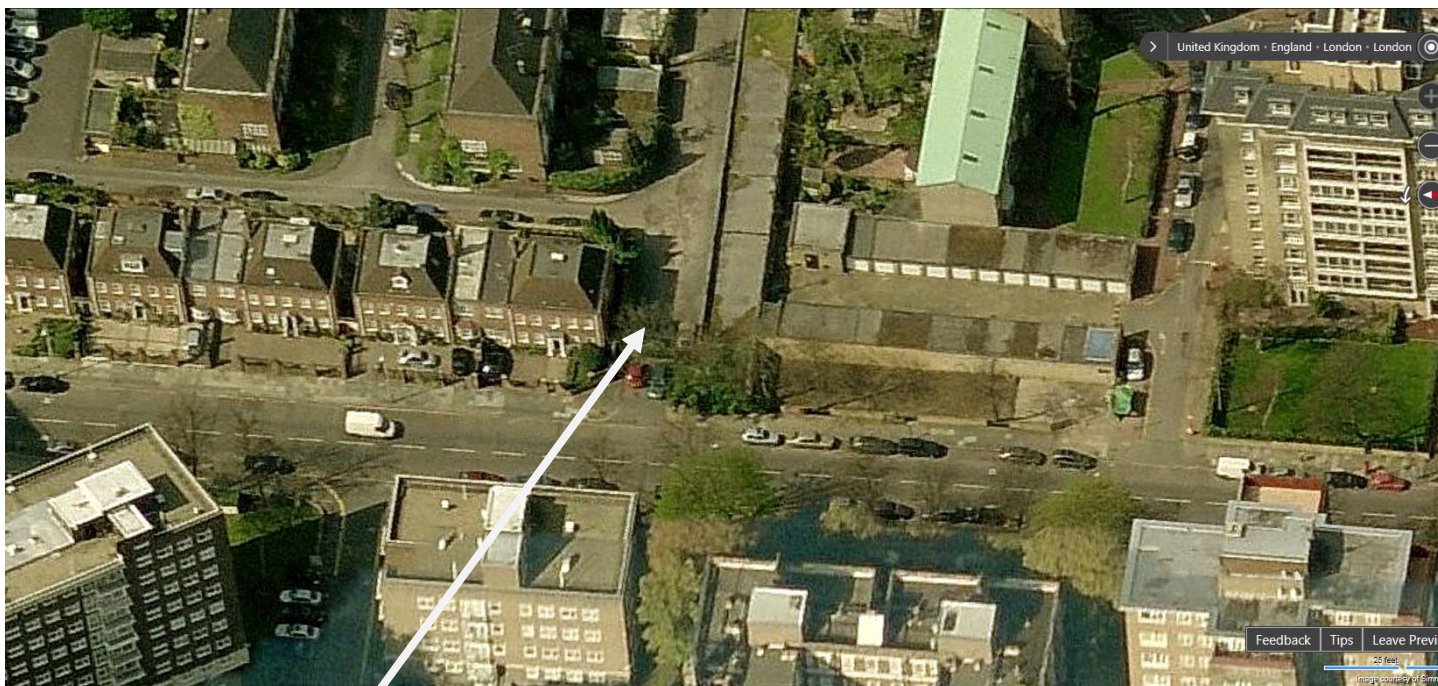


Land adjacent to 1 St John's Wood Park, NW8 6QS - 2015/4800/P



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Site photos – Land adjacent to 1 St John's Wood Park



1. Aerial view of site



2. View towards the front of the site (with 1 St John's Wood Park on the left)



3. View towards the existing garages and access



4. View towards the entrance gates at the front of site with 1 st John's Wood Park on the right

Delegated Report (Members Briefing)		Expiry Date:	09/11/2015	Officer:	David Peres Da Costa
Application Address		Application Number(s)	1st Signature	2nd Signature	
Land adjacent to 1 St John's Wood Park London NW8 6QS		2015/4800/P			
Proposal(s)					
Erection of 3 storey plus basement, 5 x bedroom single dwellinghouse, including new boundary walls following demolition of 6 x existing garages on land adjacent to 1 St. John's Wood Park (Class C3).					
Recommendation(s):		Grant conditional planning permission subject to a Section106 legal agreement			
Application Type:		Full Planning Permission			
Consultations	Date advertised	21 days elapsed	Date posted	21 days elapsed	
Press notice	n/a	n/a	Site notice	18/9/15	9/10/15
	Date sent	21 days elapsed	# Notified	# Responses	# Objections
Adjoining Occupier letters	15/9/15	6/10/15	3	6	6
Consultation responses:	<p>1. The proposed house now extends a further meter towards the Western boundary of the property (compared with the original application granted in 2014 which was 11.6m east to west and is now 12.6m). This is now not in line with the neighbouring property at No. 1, St. John's Wood Park Road.</p> <p><i>Officer's comment: Whilst the depth of the house (front to back) would be 1m larger than originally approved, the drawings still show it in line with the neighbouring property 1 St John's Wood Park. The drawings have also been annotated to make it clear that the proposed house would not extend beyond 1 St John's Wood Park at the front or rear.</i></p> <p>2. The boundary of the proposed plot has extended toward the Middlefield houses by some meters, since the original application, further restricting the vehicular access to the garages belonging to No. 1-13, Middlefield; concern over difficulty accessing garages.</p> <p><i>Officer's comment: The application has been revised so that the site plan matches the site plan which was previously approved and the western boundary of the site would be in line with rear gardens of neighbouring properties rather than extending further west into the car park access and garages.</i></p> <p>3. The proposed building completely blocks the pedestrian and vehicular access to St. John's Wood Park Road, which is and has always been used by the residents of Middlefield, particularly as a quick access to Swiss Cottage Tube Station. I have been told that the emergency services have access to the large gates at the entrance to the plot. This has not been unused or abandoned for 10 years as stated in the</p>				

application; this gate was used as an access point to the street by the fire brigade; would obstruct emergency vehicles; my key is used on a weekly basis for pedestrian access to St Johns Wood Park.

Officer's comment: Planning permission was previously granted for the same development but without the basement element. Whilst the original application stated a Section 247 stopping up order would be required to extinguish the rights of pedestrians it has now been established that this is a private right of way which requires a key for access. Property rights are attributed limited weight and would not substantiate a reason for refusal. While planning permission may be granted this does not mean the applicant does not require approval from other bodies before proceeding.

4. No notices of the proposed application were posted visibly at the site for either the original planning application made in 2013/6731/P or the current application. Most of the residents were not made aware of this application until after the New Year and knew nothing of the original application in 2013; There have been no visible notices on any of the lamp posts, or any external correspondence from Camden council.
Officer's comment: Four notices were erected and are evidenced by photos which show: 1 notice was erected at the junction of Boundary Road and St John's Wood Road (the main vehicle access point to Middlefield from St John's Wood Park - 125m from the application site); 1 notice was erected on St John's Wood Road in front of Mancroft Court (opposite the site – 20m away from site boundary); 1 notice was erected on St John's Wood Park at the entrance to Court Close (37m from the site boundary); 1 site notice was erected outside 1 Middlefield approximately 30m from the site boundary. Consultation letters were also sent to the adjoining properties 1 Middlefield, 1 St John's Wood Park and 7 Court Close in accordance with the statement of community involvement.
5. Finally, the applicant is actually planning to build this house on one of the estate roads, not on a plot of land that is unused. These roads are subject to rights of way for all the residents of Middlefield. He cannot legally build a house on that road and remove those rights for his own benefit unilaterally.
Officer's comment: Property rights are attributed limited weight and would not substantiate a reason for refusal. Whilst planning permission may be granted this does not mean the applicant does not require approval from other bodies before proceeding.
6. Middlefield has several young children - construction and respective debris which will arise from it, will certainly cause safety and security issues on the street
Officer's comment: A construction management plan would be secured by legal agreement.
7. Proposed mews houses in planning application 2015/6681/P - how do you suggest the inhabitants of these proposed houses will reach the tube and buses on foot easily if one of the nearby exits to the estate is closed?
Officer's comment: The application referred to has not been determined and so cannot be a planning consideration for this application. The applicant has provided details of a pedestrian access point from Finchley Road between 19 and 21 Middlefield. This provides an alternative pedestrian route to Swiss Cottage station.
8. The garages situated on one side of the road will have to be demolished depriving those residents of a secure parking facility. Moreover we are concerned about the absence of a plan to provide the residents with any alternative parking space.
Officer's comment: The demolition of the garages was already approved under the previous application 2013/6731/P. Please refer to paragraph 2.28 for further details.

Site Description

The site contains 6 single storey garages and a section of roadway in front of them on the east side of St. Johns Wood Park. The site is immediately to the north of 1 St. Johns Wood Park and is currently accessed from St John's Wood Park and Middlefield. The garages are not in a conservation area and nor are they listed nor within the setting of any listed buildings.

Relevant History

2013/6731/P: Erection of 3 storey, 5 x bedroom single dwellinghouse, including new boundary walls following demolition of 6 x existing garages on land adjacent to 1 St. John's Wood Park (Class C3).
Granted Subject to a Section 106 Legal Agreement 02/09/2014

Relevant policies

NPPF 2012

The London Plan March 2015, consolidated with alterations since 2011

LDF Core Strategy and Development Policies

CS1 Distribution of Growth

CS5 Managing the impact of growth and development

CS6 Providing quality homes

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

DP2 Making full use of Camden's capacity for housing

DP5 Homes of different sizes

DP6 Lifetime homes

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

DP27 Basements and lightwells

Camden Planning Guidance

Assessment

1. Proposal

1.1. Permission was previously granted 02/09/2014 for an almost identical development but without the basement element (2013/6731/P). The basement would be below the footprint of the house and would extend 2.21m under the garden at the rear and extend approximately 1m beyond the front elevation of the proposed house to allow for front lightwells. The basement would provide a swimming pool and home cinema. Apart from the basement, the differences between the approved house and the proposed house are as follows:

- The width of the house 13.49m would be slightly wider (0.1m) and would be sited adjacent to the northern boundary rather than be centred on the site.
- The depth of the house at ground floor level would be 1m deeper so that the house would measure 12.6m from front to back.
- The proposed house would also include a rooflight on each side elevation and a full width (1m deep) terrace at first floor level.
- The number of windows at ground and first floor has been reduced and the detailed design of the entrance porch and dormers has been altered.

1.2. Revisions

1.3. The proposal was revised so that the site plan matches the site plan which was previously approved and the western boundary of the site would be in line with rear gardens of neighbouring properties rather than extending further west into the car park access and garages. The size of the basement was reduced. The side dormers were omitted to improve the overall appearance. The car parking at the front of the site was removed and the area landscaped in line with the previous approval. The steps to the entrance porch were removed to improve accessibility.

2. Assessment:

2.1. Design

2.2. The design of the house is almost identical to a house previously granted planning permission (2013/6731/P). The small changes in the footprint of the house (0.1m wider and 1m deeper) and its location adjoining the northern boundary (rather than being centred on the site) would not materially affect the appearance of the proposed house. The alterations in the detailed design are considered acceptable.

2.3. A condition removing permitted development rights would be appropriate. This would ensure any future alterations would require planning permission.

2.4. Basement

2.5. The proposal involves a basement which would be approximately 155sqm and would be 2.5m deep (floor to ceiling) over the main part of the basement and 3.7m deep in the location of the swimming pool. The applicant has provided a basement impact assessment (BIA) in accordance with policy DP27. The BIA has been independently assessed and subsequently revised.

2.6. The site is located immediately adjacent to the highway of St John's Wood Park and the Jubilee Line running tunnels also lie in close proximity to the site. The BIA confirms

consultations have commenced with LUL to determine the depth and distance of the tunnels from the proposed basement and any constraints that LUL might have.

- 2.7. The revised BIA confirms the proposal would adopt contiguous piled perimeter walls. The intention would be to form a stiff propping system and thereby minimise wall deflections and potential damage to 1 St John's Wood Park and the nearby highway and associated services. The revised BIA has confirmed the predicted damage category for 1 St John's Wood Park to be Category 0 ('Negligible') to Category 2 ('Slight'). This is accepted, assuming that a high level of site control is maintained throughout the duration of the basement works. The proposed scheme includes provision for the review of methods of working and monitoring intervals to ensure that movements are restricted. A condition would be included to ensure the basement development is carried out in strict accordance with the BIA.
- 2.8. The audit concludes the revised BIA and supporting documents have adequately identified the likely impacts of the basement proposals and includes suitable mitigation measures.
- 2.9. **Residential development standards:**
- 2.10. The proposed 5 bedroom house provides 535sqm of floorspace over 4 floors. The nationally prescribed space standards replaced the existing space standards used by each separate local authority. The floorspace exceeds the National Space Standards which indicate a 5 bedroom house over 3 floors is required to have at least 134sqm floorspace. Likewise, all double bedrooms would exceed the National Space Standards (11.5sqm). It is therefore clear that the house provides generously sized living accommodation. The garden, whilst modest in size, is in line with the amenity space provided at neighbouring houses along St Johns Wood Park.
- 2.11. **Access**
- 2.12. Lifetime Homes has been superseded by Part M4 (2) of the Building Regulations (1st October 2015). M4 (2) is similar to lifetime homes but requires totally step free housing. Compliance with M4 (2) would be secured by condition.
- 2.13. **Sustainability**
- 2.14. The Council requires development to incorporate sustainable design and construction measures (policy DP22). The applicant has provided a code for sustainable homes pre-assessment. Whilst the code for sustainable homes is no longer applicable, any new residential development would still be expected to achieve a 19% reduction in carbon emissions from 2013 building regulations. The Council also expects developments to achieve a reduction in carbon dioxide emissions of 20% from on-site renewable energy generation. Sustainability and energy efficiency measures would be secured by legal agreement.
- 2.15. All new build dwellings are required to achieve 110 litres, per person, per day (including 5 litres for external water use). This will be secured by condition.
- 2.16. **Sustainable Urban Drainage**
- 2.17. The Council requires developments to reduce the pressure on the combined sewer network and the risk of flooding by sustainable urban drainage systems (SUDS). The volume and rate of run-off from heavy rainfall can be reduced through the use of SUDS including green and brown roofs, pervious paving and detention ponds or tanks. SuDS strategies should be

designed in accordance with NPPF policy (and and London Plan policy 5.13 (SuDS hierarchy) to reduce run off rates to greenfield rates. Where reasonably practicable, run off volumes should be constrained to greenfield run off volumes for the 1 in 100 year 6 hour event.

2.18. The house includes a green roof, soft landscaping and permeable paving however no specific details have been provided of measures to manage surface water run-off. A condition would ensure that SUDs measures are implemented and the applicant would be required to show there would be a 50% reduction in the run-off rate, with an allowance for climate change, for all events up to and including the 1:100 year storm event.

2.19. **Amenity**

2.20. The footprint of the proposed house would be in line with the neighbouring house, 1 St Johns Wood Park. Therefore there would be no loss of amenity to this property in terms of loss of daylight / sunlight. There may be some increased overlooking of this property's garden from the 1st floor windows and terrace but this reduction in privacy is not considered harmful in this built up location. The depth of the terrace (1m) would not allow harmful overlooking into any neighbouring windows. It is also noted that the neighbouring property has a Juliet balcony at 1st floor level. To the rear of the site are garages, so no loss of privacy / overlooking would arise.

2.21. **Trees**

2.22. An ash tree (Category U) at the front of the site would be removed as part of the application. This tree does not have particularly good form and we would therefore not resist its removal. The proposal has been revised to remove the hard standing from the front of the property. A condition would be included to ensure details of suitable landscaping are submitted for approval by the Council. The landscaping condition could also ensure that a suitable replacement tree is planted within the site.

2.23. **Transport**

2.24. Cycle Parking

2.25. The London Plan requires two cycle parking spaces per unit. The proposal is for a large single dwelling of 5 bedrooms; therefore 2 cycle storage/parking spaces are required. The development provides a cycle store at the front of the property. As insufficient detail has been provided of the secure cycle store for 2 cycles, a condition would be included to ensure this was provided before the occupation of the development.

2.26. Car-free

2.27. The London Plan 2015 and Camden's LDF Development Policies (policy DP18) clearly identify that car-free should not only be sought for housing but also for developments in general and should be ensured by Boroughs in areas of high public transport accessibility. Therefore, this development should be made car-free through a Section 106 planning obligation for the following reasons:

- The site has a Public Transport Accessibility Level of (PTAL) of 6a (excellent) and is within a Controlled Parking Zone.
- Not making the development car-free would increase demand for on-street parking in the Controlled Parking Zone (CPZ) the site is within. Primrose Hill (CA-J) CPZ operates Mon-Fri 09:00-18:30 and 87 parking permits have been issued for every 100 estimated

parking bays within the zone. This means that this CPZ is reaching a level considered to be stressed.

- 2.28. The proposal has been revised during the application to remove the on-site car parking and therefore is in accordance with policy DP18 which expects development to be car-free in areas that are easily accessible by public transport. A condition will be included to remove permitted development rights relating to Part 1, Class F (hard surface) and Part 2, Class A (the erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure). This will ensure that potential alterations to the boundary wall and hard standing to allow off-street car parking would require express approval from the Council (such development could therefore be resisted).
- 2.29. Removal of existing 6 garages
- 2.30. Camden's policies seek to reduce surplus car parking but these are balanced against the removal of car parking used by existing residents. The applicant has advised that the 6 garages are currently being used as storage and a few of them are dilapidated. Therefore the demolition of the existing garages would result in the reduction of surplus car parking rather than the loss of parking that is in current use.
- 2.31. Private right of way
- 2.32. At the front of the site there is a pedestrian gate and a vehicle gate. The officer's report for the original application (2013/6731/P) referred to a 'stopping up order' as it was considered part of the site was a public footpath. It has since been established that the pedestrian gate and vehicle gate are locked and require a key for access. Therefore, rather than a public right of way there may be a private right of way. Private property matters fall outside the scope of planning and are therefore given limited weight in this assessment.
- 2.33. A planning obligation has been considered which would have required evidence to be submitted to show that the private property rights have been relinquished. However, as private property matters fall outside the scope of planning such an obligation would fail the statutory tests for planning obligations as set out in Regulation 122 of the Community Infrastructure Levy Regulations 2010.
- 2.34. Highways contribution
- 2.35. Following on from the above comments, and in line with the Council's car free policy, a financial contribution would be sought to remove the vehicle access as part of this proposal and to reinstate the full height kerbs and footpath across the site. This would then remove vehicle access to the site which would support Camden's road user hierarchy. This would also serve to tie the development into the surrounding urban environment and would also cover repaving the footpath along the site. This is in line with DP21. An added benefit of the highways works is that damage caused to the highway in the area of the proposed highways works during construction can be repaired.
- 2.36. Construction Management Plan (CMP)
- 2.37. Camden seeks to ensure that construction traffic does not create (or add to existing) traffic congestion in the local area. As the proposal involves basement excavation a construction management plan would need to be secured via a Section 106 legal agreement in order to ensure that the development can be implemented without being detrimental to amenity or the safe and efficient operation of the highway network in the local area.

2.38. Mayor of London's Crossrail CIL and Camden's CIL

2.39. The proposal will be liable for both the Mayor of London's CIL and Camden's CIL as the development involves the creation of new dwellings. Based on the Mayor's CIL and Camden's CIL charging schedules and the information given on the plans the charge is likely to be £26,750 (535sqm x £50) for Mayoral CIL and £267,500 (535sqm x £500) for Camden's CIL (Zone B Residential). The CIL will be collected by Camden and an informative will be attached advising the applicant of the CIL requirement.

Recommendation:

Grant planning permission subject to conditions and a S106 Legal Agreement covering the following Heads of Terms:-

1. Car Free
2. CMP
3. Energy efficiency plan
4. Sustainability plan
5. Highway contribution

DISCLAIMER

Decision route to be decided by nominated members on 4th April 2016. For further information please go to www.camden.gov.uk and search for 'members briefing'

Shaun Knight Architecture Ltd
Shaun Knight Architecture Ltd
40 Falcon Road
London
TW12 2RAApplication Ref: **2015/4800/P**

30 March 2016

Dear Sir/Madam

DRAFT
FOR INFORMATION ONLY - THIS IS NOT A FORMAL DECISION
Town and Country Planning Act 1990 (as amended)**DECISION SUBJECT TO A SECTION 106 LEGAL AGREEMENT**

Address:

**Land adjacent to
1 St John's Wood Park
London
NW8 6QS****DECISION**
Proposal: Erection of 3 storey plus basement, 5 x bedroom single dwellinghouse, including new boundary walls following demolition of 6 x existing garages on land adjacent to 1 St. John's Wood Park (Class C3).

Drawing Nos: 001A; 002E; 003F; 004C; 005B; 006C; 007A; 102A; Code for sustainable homes; Daylight and Sunlight prepared by Right of Light Consulting dated 20th November 2013; Tree Survey; Tree survey key and comments prepared by Garden Consultants Ltd dated 14th November 2013; Tree survey plan prepared by Barry Holdsworth Ltd dated 15.11.13; Hydrogeology and Land Stability (including appendix B-E) prepared by Croft Structural Engineers dated 2 December 2015; Basement impact assessment Rev 3 prepared by Croft Structural Engineers dated 11-1-2016

The Council has considered your application and decided to grant permission subject to the conditions and informatives (if applicable) listed below **AND** subject to the successful conclusion of a Section 106 Legal Agreement.The matter has been referred to the Council's Legal Department and you will be contacted shortly. If you wish to discuss the matter please contact **Aidan Brookes** in the Legal Department on **020 7 974 1947**.

Once the Legal Agreement has been concluded, the formal decision letter will be sent to you.

Condition(s) and Reason(s):

- 1 The development hereby permitted must be begun not later than the end of three years from the date of this permission.

Reason: In order to comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 All new external work shall be carried out in materials that resemble, as closely as possible, in colour and texture those of the existing building, unless otherwise specified in the approved application.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 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: 001A; 002E; 003F; 004C; 005B; 006C; 007A; 102A; Code for sustainable homes; Daylight and Sunlight prepared by Right of Light Consulting dated 20th November 2013; Tree Survey; Tree survey key and comments prepared by Garden Consultants Ltd dated 14th November 2013; Tree survey plan prepared by Barry Holdsworth Ltd dated 15.11.13; Hydrogeology and Land Stability (including appendix B-E) prepared by Croft Structural Engineers dated 2 December 2015; Basement impact assessment Rev 3 prepared by Croft Structural Engineers dated 11-1-2016

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

- 4 A sample panel (0.4m x 0.4m) 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.

- 5 Notwithstanding the annotations shown on drawing 003F and 002E, no development shall take place until full details of hard and soft landscaping including a replacement tree have been submitted to and approved by the local planning authority in writing. 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 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 All hard and soft landscaping works shall be carried out in accordance with the approved landscape details by not later than the end of the planting season following completion of the development or prior to the occupation 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 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.

- 7 Full details in respect of the bio-diverse roof, in the area indicated on the approved roof plan, 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 by the local planning authority before the relevant part of the development commences. 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.

- 8 Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 2015 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 development hereby approved shall achieve a maximum internal water use of 105 litres/person/day, allowing 5 litres/person/day for external water use. Prior to occupation, evidence demonstrating that this has been achieved shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure the development contributes to minimising the need for further water infrastructure in an area of water stress in accordance with policies CS13 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22 and DP23 of the London Borough of Camden Local Development Framework Development Policies.

- 10 Sustainable urban drainage:

A) 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 designed to accommodate all storms up to and including a 1:100 year storm with a 30% provision for climate change, and shall demonstrate that greenfield run off rates (5l/s) will be achieved.

B) Prior to occupation of the development, evidence that the sustainable drainage system has been implemented shall be submitted to the Local Authority and approved in writing. The systems shall thereafter be retained and maintained in accordance with the approved maintenance plan.

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.

- 11 The dwelling hereby approved shall be designed and constructed in accordance with Building Regulations Part M 4 (2).

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.

- 12 Before the development commences, details of secure and covered cycle storage area for 2 cycles shall be submitted to and approved by the local planning authority. The approved facility shall thereafter be provided in its entirety prior to the first occupation of the development, and permanently retained thereafter.

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

- 13 No impact piling shall take place until a piling method statement, prepared in consultation with Thames Water or the relevant statutory undertaker, detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works, has been submitted to and approved in writing by the local planning authority. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: To safeguard existing below ground public utility infrastructure and controlled waters in accordance with the requirements of policy CS13 of the London Borough of Camden Local Development Framework Core Strategy.

- 14 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.

- 15 The development shall be carried out in strict accordance with the Basement Impact Assessment Rev 3 prepared by Croft Structural Engineers dated 11-1-2016 hereby approved.

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.

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 You are advised that this proposal will be liable for the Mayor of London's Community Infrastructure Levy (CIL) and the Camden CIL as the additional floorspace exceeds 100sqm GIA or one unit of residential accommodation. Based on the information given on the plans, the Mayor's CIL Charging Schedule and the Camden Charging Schedule, the charge is likely to be £26,750 (535sqm x £50) for Mayoral CIL and £267,500 (535sqm x £500) for Camden's CIL (Zone B Residential).

This amount is an estimate based on the information submitted in your planning application. The liable amount may be revised on the receipt of the CIL Additional Information Requirement Form or other changes in circumstances. Both CIL's will be collected by Camden after the scheme has started and could be subject to surcharges for failure to assume liability or submit a commencement notice PRIOR to commencement and/or for late payment. We will issue a formal liability notice once the liable party has been established. CIL payments will also be subject to indexation in line with the construction costs index.

- 4 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.

In dealing with the application, the Council has sought to work with the applicant in a positive and proactive way in accordance with paragraphs 186 and 187 of the National Planning Policy Framework.

Yours faithfully

DRAFT

DECISION