1 (Mixed use development)
- DP2 (Making full use of Camden’s capacity for housing)
- DP5 (Homes of different sizes)
- DP6 (Lifetime homes and wheelchair homes)
- DP12 (Supporting strong centres and managing the impact of food, drink, entertainment and other town centre uses)
- DP16 (The transport implications of development)
- 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)
- DP23 (Water)
- DP24 (Securing high quality design)
- DP25 (Conserving Camden’s heritage)
- DP26 (Managing the impact of development on occupiers and neighbours)
- DP28 (Noise and vibration)
- DP29 (Improving access)

Camden Planning Guidance 2015

- CPG 1 Design
- CPG 2 Housing
- CPG 3 Sustainability
- CPG 5 Town centres, retail and employment (2013)
- CPG 6 Amenity (2011)
- CPG 7 Transport (2011)
- CPG 8 Planning obligations (2015)

Camden Town Conservation Area Appraisal and Management Strategy (CAAMS)

Assessment

1.0 Proposal and background

1.1 Planning consent is sought for an infill 2 storey extension adjoining Mornington Crescent Station at second and third floor level would measure approximately 5.8m in height x 4.8m wide, to the rear elevation there would be a part 1 (2.9m high x 2.5m wide) storey and part two storey extension (3.5m high x 2.7m wide) between first and second floor level for the creation of new residential units and change of use of the existing restaurant at ground and basement level. This would create a 1 x 1 new studio flat at second floor level, a first floor mezzanine for a 1 x 1 studio flat, 1 x 2 Bed flat at ground floor level and 1 x 3 bed flat at basement level no work is proposed at basement and ground floor level.

1.2 Land Use

1.3 The proposal would add 4 new residential units to the existing property which comprises 2 self-contained units. This is considered acceptable in land use terms, the proposal would make efficient use of land whilst contribute towards Camden's housing needs in accordance with policies CS3, CS6 and CS7.

2.0 Conservation and design

2.1 Policies CS14, and DP24 and DP25 are relevant, as is CPG1 and The Camden Town Conservation Area Appraisal and Management Plan for the area. Reference to the historic maps which accompany The Camden Town Conservation Area Appraisal and Management Plan show Hurdwick Place with a gap where the lower part of the property now is. The maps for the early part of the twentieth century are not entirely clear cut, but it is clear that the lower part on which the extension would be built has been added at a later date. It has been specifically constructed to be lower than the rest of the terrace, although it is acknowledged that it cannot be known with certainty why this approach was taken. This part of the building is slightly narrower than the rest of properties within the terrace, reflecting it being an infill of a space.

2.2 The Camden Town Conservation Area Appraisal and Management Plan also include the site within the residential sub-area where there are a "large number of good examples of early/mid-19th century speculatively built terraced London houses, generally of a uniform appearance, and many statutorily listed for their special interest". Although the terrace is not listed it is attractive and makes a positive contribution to the streetscene.

Revision of the previous schemes

2.3 The extension would essentially double the height of one part of the building. Reference to the planning history shows that a previous application for a similarly sized and modern extension was withdrawn, and the case officer has confirmed that the application was withdrawn due to concerns related to the proposed design in the conservation area. The refusal in 2001 also referred to the loss of the gap between the listed tube station and the terrace. Planning consent was also refused in 2003.

2.4 Since then, the proposal for this site has been revised the previous extension would have been very modern and was proposed to be constructed of powder coated white metal, with a mix of patterned white glass and clear glass in a prefinished metal frame. The flank wall would be constructed of stock brick. The existing rear is somewhat messy in appearance, and similar to the main extension, the rear extension proposed would introduce excessive mass and alien materials. The design of the previous extension would accentuate the size of the existing rear extension. An access door would be inserted at mezzanine level to provide access onto the rear walkway. This appeared to be inserted within a window, which in itself is objected to as being incongruous. The officer at the time felt the extension would have a detrimental impact on the listed building, the wider terrace and the conservation area as a whole. As such, would be unacceptable in design, given that there are no other examples of the design concept in this locality.

2.5 The proposed scheme addresses the design concerns that were raised. The proposed infill extension would measure approximately 7.09m in height and 6.2m in width and would be the same height of the adjoining residential flats, the extension would be a replica in terms of design and materials used and would be constructed using yellow London Stock bricks, rendered cream with slate roof tiles. The windows would be timber sash with iron railing insert, it is also not considered that the infill side extension would not harm the setting of Mornington Crescent Station when viewed from the north and south elevation along Hampstead Road or even within the long views on Camden High Street.

2.6 The proposed infill extension is considered to sit comfortably in the streetscene, the setting of the Grade II listed building and the conservation area. It is considered that the infill extension would be acceptable in

regards to the design, scale and setting within the terrace. When viewed from the south the station is inevitably less prominent, the uniformity of the terrace is just as obvious a feature from some vantage points as the station. However, a curve in the design of the pavement along Hampstead Road and the Bold colour of the Mornington Crescent Station ensure that the views of the station are not compromised, the team Manager offered observation along with a Conservation Officer particularly in regards to the infill extension (side) extension and the rear extensions who considered the proposed design as appropriate.

2.7 The infill extension is supported and a legal agreement would be undertaken between TFL and the applicant for the safeguarding of the Station. Notwithstanding, we are of the opinion that the principle of the infill extension would allow more uniformity and symmetry with the neighbouring properties within the terrace whilst at the same time delivering much needed residential accommodation within the borough.

Rear Extension

2.8 The property has previously been extended to the rear, which breaks the rhythm of the rear terrace. The existing rear is somewhat untidy in appearance and the proposed rear extension would be an improvement to the existing. The proposal would omit the excessive mass and alien materials that were proposed at this level and introduce traditional brickwork and timber framed windows which would complement the host building. The proposal seeks to erect a part one storey part two storey extension between the first and second floors. The proposed part single and part double storey extension would be built in masonry to match the existing design, and would incorporate yellow London Stock bricks with timber framed windows with iron railings and asphalt roof. This would be an improvement to the previously refused planning application (2013/0035/P) that would have introduced various building materials to the detriment of the host building. The accompanied design and access statement suggests that the proposed material for the extension would be sourced locally and all timber/joinery and sundries would be built with materials from sustainable sources.

2.9 The existing rear wall would be retained and the extension to the upper parts will contain the stair core, as such the massing to the rear extension would not be overly-dominant. It is considered that the rear extension addresses the substandard design elements that were previously proposed i.e. the infill extension would incorporate a rear terrace that would have been accessed from a walkway at mezzanine level, which would then lead across the rear of the property. This is an elongated route to the flat's entrance and the proposed material would not blend well to the rear elevation.

2.10 The proposed extension would offer limited visibility from the wider public realm and it is not considered that the design would not result in a top heavy approach due to proposed materials being used. Therefore, the proposed design is considered to be acceptable when considering the proposed development within context of the neighbouring property. Furthermore, It is considered that the rear extension would not cause harm to the terrace in regards to the scale and bulk due to the limit views. As such, would not have a detrimental impact on wider streetscene and conservation area.

3.0 Quality of the resulting residential accommodation (including access and housing mix)

3.1 In terms of the quality of the residential accommodation, it is considered that the proposed units are designed in accordance with CS6, DP5 and DP6, and CPG2 on Housing.

3.2 The rear extension at first floor level would create an additional studio flat with new internal staircase, the studio flat would be approximately 37sqm the studio would exceed the council's 1P guidance of 32sqm. Furthermore, the studio flat would meet the London Plan guidance of 37sqm. The proposed second floor studio, following the erection of the extension would meet CPG 2 guidance by being 32.5sqm. The units are considered as lower priority within planning policy DP5.

3.3 The proposed conversion of the basement and ground floor from restaurant to residential would add new self-contained units. The basement 3Bed flat would measure 114sqm which exceeds the Council's requirement for 3p 5B unit which is currently 84sqm and the London Plan guidance of 86sqm. The 3 Bed flat is considered as medium priority within planning policy DP5.

3.3 The ground floor flat would measure approximately 89sqm and is also considered acceptable. The flat would meet Camden's room sizes and the London Plan housing design guide. At ground and first floor level

there would be cycle storage and bin storage area.

3.4 The layout is logical, with space shown for storage. Although one of the bedrooms would be relatively narrow, and there is no formal amenity space, the overall quality is felt to be acceptable. The proposal would not fully accord with lifetime homes but given that it is within an existing building this could not realistically be achieved. The proposal would provide for 2 x1Bed, 1 x 2Bed and 3Bed market units, which is indicated within the table accompanying policy DP5 as being between low to the highest priority.

3.5 The proposed 6sqm bin enclosure would be located at ground floor level where the enclosure would house a mixture of recycled bin units. A condition would be attached accordingly.

4.0 Neighbouring amenity

The relevant policies are CS5 and DP26, as well as CPG6. The proposed application for the redevelopment of the site was accompanied by a detailed daylight/sunlight and overshadowing assessment, which addresses the potential impact of the development with the neighbouring properties namely, 275 Eversholt Street, 277 Eversholt Street and the rear of 2 Hurdwick Place, The report demonstrates that the Daylight/Sunlight levels are adequate and would not have a detrimental impact. The report also demonstrate that the levels of overshadowing would not me any greater than the proposed levels in regards to the rear of 275 and 277 Eversholt Street and the back of 2 Hurdwick Place.

5.0 Highways and transportation

The proposal would add additional residential units, as such; the proposal would be car free. Appendix 2 of Development Policies identify the need for cycle provision and 1 storage or parking space per unit is recommended, the proposed unit would allow internal cycle storage of 4 bicycle storage on the ground and an additional cycle storage facility on the first floor. Transport Planning has been consulted and no objection is raised. Therefore, the proposal would be in accordance with DP16, DP17 and DP18 of the LDF.

6.0 Section 106 / Planning obligations

The following would be secured through a Section 106 legal agreement:

- CMP
- Car free

The proximity to Mornington Crescent Station 277 and 275 Eversholt Street is close enough to require this in order to minimise the impact on Listed Building and neighbours.

7.0 CIL

The proposal will be liable for the Mayor of London's CIL as the additional floorspace exceeds 100sqm or one 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 £13,650 (273sqm x £50) and the Camden CIL is likely to be £136,500. This will be collected by Camden once 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.

8.0 Conclusion

The land use is compatible with the existing uses nearby and the proposal respects the setting of the listed building and overall, the design would complement the surrounding area. The quality of the accommodation is acceptable.

Recommendation: Grant planning permission subject to Section 106 legal agreement

Decision route to be decided by nominated members on Monday 10th August 2015. For further information please click [here](#)



(Photo 1) Front of the terrace area looking east



(Photo 2) Rear of terraces at Hurdwick Place and Eversholt Street



(Photo 3) Rear of the property with 275 Eversholt Street



(Photo 4) Existing rear extension



(Photo 5)Rear looking east

Mr. Sundeep Bhavra
GA & A Design
Mountbatten House
Fairacres
Dedworth Road
Windsor
SL4 4LE

Application Ref: **2015/1630/P**
Please ask for: **Obote Hope**
Telephone: 020 7974 **2555**

6 August 2015

DRAFT

Dear Sir/Madam

DECISION

Town and Country Planning Act 1990 (as amended)

Full Planning Permission Granted

Address:
1 Hurdwick Place
London
NW1 2JE

DECISION

Proposal:

Erection of an infill side extension at second and third floor level and a rear part single part double storey rear extension between first and second floor level to provide 2 x studio flats, 1x 3bed self-contained flat and 1 x 2bedroom residential flats.

Drawing Nos: A102-A1, A102-A1, A103-A1, A104-A1, 105-A1, A107-A1, A108-A1, 06044-D-010A, 06044-D-011A, 06044-D-012, 06044-D-013, 06044-D-014, 06044-D-015, 06044-D-016, 06044-D-031, 06044-D-030, 006044-D-020, 6044-D-021, Design and Access Statement dated 19/02/2013 and Daylight/Sunlight & overshadowing report dated July 2015.

The Council has considered your application and decided to grant permission subject to the following condition(s):

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 A102-A1, A102-A1, A103-A1, A104-A1, 105-A1, A107-A1, A108-A1, 06044-D-010A, 06044-D-011A, 06044-D-012, 06044-D-013, 06044-D-014, 06044-D-015, 06044-D-016, 06044-D-031, 06044-D-030, 006044-D-020, 6044-D-021, Design and Access Statement dated 19/02/2013 and Daylight/Sunlight & overshadowing report dated July 2015.

Reason:

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

- 4 Before the development commences, details of the location, design and method of waste storage and removal including recycled materials, shall be submitted to and approved by the local planning authority in writing. The facility as approved shall be provided prior to the first occupation of any of the new units and permanently retained thereafter.

Reason: To ensure that sufficient provision for the storage and collection of waste has been made in accordance with the requirements of policy CS18 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26, DP28 of the London Borough of Camden Local Development Framework Development Policies.

- 5 Before the development commences, details of the cycle storage facilities at ground and first floor level shall be submitted to and approved by the local planning authority. The approved facility shall thereafter be provided in its entirety prior to the first occupation of any of the new units, and permanently retained thereafter.

Reason: To ensure the development provides adequate cycle parking facilities in accordance with the requirements of policy CS11 of the London Borough of Camden Local Development Framework Core Strategy and policy DP17 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 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

- 3 Your attention is drawn to the fact that there is a separate legal agreements 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.
- 4 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 Noise and Licensing Enforcement Team, 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.

- 5 You are reminded that this decision only grants permission for permanent residential accommodation (Class C3). Any alternative use of the residential units for temporary accommodation, i.e. for periods of less than 90 days for tourist or short term lets etc, would constitute a material change of use and would require a further grant of planning permission.

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.

You can find advice about your rights of appeal at:

<http://www.planningportal.gov.uk/planning/appeals/guidance/guidancecontent>

Yours faithfully

Director of Culture & Environment

DRAFT

DECISION