

Address:	The Mamelon Tower 149 Grafton Road London NW5 4AY		9
Application Number:	2015/1211/P	Officer: Nanayaa Ampoma	
Ward:	Gospel Oak		
Date Received:	27/02/2015		
Proposal: Change of use of upper floors from ancillary public house accommodation (A4) to 5 (3 x 1Bed, 2 x 2Bed) self-contained flats (Class C3); erection of 2 storey side extension on South - East (Queen's Crescent) elevation at first and second floor levels and mansard roof extension with associated fenestration alterations.			
Background Papers, Supporting Documents and Drawing Numbers: (Prefix 1704.) OS-01, EX-14, EX.21, EX.22, EX.23, EX.25, EX.26, EX.27, EX.28, P.17, P.22, P.23, P.24 Rev A, P.25, P.26, P.28, P.29 and Lifetime Homes Statement.			
RECOMMENDATION SUMMARY: Grant Planning Permission Subject to a Section 106 Legal Agreement.			
Related Application	2010/0150/P		
Date of Application:	06/01/2010		
Applicant:		Agent:	
Mr Nilesh Lukka Macneil House 407 Nether Street London N3 1QG		Studio:08 architecture + planning Crows Nest 266 Stamford Hill London N16 6TU	

ANALYSIS INFORMATION

Land Use Details:			
	Use Class	Use Description	Floorspace
Existing		<i>Residential accommodation at ground and basement level with A4 (Drinking Establishment) ancillary accommodation on upper floors.</i>	430m ²
Proposed		<i>5x Dwelling Flats (C3)</i>	355m ²

Residential Use Details:										
	Residential Type	No. of Bedrooms per Unit								
		1	2	3	4	5	6	7	8	9+
Existing	<i>Flat/Maisonette</i>									
Proposed	<i>Flat/Maisonette</i>	3	2							

Parking Details:		
	Parking Spaces (General)	Parking Spaces (Disabled)
Existing	0	0
Proposed	0	0

OFFICERS' REPORT

Reason for Referral to Committee: The Director of Culture and Environment has referred the application for consideration as it involves the creation of five residential flats to an existing building [Clause 3 (iii)].

1. SITE

- 1.1 The application site comprises of a four-storey building located on the junction of Grafton Road and Queen's Crescent. The surrounding area is mix use in character with retail, commercial and residential uses all in close proximity of the site. There are lock-up garages to the north of the site. To the east and south of the site there are residential uses (Grafton Road and Flats 16-30 Milverton), while to the west on Queen's Crescent, there are a number of mixed use retail and residential premises. The application site is not listed and does not fall within a conservation area.
- 1.2 The host building had for a number of years been used as a public house, with ancillary residential accommodation above. However the public house ceased trading in 2008 and the upper floors of the building were occupied as a bedsit House in Multiple Occupation (HMO). In 2012, permission was granted by the Committee on 30th Oct for the change of use of the ground floor and basement to residential (2012/1882/P). This has since been implemented through structural works and the internal reconfiguration of those floors. As such, the property's current lawful use is as residential (C3) at ground and basement levels and ancillary (A4) accommodation at its upper floors.
- 1.3 The site benefits from a Public Transport Accessibility Level (PTAL) rating of 3 (moderate). With the nearest tube and national rail stations being Gospel Oak, Kentish Town West and Kentish Town nearest which are all 10minutes walk away.

2. THE PROPOSAL

- 2.1 The application follows the previously submitted and approved permissions in 2010 and 2009 for the conversion of the upper floors into residential. The application has been resubmitted as both permissions having expired.
- 2.2 Planning permission is sought for the change of use of the upper floors of the building from ancillary public house accommodation (Class A4) to provide five self-contained flats (Class C3). The proposed mix comprises of 3x one bed units at first, second and third floors and 2x two bed units at first and second floors. The application also proposes the erection of a mansard roof, as well as a two storey side extension to the west of the site. Lastly, alterations are proposed to the building's fenestration by way of reopening of currently boarded windows, improvements to existing windows, repainting of current brickwork and repairing of Mamelon Tower signage. The proposed side extension would measure 6.3 metres in height, 3.8 metres in depth and span the full 12 metres in width of the property's side-west elevation. A green roof is proposed on the new side extension.
- 2.3 Bikes and bin storage are proposed at ground floor with their entrance at the Grafton/east elevation.
- 2.4 The difference between the current application and the previously approved scheme of 2010 are as follows:

- Four additional new skylights to mansard roof.
- No Juliet balconies to mansard roof.
- No new residential entrance way is proposed as previous; instead existing entrance off Grafton Road is to be retained for the new residential use at upper floors.
- The height of the proposed two storey extension has been increased by 200millimeters (0.2 metres).
- No new doors at Queens Crescent elevation, instead more minimal fenestration changes are proposed.
- The unit sizes and bedrooms are larger.

3. RELEVANT HISTORY

- 3.1 **2012/1882/P:** Change of use from drinking establishment (Class A4) to 2 x 3 bed maisonettes (Class C3) at basement and part ground floor level and associated alterations including installation of lightwell with railings and three windows on north elevation, provision of pavement lights and alterations to entrances and windows on east (Grafton Road) elevation/forecourt area, fenestration alterations on south (Queen's Crescent) elevation, six new ground floor level windows on west elevation and excavation works to extend the existing basement level. – **Granted 30/10/2012**
- 3.2 **2010/0150/P:** Retention of drinking establishment use (Class A4) on basement and part ground floors, and provision of refuse and cycle store and residential access on ground floor; change of use of upper floors from ancillary public house accommodation (Class A4) to 5 (3 x 1 bed and 2 x 2 bed) self-contained flats (Class C3); erection of a two-storey side extension on south-east (Queen's Crescent) elevation at first and second floor level, roof extension and associated elevational alterations.- **Granted 01/10/2010**
- 3.3 **2009/3463/P:** Retention of drinking establishment use (Class A4) at basement and ground floor, change of use of upper floors from ancillary public house accommodation (Class A4) to 2 x 1 bedroom and 1 x 2 bedroom self-contained flats (Class C3) and associated elevational alterations - **Granted 16/10/2009.**

4. CONSULTATIONS

Adjoining Occupiers

<i>Number of letters sent</i>	59
<i>Total number of responses received</i>	3
<i>Number in support</i>	1
<i>Number of objections</i>	2

- 4.1 Local residents were notified via direct letters. The consultation period ended on the 1st May 2015. Comments of support and objections have both been received from the following properties:
- 167 Queens Crescent, London (object)
 - 26 Sutton Road, Barking (object)
 - 218 Grafton Road (support)

- 4.2 These comments can be summarised as follows:

4.3 Objections-

- The public house should remain because it's important for local amenity.
- Too many pubs have been lost to residential developments
- The building is in an important position for regeneration
- The proposed extension is excessive
- The Victorian architecture of the property should be protected.
- Pubs are not a suitable place to build apartments the residents will complain of noise and the pub use at ground floor will be lost.
- The pub is in a good position and the developer has deliberately left it to rot so they can turn it into residential.
- There is no provision for parking, affordable or social housing

4.4 Support-

- Building has been derelict for many years so permission should be given
- Current property is a blight on the local area
- I would like to see plans for commence and work dates.

5. **POLICIES**

5.1 **National Planning Policy Framework (2012)**

Paragraphs 18-22

Paragraphs 29-41

Paragraphs 47-55

Paragraphs 56-68

5.2 **London Plan 2015 consolidated with alterations**

Policy 3.3 Increasing housing supply

Policy 3.4 Optimising housing potential

Policy 3.5 Quality and design of housing developments

Policy 6.3 Assessing effects of development on transport capacity

Policy 6.5 Funding Crossrail and other strategically important transport infrastructure

Policy 6.9 Cycling

Policy 7.1 Building London's neighbourhoods and communities

Policy 7.4 Local character

Policy 7.6 Architecture

Policy 8.2 Planning obligations

Policy 8.3 Community infrastructure levy

5.3 **LDF Core Strategy and Development Policies (2010)**

CS1 Distribution of growth

CS5 Managing the impact of growth and development CS6 Providing quality homes

CS8 Promoting a successful and inclusive Camden economy

CS10 Supporting community facilities and services 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
 DP15 Community and leisure 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
 DP20 Movement of goods and materials
 DP21 Development connecting to the highway network
 DP22 Promoting sustainable design and construction
 DP23 Water
 DP24 Securing high quality design
 DP26 Managing the impact of development on occupiers and neighbours

Supplementary Planning Policies

CPG1 Design (2015)
 CPG2 Housing (2015)
 CPG3 Sustainability (2015)
 CPG6 Amenity (2011)
 CPG7 Transport (2011)
 CPG8 Planning obligations (2015)

6. ASSESSMENT

6.1 The principal considerations are as follows:

- Principle of development – change of use
- Quality of accommodation
- Design
- Amenity
- Transport
- Sustainability
- Environmental Health

PRINCIPLE OF DEVELOPMENT – CHANGE OF USE

6.2 The principle of the change of use has previously been established by the permission of 2009 and 2010, although these were never implemented and have now expired. Following , the approval of the ground and basement floor as residential under application 2012/1882/P, and its subsequent implementation, it is considered that the lawful use of the upper floors as ancillary pub use (class A4) is now redundant and out of context. It is therefore considered acceptable in line with policy DP2 for the upper floor premises to be converted to residential, which is the Borough's priority use.

6.3 QUALITY OF RESIDENTIAL ACCOMMODATION

6.4 The overall flat size and bedroom floor areas of the five proposed residential units are as follows:

Flat location / number of bedrooms & persons	Overall unit size	Bedroom 1	Bedroom 2
First Floor - 1B,2P	51m ²	13.5m ²	

First Floor - 2B,4P	71m ²	16m ²	12m ²
Second Floor – 1B,2P	51m ²	13.5m ²	
Second Floor – 2B,4P	71m ²	16m ²	12m ²
Third Floor – 1B,2P	51m ²	14m ²	

- 6.5 Each flat is in full compliance with the Council's minimum floorspace standards and the London Plan Standards. The internal layout of the proposed units are considered satisfactory, with each habitable room receiving access to natural light, outlook, ventilation and circulation space. Each flat also incorporates dedicated storage and linen cupboards.
- 6.6 In terms of the mix of units, policy DP5 seeks to provide a range of unit sizes to meet demand across the borough. In order to define what kind of mix should be provided within residential schemes policy DP5 includes a Dwelling Size Priority Table below). The Council will seek to ensure that all residential development contribute to meeting the priorities set out in the table and expect a mix of large and small homes in all residential developments.

Dwelling Size Priorities Table					
	1- bedroom (or studio)	2- bedrooms	3- bedrooms	4- bedrooms or more	Aim
Social rented	lower	medium	high	very high	50% large
Intermediate affordable	medium	high	high	high	10% large
Market	lower	very high	medium	medium	40% 2-bed

- 6.7 It is acknowledged that a family sized three bedroom unit is not proposed. However, given the relatively small number of units proposed and there being a range of one and two bed units proposed, it is considered on balance that the proposals are satisfactory. Moreover, the most up to date housing needs surveys, including the Camden Housing Needs Survey Update and the London Strategic Housing Market Assessment, suggest that the largest demand in the private sector is for two-bed units. In addition, the identified need for larger family sized units is particularly concentrated in areas away from the site in locations such as Bloomsbury, Holborn and Kings Cross and Euston and Somers Town.
- 6.8 In terms of lifetime home standards, the applicant has submitted an assessment which demonstrates instances where the proposed scheme can meet the necessary criteria. However, it is acknowledged that the existing physical constraints of the site make it difficult to comply with all standards. Nevertheless a condition will be attached that the applicant complies with the recommendations of the submitted assessment.

DESIGN

- 6.9 Policies **CS5** and **DP24** state that the Council will require all developments including alterations and extensions to existing buildings, to be of the highest design standard in terms of the character, sitting, context, form and scale to the existing building and the general area.

- 6.10 The proposed mansard design has been angled away from the edge of the property's roof to reduce its appearance and prominence at street level. It sits behind the existing parapet of the building. The slate roof materials are considered to be appropriate to the character of the building. The use of flush rooflights on the mansard roof would again reduce the overall prominence of the proposed addition. The Juliet balconies of 2010 have been removed and in their position new velux windows are proposed. This is considered a positive amendment. In this context the proposed roof addition is considered appropriate in design terms, providing a discrete and modest addition.
- 6.11 The proposed two-storey side extension is clearly subordinate to the main building. The success of this part of the proposed scheme is considered to be very much dependent upon the precise execution and the appropriate use of high quality materials and detailed design. It has been set to a height lower than the interesting mouldings at this part of the building in order not to compete with this feature. The proposed materials are indicated to match the existing. This element is considered to be appropriate given that much of it would be hidden from the main road and the properties main east (Grafton Road) and south elevations (Queen's Crescent). However, it is recommended that a sample panel of the facing brickwork is secured via condition in order to ensure the quality of the proposed materials and resultant finishes are acceptable.
- 6.12 The proposed alterations to the properties fenestration (new windows, paint work, Juliet balcony to rear) are considered relatively minimal and many of the proposed windows would mirror the existing ones and be within existing boarded openings. The general paint works would improve the appearance of the property and make it more presentable. The Juliet balconies would be to the rear of the site and would be in keeping with the that part of the property.
- 6.13 The original pub signage is to be retained and repaired. In terms of protecting the properties historic attributes this is welcomed.

Conclusion

- 6.14 Overall, officers consider the alterations and extensions to the existing buildings to be an enhancement that are supported by the current policy framework. In addition, very similar alterations have been previously approved under 2010 application. However a condition is recommended requiring the submission of details of the material finish and detailed design of the new elements to ensure a high quality development.

Amenity

- 6.15 The provision of a two-storey side extension is not considered to raise any significant amenity concerns. No overlooking/privacy, outlook/sense of enclosure or sunlight/daylight concerns are raised as the proposed extension would face towards a windowless flank elevation of No's 167-203 Queen's Crescent. More specifically in terms of overlooking/loss of privacy on the south-east (Queen's Crescent) elevation, the nearest building facing the application site is a three-storey residential block of flats (No's 16-30 Milverton, Grafton Road), a distance of 28m from the application site. This distance mitigates any overlooking issues caused by the additional windows or loss of daylight/sunlight caused by the proposed extension.

- 6.16 Similarly the proposed roof extension is not envisaged to result in any significant loss of amenity to any neighbouring occupiers. It is acknowledged that some overlooking may be possible from the windows on the south-west elevation towards the rear of No's 167-203 Queen's Crescent, but this would only be at acute angles and at significant distances.

Future amenity for occupants

- 6.17 The London Plan Standard 4.10.1 states that dwellings on upper floors should all have access to a terrace, roof garden, winter garden, courtyard garden or balcony. It identifies five square metres as a minimum for all new 1-2 person units and an additional 1 square metre for each additional occupant. At its optimum the proposal would result in fourteen inhabitants. All five of the units are one to two persons. This gives a basic requirement of 25m², with an addition one square metre for the remaining four persons. This gives a requirement of 27m². While outdoor space would be preferred policy DP26 requires outdoor space be provided 'wherever practical' and in light of the constraints on the site it is not possible to provide additional amenity space required. As such, a contribution of £6155.37 (adjusted from original figure of £15,261 in 2010 plus inflation at an average of 3.4% per year- Bank of England Figures) is proposed. This will be secured via S106.

TRANSPORT

- 6.18 The Highways Officer has recognised that there are significant pressures on the current parking and road network facilities throughout the borough, especially in dense residential areas. In the interest of sustainable transport practices, the Council has established highways policies that strongly discourage the use of private motor vehicles and aim to control any future unnecessary increase in off street parking (CS11 – Core Strategy, also DP16, DP17, DP18, DP19 and DP22 – Development Policies).

Car Parking

- 6.19 The application site is located within the Central London Area and is within the West Kentish Town controlled parking zone (CA-L). All CPZ's have been identified as suffering from a high level of parking stress with more than 100 permits issued for every 100 parking bays and overnight demand exceeding 90%. The site has a Public Transport Accessibility Level of (PTAL) of 3 (Moderate). However in line with sustainable practices the Council would like to secure all developments in the Central London area as car free unless the PTAL rating is particularly low.
- 6.20 The applicant has indicated that the development would have no parking facilities attached. The Council's Highways Officer has indicated that the development should be secured as Car Free. This would mean that future occupiers of the site would not be eligible for a parking permit. This will be secured via S106.

Bicycle Parking

- 6.21 Camden's Transport Strategy, CS11, DP17, and CPG7 promote cycling as one of the preferred means of transport in the borough. Revised London Plan policy requires 2 spaces for units with 2+ bedrooms, and 1 space for studios and one bedroom units (London Plan 2015:p45). As such the proposal should provide seven cycle parking spaces.
- 6.22 The proposals incorporate a dedicated cycle storage facility at ground floor level providing spaces for seven cycles. The provision of this facility is in accordance with DP17 and DP18 (Appendix 2) and the London Plan standards. However the number of spaces provided should total eleven including the existing units at

ground and basement levels. Otherwise the overall development would fall short since four of the existing seven spaces are required for the existing units. Unfortunately a visit to the site confirmed that there is no adequate space to provide all eleven. As such the seven proposed are considered acceptable..

Servicing, access and construction

- 6.23 There is off-street vehicular access northwest of the site from the side turning off both Queen's Crescent and Grafton Road. The Highways Officer has determined that given this existing off street vehicular access and the nature of the works, the existing arrangement is considered satisfactory for construction vehicles. It would therefore not be necessary to secure a Construction Management Plan (CMP) for the development as it is not likely traffic will be significantly impacted during the works. However, some highway licenses may be required to facilitate the proposed works. This might include a temporary parking bay suspension, a skip licence, a hoarding licence, and a scaffolding licence. The applicant would need to obtain such highway licences from the Council prior to commencing work on site.

Highways contribution

- 6.24 The Transport team have commented that the development may lead to the damage of the public footway and highway and as such a contribution of £5,917.33 should be secured. This will be secured via a S106 Agreement.

Refuse

- 6.25 In line with policy CS18 waste details are required to demonstrate that the development would be able to accommodate sufficient waste and recycling on site. Documents submitted with the application demonstrate that the waste and recycling facilities for the residential units would be situated east of the site at Grafton Road. This appears to be adequate to serve the development and the existing uses on site. However specific details regarding recycling and waste storage size will be secured via condition.

- 6.26 Comments have also been received regarding the doors to the waste storage area. These open outwards onto the property's forecourt. The Highways Officer has expressed some concern as this is considered part of the public highway. However given its proposed use it is unlikely to be used frequently as such it is not resisted in principle and an informative will be attached as requested by the Transport team. In addition, these doors are existing bi-folding doors.

Other

- 6.27 The proposal involves the installation of new footway lightwells (none currently exist within the footway at present other than the trap door opening). These are shown as consisting of glass blocks within a concrete slab. This is acceptable to Transport.

SUSTAINABILITY

- 6.28 Under the previous 2010 application the applicant submitted an EcoHomes pre-assessment in support of the application. This demonstrates that the development was likely to meet the minimum 'very good' rating required for schemes of this size. This is assisted by the provision of a green roof on the flat roof area above the proposed two-storey side extension. Subsequently, the Ministerial Statement of 25th March 2015 has been issued and Ministers have removed the requirements for the Code for Sustainable Homes. However the need for sustainable development is still required under polices CS13, DP22, and DP23.

- 6.29 New residential developments are required to demonstrate that they are capable of achieving a maximum internal water use of 105 litres per person/day, with an additional 5 litres person/day for external water use. The development would incorporate water saving features for both consumption and discharge of wastewater. A maximum internal water use figure of 105 litres person/day will be achieved through the specification of low-flow fittings and efficient water use appliances as required by policy.
- 6.30 Policies CS13 and DP22 require all developments (existing and new build) to consider sustainable building practices. Developments should achieve a 20% reduction in on-site carbon dioxide emissions through renewable technologies, unless demonstrated that such provisions are not feasible.
- 6.31 The applicant has failed to submit an energy assessment for the current scheme. It is suggested that this is dealt with via S106 to ensure that the development introduces measures to meet the above stated policy requirements.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 6.32 The proposal would result in the creation of five residential units and would be liable for the Mayoral and Camden Council CIL. The Mayoral CIL contribution is calculated at £50 per square metre, while Camden Council's CIL is calculated at £500 per square metre. These contributions will be due after commencement of works and will be collected by the Council. Any failure to declare the relevant notices such as a Commencement Notice may result in surcharges for failure to assume liability.

7. CONCLUSION

- 7.1 The majority of the proposed works have previously been approved by Committee under application 2010/0150/P. However this was before the adoption of the current policy framework. Nevertheless, having reassessed the development it is still considered that the development complies with the current LDF. The proposal results in the creation of five acceptable residential units, whilst also retaining the property's historic exterior. The proposed two-storey side extension and roof addition are considered to have been appropriately designed to align with the historic character of a prominent corner site building. These works have also been carefully considered in order to minimise any potential impact on the amenity of nearby residents. Finally, a green roof has been included in the design process and a legal agreement has also been agreed in principle regarding sustainability matters, highways and open space.

8. LEGAL COMMENTS

- 8.1 Members are referred to the note from the Legal Division at the start of the Agenda.

9. RECOMMENDATION

- 9.1 Planning Permission is recommended subject to a S106 Legal Agreement covering the following Heads of Terms:-

- Car Free
- A financial contribution of £5,917.33 for works to highways
- Sustainability plan
- Open Space contribution £6155.37

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 A sample panel of the facing brickwork demonstrating the proposed colour, texture, face-bond and pointing shall be provided on site and approved in writing by the local planning authority before the relevant parts of the works are commenced and the development shall be carried out in accordance with the approval given. The approved panel shall be retained on site until the work has been completed.

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 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: (Prefix 1704.) OS-01, EX-14, EX.21, EX.22, EX.23, EX.25, EX.26, EX.27, EX2.8, P.17, P.22, P.23, P.24 Rev A, P.25, P.26, P.28, P.29 and Lifetime Homes Statement

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

- 4 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 of the London Borough of Camden Local Development Framework Development Policies.

- 5 The approved flat roof shall only be used as a green roof and for associated maintenance purposes and shall not be used as a roof terrace.

Reason: In order to prevent unreasonable overlooking of neighbouring premises in accordance with the requirements of policy CS5 (Managing the impact of growth and development) of the Core Strategy and policy DP26 (Managing the impact of development on occupiers and neighbours) of the Development Policies 2010.

- 6 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.

- 7 Before the development commences, details of the proposed waste storage area by way of its 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 and DP28 of the London Borough of Camden Local Development Framework Development Policies.

- 8 Prior to the first occupation of the building a plan showing details of the green roof including species, planting density, substrate and a section at scale 1:20 showing that adequate depth is available in terms of the construction and long term viability of the green roof, and a programme for a scheme of maintenance shall be submitted to and approved in writing by the local planning authority. The green roof shall be fully provided in accordance with the approved details prior to first occupation and thereafter retained and maintained in accordance with the approved scheme of maintenance.

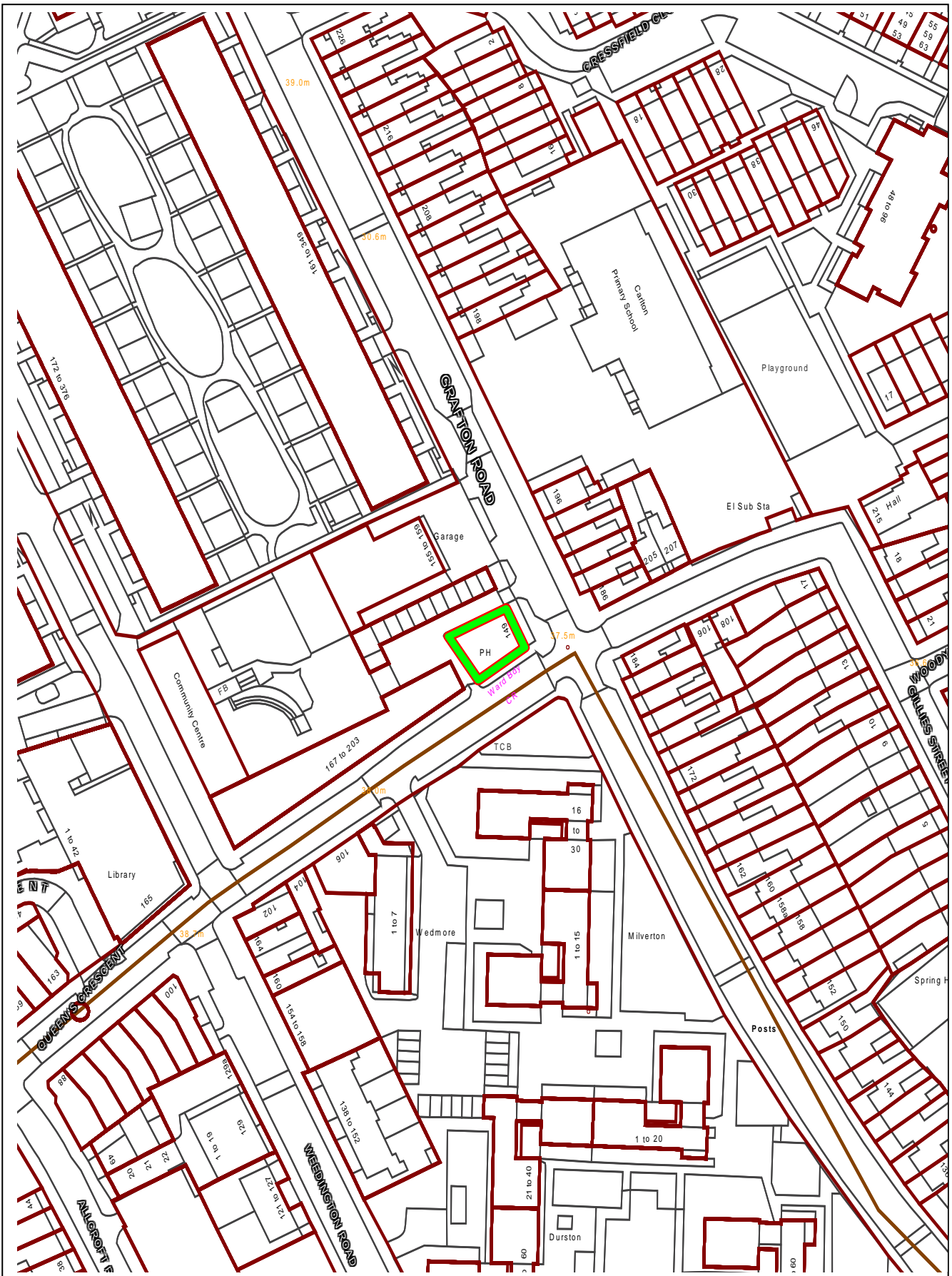
Reason: To ensure that the green roof is suitably designed and maintained in accordance with the requirements of policies CS13, CS14, CS15 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22, DP23, DP24 and DP32 of the London Borough of Camden Local Development Framework Development Policies.


Informative(s):

- 1 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.
- 2 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).
- 3 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.

- 4 The Mayor of London intends to introduce a Community Infrastructure Levy (CIL) to help pay for Crossrail on 1st April 2012. Any permission granted after this time will need to pay a CIL including those submitted before April. This CIL will be collected by Camden on behalf of the Mayor of London. From April 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 m² 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 and we will issue a CIL demand notice setting out what monies needs to paid when and how to pay The CIL will be collected from Camden on behalf of the Mayor.
- 5 With regard to condition no. you are advised to look at Camden Planning Guidance for further information and if necessary consult the Access Officer, Camden Town Hall, Argyle Street WC1H 8EQ, (tel: 020-7974 5124) to ensure that the internal layout of the building is acceptable with regards to accessibility by future occupiers and their changing needs over time.
- 6 The Council supports schemes for the recycling of bottles and cans and encourages all hotels, restaurants, wine bars and public houses to do so as well. Further information can be obtained by telephoning the Council's Environment Services (Recycling) on 0207 974 6914/5 or on the website <http://www.camden.gov.uk/ccm/content/environment/waste-and-recycling/twocolumn/new-recycling-rubbish-and-reuse-guide.en>.
- 7 The correct street number or number and name must be displayed permanently on the premises in accordance with regulations made under Section 12 of the London Building (Amendments) Act 1939.
- 8 You are reminded of the need to provide adequate space for internal and external storage for waste and recyclables. For further information contact Council's Environment Services (Waste) on 020 7974 6914/5 or see the website <http://www.camden.gov.uk/ccm/content/environment/waste-and-recycling/twocolumn/new-recycling-rubbish-and-reuse-guide.en>.
- 9 The private forecourt area adjacent to Grafton Road has an established public right of way which has been enjoyed by the public as a right of way for over 20 years. Under section 31 of the Highways Act 1980, therefore, we would consider this forecourt as being dedicated highway, although not maintainable at the public expense.
- 10 In good time, prior to the start of construction (or if appropriate, demolition) on site, the contractor shall discuss and agree with the Council's Engineering Service Network Management team (tel: 020-7974 2410) detailed arrangements for the transportation of goods and materials to and from the site. The Council will prosecute those responsible for any breaches of the provisions of the Highways and Litter Acts which occur as a result of construction on the site. In addition, it is the responsibility of the applicant to ensure that any relevant highways licences are sought.



	<p>Application No: 2015/1211/P</p> <p>The Mamelon Tower 149 Grafton Road London NW5 4AY</p>	<p>Scale: 1:1250</p> <p>Date: 14-Sep-15</p>	<p>N</p> 
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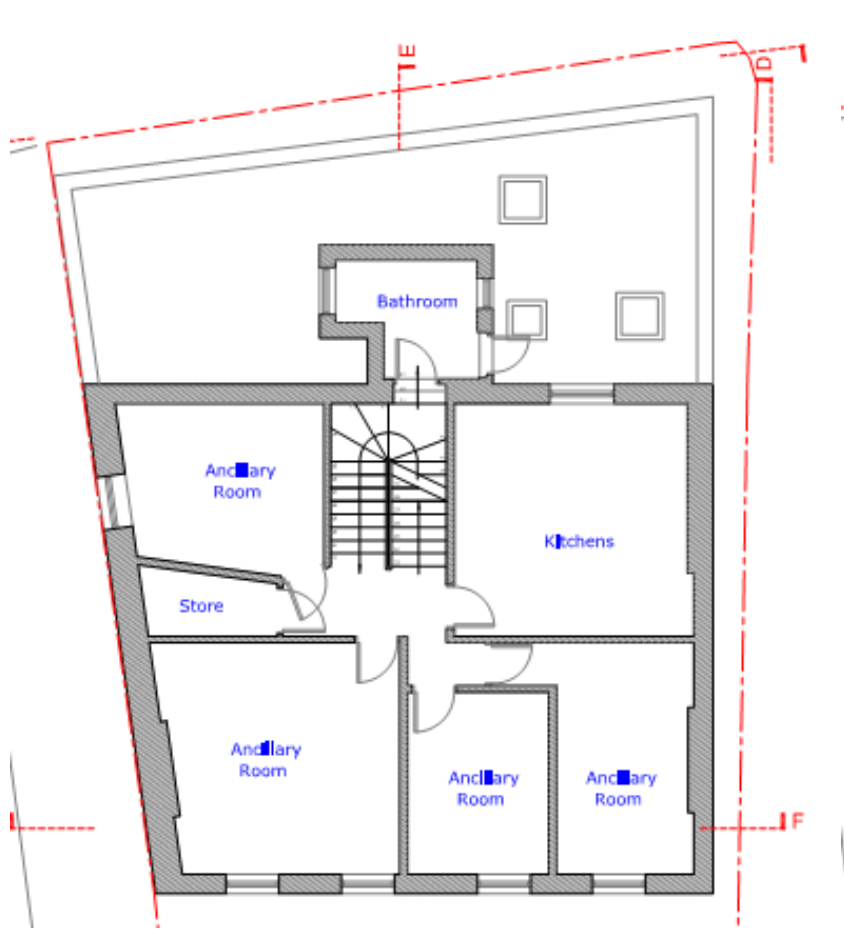
The Mamelon Tower
149 Grafton Road
London
NW5 4AY

27/02/2015

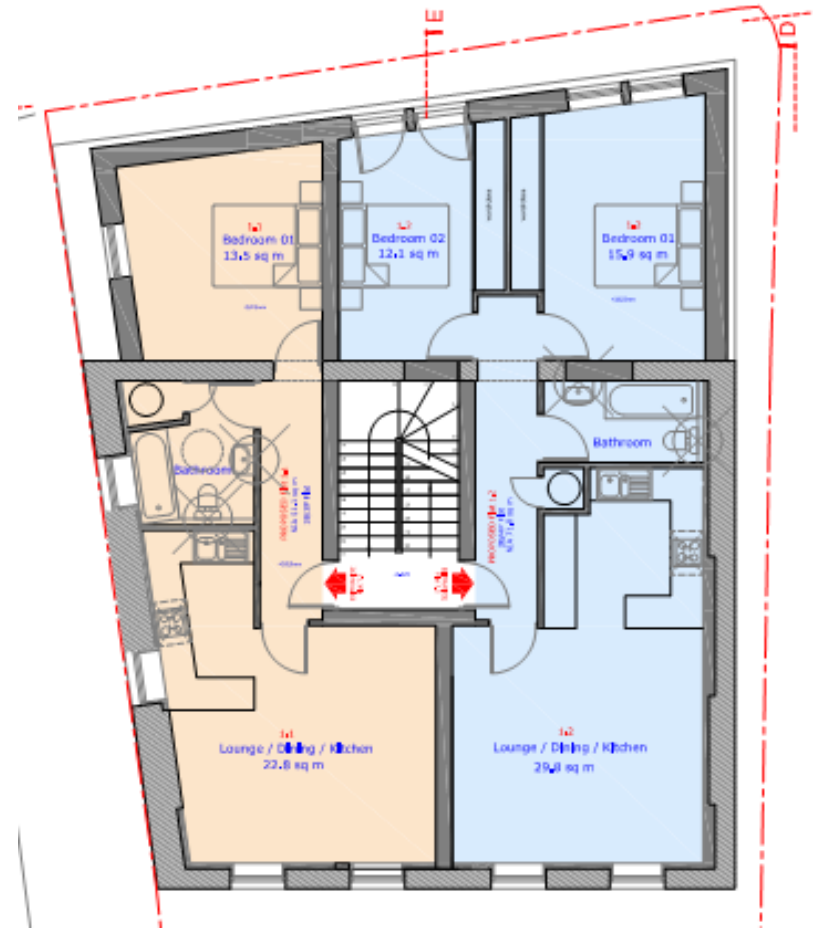
Site



First Floor Plans

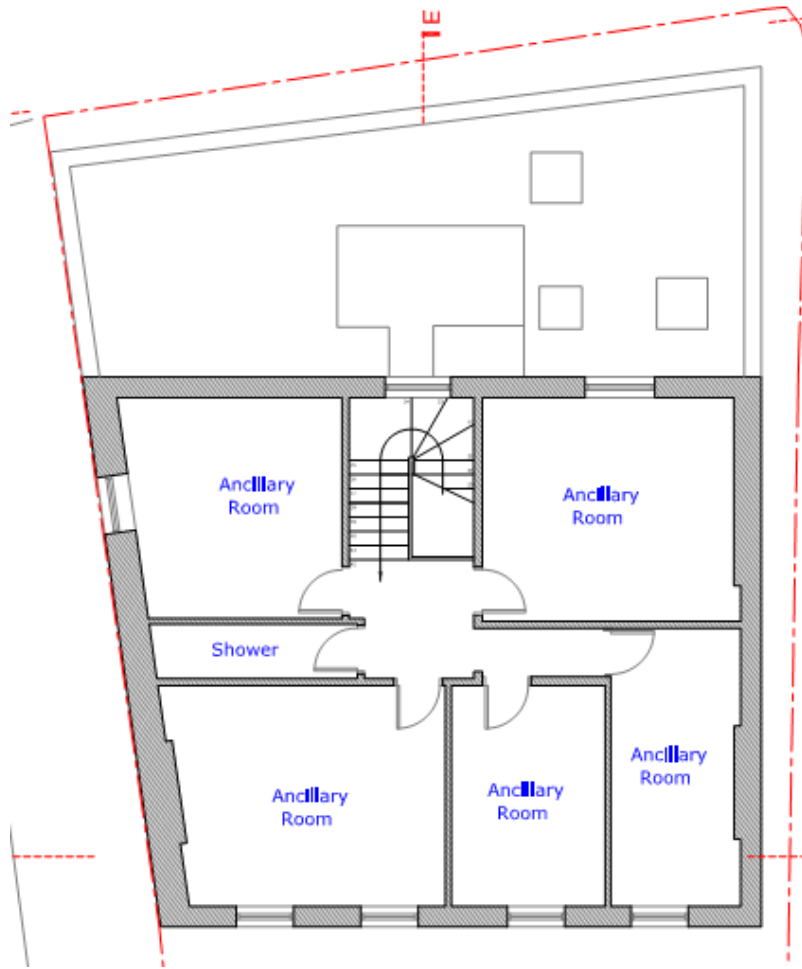


Existing First Floor

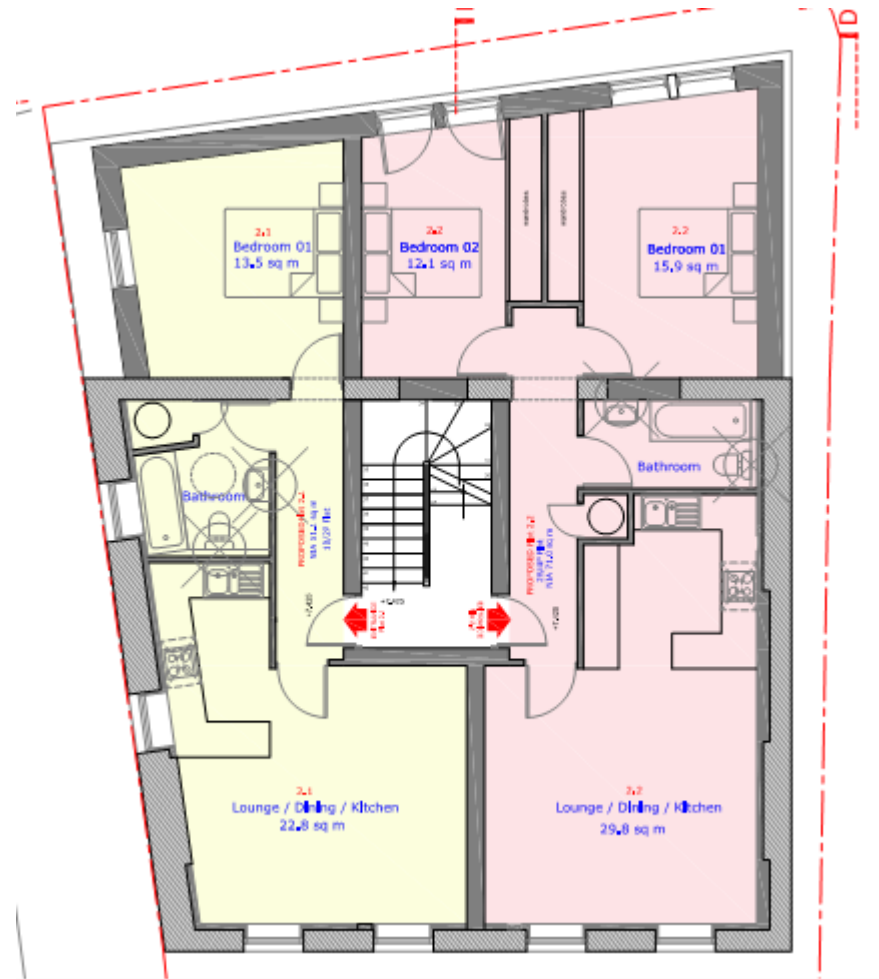


Proposed First Floor

Second Floor Plans

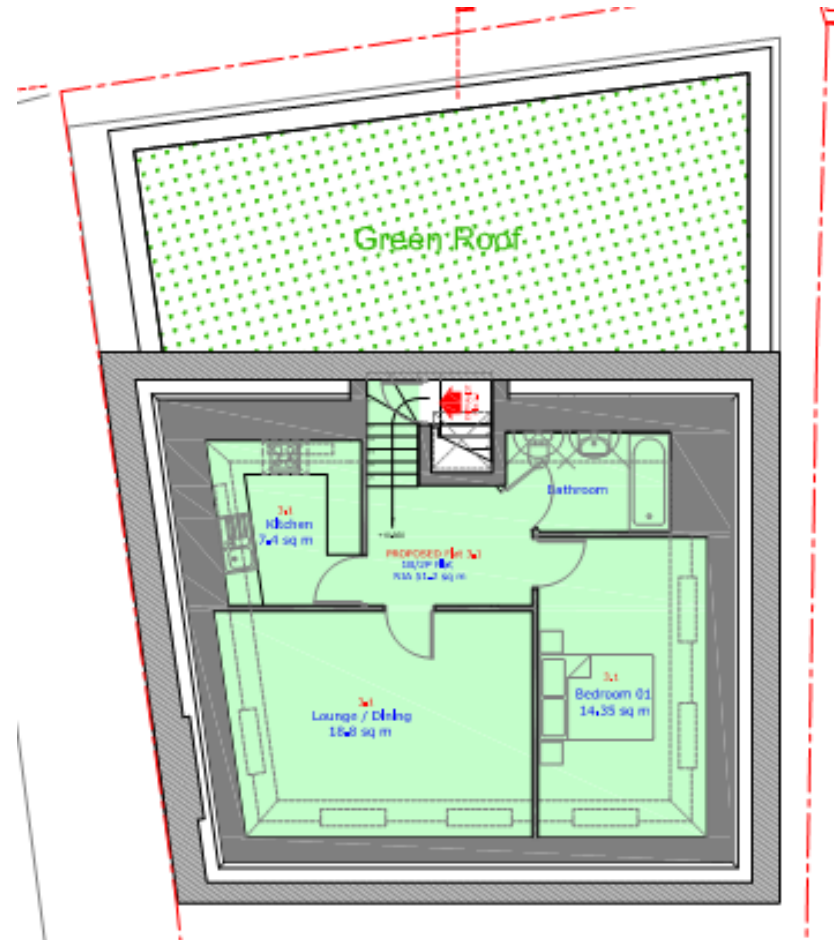


Existing Second Floor



Proposed Second Floor

Third Floor

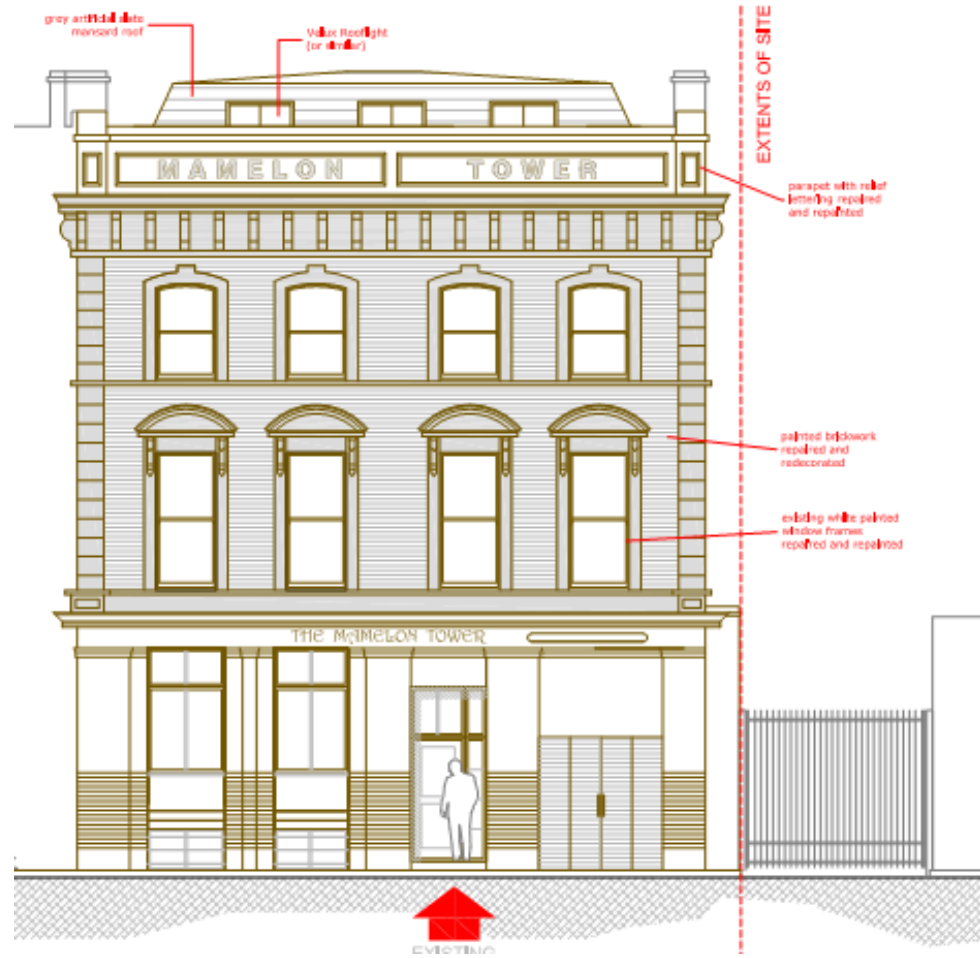


Proposed Third Floor

Proposed Elevations



Ex. Grafton Road Elevation

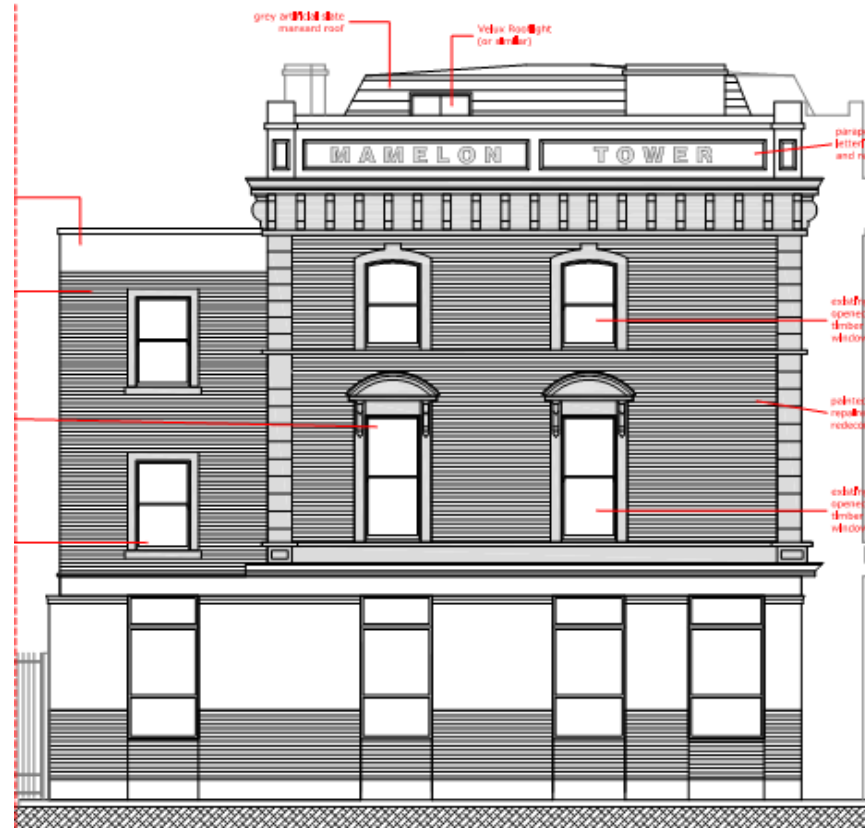


Pr. Grafton Road Elevation

Existing Elevations 1

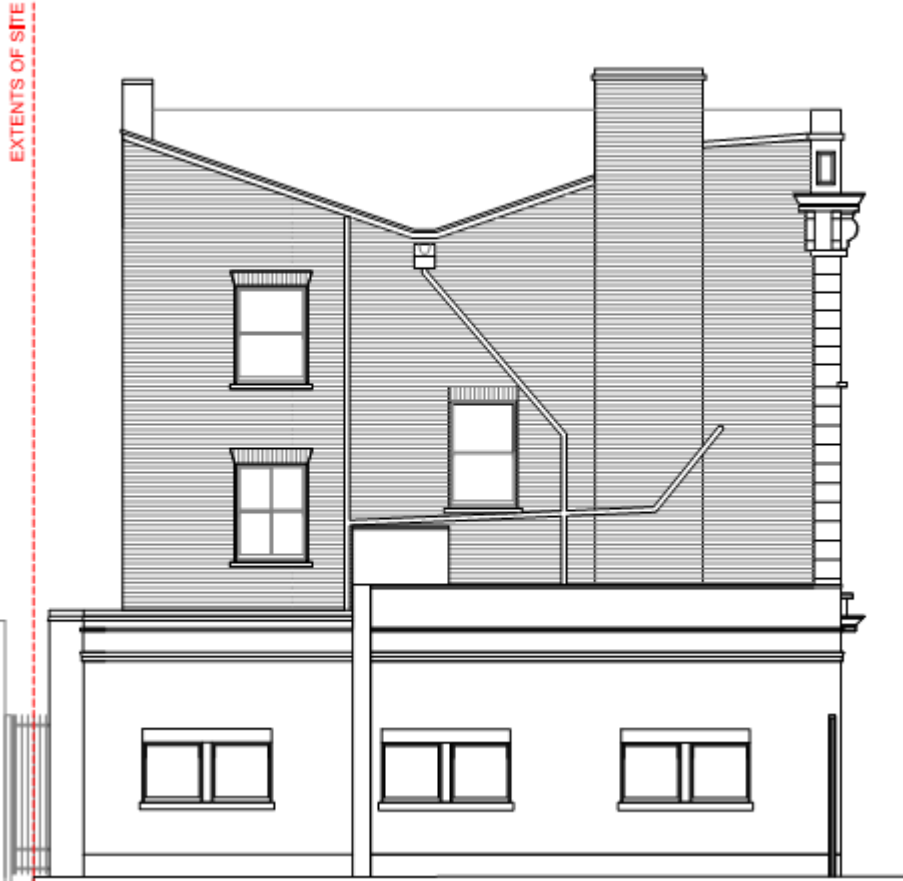


Existing Queens Crescent

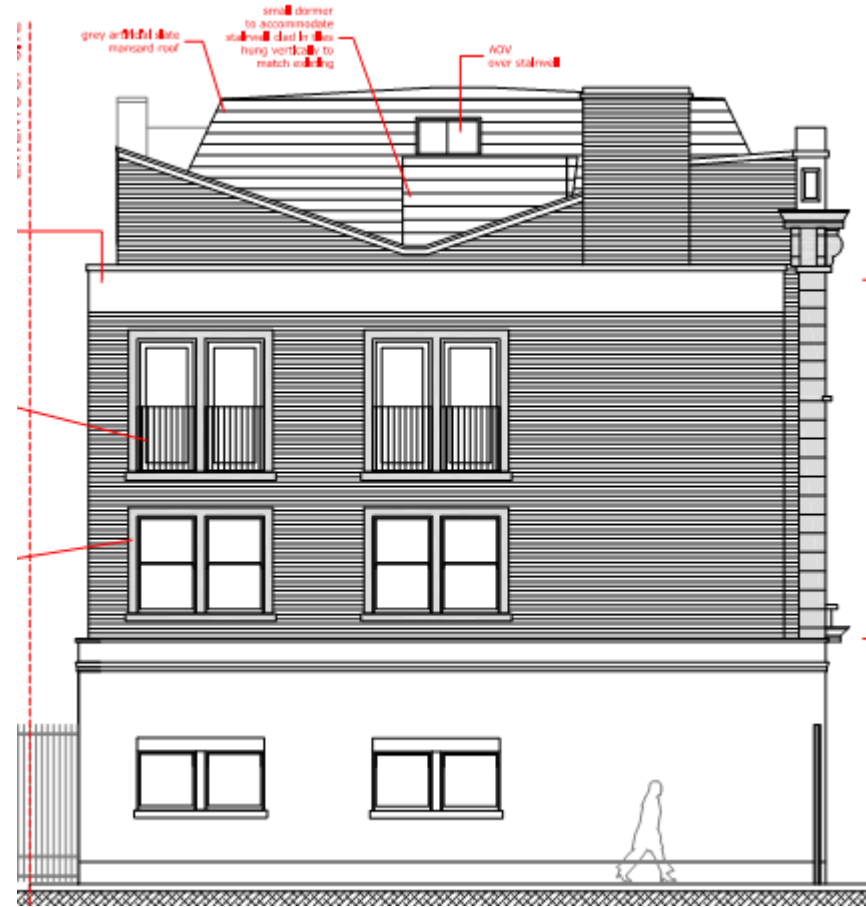


Proposed Queens Crescent

Side Elevation 2

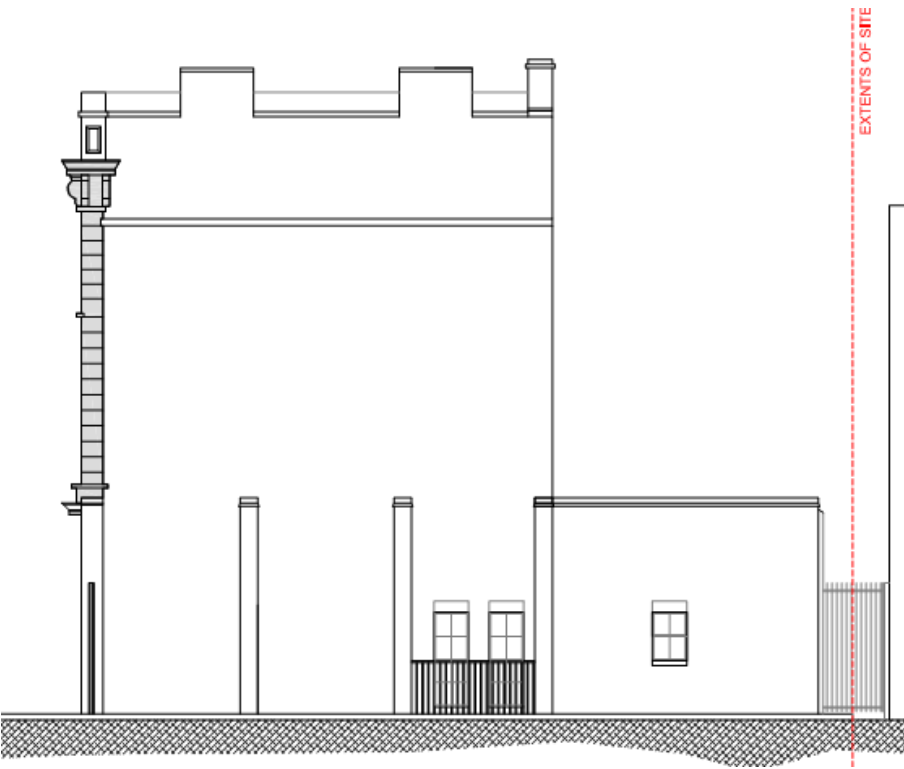


Existing Side Elevation QC

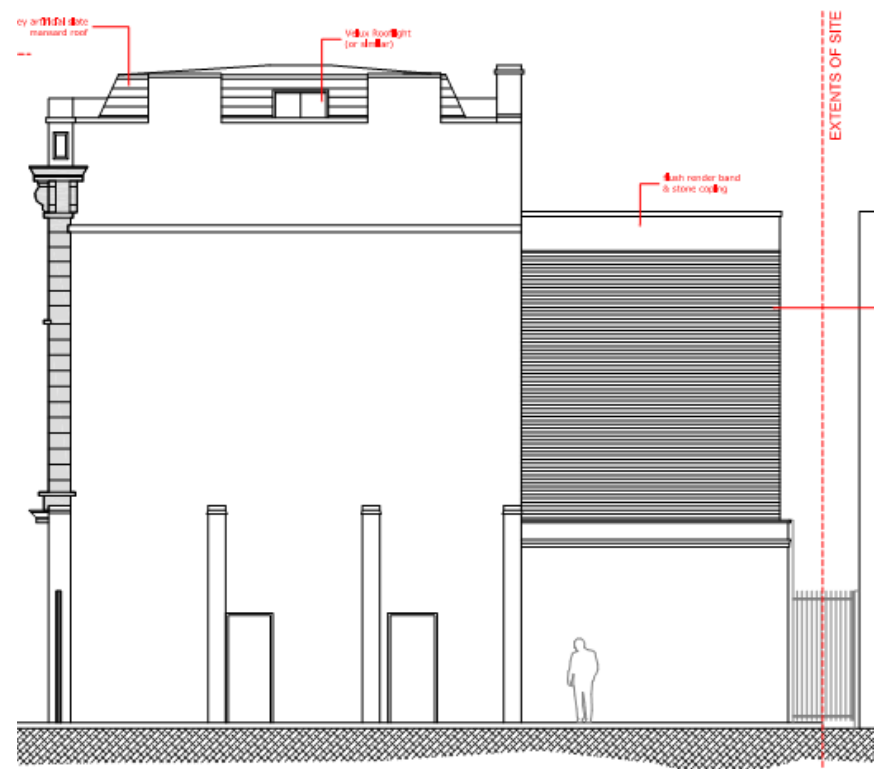


Proposed Side Elevation QC

Rear Elevations

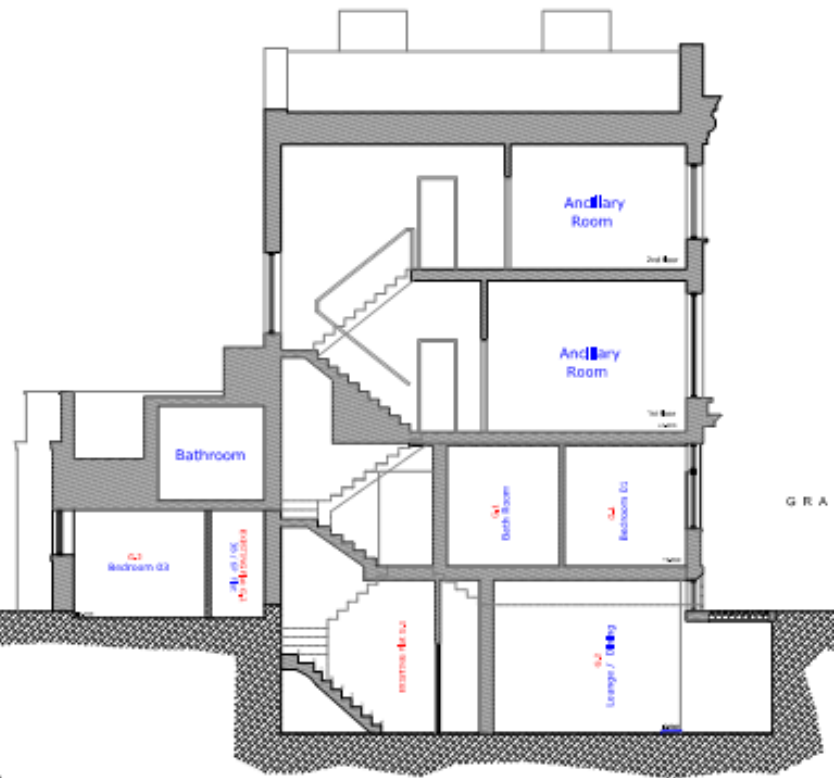


Existing Rear Elevation



Proposed Rear Elevation

Section Plans

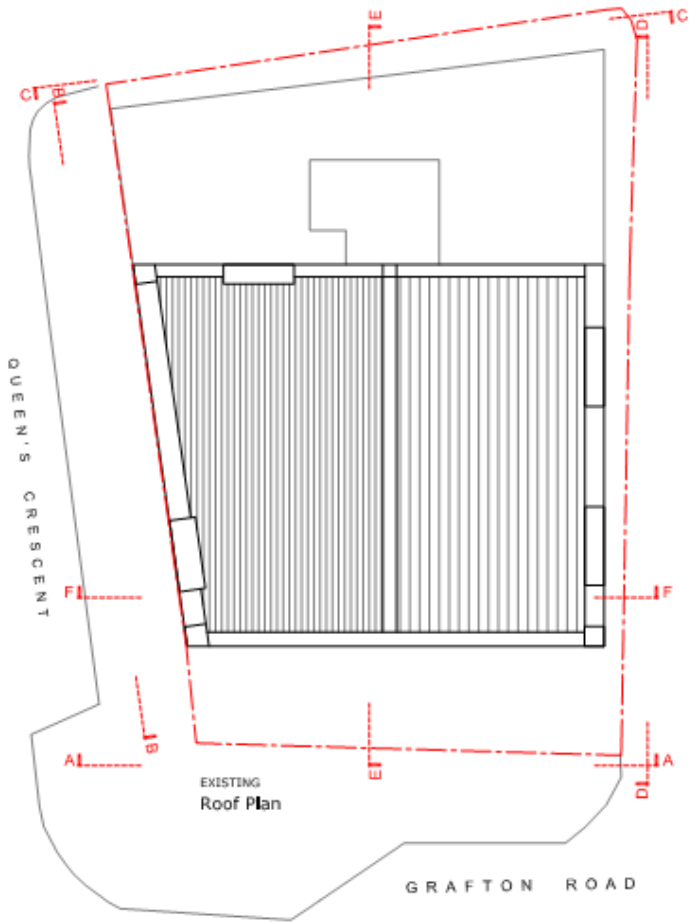


Existing

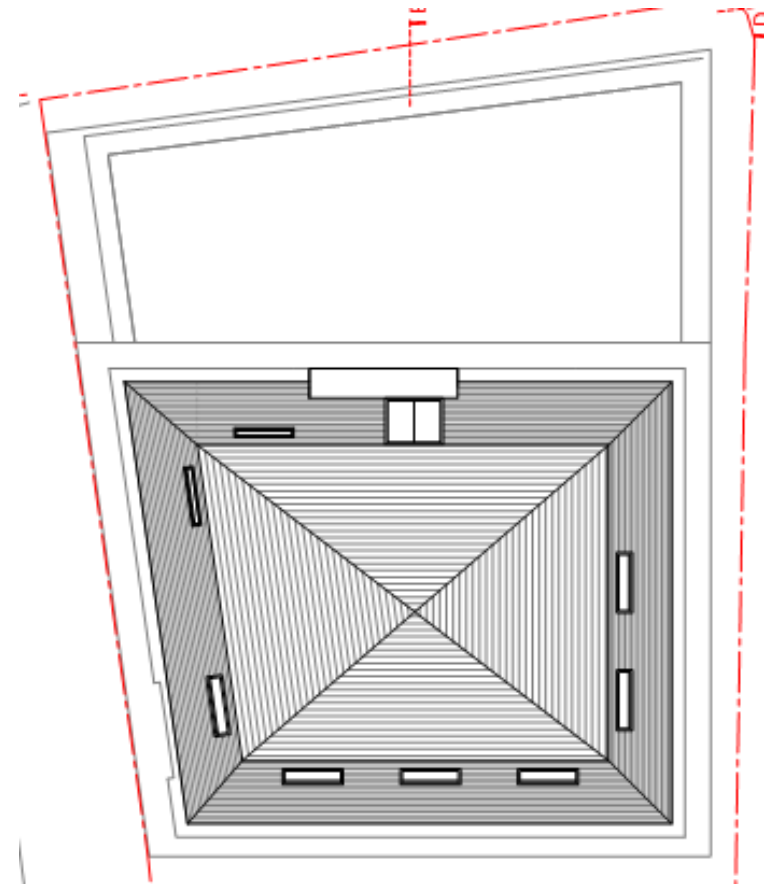


Proposed

Roof Elevations



Existing



Proposed

Images: Grafton Road Elevation



1.1

Images



1.2 Queens Road Elevation



1.3 Side Elevation

Images



1.4 Rear garages



1.5 Side of site looking at QC



1.6 Rear

Property Currently HMO on Upper Flrs



1.7

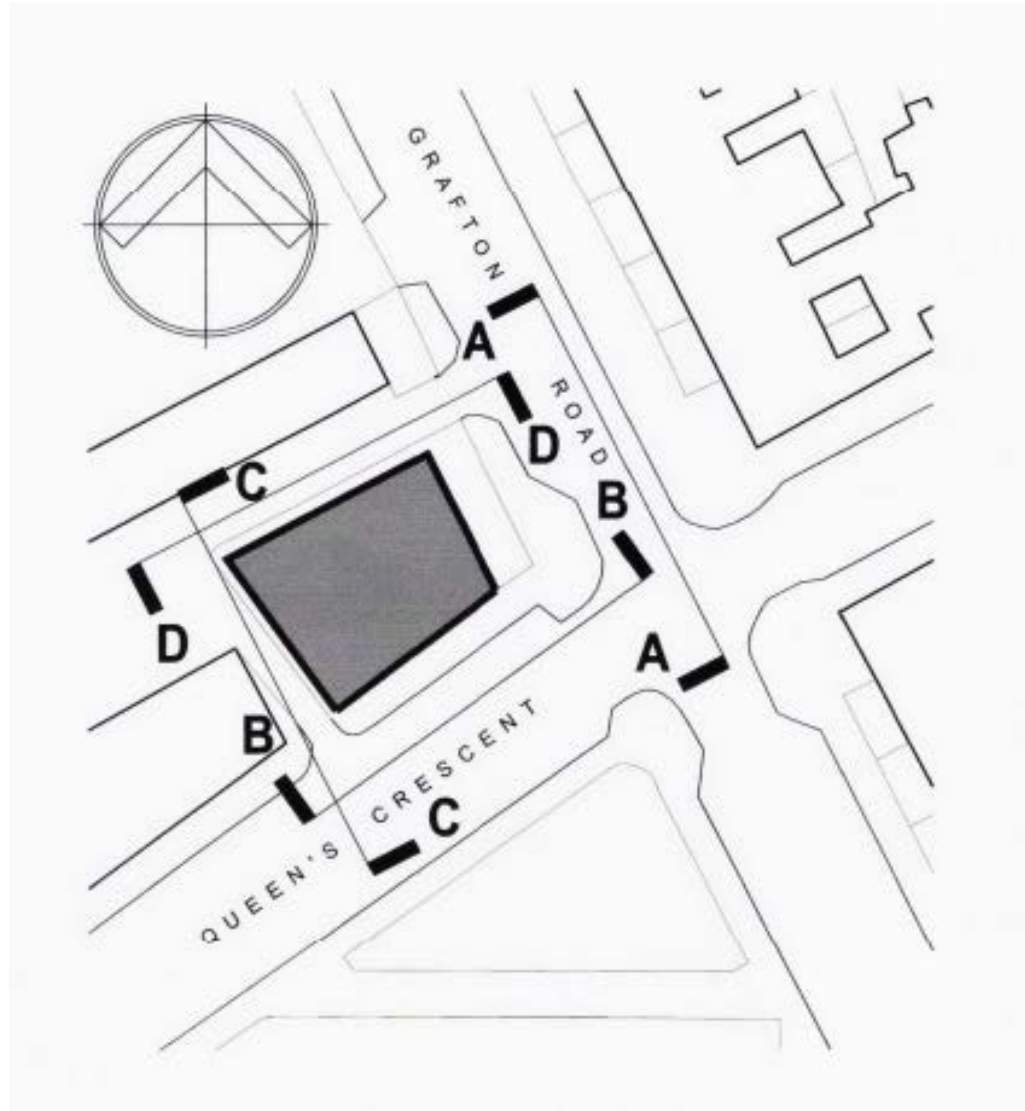


1.9

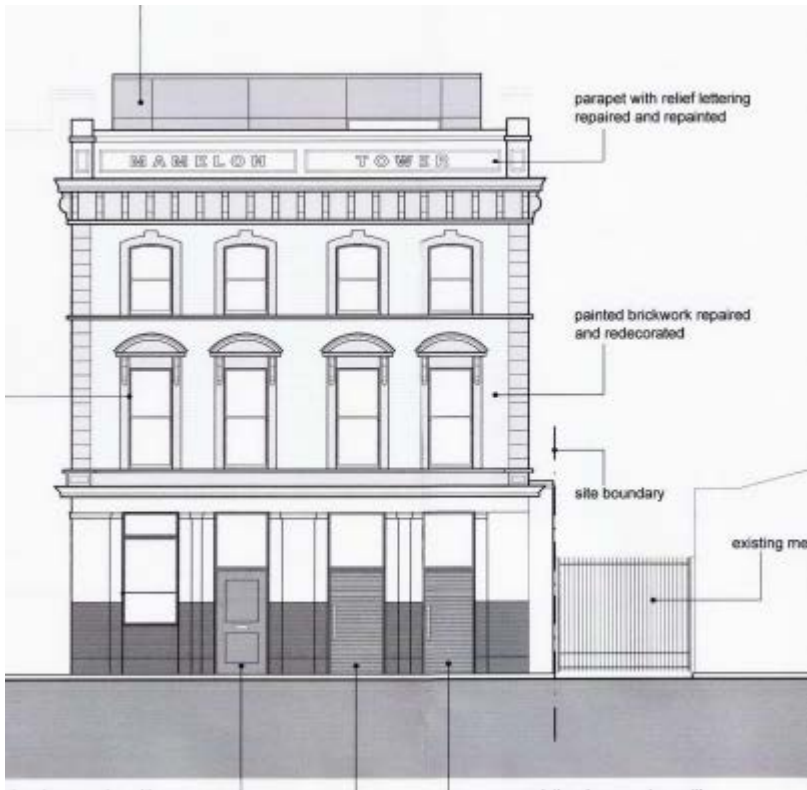


1.8

2010 Application: 2010/0150/P



2010 Elevations 1



Grafton Road Elevation

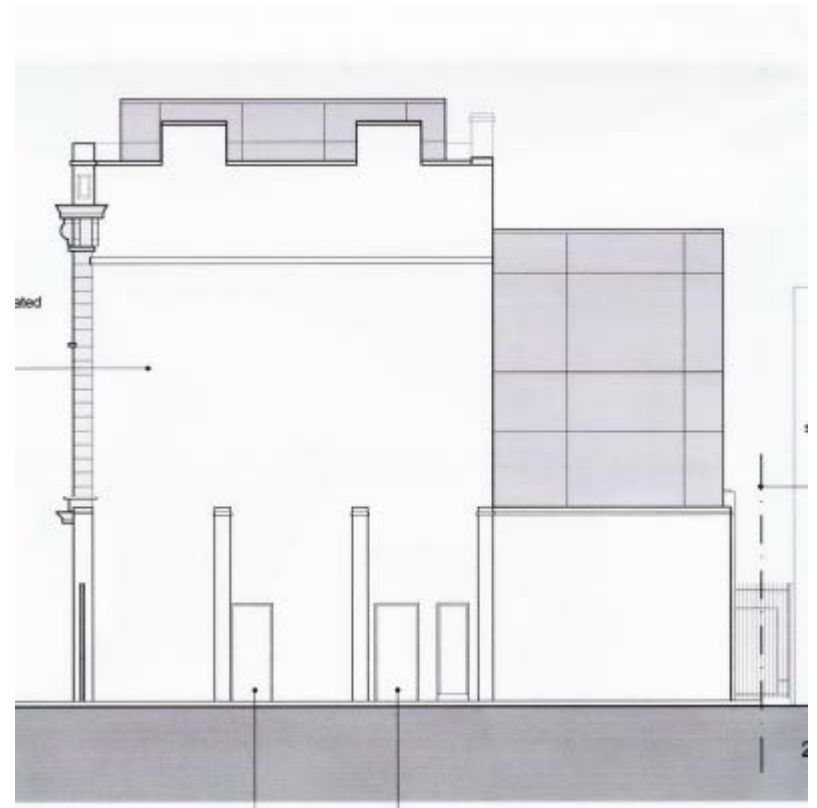


Queens Crescent Elevation

2010 Elevations 2

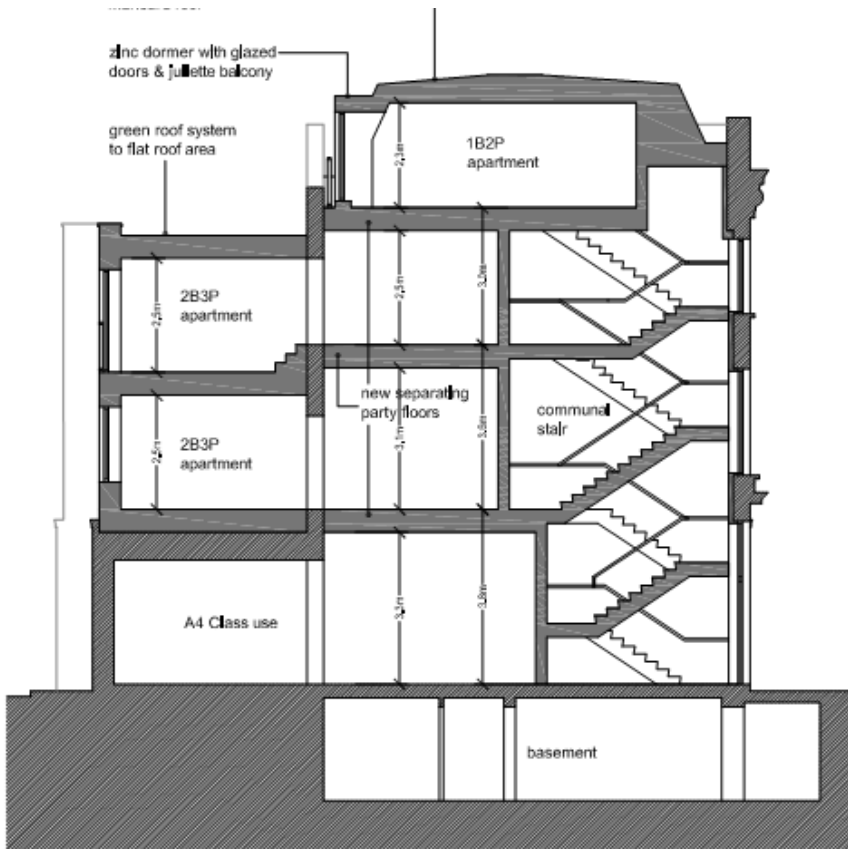


Side Elevation – Grafton Rd

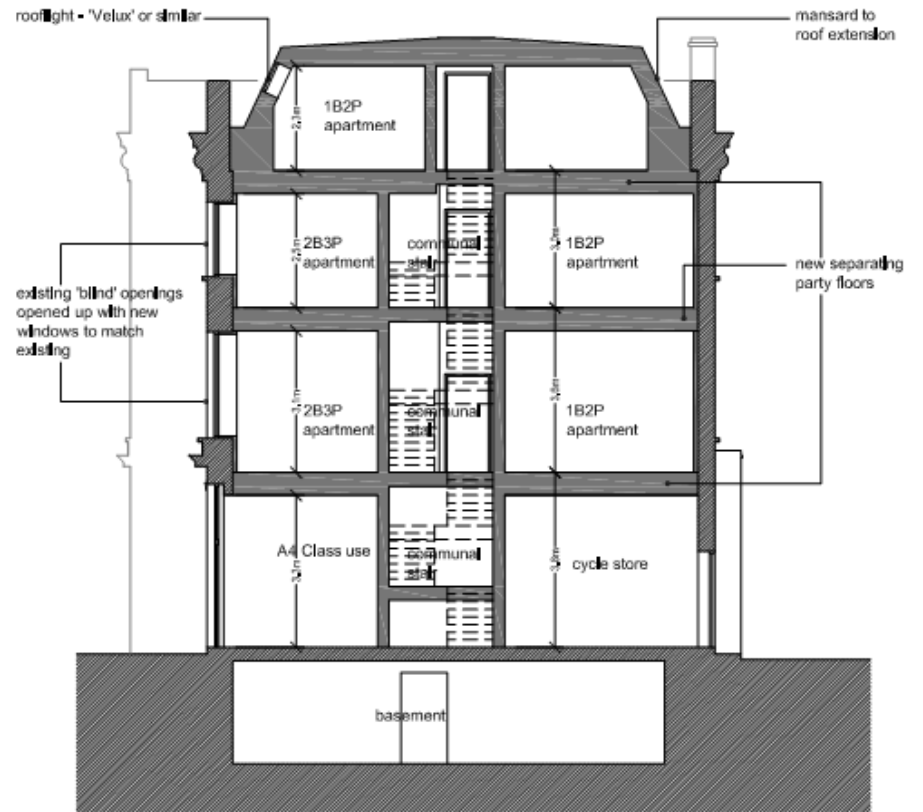


Side Elevation – Queens Cr.

2010 application: Sections



section A - A



section B - B