

Address:	The Adelaide 143 Adelaide Road London NW3 3NL		7
Application Number:	2012/3923/P	Officer: Jason Traves	
Ward:	Belsize		
Date Received:	26/07/2012		
Proposal: Redevelopment of site to provide 5 x 4 bedroom houses with basement car parking (Class C3) [following demolition of existing public house (Class A4)].			
<p>Drawing Numbers: 1736-02; 1687: 01B; 02B; 03B; ADL: 100A; 101C; 102C; 103B; 104B; 105A; 106; 201B; 301C; Planning Impact Statement produced by Grainger Planning Associates date Jul 2012; Sustainability Statement produced by Blue Sky Unlimited dated 15.10.2012; Transport Summary produced by Steer Davies Gleave dated Sep 2010; Code for Sustainable Homes produced by Foreman Roberts dated 27.09.2010; Arboricultural Implications Assessment Report produced by ACS Consulting dated 04.10.2010; Structural Engineers Report and Basement Impact Assess produced by Sinclair Johnston dated Jul 2012; Desk Study and Ground Investigation produced by Soil Consultants dated 18.07.2012; <u>Additional information:</u> Remediation method statement prepared by Sinclair Johnston dated 17.10.2012; email from Simon Grainger dated 15.10.2012 at 1632hrs; Estimated building damage assessment prepared by Sinclair Johnston dated 06.07.2012; updated BIA prepared by Sinclair Johnston dated Sep 2012; Revised elevation drawing ADL-301-C; Updated accessibility information including bathroom layouts and plans ADL-101-C and ADL-102-C; updated Design and Access Statement produced by KSR Architects dated Sep 2012; Updated daylight and Sunlight Assessment produced by XCO2 Energy dated September 2012; Visibility Splay and Parking drawing prepared by Steer Davies Gleave ref 223092-04</p>			
RECOMMENDATION SUMMARY: Grant conditional permission subject to section 106 agreement			
Applicant:		Agent:	
GAS SPRING LTD C/O Agent		Grainger Planning Associates Ltd 11 Ashcombe Road Carshalton Surrey SM5 3ET	

ANALYSIS INFORMATION

Land Use Details:

	Use Class	Use Description	Floorspace
Existing	<i>A4 Public House</i>		<i>710m²</i>
Proposed	<i>C3 Dwelling House incl. basement</i>		<i>1,800.4m²</i>

Residential Use Details:

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

Parking Details:

	Parking Spaces (General)	Parking Spaces (Disabled)
Existing	<i>Nil</i>	<i>Nil</i>
Proposed	<i>5</i>	<i>Nil</i>

OFFICERS' REPORT

Reason for Referral to Committee: The application is a development which involves the erection of more than 1 No. single family dwelling house and is required to be reported to the Development Control Committee for determination under clause 3(ii).

1. SITE

- 1.1 The application site is a three storey (plus basement) 19th Century public house on the corner of Adelaide Road and Elsworthy Rise. It lies within the Chalcot Estate which is a large 1960's development comprising two and three storey dwellings laid out in a grid pattern. The application site is not within a conservation area, but is to the north of Elsworthy Conservation Area and the listed church on Elsworthy Rise. The application site is not listed.

2. THE PROPOSAL

Original

- 2.1 The proposal is for the erection of a 3 storey terrace of five houses with an additional basement level for car parking (1 space per dwelling) as well as refuse and bicycle storage, following the demolition of the public house which is also 3-storey plus basement level.
- 2.2 Pedestrian access is provided to all dwellings from a single access ramp at the corner of Adelaide Road and Elsworthy Rise. The vehicular access to the basement parking, refuse storage and bicycle storage is at the southern end of the site onto Elsworthy Rise.
- 2.3 Each house benefits from private amenity space to the rear at ground level. In addition house A has a basement light well providing amenity space off a supplementary habitable room.
- 2.4 The contemporary architecture adopts a form and massing akin to the Chalcot Estate terraces. In addition, the flat roof provides the opportunity for an ecological green roof and photovoltaic panels.

Revisions

- 2.5 During the course of the application the following revisions have been received:
- Conversion of House E roof terraces at first and second floor into ecological roofs so as to address potential noise and disturbance impacts to top floor dormer windows of Nos. 3 and 4 Elsworthy Rise;
 - Measures to address Lifetime Homes criteria including amended ground floor bathroom layouts and the addition of basement staircase chairlifts; and
 - Electric charging points for all 5 no. parking spaces in the basement.

3. RELEVANT HISTORY

3.1 2010/1265/P: Certificate of Lawfulness for the existing use of the second floor as a 5 bedroom self contained flat (Class C3) – Refused 11/05/2010 because of insufficient information to substantiate the claim that the second floor residential accommodation was self-contained and not ancillary to the A4 (drinking establishment) use of the property.

3.2 2010/5997/P: Full planning application for redevelopment of site to provide 5 x 4 bedroom houses with basement car parking (Class C3) following demolition of existing public house (Class A4) – Refused 08/05/2012 for the following reasons:

“1. The proposed basement, by reason of its size and proximity to the boundary, and in the absence of a Basement Impact Assessment (prepared by suitably qualified professionals) and an associated Sustainable Urban Drainage Scheme, would fail to demonstrate that the proposal would maintain the structural stability of the neighbouring buildings, that it would protect nearby railway tunnels and that it would avoid adversely affecting drainage or causing other damage to the physical or natural environment in the surrounding area. The proposal is thereby contrary to policies DP23 (Water) and DP27 (Basements and Lightwells) of the London Borough of Camden Local Development Framework Development Policies.

3.3 Further reasons for refusal nos. 2 – 7 relate to the grounds that a section s106 planning agreement had not been entered into to secure affordable housing, car-capped housing, highway contributions, Code for Sustainable Homes compliance, education provision, and securing a construction management plan (CMP).

4. **CONSULTATIONS**

Statutory Consultees

4.1 **Network Rail**: No objection. Informative recommended advising that separate approval should be sought from Network Rail for foundation construction. There should be no change to structural loading to tunnels, the application site is in proximity to tunnels serving the west coast main line from London Euston to Scotland.

4.2 **London Underground**: No comment.

4.3 **Thames Water**: No objection.

Local Groups

4.4 Elliot Square Residents Association: Objected to the proposal for the following reasons:

- Loss of retail and employment;
- Car parking;
- Out of scale with area;
- Impact to street scene;
- Overdevelopment/over-dense including height and footprint;
- Not high quality and not visually interesting frontage;
- does not take into account natural features, topography and trees;

- Amenity space provision for future occupiers;
- Loss of existing building;
- Privacy/overlooking;
- Loss of outlook; and
- Daylight/sunlight/overshadowing impact.

4.5 **Adjoining Occupiers**

	Original	R1
<i>Number of letters sent</i>	46	46
<i>Total number of responses received</i>	13	4
<i>Number of electronic responses</i>	0	0
<i>Number in support</i>	0	1
<i>Number of objections</i>	13	3

4.6 A site notice was displayed from 09.08.2012 until 30.08.2012. Letters were sent to a 46 neighbouring properties including the original consultation letter sent 03.08.2012 and a reconsultation letter sent 06.12.2012.

4.7 Objectors raised the following concerns:

Principle of development:

- Loss of PH use; and
- Overdevelopment/over-dense.

Design:

- Bulk/size/scale and height greater than existing and to neighbours;
- Design to blend with estate;
- No public space to be added;
- Loss of garden area;
- Street scene impact;
- Loss of PH building;
- Re-use of existing building; and
- No regard to natural features, topography or trees.

Quality of residential accommodation:

- Amenity space provision.

Neighbour Amenity:

- Privacy/overlooking – rooms and gardens;
- Loss of light and overshadowing;
- Loss of outlook;
- Impact to ventilation and air quality;
- Construction noise and pollution; and
- Structural, subsidence and hydrogeological impacts of basement construction.

Transport:

- On-site parking provision;

- Traffic congestion;
- Pedestrian safety impact from basement access and site lines;
- Elsworthy vehicular access safety; and
- Construction traffic and parking.

Sustainability and trees:

- Impact on trees.

Other matters:

- Safety for children due to undesirable occupiers (*Officer comment: Not a relevant planning consideration*)
- Querying financial stability of the applicant to delivery a completed project (*Officer comment: Not a relevant planning consideration however, it is separately noted that the project viability is a consideration as the scheme has been supported by a viability appraisal*)
- Noted that residential component of the public house is currently occupied (*Officer comment: the current accommodation is ancillary to the public house whilst the proposal involves a net gain in self-contained residential accommodation*)
- Querying extent of neighbour consultation area and posting of site notices (*Officer comment: see paragraph 4.6*)
- Loss of views (*Officer comment: Views are not a planning consideration*)

4.8 Following reconsultation the following additional issue was raised:

- The PH was an important part of the community (unspecified)

5. **POLICIES**

5.1 **National / Regional Policies**

National Planning Policy Framework 2012
London Plan 2011

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

CS1 Distribution of growth
CS4 Areas of more limited change
CS5 Managing the impact of growth and development
CS6 Providing quality homes
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
CS15 Protecting and improving our parks and open spaces and encouraging biodiversity
CS16 Improving Camden's health and well-being
CS17 Making Camden a safer place
CS18 Dealing with our waste and encouraging recycling
CS19 Delivering and monitoring the Core Strategy

DP2 Making full use of Camden's capacity for housing

DP3 Contributions to the supply of affordable housing
DP5 Housing size mix
DP6 Lifetime homes and wheelchair homes
DP12 Supporting strong centres and managing the impact of food, drink, entertainment and other town centre uses
DP15 Community and leisure
DP16 The transport implication of development
DP17 Walking, cycling and public transport
DP18 Parking standards and 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
DP25 Conserving Camden's heritage
DP26 Managing the impact of development on occupiers and neighbours
DP27 Basements and lightwells
DP28 Noise and vibration
DP31 Provision of, and improvements to, open space and outdoor sport and recreation facilities
DP32 Air quality and Camden's Clear Zone

5.3 Supplementary Planning Policies

Camden Planning Guidance 2011:

CPG1 Design
CPG2 Housing
CPG3 Sustainability
CPG4 Basements and Lightwells
CPG6 Amenity
CPG7 Transport
CPG8 Planning Obligations

6. ASSESSMENT

6.1 The principal consideration material to the determination of this application are summarised as follows:

- Principle of development
- Design
- Quality of residential accommodation
- Neighbour amenity
- Transport
- Sustainability and trees
- Basement Impact Assessment
- Planning obligations

Principle of development

Loss of public house use

- 6.2 LDF policy DP15 states that the Council will resist the loss of local pubs that provide facilities used by the community unless it can be demonstrated that alternative provision can be made elsewhere or that the premises are no longer economically viable. As noted in the previous application, the applicants have indicated that the building has been vacant since January 2009, and there is no evidence at the time or since to indicate that it provides a recognised community function in addition to comments by objectors which state they were customers previously. Merely having a function room, which is a common feature of pubs, does not indicate that a pub provides the type of community facilities that DP15 seeks to protect. In addition, there is no policy requirement to protect public houses in terms of employment, it being further noted that the premises has been vacant. As such, there is no objection to the loss of the public house.
- 6.3 In terms of the loss of the building and potential for conversion, the property is not statutorily listed or locally listed nor considered to be a candidate for either designation to warrant its retention having been considered by the council's conservation officer. In terms of potential to consider its re-use, this was considered at pre-application stage, however, the maximisation of the efficient use of the site and provision of self contained residential accommodation is by a new build scheme, rather than working within the limitations of the existing building.

Residential use and mix

- 6.4 Housing is a landuse priority of the LDF and the proposal to provide 5 no. family-sized dwellings accords with the aims of policies CS6 and DP2 which seek to maximise the supply of additional housing. There is a medium priority in the market for larger dwellings (3 and 4 bed) which this scheme would contribute towards in accordance with DP5. Nevertheless, it should be noted at paragraph 6.39 of the Core Strategy states that the specified dwelling size priorities are a borough-wide objective and should not be used prescriptively to determine the mix of individual sites.
- 6.5 Furthermore and as was considered in the assessment of the previous application for the same unit mix, the mix is considered acceptable having regard to the criteria of DP5 for the following reasons:
- Providing dwellings is an efficient use of a small site as apposed to flats which may result in a loss of habitable floorspace to incorporate access, circulation and common areas for example; and
 - The terrace dwelling format and appearance reflects the established character of the Chalcot Estate whose character comprises single family dwellings.

Affordable Housing

- 6.6 Along with the maximisation of housing in general, Policy DP3 provides a clear rationale for seeking affordable housing in schemes for 10 or more additional dwellings or 1000sqm gross external area (GEA).

- 6.7 Of the total GEA of 1,800.4sqm, the component to consider for the purposes of calculating affordable housing is 1294.9sqm. This includes a component of the basement which is *reasonably capable* of accommodating habitable space in accordance with para 2.23 of CPG2 but minus the existing ancillary residential of the public house (164.5sqm). Taking account of the sliding scale for seeking affordable housing, 13% is sought being equivalent to 168.3sqm. Policy DP3 outlines a clear approach that affordable housing is expected on-site, but where it cannot practically be achieved on-site, off-site affordable housing may be accepted or exceptionally a payment-in-lieu.
- 6.8 The applicant is not proposing any affordable housing on-site, or off-site provision. Owing to financial viability, the applicant originally suggested that for the scheme to be viable, no affordable housing nor any payment-in-lieu could be made. However, a without prejudice offer of £62,500 was nonetheless offered by way of a unilateral undertaking. Following a review of the viability appraisal by independent consultants BPS Chartered Surveyors, further negotiations were had and the final result being an offer of a payment-in-lieu of **£446,074.50**. This represents the full 13% sliding scale affordable housing contribution sought by the council which includes the GEA of the dwellings as well as a component of the basement under each dwelling that could be reasonably capable of accommodating habitable space having regard to the site characteristics and constraints. The calculation is provided below.

Affordable housing contribution	
5 homes with a GEA of 1,294.9sqm	Site capacity = 13 homes
Percentage target for on-site affordable housing	13%
Floorspace target for on-site affordable housing	1,294.9 x 13% = 168.33sqm
Level of payment in lieu for market housing	£2,650
Payment-in-lieu of affordable housing	168.33sqm x £2,650 = £446,074.50

- 6.9 As such, despite the initial submissions by the applicant concerning viability, officers have secured a fully policy compliant affordable housing payment-in-lieu as well as all the other requested heads of terms (see Planning Obligations). Although, as this is the third stage and least preferred option for securing affordable housing, it should be noted why on-site and off-site affordable housing offers have not been possible.
- 6.10 The first preference of DP3 is for affordable housing to be provided on site. However, in addition to the issue of viability, the agent submits that on-site provision is difficult given the small site which acts as a constraint in terms of separating different tenures and the accompanying issue of maintenance and responsibility for any prospective RSL. In terms of the second preference for off-site provision, the applicant does not have another site in this area and is unaware of

any other development in the area where a floorspace contribution could be made. This reasoning was accepted by the previous officer in considering an identical proposal for 5 dwellings and which was eventually refused for other reasons (see history section). Furthermore, having considered these points as well as the viability appraisal BPS have confirmed in their independent review that the most appropriate contribution to be sought for the current application is a payment in-lieu.

- 6.11 On the basis of the above considerations, the contribution is considered to represent the maximum payment-in-lieu contribution that can be sought and is recommended for support on this basis.

Density

- 6.12 The site has a public transport accessibility level (PTAL) of 2 and for urban areas such as this, the London Plan 2011 indicates a guideline density range of 200-450 habitable rooms per hectare. The application site area is 779sqm and the proposal has 31 habitable rooms which equates to a density of 397 habitable rooms per hectare. This is within the density range and furthermore, there are no symptoms of overdevelopment in terms of design, character, amenity or transport impacts as indicated in the following assessment which would warrant refusal on grounds of overdevelopment. In addition, the proposal seeks to make full and efficient use of the site in accordance with policy Camden policy CS1 and London Plan policy 3.4.

Design

- 6.13 Achieving high quality design and appearance as well as considering street scene and the wider context, is a requirement of policies CS5, CS14 and DP24.
- 6.14 Adelaide Road was originally laid out in the 19th Century to a typical early Victorian speculative suburban density and plan form. Town houses were close set, semi-detached, set back from the road and with rear gardens. The pub belongs to this period.
- 6.15 The public house is set forward of the prevailing building line on the corner of Adelaide Road and Elsworthy Rise. The pub is set back 4.8m from Adelaide Road and 1.8m from Elsworthy Rise it being noted that entries and other subordinate projections at ground level on the street elevations project closer still. Its principle frontage to Adelaide Road appears as three storeys and is taller than neighbouring 3 storey houses owing to its more generous floor-to-ceiling height, and being sited forward of the building line, make it a more prominent feature in the street scene. Its detailed design is simple and unadorned by decorative elements and it is considered that its contribution to the character and appearance of the area is neutral.
- 6.16 In the 20th Century, sites to the north of the application site were redeveloped with tower blocks in open space with some houses to the north and a new arrangement of terraced town houses to the south, east and west. These townhouses, which characterise the area, are part of the Chalcot Estate and are two and three storeys high with rear gardens, some of which back on to main roads. The prevailing

context is typically town houses, set in gardens and hard-standing parking space. Buildings have a primary frontage and a rear elevation which provide the majority of openings.

- 6.17 The proposal comprises a terrace of 5 no. 3-storey dwellings with basement car parking. The houses would be constructed in brick and the front elevation would face Elsworthy Rise and is defined by large windows. Although contemporary, the scheme references the Chalcot Estate in terms of colour, materials and rhythm.
- 6.18 The site slopes downwards from Adelaide Road in the north to Elsworthy Mews in the south, the ground floor entrances would be accessed by a level walkway at street level to the north. At the southern end of the terrace the entrance to the car parking area would be at street level with the residential walkway above it. Whilst the proposal is similar to the pub in that it sits forward of the neighbouring building lines on Adelaide Road, it is sited behind the building line on Elsworthy Rise. Nevertheless, the setback to Adelaide Road is increased compared to the public house being 5.5m/7.2m. For Elsworthy Rise, the setback of the terraces has similarly increased overall being 1.5m-2.8m variable. In terms of height change, the existing public house is approximately 12.4m in height at the Adelaide Road frontage as compared to the proposal which would be stepped approximately 8.6m/10.4m/11.6m (staircase/main wall/rooftop light box) as measured from the drawings.
- 6.19 Overall, the siting of the new building on the corner and in relation to neighbour building lines and boundary treatments and is not uncharacteristic or inappropriate given the corner location and existing building. Along Elsworthy Rise the terrace steps down to meet the height and the building line of the mews which is considered an appropriate response to the site and locality character. The detailed design of facing materials, hard and soft landscaping as well as boundary treatments would be subject to conditions if the council was minded to approve the application. In addition, a condition is recommended to remove the permitted development rights of the dwellings to ensure a consistent design and appearance is maintained, prevent future over-development and thereby mitigate potential neighbour amenity impacts.
- 6.20 As such, the proposal is considered to be a cohesive design that relates to the surrounding area and would comply with policies CS14, DP24 and DP25 of the LDF and Camden Planning Guidance.

Quality of residential accommodation

Residential development standards and Lifetime Homes

- 6.21 Camden's CPG2 and the London Plan state that new self-contained dwellings should satisfy the following minimum areas for overall floorspace:

No. Persons	1	2	3	4	5	6
CPG2 – min floorspace (sqm)	32	48	61	75	84	93
London Plan – min floorspace (sqm)	37	50	61	70/74	86/90	95/99

- 6.22 In addition, Camden Planning Guidance also requires first and double bedrooms to measure a minimum of 11sqm. The proposed units are an ample size of between 198sqm and 261sqm which is in excess of the space standards in the London Plan and Camden Planning Guidance for four bedroom units, the bedrooms also comfortably meet both standards. They houses would benefit from good daylight and sunlight, are all dual aspect units and enjoy private amenity space at the rear.
- 6.23 In addition adequate space for the storage of refuse and recycling is provided in the proposed basement. This provision will be secured by condition.
- 6.24 Acknowledging that Adelaide Road is busy, an appropriately worded condition is recommended by the council's environmental health team to ensure sufficient sound insulation for future occupiers. The proposed building and boundary wall treatment will offer shielding of noise for the private amenity space.
- 6.25 The applicants have submitted a Lifetime Homes appraisal which indicates that the new residential units address the criteria to the satisfaction of the Council's access officer.

Neighbour amenity

- 6.26 Consideration of any amenity impacts to neighbours is a requirement of policy CS5, DP26 and DP28.
- 6.27 The proposal has the following relationships to surrounding properties:
- Nos. 16, 17 & 18 Elliot Square (to the west): The rear gardens of these terrace dwellings and the proposal are end-to-end with a window-to-window separation distance of 23m and there are mature trees intervening;
 - No. 15 Elliot Square (to the west): the flank wall of this end-of-terrace property adjoins the rear gardens of the proposal and as such is not a principle elevation with principle habitable room windows. Its garden is in fact adjacent to the Adelaide Road frontage and surrounded by a wood paling fence. This is adjoined by the escape staircase and access to the application proposal. There are no direct window-to-window relationships with the north side of 15 Elliot Square. On the southern façade of No. 15 Elliot Square which is the front-of-house facing an access handle, window-to-window relationships with the proposal are at angles rather than being directly across from one another. Furthermore, there are mature trees intervening;
 - Nos. 3 and 4 Elsworthy Rise (to the south): These properties turn their back to the application site with the exception of dormer windows at 3rd floor (obscure glazed and fixed shut for No.3 Elsworthy Rise as required by condition 3 on approval ref 2007/6269/P); and transparent for no. 4 Elsworthy Rise which appears to benefit a staircase) as well as a roof terrace at No. 4 which opens onto Elsworthy Rise behind a solid parapet balustrade

- No. 29 Quickswood (To the east): Located 21.5m away and across Elsworthy Rise with a flank wall and boundary facing the application site;
- No. 12 Quickswood (To the east): Located 23.5m away and across Elsworthy Rise; and
- Properties to the north across Adelaide Road: These properties are at a distance considerably in excess of the prescribed 18m separation and with intervening landscaping and mature planting. At this distance there are no impacts.

Privacy and overlooking

- 6.28 In respect to privacy and overlooking, there are no direct window-to-window relationships of less than 18m to consider and relationships to private amenity gardens are typical of this London context and the Chalcot Estate. Furthermore, intervening mature trees on the boundary to Elliot Square properties offers further mitigation.
- 6.29 In respect of potential privacy and overlooking relationships with dormer windows of Nos. 3 and 4 Elsworthy Rise, there is to be no access to the adjacent ecological roof at first and second floor of the application site other than for maintenance purposes, it being noted that this requirement has been agreed with the gent and reflect on drawing annotations. Additionally, this restriction will be secured by condition.

Outlook

- 6.30 Although the openness of the area behind the existing public house is proposed to be developed, there is no loss of outlook of neighbouring properties that would warrant refusal. In the case of neighbours to the east in Elliot Square, the effect is to oblique views as in the case of No. 15 or at a distance in excess of 18m in the case of nos. 16, 17, 18 etc, with intervening mature trees being retained. Furthermore, neighbours are dual aspect dwelling houses rather than single aspect flats. There is no lost outlook to nos. 3 and 4 Elsworthy Rise with the dwellings turning their back to the application site for the most part. Nor is there a loss of outlook to nos. 10, 12 and 29 Quickswood to the east of the site to warrant refusal. The establishment of a terrace on the application site responds to the traditional street and block pattern, taking advantage of the corner location and proposing a scale of development which is comparable to the area and also reflects a central London borough location.

Daylight, sunlight and overshadowing

- 6.31 In terms of light and overshadowing, the application is supported by Daylight, Sunlight and Overshadowing Technical Assessment by XCO2 Energy consultants. The report confirms that there is no loss of daylight and sunlight to the properties nearest the proposal including No. 15 Elliot square and Nos. 3 and 4 Elsworthy Rise having regard to the criteria of the Building Research Establishment (BRE) 'Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice'. In respect of overshadowing, the private amenity space adjacent the proposal i.e.

Nos. 16-17 Elliot Square is not adversely affected by shadowing and that 100% of the amenity space receives sufficient light during the day throughout the year.

Noise and general disturbance

- 6.32 No operational noise and general disturbance impacts are identified as the residential use accords with the development intensity and character of the area. Notwithstanding, it is noted that any unreasonable or excessive noise or disturbance is covered by the Environmental Protection Act 1990.

Construction

- 6.33 In respect of the potential impacts associated with the construction phase including noise, air pollution, traffic and parking, demolition waste and debris, the s106 planning agreement includes a requirement for a construction management plan (CMP).
- 6.34 Therefore, the proposal does not pose harm to the amenity of adjoining occupiers and thereby accords with policies CS5 and DP26 of the LDF and Camden Planning Guidance.

Transport

- 6.35 London Plan chapter 6 policies consider the integration of transport and development, connecting London, ensuring better streets as well as specifying parking standards. Policies support the objective of London being a city which is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which amongst other things, encourages more walking and cycling. Camden policies CS9 and C11 also seek to promote sustainable transport including walking, cycling and public transport and improvement to streets and places.
- 6.36 The application is supported by a transport statement. The site is located in an area with a PTAL 2 'low'.
- 6.37 The scheme provides 1 car space per dwelling which accords with LB Camden DP18 and London Plan policy 6.13. The agent has agreed to supply electric vehicle charging point capability for each car space which represents provision over and above the minimum requirements of CPG7 and London Plan policy 6.13 for 1 charging point for every 5 spaces. A swept path analysis is provided which confirms the basement design is sufficient for manoeuvrability. The ramp gradient (1:10) and entry clearance 2.1m into the basement are also acceptable. The location of the access point as far south as possible from the junction with Adelaide Road is acceptable too in terms of safety with adequate site lines. Trip generation for 5 dwellings is also considered to be within the capacity of the network.
- 6.38 In respect of cycle parking, secure provision of 20 in the basement is made representing 4 spaces per dwelling which exceeds the requirements of DP18. An appropriately worded condition is recommended to secure the detailed design and provision of the spaces.

- 6.39 As noted previously in respect of the construction phase, the Council would expect a Construction Management Plan (CMP) to be secured as part of any s106 planning agreement given that the proposal involves basement construction which may result in greater reliance and pressures on the public highway.

Sustainability, trees and biodiversity

- 6.40 London Plan Chapter 5 policies are the Mayor's response to tackling climate change, requiring all development to make the fullest contribution to climate change mitigation. This includes minimising CO2 emissions according to Policy 5.2 as well as requiring a range of measures to be incorporated into schemes pursuant to Policies 5.9-5.15. The overall approach to energy should be in line with the Mayor's Energy Hierarchy (i) using less energy ('be lean'); ii) supplying energy efficiently ('be clean'); ii) using renewable energy ('be green'). This approach is reflected in Council's policies CS13, DP22, DP23 and DP32.
- 6.41 In line with the first element of the hierarchy as well as Camden's Policy DP22, a Code for Sustainable Homes (CFSH) pre-assessment by Foreman Roberts (accredited assessor) has been submitted indicating Level 4 'Excellent' can be achieved. The following measures have been identified to reduce energy consumption including the following:
- Increasing building insulation;
 - Improved air tightness through construction practices;
 - Glazing selection to improve insulation and reduce solar gain;
 - Materials selection which has least embodied and energy, waste and transport implications;
 - Installation of ecological roofs;
 - Shading devices for western glazing;
 - Water saving appliances;
 - Rainwater harvesting; and
 - Photovoltaics.
- 6.42 CFSH compliance would be secured as part of the s106 planning agreement if the council is minded to approve the application.
- 6.43 With regard to the second element of the hierarchy and Council's CPG3 'Sustainability' and the supply of energy, the site is not within an area of existing or potential combined heat and power networks and as such, there no justification for seeking a planning contribution for future connection. Nor is the scheme a candidate for an on-site CHP plant given it's small scale.
- 6.44 With regard to the third element of the hierarchy and the use of renewable energy technologies on site, a Sustainability Statement has been prepared by Blue Sky Unlimited which has evaluated a range of potentially available technologies for the site. The recommended strategy for supplying energy by renewable means in the most efficient way is by the use of photovoltaics. A total of 15 no. photovoltaics per dwelling (Total: 65 no. panels) are proposed on the roof to reduce energy demand for hot water production.

- 6.45 Overall, the proposed measures achieve a CO2 emission reduction of 29.17% above building regulation standards as confirmed by SAP (Standards Assessment Procedure) calculations submitted with the sustainability statement. The proposal therefore complies with the minimum London plan requirements for CO2 reductions for year 2010-2013 schemes and is acceptable in this regard.

Trees and biodiversity

- 6.46 In respect of tree protection, 5 no. existing mature trees adjacent the site along the western boundary will be retained and protected as part of the proposal. The application is accompanied by a report by ACS Consulting Urban and Rural Tree Management. The report recommends manual excavations initially to assess any rooting extending into the application site, informing of the findings and implementation of protection measures including the monitoring of trees during the construction process. It should be noted however that no tree protection fencing or ground protection are required to achieve effective protection according to the report. The council's tree officer raises no objection, subject to standard tree protection conditions if the council is minded to approve the application.
- 6.47 Conditions are also recommended to secure the ecological roofs as well as bat and bird boxes in the interests of biodiversity.

Basement Impact Assessment

- 6.48 The technical feasibility of basements is assessed in terms of possible effect upon groundwater flow, slope stability and structural stability in accordance with policy DP27. Camden Planning Guidance CPG4 'Basements and lightwells' provide detailed design guidance in respect of basement development. The applicant has submitted a report by Sinclair Johnston Consultancy and further supplementary information relating to Burland structural assessment, sustainable urban drainage system (SUDS), contamination, and bore hole depth.
- 6.49 The site is not located in an area which has experienced surface water flooding and therefore a Flood Risk Assessment is not required.
- 6.50 A reduction in hard landscaped area is proposed and a SUDS is proposed although, no design detail is provided at this stage and therefore would need to be conditioned if the council was minded to approve the application.
- 6.51 In respect of site contamination, the BIA includes a remediation method statement. No objection is raised by Councils contaminated land officer subject to the councils standard contaminated land condition if the council was minded to approve.
- 6.52 Key finding of the BIA are provided below.

Screening/Scoping

- Subterranean (groundwater) flow: the site is within 100m of a watercourse and the proposal involves a reduction in hard surface area;
- Slope ground stability: The site is within the London Clay Formation so shrink swell subsidence should be investigated, made ground exists on the site which

has been addressed in the remediation statement, the site is in proximity to roadways and also Network Rail tunnels; and

- Surface flow and flooding: rainfall runoff is likely to reduce given hard landscaped area being reduced.

Ground Investigation

- Perched water as well as elevated lead levels were encountered in the made ground which was at depth 0.7-2.2m – made ground would be removed from the site to a licensed tip;
- No evidence of worked ground was found in the investigation; and
- Adjoining foundations were up to 1.75m below existing ground.

Impact Assessment

- The basement construction necessary is contiguous bored pile walls to the front of the site with integral reinforced concrete lining wall; suspended reinforced concrete basement slab supported by piled foundations; and temporary works to prop piled walls during demolition until works are completed;
- Structural Stability: The assessment predicts that damage category 1 i.e. between 'slight' and 'very slight' will be achieved which is within acceptable limits;
- To address the potential effects of the basement construction the contractor is required to undertake the following monitoring: ground movement monitoring; ground conditions monitoring to confirm the expected ground model; monitoring ground water levels;
- Network Rail is to be consulted (Comment: Network Rail raises no objection, see consultation response section of this report);
- There is no significant implication for ground water flows given the existing basement and neighbouring foundations; and
- Residual impact: Possible removal of groundwater during dewatering but no impact to the local environment is identified.

Report conclusions

- Potential impacts are addressed by the basement construction design, monitoring, and consulting Network Rail; and
- Otherwise, there are no significant implications to groundwater flow or local environment.

- 6.53 Overall the above report demonstrates that there are no significant impacts to subterranean (groundwater) flow, slope ground stability, surface flow and as such, no impact to neighbours and future occupiers to warrant refusal, provided the appropriate design, procedures, approach and safeguards are adopted in accordance with the report recommendations.

Planning Obligations

- 6.54 In the case of an approval and accordance with CS19 'Delivering and Monitoring the Core Strategy' and CPG8 'Planning Obligations', the following obligations would be sought in support of ensuring the development is sustainable, to meet the particular needs and requirements for the operation of the scheme and to mitigate

identified impacts to make the scheme acceptable in accordance with Circular 11/95:

- £446,093.66 Affordable housing payment in lieu
- £107,470.00 Education
- £32,000.00 Highways
- £13,210.00 Open space
- £3,650.00 Monitoring fee
- Car capped
- CMP Local Procurement Code if value >£1m
- Apprenticeship: 1 no. per £3m build cost plus £1,500 per apprentice
- CFSH
- Energy strategy

6.55 As discussed in the Affordable Housing section of this report, despite there being a viability argument submitted by the applicant, officer negotiations have nevertheless secured the full package of contributions sought in accordance with policy and guidance. The heads of terms and the associated financial contributions have been agreed in principle with the applicant/agent, without prejudice to the committee resolution and subsequent completion of the s106.

6.56 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 £73,000.00 (1,460sqm GIA x £50). This will be collected by Camden after the scheme is implemented and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or and indexation in line with the construction costs index.

6.57 It should be noted that separate approval licences may be necessary in respect of works affecting the public highway. Also, the above heads are separate and exclusive of any further approvals and contributions in respect of s278 of the Highways Act.

7. CONCLUSION

7.1 There is no objection to the loss of the public house with the replacement terrace being a design that is suitable in the context and character of the Chalcot Estate and represents the maximisation of the efficient use of the site for residential development, particularly 4 bedroom dwellings for which there is a medium priority in the borough. The scheme accords with London Plan density range for a PTAL 2 site and there are no consequential overdevelopment symptoms to suggest the scheme is not appropriate for the site and context. High quality accommodation is proposed for future occupiers and the built form relationships do not result in any amenity impacts to warrant refusal. The provision of car parking, bicycle storage and refuse storage in the basement is acceptable with the transport officer satisfied with the basement arrangements and that there is no impact to the safety or function of the highway. The proposal will retain trees adjoining the western site boundary and the application is further supported by a BIA which indicates there is

no impacts to impacts to subterranean (groundwater) flow, slope ground stability, surface flow and as such, no impact to neighbours and future occupiers to warrant refusal, provided the appropriate design, procedures, approach and safeguards are adopted in accordance with the report recommendations. Therefore, the scheme is appropriate and acceptable, accords with the policies and guidance cited in this report and is recommended for approval subject to conditions and s106 planning agreement.

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

- £446,093.66 Affordable housing payment in lieu
- £107,470.00 Education
- £32,000.00 Highways
- £13,210.00 Open space
- £3,650.00 Monitoring fee
- Car capped
- CMP
- Local Procurement Code if value >£1m
- Apprenticeship: 1 no. per £3m build cost plus £1,500 per apprentice
- CFSH
- Energy strategy

8. **LEGAL COMMENTS**

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

Conditions and Reasons:

- 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 The development hereby permitted shall be carried out in accordance with the following approved plans: 1736-02; 1687: 01B; 02B; 03B; ADL: 100A; 101C; 102C; 103B; 104B; 105A; 106; 201B; and 301C.

Reason:

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

- 3 Detailed drawings, and/or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the local planning authority before the relevant part of the work is begun:

a) Details including sections at 1:10 of all windows (including jambs, head and sill), ventilation grills, external doors and gates including the basement doors/gates;

b) Details including plan, elevation and section drawings at a scale of 1:10 of any

balustrades;

c) Details including plan, elevation and sections at 1:10 of all the rooftop photovoltaics and the rooftop openable glazed rooflights;

d) Manufacturer's specification details of all facing materials (to be submitted to the Local Planning Authority) and samples of those materials (to be provided on site).

The relevant part of the works shall be carried out in accordance with the details thus approved and all approved samples shall be retained on site during the course of the works.

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.

- 4 No lights, meter boxes, flues, vents or pipes, and no telecommunications equipment, alarm boxes, television aerials or satellite dishes shall be fixed or installed on the external face of the buildings, without the prior approval in writing of the local planning authority.

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 No development shall take place until full details of hard and soft landscaping and means of enclosure of all un-built, open areas have been submitted to and approved by the local planning authority in writing. Such details shall include details of any proposed boundary treatments including those facing the public highway as well as earthworks including grading, mounding and other changes in ground levels, and details and section drawings for soft landscaping areas showing minimum soil depths of 0.5m.

The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

Reason: To ensure that the development achieves a high quality of landscaping which contributes to the visual amenity and character of the area in accordance with the requirements of policy CS14 if landscape details, 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.

- 6 Prior to the commencement of any works on site, details demonstrating how trees to be retained shall be protected during construction work shall be submitted to and approved by the Council in writing. Such details shall follow guidelines and

standards set out in BS5837:2012 "Trees in Relation to Construction". All trees on the site, or parts of trees growing from adjoining sites, unless shown on the permitted drawings as being removed, shall be retained and protected from damage in accordance with the approved protection details.

Reason: To ensure that the development will not have an adverse effect on existing trees and in order to maintain the character and amenity of the area in accordance with the requirements of policy CS15 of the London Borough of Camden Local Development Framework Core Strategy.

- 7 Before the development commences, details of secure and covered bicycle storage area for 20 bicycles shall be submitted to and approved by the local planning authority in writing. The approved facility shall thereafter be provided in its entirety prior to the first occupation of any of the new dwellings, and thereafter permanently retained thereafter.

Reason: To ensure the development provides adequate bicycle 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.

- 8 Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 1995 as amended by the (No. 2) (England) Order 2008 or any Order revoking and re-enacting that Order, no development within Part 1 (Classes A-H) [and Part 2 (Classes A-C)] of Schedule 2 of that Order shall be carried out without the grant of planning permission having first been obtained from the local planning authority.

Reason: To safeguard the visual amenities of the area and to prevent over development of the site by controlling proposed extensions and alterations in order to ensure compliance with the requirements of policies CS14 and CS5 of the London Borough of Camden Local Development Framework Core Strategy and policies DP24 and DP26 of the London Borough of Camden Local Development Framework Development Policies.

- 9 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.

- 10 Prior to commencement, a plan showing details of bird and bat box locations and types and indication of species to be accommodated shall be submitted to and approved in writing by the local planning authority. The boxes shall be installed in accordance with the approved plans prior to the occupation of the development

and thereafter retained.

Reason: In order to secure appropriate features to conserve and enhance wildlife habitats and biodiversity measures within the development, in accordance with the requirements of the London Plan (Consolidated with Alterations Since 2004) and Camden Planning Guidance 2006 and policy CS15 of the London Borough of Camden Local Development Framework Core Strategy.

- 11 Prior to commencement of development details of a sustainable urban drainage system shall be submitted to and approved in writing by the local planning authority. Such system shall be based on the SUDS proposal outlined in the Structural Engineers Report and BIA produced by Sinclair Johnston dated Jul 2012. The system shall be implemented as part of the development and thereafter retained and maintained.

Reason: To reduce the rate of surface water run-off from the buildings and limit the impact on the storm-water drainage system in accordance with policies CS13 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22, DP23 and DP32 of the London Borough of Camden Local Development Framework Development Policies.

- 12 Prior to commencement a plan showing details of all the areas of 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. All the areas of 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 all the areas of 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.

- 13 The development hereby approved shall not commence until such time as a suitably qualified chartered engineer with membership of the appropriate professional body has been appointed to inspect, approve and monitor the critical elements of both permanent and temporary basement construction works throughout their duration to ensure compliance with the design which has been checked and approved by a building control body. Details of the appointment and the appointee's responsibilities shall be submitted to and approved in writing by the local planning authority prior to the commencement of development. Any subsequent change or reappointment shall be confirmed forthwith for the duration of the construction works.

Reason: To safeguard the appearance and structural stability of neighbouring buildings and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local

Development Framework Development Policies and policy DP27 (Basements and Lightwells) of the London Borough of Camden Local Development Framework Development Policies.

- 14 In the event that additional significant contamination is found at any time when carrying out the approved development it must be reported in writing immediately to the local planning authority. An investigation and risk assessment must be undertaken in accordance with the requirements of the Environment Agency's Model Procedures for the Management of Contamination (CLR11), and where mitigation is necessary a scheme of remediation must be designed and implemented to the satisfaction of the local planning authority before any part of the development hereby permitted is occupied.

Reason: To protect future occupiers of the development from the possible presence of ground contamination arising in connection with the previous industrial/storage use of the site in accordance with policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 of the London Borough of Camden Local Development Framework Development Policies.

- 15 Access to areas of flat roof shall be for not more than maintenance purposes.

Reason: a) In order to safeguard appropriate features to conserve and enhance wildlife habitats and biodiversity measures within the development, in accordance with the requirements of the London Plan (Consolidated with Alterations Since 2004) and Camden Planning Guidance 2006 and policy CS15 of the London Borough of Camden Local Development Framework Core Strategy; b) In order to safeguard the appropriate energy and resource efficiency measures and on-site renewable energy generation in accordance with policies CS13 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22, DP23 and DP32 of the London Borough of Camden Local Development Framework Development Policies.

- 16 Prior to first occupation of the development, 1 no. electric vehicle charging point per car space in the basement shall be installed adjacent to each car parking space and made operational. Thereafter, the charging points shall be maintained in safe working order for the lifetime of the development.

Reason: In the interests of promoting sustainable transport options for occupiers in accordance the London Plan (Consolidated with Alterations Since 2004) and policy CS11 of the London Borough of Camden Local Development Framework Core Strategy and policy DP18 of the London Borough of Camden Local Development Framework Development Policies.

- 17 Before completion of the relevant part of the development, the developer shall incorporate measures for protecting the proposed residential development from the noise from the road traffic.

The protection measures shall achieve internal noise levels less than 30 dBLAeq in bedrooms and 35 dBLAeq in living areas and external levels of less than 55 dBLAeq in gardens and/or open areas for the next 15 years. Any works which form

part of such scheme shall be completed prior to any part of the development being first occupied or used.

On completion tests shall be carried out to verify compliance with this condition. Prior to occupation, a report shall be produced containing all raw data and showing how calculations have been made. A copy of such report shall be submitted to the Local Planning Authority for its approval in writing.

The design and construction criteria for development shall have regard BS 8233:1999 (British Standard 8233:1999 Sound insulation and noise reduction for buildings - Code of Practice).

Thereafter, the measures shall be maintained for the lifetime of the development.

Reason: In the interest of amenity for future occupiers in accordance with policy CS5 of the London Borough of Camden Local Development Framework Core Strategy, DP26 and DP28 of the London Borough of Camden Local Development Framework Development Policies.

- 18 a) Before building works commence on the site, a scheme, including the standards to be used shall be submitted to and approved in writing by the Local Planning Authority for the insulation from the externally generated vibration from road and underground railway. The scheme shall provide adequate sound insulation to prevent the transmission of noise and/or vibration from the underground/train/underground maintenance to ensure structure borne noise and vibration levels are not perceived as measured according BS.6472:1992 " BS 6472-1- 2008 Guide to evaluation to human exposure to vibration in buildings".

b) On completion a test on each dwelling shall be carried out to verify compliance with this condition and a report shall be produced containing all raw data and showing how calculations have been made. The Noise report shall clearly contain standards used, measurements locations, raw tabulated and graphically represented data, time, date as a minimum. A copy of such report shall be submitted to the Local Planning Authority for its approval in writing prior to occupation.

Thereafter, the measures shall be maintained for the lifetime of the development.

Reason: In the interest of amenity for future occupiers in accordance with policy CS5 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.

- 19 The refuse storage facilities 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 and DP12 [if A3/A4/A5 use] of the London Borough of Camden Local

Development Framework Development Policies.

- 20 All hard and soft landscaping works shall be carried out in accordance with the approved landscape details prior to first occupation of the development or any phase of the development], whichever is the sooner. Any trees or areas of planting which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased, shall be replaced as soon as is reasonably possible and, in any case, by not later than the end of the following planting season, with others of similar size and species, unless the local planning authority gives written consent to any variation.

Reason: To ensure that the landscaping is carried out within a reasonable period and to maintain a high quality of visual amenity in the scheme in accordance with the requirements of policy CS14, [+ CS15 if in CA] 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.

Informative(s):

- 1 Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts which cover aspects including fire and emergency escape, access and facilities for people with disabilities and sound insulation between dwellings. You are advised to consult the Council's Building Control Service, Camden Town Hall, Argyle Street WC1H 8EQ, (tel: 020-7974 6941).
- 2 Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You are advised to consult the Council's Compliance and Enforcement team [Regulatory Services], Camden Town Hall, Argyle Street, WC1H 8EQ (Tel. No. 020 7974 4444 or on the website <http://www.camden.gov.uk/ccm/content/contacts/council-contacts/environment/contact-the-environmental-health-team.en> or seek prior approval under Section 61 of the Act if you anticipate any difficulty in carrying out construction other than within the hours stated above.
- 3 Reasons for granting permission.

The proposed development is in general accordance with the London Borough of Camden Local Development Framework Core Strategy, with particular regard to policies CS1 Distribution of growth, CS4 Areas of more limited change, CS5 Managing the impact of growth and development, CS6 Providing quality homes, 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, CS15 Protecting and improving our parks and open spaces and encouraging biodiversity, CS16 Improving Camden's health and well-being, CS17

Making Camden a safer place, CS18 Dealing with our waste and encouraging recycling, CS19 Delivering and monitoring the Core Strategy and the London Borough of Camden Local Development Framework Development Policies, with particular regard to policies. DP2 Making full use of Camden's capacity for housing, DP3 Contributions to the supply of affordable housing, DP5 Housing size mix, DP6 Lifetime homes and wheelchair homes, DP12 Supporting strong centres and managing the impact of food, drink, entertainment and other town centre uses, DP15 Community and leisure, DP16 The transport implication of development, DP17 Walking, cycling and public transport, DP18 Parking standards and 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, DP25 Conserving Camden's heritage, DP26 Managing the impact of development on occupiers and neighbours, DP27 Basements and lightwells, DP28 Noise and vibration, DP31 Provision of, and improvements to, open space and outdoor sport and recreation facilities, DP32 Air quality and Camden's Clear Zone. For a more detailed understanding of the reasons for the granting of this planning permission, please refer to the officer report.

- 4 The Mayor of London introduced a Community Infrastructure Levy (CIL) to help pay for Crossrail on 1st April 2012. Any permission granted after this time which adds more than 100sqm of new floorspace or a new dwelling will need to pay this CIL. It will be collected by Camden on behalf of the Mayor of London. Camden will be sending out liability notices setting out how much CIL will need to be paid if an affected planning application is implemented and who will be liable.

The proposed charge in Camden will be £50 per sqm on all uses except affordable housing, education, healthcare, and development by charities for their charitable purposes. You will be expected to advise us when planning permissions are implemented. Please use the forms at the link below to advise who will be paying the CIL and when the development is to commence. You can also access forms to allow you to provide us with more information which can be taken into account in your CIL calculation and to apply for relief from CIL.

<http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil>

We will then issue a CIL demand notice setting out what monies needs to paid when and how to pay. Failure to notify Camden of the commencement of development will result in a surcharge of £2500 or 20% being added to the CIL payment. Other surcharges may also apply for failure to assume liability and late payment. Payments will also be subject to indexation in line with the construction costs index.

Please send CIL related documents or correspondence to CIL@Camden.gov.uk

- 5 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

- 6 You are reminded to contact Network Rail prior to commencement to establish their requirements and any approvals necessary for foundation construction as well as ensuring there is no change to structural loading to tunnels, given that the application site is in proximity to tunnels serving the west coast main line from London Euston to Scotland.



Application No: 2012/3923/P

**The Adelaide 143 Adelaide Road
London NW3 3NL**

**Scale:
1:1250**

**Date:
13-May-13**



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143 Adelaide Rd
2012/3923/P



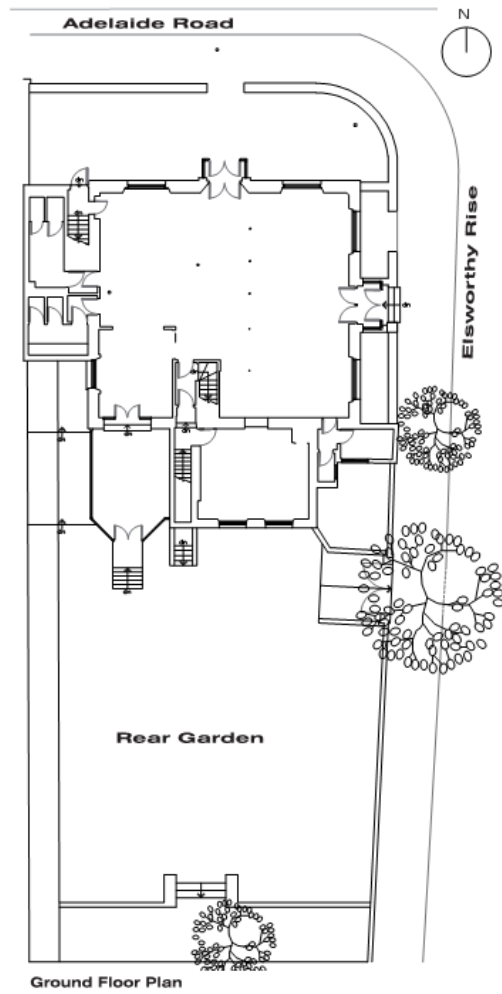
Site location plan

143 Adelaide Rd
2012/3923/P



Site photos

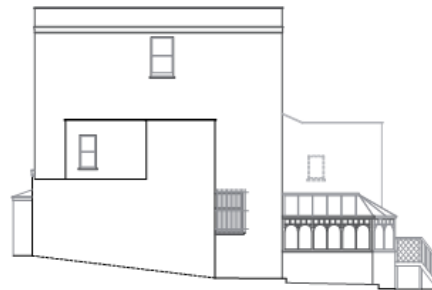
143 Adelaide Rd 2012/3923/P



Elsworth Rise Elevation



Adelaide Road Elevation



Side Elevation



Rear Garden Elevation

Existing

143 Adelaide Rd
2012/3923/P



Neighbour relationships: 16, 17, 18 Elliot Square

143 Adelaide Rd
2012/3923/P



Neighbour relationships: 15 Elliot Square

143 Adelaide Rd
2012/3923/P



Neighbour relationships: 3 & 4 Elsworthy Rise

143 Adelaide Rd
2012/3923/P



Neighbour relationships: 12 & 29 Quickswood

143 Adelaide Rd
2012/3923/P



Neighbour relationships: North

143 Adelaide Rd
2012/3923/P



Proposal

Access to Staircase
Treads = 250mm
Rises = 170mm
With Stair

REFUSE STORE

REFUSE COLLECTION

EMERGENCY EXIT

CYCLE STORAGE

GATED ACCESS

11.10

Parking Space

Lobby

Storage

Parking Space

Lobby

Storage

Parking Space

Lobby

Storage

Parking Space

Lobby

Storage

Parking Space

Lobby

Storage

6.921

GATE CONTROL

EMERGENCY EXIT

Storage

Parking Space

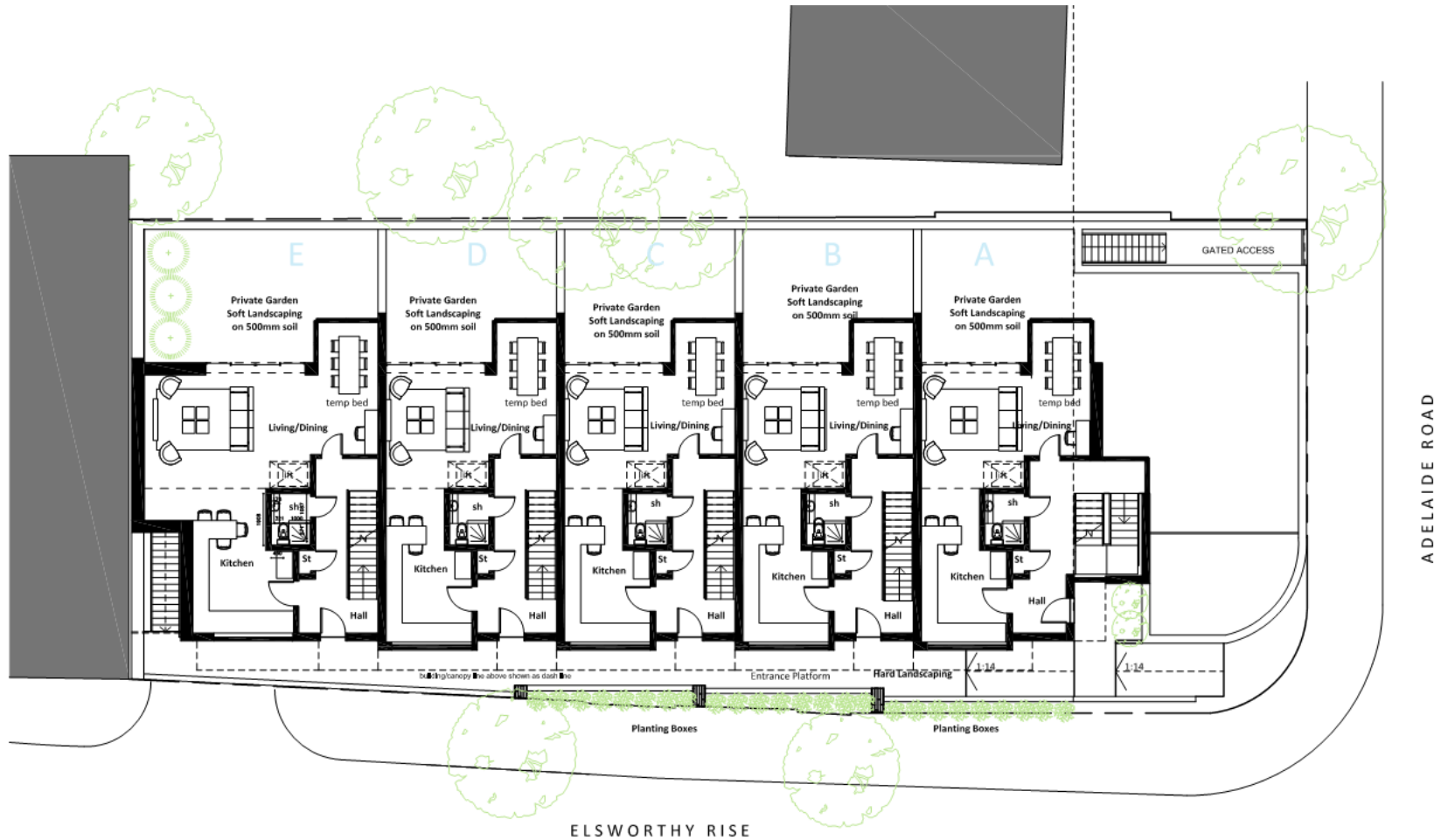
Hall

Games Room

Lightwell

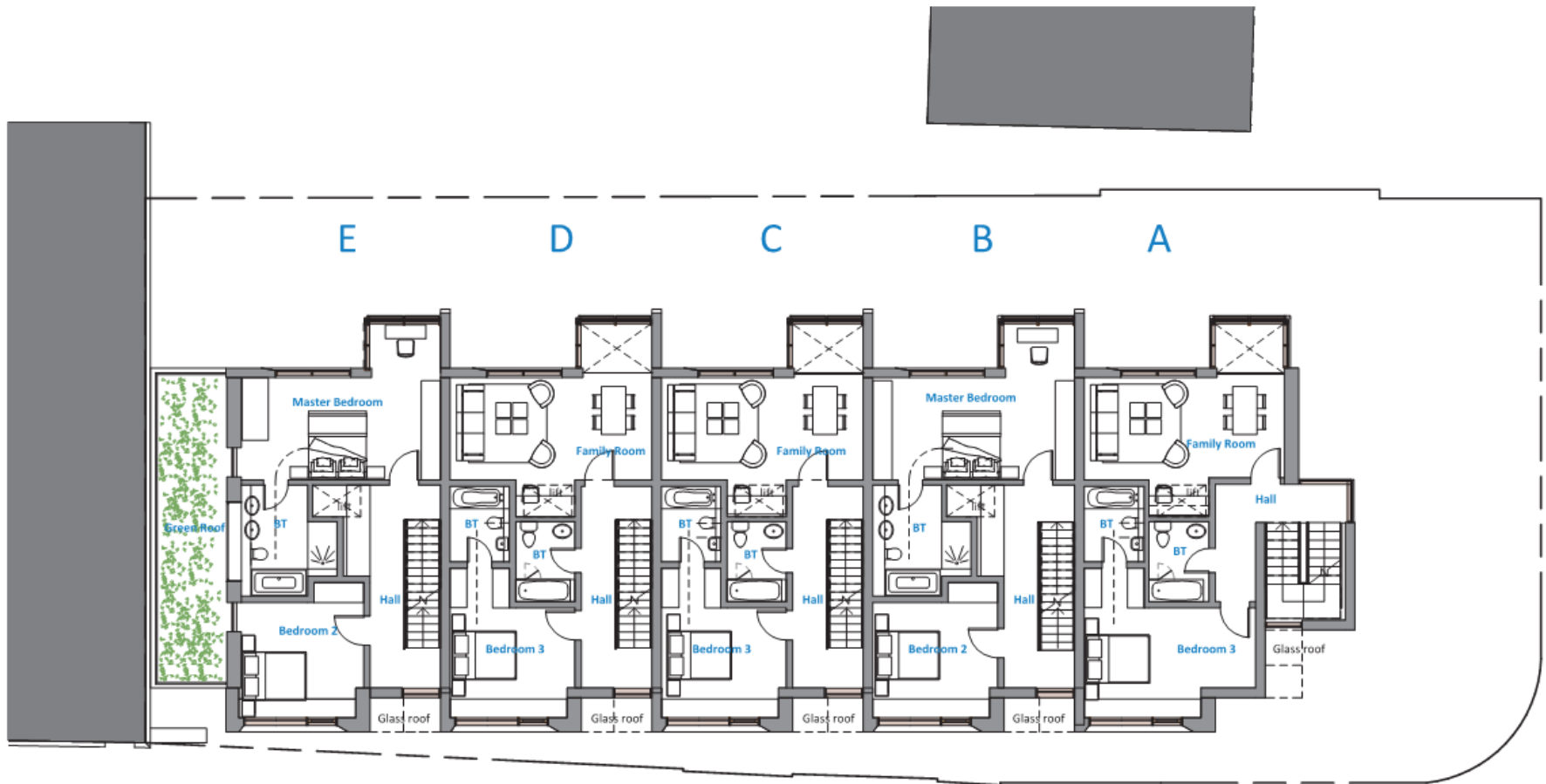
Basement

143 Adelaide Rd
2012/3923/P



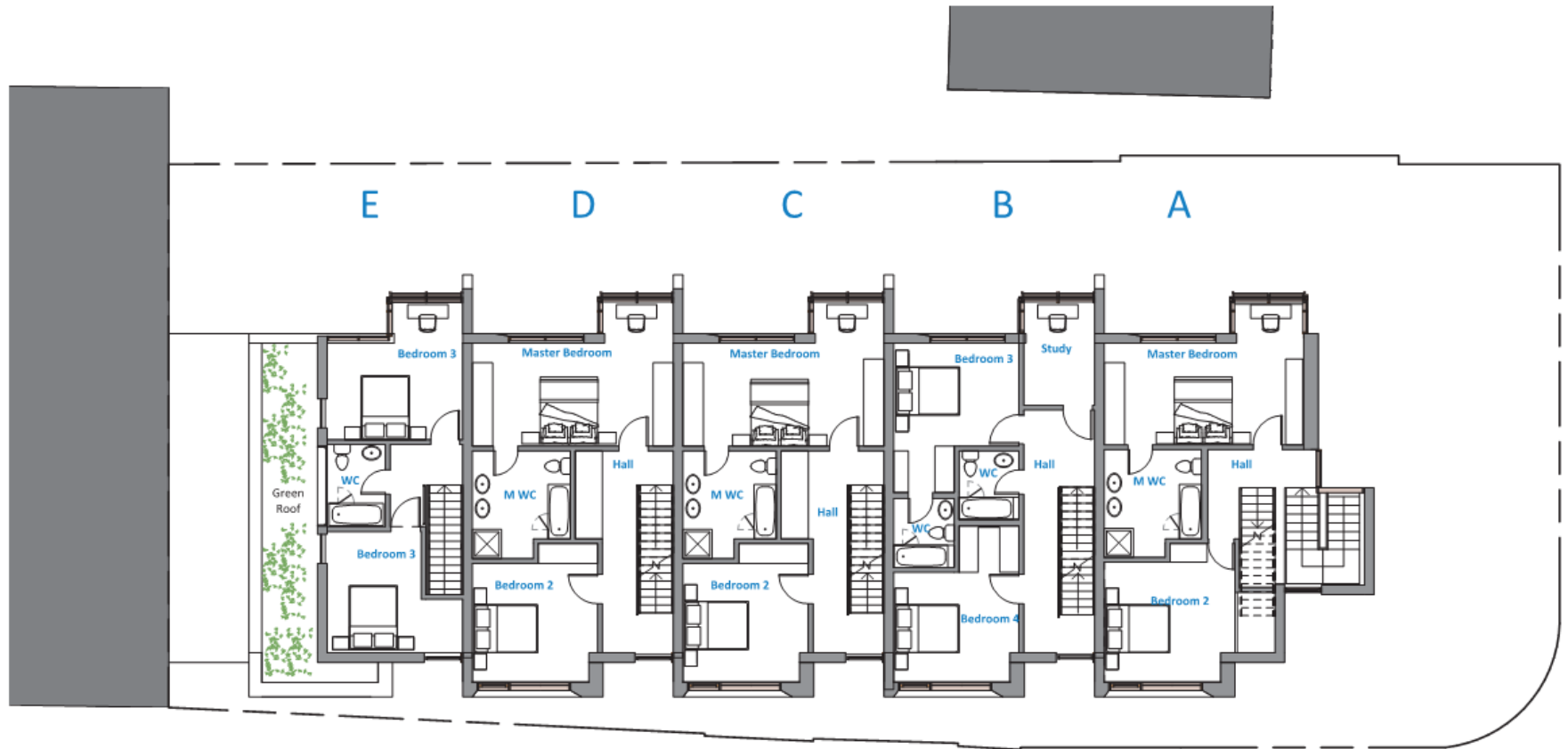
Ground

143 Adelaide Rd
2012/3923/P



First floor

143 Adelaide Rd
2012/3923/P

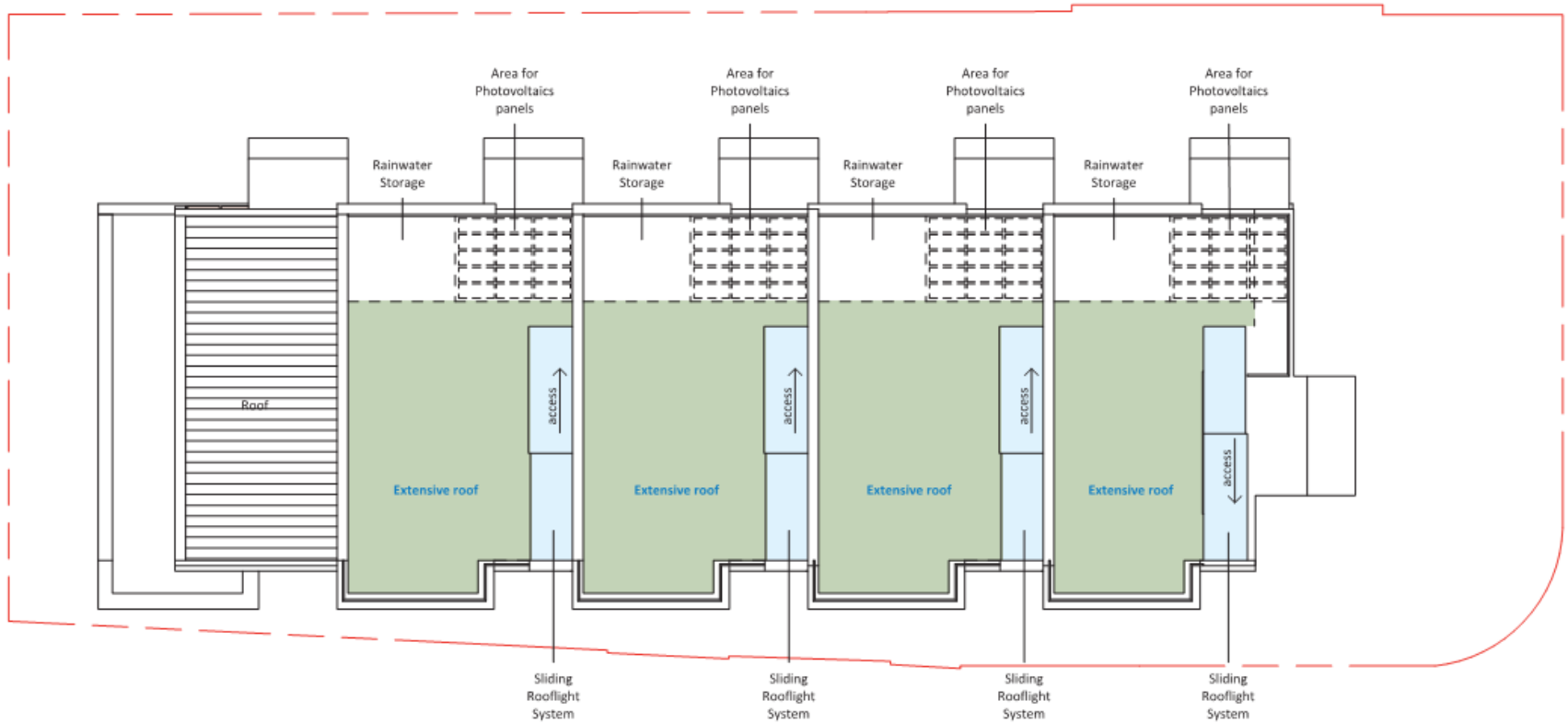


Second floor

143 Adelaide Rd
2012/3923/P



Sliding Rooflight system



Roof

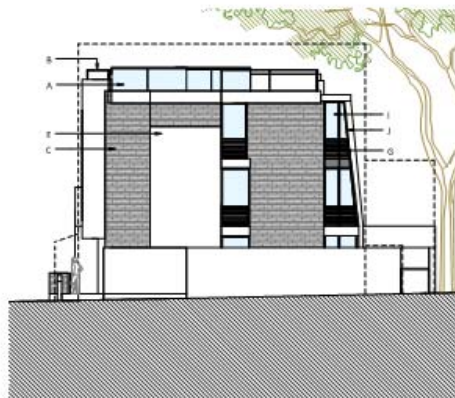
143 Adelaide Rd 2012/3923/P



SOUTH ELEVATION



STREET ELEVATION ELSWORTHY RISE



STREET ELEVATION ADELAIDE ROAD



BACK ELEVATION / PRIVATE GARDENS

Elevations