

# PLANNING, DESIGN AND HERITAGE STATEMENT

Demolition of existing single storey extension and erection of 3 storey plus basement building to provide enlargement of the existing Class A3 Restaurant at ground and basement floors and the provision of two 1 bedroom and two 2 bedroom residential units on the first and second floors and to replace three existing studio and one 1 bed units.



**Little Bay Restaurant, 228 Belsize Road, NW6 4BT**

**October 2015**

## 1.0 The Development Proposal

- 1.1 This Planning, Heritage, Design and Access Statement has been prepared to support a planning application submitted on behalf Mr Peter Ilic of Little Bay Restaurants ('the Applicant') at 228 Belsize Road, NW6 4BT ('the Subject Property') to the Council of the London Borough of Camden ('the Council') for the demolition of the existing single storey structure and its redevelopment with a 3 storey plus basement building to provide accommodation for the enlargement of the existing Class A3 restaurant at ground and basement levels and the provision of two 1-bedroom and two 2-bedroom residential units and which will replace three studio and one 1 bed units within the existing building ('the proposal').
- 1.2 This application has been prepared following formal pre-application advice engagement with the Council undertaken in May 2012 (reference CA\2012\ENQ\02240). This is considered in detail within section 4 of this Statement.

## 2.0 Subject Property and its Context

### a. The Subject Property

- 2.1 The subject property is composed currently of the *Little Bay* restaurant at ground and basement levels, with three studio flats and one 1 bed unit above. A single-storey side annex is currently used as a storage area.

**IMAGE 1: The Subject Property, illustrating the existing single storey side extension (Author's Photo)**



## **i. Planning History**

- 2.2 The subject property has a long planning application history dating back to 1964, although no major applications have been submitted in the last 20 years. Significant applications (excluding those relating to trees), all of which were approved, are noted below.
- 2.3 27-02-1974 (Ref: J5/4/B/18375)  
*The redevelopment by the erection of a part 3 and part 4-storey building comprising 15 flats, 9 shop units, 1 restaurant and 1 surgery/pharmacy, plus basement parking provision*
- 2.4 An application was approved in 1974 for the full redevelopment of the terrace to comprise 15 flats with 11 retail and restaurant units. This was never implemented and ensures that the terrace remains a constituent of the Priory Road Conservation area.
- 2.5 31-07-1984 (Ref: 8401324)  
*Change of use of the basement to a restaurant in association with the use of the ground floor as a delicatessen*
- 2.6 The basement has been in use since July 1984, during which point the ground floor was in use as a delicatessen.
- 2.7 07-06-1985 (Ref: 8500966)  
*Change of use from retail to restaurant on the ground floor*
- 2.8 The ground floor became a restaurant in 1985.
- 2.9 13-09-1985 (Ref: 8501574)  
*Erection of a 1.8m higher rendered brick wall to enclose the corner garden*
- 2.10 10-06-1994 (Ref: 9400885)  
*The erection of a glazed roof over part of the garden of the existing restaurant as shown on drawing numbers*
- 2.11 The applications in 1985 and 1994 reveal how the existing side extension came into being.

## ii. Little Bay

- 2.12 The subject property has been occupied by Little Bay Restaurants since 1992 and was the first of what has become a successful multi-national chain of five restaurants across London and Belgrade.
- 2.13 The restaurant serves modern European cuisine, specialising in French cuisine, within unique yet relaxed surroundings. Little Bay was a Time Out 'Love London' 2014 award winner and all the restaurants within the chain are highly rated on Trip Advisor. The proposal seeks the expansion of the existing restaurant at ground floor and basement level to enable it to provide a larger and improved unit to meet increasing demand.

### b. Context: Location and Accessibility

#### i. Location

- 2.14 The subject property is located in the northwest of the London Borough of Camden close to its boundaries with the City of Westminster and the Borough of Brent. It is situated within the Kilburn ward and which has the second highest population density (175.6 persons per hectare) of all wards in the Borough (exceeded only by the King's Cross ward {194.3 persons per hectare}), and is as such a well-established residential district.
- 2.15 The subject property is situated a short distance (220m) from the designated Kilburn Town Centre, which has a good provision of shops, services and other restaurants. It is located within the Prioory Road Conservation Area and which was constructed over a 20 year period in the middle of the 19th century. It is considered to stand as a distinct example of the Italianate fashion of the time.

#### MAP 1: Site Context (Google Earth)



### Map Legend

	Subject Property
	Designated Priory Road Conservation area
	Kilburn Town Centre
	Designated Green Space

### ii. Accessibility

2.16 The subject property is situated in an area with a Public Transport Accessibility Level (PTAL) of 6a (the highest level) and because it is highly accessible by non-car modes of transport, is also a sustainable location for development, as the following information attests;

- a. Underground Rail: Kilburn Park Station, Bakerloo line (505 metres from the subject property).
- b. London Overground: Kilburn High Road station, Watford to Euston line, 3 trains per hour per direction (200 metres from the subject property).
- c. National Rail: West Hampstead national rail station, Thameslink, 6 trains per hour (0.7 miles (1.26km) from the subject property).
- d. Bus Services: A significant number of bus routes, operating frequently, pass close to the subject property, including those listed below, ensuring exceptional connections to a diverse variety of locations within London.

16: Cricklewood – Victoria (9 vehicles per hour)  
31: Camden – White City (10 buses per hour)  
32: Kilburn High Road – Edgware (7 vehicles per hour)  
98: Holborn – Willesden (9 vehicles per hour)  
206: Kilburn High Road – St. Raphael's (5 buses per hour)  
316: Cricklewood – White City (7 vehicles per hour)  
332: Brent Park – Paddington (6 vehicles per hour)

### **3.0 Heritage Statement**

#### **a. Contextual analysis**

- 3.1 The Priory Road Conservation Area derives its name from the former 12th century Kilburn Priory, located just outside the present conservation area boundaries near the junction of Belsize Road and Kilburn Vale. The priory was pulled down in 1790 and the wider area is now an archaeological priority area. The accompanying archaeological assessment report produced by Pre-construct archaeology considers these related issues.
- 3.2 Much of the former priory estate, by this point in private ownership, and known as Abbey Farm, was bought by Fulke Greville Howard in 1819, a Geneva-born British MP. Following this acquisition by the Howard Estate, work commenced on the laying out of Priory Road and St Georges Road (now Priory Terrace) and the construction of eight cottages and a group of large villas, developed throughout the 1820s.
- 3.3 Following Greville Howard's death in 1846, the Estate was inherited by Colonel Arthur Upton who made an agreement with George Upton, a local developer, and substantial three storey villas were constructed along Priory Road, Priory Terrace and Kilburn Priory. Altogether 69 houses were constructed between 1845 and 1850 and 200 homes between 1851 and 1857 during a period of great expansion of the capital city. Development was spurred on by the onset of the railways with Kilburn High Road railway station opening in 1852 as Kilburn & Maida Vale station. The terrace in which the subject property is situated was constructed during this period and provided an exception to the prevailing character with its primary function to enable the provision of a row of shops for an area that was still considered relatively remote. The now listed St Mary's Church was opened in 1857.
- 3.4 Following this initial wave of development, very little development occurred until the mid-20th century. In this time, Nos. 49 and 51 Priory Road were demolished in the late 1950s and replaced by Sylvan Court, a rather unsightly (but typical of the period) flatted developed of 4 storeys. A much more appealing terrace of 8 homes was constructed on Priory Terrace in the 1960s and backland development occurred in the 1980s at Nos. 48 and 53 Priory Road and the vicarage of St Mary's church.

#### **b. The Subject Property**

- 3.5 The terrace in which the subject property is located (Nos. 228-250 Belsize Road) is one of numerous sets of unlisted properties identified on page 15 of the Priory Road Conservation Area Statement prepared by the Council as considered to make a positive contribution of the character and appearance of the area. Most of the buildings in the Conservation Area that were part of the original plan are so described and there is a general presumption to retain them. The proposal will retain the subject property, and enhance it.

3.6 The subject property, unlike its neighbours, retains its brick front, having no external render, and lacks the detailing, particularly over the first floor windows, described favourably within the Conservation Area Statement. It also lacks the front light-well and iron railings seen within neighbouring properties. As such it could be considered relatively ordinary within its specific surroundings.

**c. Conclusions**

3.7 The proposal will revitalise the subject property, restoring many former elements lost over time and bringing about a more uniform appearance to the historic terrace. The new elements have been designed to ensure it sensitively continues the existing rhythm of the terrace and does not appear as a modern anomaly within the Priory Road Conservation Area.

3.8 Overall, it is considered that the scheme will provide a worthwhile addition to the Priory Road Conservation Area, at least preserving its character and appearance. It is of a sensible scale and profile and respects the existing building and the wider architectural characteristics.

**4.0. Design Statement**

**a. Pre-application advice**

4.1 Pre-application advice was sought from the Council in May 2012 (reference: CA\2012\ENQ\02240, Officer: Richard Black). The officer considered the land use as acceptable, stating residential accommodation is a known need within the Borough (and which has increased in the intervening time). Key elements of this advice are noted below.

**i. Design**

4.2 The existing single storey corner building is described as an anomaly in the streetscene and unsightly, and it is noted that the road layout and terrace allows for an additional dwelling to be attached without resulting in an uncomfortable form or appearance.

4.3 It was noted that;

- ❖ any scheme should pay attention to responding to the prevailing scale, form, proportions and materials; and
- ❖ traditional features within the retained building should be retained or reinstated where they have been lost, including the render to the front façade, decorative architraves and windows.

**ii. Amenity**

4.4 It was noted that the proposal then under assessment would be unlikely to have any adverse amenity implications upon surrounding residents, given the site's corner location and distance from other neighbours.

- 4.5 Implications upon the amenity of the neighbouring No1a Priory Road (which was under construction at the time the advice was issued) were raised as an area which would require further consideration.

**iii. Traffic and Car Parking**

- 4.6 It was noted that any future development should be car-free.

**iv. Quality of Residential Accommodation**

- 4.7 Advice was provided regarding minimum floorspace requirements and the scheme abides to these as noted within paragraphs 5.7 and 5.8 of this Statement.

- 4.8 Outlook from habitable rooms and the proposed room stacking was considered acceptable.

**v. Archaeology**

- 4.9 The advice recommended the production of an archaeological desk-based assessment because of the site's location within an archaeological priority area. One has been prepared to support this planning application.

**b. Specific Aspects of the new Proposal**

**i. Design**

- 4.10 The proposed design is traditional in approach and seeks to bring the building back into line with the neighbouring properties within the wider terrace. The brickwork will be rendered and painted to match the terrace and new timber sash windows to match the existing will also be inserted, including new headstones above the first floor windows. At ground level, a traditional timber framed shopfront will be inserted.
- 4.11 A round pitched four storey tower will mark the corner of Belsize Road and Priory Road, providing interest to the building and streetscene but also marking the southern end of Priory Road, much in the same way that a similar pitched tower on the corner of Priory Road and Broadhurst Gardens marks its northern end.



**IMAGE 2: 4 storey pitched tower, Corner of Belsize Road and Priory Road  
(Google Streetview)**



**ii. Amenity**

4.12 All four of the proposed flats are dual aspect, which cannot be said of the three existing studio and one bed units.

**iii. Refuse**

4.13 Provision for two 770 L Eurobins is provided in a yard to the rear of the building. This will be gated and accessed via Priory Road.

**iv. Car Parking**

4.14 The proposal does not provide for off-street car parking and with a PTAL rating of 6a, this should be considered acceptable in principle. The subsequent issue of Resident's Car Parking Permits will be at the discretion of the Council, but the Applicant is prepared to enter into a section 106 Agreement with the Council restricting the issue of Resident's Car Parking Permits.

**v. Cycle Parking**

4.15 A dedicated and secure cycle storage area with room for 4 bicycles will be located at ground level, with access directly onto Priory Road.

## **5.0 Policy Context**

### **a. National Policy Guidance: *National Planning Policy Framework*,**

- 5.1 The National Planning Policy Framework ('NPPF') was published in March 2012 by the Department of Communities and Local Government. It provides substantive guidance for local planning authorities in drawing up plans and is a material consideration in determining applications for planning permission (*paragraphs 13 and 196*). The purpose of the planning system is to contribute to the achievement of sustainable development (*paragraph 6*) and in determining proposals, local planning authorities are required to apply the presumption in favour of sustainable development (*paragraph 197*).
- 5.2 Paragraph 54 of the NPPF states that local authorities should normally approve planning applications that create residential accommodation, where there is an identified need for additional housing in that area. We would consider this to be the case.
- 5.3 The NPPF aims to promote the use of sustainable transport; the subject property's proximity to Kilburn High Road overground station and Kilburn Park Station underground station and very high PTAL rating of 6a makes it an entirely appropriate location for residential development at a time when London is under severe pressure to deliver new homes, particularly on previously developed land.

### **b. Regional Policy Guidance**

#### **i. The London Plan, Mayor of London, 2015**

- 5.4 The London Plan sets out the principal regional strategy for the Greater London area between 2015 and the mid-2030s. The Plan notes the remarkable growth that London has seen since 1988, at which point the city's population stood at a post war low of 6.7 million and how this growth is expected to accelerate further, with the population expected to reach close to 9 million by 2031. The need for additional homes of all types in the right places is, therefore, of critical importance.
- 5.5 The London Plan promotes maximising the potential of buildings and sites that benefit from high levels of public transport accessibility (*paragraph 3.29*). The subject property is located within an area with a PTAL rating of 6a, and thus its potential should be maximised, provided that best practice in development management is observed.

5.6 The London Plan outlines minimum residential space standards as shown in Table 1 below.

**TABLE 1 (Unit sizes)**

Unit	Unit size in proposed scheme (sq m)	London Plan minimum gross internal area (sq m)
1 Bed, 2 Person	51.85 52.88	50.00
2 Bed, 3 Person	58.46 (x2)	61.00

5.7 It is acknowledged that the two 2 bedroom units proposed are 2.54sq m below the London Plan minimum. We would consider this discrepancy to be so minimal as to have no effect upon the quality of the accommodation provided, and due to the position of existing walls there is no opportunity to expand these units. However, it is important to note that all individual rooms exceed minimum standards as shown at Table 2 overleaf. The one bedroom units are both above minimum standard.

**iii. The London Housing Design Guide (Interim) August 2010)**

5.8 This sets out space requirements for individual rooms, Table 2 illustrates that all the rooms proposed in the planning application scheme exceed minimum sizes.

**TABLE 2 (Room sizes)**

	Net Internal Area (sq m)	London Standards (sq m)
<b>First Floor: Apartment 1</b>		
Living	23.31	23
Master Bedroom	14.62	12
<b>First Floor: Apartment 2; and Second Floor: Apartment 4</b>		
Living	25.26	25
Master Bedroom	12.03	12
Second Bedroom	8.24	8
<b>Second Floor: Apartment 3</b>		
Living	23.31	23
Master Bedroom	17.03	12

\* 2 Person unit  
# 3 Person unit

**c.. London Borough of Camden Local Planning Policy**

**i Camden Core Strategy (2010-2025)**

- 5.9 The Camden Core Strategy sets out the key elements of the Council's planning vision and strategy for the Borough between 2010 and 2025.
- 5.10 Policy CS6 (Providing quality homes) is most relevant. The policy regards housing as a priority land-use, CS6J noting that the Council will seek a diverse range of housing to provide a range of homes, while CS6K seeks a range of homes in different sizes. The proposal providing 2 one bedroom and 2 two bedroom flats and achieves both these points better than the existing mix of three studio units and the very small one bed unit.
- 5.11 Policy CS14 (Promoting high quality places and conserving our heritage) states that the Council will ensure that Camden's places and buildings are attractive, safe and easy to use by:

*a) Requiring development of the highest standard of design that respects local context and character;*

The proposed extension is of a high standard of design taking influence from the wider terrace and the corner turrets seen within the broader neighbourhood.

*b) preserving and enhancing Camden's rich and diverse heritage assets and their settings, including conservation areas, listed buildings, archaeological remains, scheduled ancient monuments and historic parks and gardens;*

The proposed extension through its detailed renovation will enhance the quality of the existing building and the wider conservation area.

*d) Seeking the highest standards of access in all buildings and places and requiring schemes to be designed to be inclusive and accessible;*

The extension of the restaurant will enable the provision of disabled toilets at ground floor level something which it is not currently able to provide.

**ii. Camden Development Policies Document 2010**

- 5.12 The Camden Development Policies Document (2010) outlines the strategic policies for the Borough. DP24 (Securing high quality design) is clear that all developments must be of the highest standards of design taking into account the following elements;

*a) Character, setting, context and the form and scale of neighbouring buildings;*

The proposal extends and reinforces the elements of the existing characterful terrace.

*b) The character and proportions of the existing building, where alterations and extensions are proposed;*

The extension is of the same form and scale of the existing building

c) *The quality of materials to be used;*

The proposal is of the same material of the wider terrace, reinforcing its identity.

d) *the provision of visually interesting frontages at street level;*

An extended restaurant will continue to operate at ground floor level providing life and interest to the street.

5.13 As the subject property is located within a conservation area, Policy DP25 (Conserving Camden's heritage) is relevant. This notes that the Council will only permit development that preserves and enhances the character and appearance of the area taking account of conservation area statements, appraisals and management plans. The proposal scheme has been designed with full respect to the conservation area and will bring the building back in line with the existing terrace through the painted stucco, timber sash windows and stone surrounds, improving and reinforcing the character and appearance of the area.

5.14 The proposal includes an element of basement level development, as such policy DP27 (Basements and lightwells) applies. This states;

*'In determining proposals for basement and other underground development, the Council will require an assessment of the scheme's impact on drainage, flooding, groundwater conditions and structural stability, where appropriate. The Council will only permit basement and other underground development that does not cause harm to the built and natural environment and local amenity and does not result in flooding or ground instability.'*

5.15 A comprehensive Flood Risk Assessment in support of the proposal has been carried out by RAB Consultants, this document concluded;

*On the basis of the findings in respect of this proposed development, it is concluded that the site is at low risk of flooding from all sources.*

*There is no proposed increase in hard-standing and consequently no increase in surface water runoff. There is the potential for implementation of suitable SuDS at the site to improve water quality due to the nature of the proposed development. These should be considered as they would provide an improvement to the existing situation'*

5.16 A Basement Impact Assessment prepared in support of the proposal by the Gyoury Self Partnership concludes;

*This Basement Impact Assessment demonstrates that the proposed basement can be constructed without damage to neighbouring properties and the effect on the water environment is acceptable, in line with the requirements of Camden Planning Guidance CPG4 (April 2011) and Camden Borough Council Development Policy 27 "Basements and Lightwells".*

5.17 Policy DP30 relates to the preservation of shopfronts, noting that;

*The Council will expect a high standard of design in new and altered shopfronts, canopies, blinds, security measures and other features.*

5.18 The proposed shop front has been designed in a manner sympathetic with the existing building and utilising traditional materials, and in line with the character of the existing wider terrace and other shopfronts in the area. The shopfront will extend around the building promoting natural surveillance.

## **6.0 Conclusions**

6.1 It is well known that London is growing at a remarkable rate, creating with it a need for additional homes in the right places. The subject property is located within one of the most densely populated parts of the London Borough of Camden and one that enjoys excellent accessibility by public transport, as well as a good provision of local shops and services. It can be considered without question the 'right place' for new homes.

6.2 The intensification of existing land and buildings provides a sustainable solution to enable the provision of new homes within the urban context. The four existing units fail to provide an appropriate mix of units and a standard of accommodation that can be considered acceptable.

6.3 The proposal retains four units bringing them up to a standard that is in line with the London housing design guide and the standards of accommodation that one would expect in the city. It has been designed with full regard to the pre-application advice obtained from the Council and with full respect to the character and appearance of this part of the Priory Road Conservation Area and policies and provisions of the local planning authority, including the Priory Road Conservation Area Statement.

6.4 The proposal will benefit the character and appearance of the street scene and of this part of the Priory Road Conservation Area. It has been designed to sit comfortably in its surroundings whilst respecting the amenities of neighbouring properties and poses no risk of flooding and would have no unacceptable subterranean implications. It is a sustainable development in a sustainable location.

6.5 We trust that the Council will find the revised scheme attractive and acceptable and respectfully request that planning permission be granted.

# **Appendix 1: Pre-application advice**

May 2012  
Date: 2 ~~March~~ 2012  
Our Ref: CA\2012\ENQ\02240  
Contact: Richard Black  
Direct Line: 020 7974 4282  
Email: Richard.Black@camden.gov.uk



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C & L Architecture  
85 Devonshire Road  
London  
W5 4TS

Dear Mr Trifunovic,

**Re: Planning pre-application advice – 228 Belsize Road, London**

Following our meeting on the 27 April 2012, I am writing to provide written pre application advice on the proposed development at the above site. The proposal includes the demolition of the existing single storey structure and re-development of a 3 storey plus basement building, provision of an A3 unit at ground and basement levels and four flats over the first and second floors.

The site is located on the edge of the Priory Road Conservation Area. The site is also located within an Archaeological Priority Area and an area known for surface water flooding. The planning matters are addressed below:

**Landuse**

The proposed landuse is considered acceptable as the proposal involves additional residential accommodation which is a known need within the Borough in accordance with LDF Policy. The A3 use is to be retained and enlarged and therefore there is no objection in landuse terms to this element of the proposal.

**Design**

The Conservation Officer has no objection in principle to the proposed works. It is noted that the site was never historically a dwelling (which has been demolished for example). However the single storey ground floor unit appears as an anomaly in the street and is unsightly. Moreover the road layout and terrace allows for an additional dwelling to be attached to the north side of the terrace without resulting in an uncomfortable form or appearance.

The development site would form part of the distinctive character of the terrace and any development should reinforce those elements which create the character. The townscape is particularly uniform and as such attention should be paid to responding closely to the prevailing scale, form and proportions and materials. This includes, step in parapet level; render; window, door and string course details, parapet line etc.

Moreover traditional features on the adjoining building (which forms part of the site) should be retained or reinstated where they have been lost, including – render to front façade, decorative architraves and windows etc, using examples on neighbouring houses and streets to inform the restoration.

The new shopfront should have all elements of a traditional shopfront including accurately proportioned fascia, cornice, corbels, pilasters and stallriser and transom



bars. Existing yorkstone paving on the forecourt shall be retained along with the adjoining tree which should be protected during and after works.

### **Amenity**

It is unlikely that the proposal will lead to any adverse affects for No.230 Belsize Road. However, a new dwelling is currently under construction at No.1A Priory Road, the proposal has the potential to have an impact on the amenities of the future occupants of this dwelling and as such would require further consideration. It is unlikely the proposal would have adverse amenity impact on other surrounding residents, given the site corner location and distance from other neighbours.

### **Traffic & Parking**

Any future development of the site would need to be car free with cycle parking provided in line with TfL's standards, requiring a minimum of 1 space for dwellings with 1 or 2 bedrooms, and a minimum of 2 spaces for dwellings with 3 or more bedrooms. The A3 unit would not trigger a requirement for cycle parking.

The developer would be required to enter into a Section 106 agreement for any future development in respect to:

- car free;
- repaving the footway on Belsize/Priory Road adjacent to the site;
- potentially pedestrian, cycle and public realm improvements in the vicinity of the site; and
- a Construction Management Plan.

### **Quality of Residential Accommodation**

In respects the floor area proposed, from my calculations there appears to be a number of shortfalls in terms of room sizes and overall floor area. I have provided details below with respects to the minimum requirements as set out in the Interim London Housing Design Guide, which any future proposal should adhere too.

The minimum floor areas requirements for flats are outlined in the table below:

	<b>Dwelling type (bedroom/ persons)</b>	<b>Essential GIA (sq.m)</b>
<b>Single storey dwelling</b>	1b2p	50
	2b3p	61
	2b4p	70
	3b4p	74
	3b5p	86
	3b6p	95
	4b5p	90
	4b6p	99

The following is required for combined living, dining and kitchen spaces:

Designed occupancy	Minimum combined floor area of living, dining and kitchen spaces (sq m)
2 person	23
3 person	25
4 person	27
5 person	29
6 person	31

In respect to bedroom sizes, the minimum area of a single bedroom should be 8 sq m and the minimum area of a double or twin bedroom should be 12 sq m.

The outlook from the habitable rooms is acceptable and the proposed stacking would be appropriate.

### **Trees & Landscaping**

It is unlikely that the proposal will have an impact on the existing tree at the rear of the site, which is covered by a Tree Preservation Order (TPO) however it is recommended that an Arboricultural report BS 5837 (Trees in relation to construction report) be submitted with any future application with regards to the potential impact on this tree.

It was mentioned at the meeting that a green roof may be proposed, the Council are supportive of incorporate features which would enhance the site's ecological value, such as incorporating a green roof.

### **Basement Excavation**

It is likely that significant basement excavation works will be required to establish the basement level. As such a Basement impact Assessment (BIA) will need accompany any future application. The Council will only permit basements and other underground development where you can demonstrate it will not cause harm to the built and natural environment and local amenity, including to the local water environment, ground conditions and biodiversity. Addressing these issues may require the submission of a variety of information within the BIA. The level of information required is defined by DP27, corresponding to the scale, location and complexity of the scheme.

Further details can be found by clicking on the [new basement development and extensions to existing basement accommodation link](#).

### **Sustainability**

New build dwellings (as is the case here) will have to be designed in line with the Code for Sustainable Homes (CfSH) to meet Code Level 3. A pre-assessment will be required with any future planning application, illustrating how Code Level 3 will be achieved. The pre-assessment stage involves an initial review of the development to determine how sustainable it will be. It provides you with an early indication of the overall score your development will achieve by using the plans and drawings to estimate the number of credits that are likely to be achieved for each category. Further detail can be found at the following website:

Although this may be included in any sustainability assessment, the applicants should make provision for water run-off attenuation measures.

## **Waste**

Residential development of 6 dwellings or fewer are usually serviced by a kerbside waste and recyclables collection. The designs for waste and recycling facilities need to ensure that:

- internal and external storage areas are designed into each unit;
- internal space is provided for recycling storage, i.e. kitchens and utility rooms are generally the most appropriate locations;
- storage for both mixed recyclables, organic kitchen waste and non-recyclable waste.
- recycling waste storage comprises either a box or bag which are normally stored inside and taken to the kerbside on collection days;
- organic waste (food) kitchen caddies are stored inside the property and emptied into larger external, free-standing organic waste receptacles;
- external space for the storage of garden waste i.e. in large hessian sacks; and
- external storage for both waste and recyclables outside the buildings within the curtilage (for waste collector).

Waste storage requirements for new developments include:

Internal storage	External storage
<p>Mixed recyclables are collected in either:</p> <ul style="list-style-type: none"> <li>• green bags/inserts (30 litre bin - W320 x H453 x D265) or from</li> <li>• green boxes (55 litre box - W445 x H375 x D585)</li> </ul> <p>These must be provided in the same location as the bin for the non-recyclable waste; and or organic kitchen waste:</p> <ul style="list-style-type: none"> <li>• 7 litre (W252 x H252 x D229) kitchen caddy</li> </ul>	<ul style="list-style-type: none"> <li>• Adequate space for 27 litre external organic kitchen waste receptacle (W320 x D400 x H405)</li> </ul>

The volume of waste generated and thus the number and type of containers that a commercial development requires is ultimately dependent on the use of the building.

Further detail can be found at:

[http://www.camden.gov.uk/ccm/cms-service/download/asset?asset\\_id=2694288](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=2694288)

## **Archaeological Priority Area**

The site is identified as being within an Archaeological Priority Area, therefore any future planning application should be accompanied by an archaeological desk-based assessment. The assessment should be undertaken by a suitably qualified archaeological contractor or consultant and must accord with the standards for desk-based assessments issued by the Institute of Field Archaeologists. The aim of the assessment is to establish the archaeological potential of the site from the known archaeology of the area, the potential for its survival on the site and the impact of the proposal on the archaeological resource.

## **Underground development constraints/Surface water flooding**

advised to check with relevant bodies as to the location of underground development and the potential constraints this may cause. The street was also subject to surface water flooding in 1975 and 2002. All applications for basement extensions within streets identified as either 'primary' (flooding in 1975 & 2002) or 'secondary' locations will be expected to include a Flood Risk Assessment with any application for a basement development, in line with the criteria set out in PPS25. In line with Development Policy DP27, the Council will not allow habitable rooms and other sensitive uses for self contained basement flats and other underground structures in areas at risk of flooding.

### **Conclusions**

In principle the proposed development is acceptable, this is however subject to further consideration of the amenity impacts on the yet to be completed 1A Priory Road and a full assessment of the information/evidence to be submitted with any future full planning application.

Please also note this proposed development would be subject to a Community Infrastructure Levy (CIL), which was adopted from April and/or other s106 contributions.

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.

This letter represents the Council's initial view of your proposals based on the information available to us at this stage. It should not be interpreted as formal confirmation that your application will be acceptable nor can it be held to prejudice formal determination of any planning application we receive from you on this proposal.

If you have any queries about the above letter or the attached document please do not hesitate to contact **Richard Black** on **020 7974 4282**. Thank you for using Camden's pre-application advice service.

Yours sincerely

Richard Black  
Senior Planning Officer