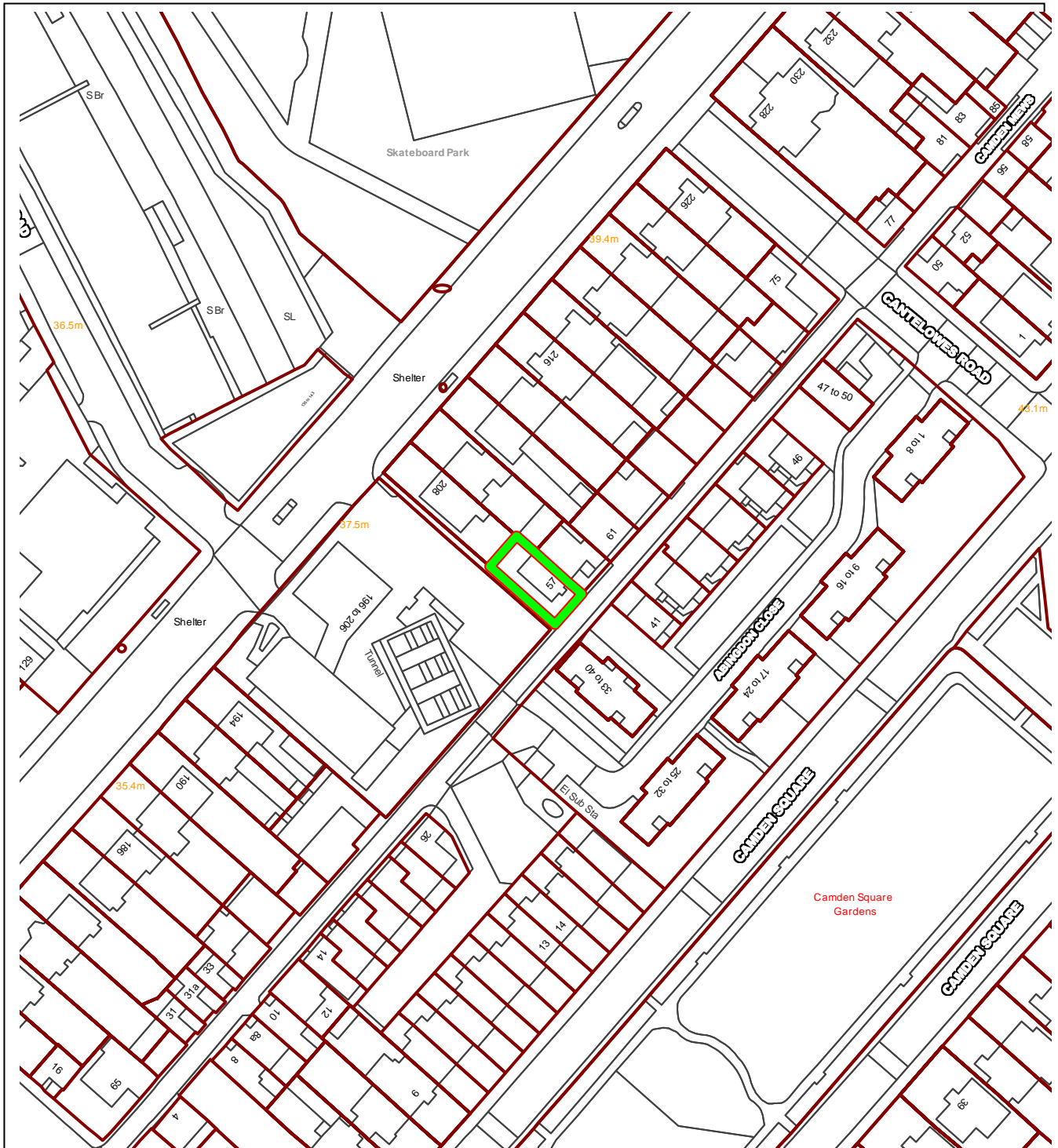


57 Camden Mews 2015/5406/P



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1. Application site



2. Application site and R/O petrol station



3. View looking south west down Camden Mews (r/o petrol station on right)



4. View looking north east up Camden Mews (application site on left)



5. 57-63 Camden Mews



Delegated Report		Analysis sheet	Expiry Date:	30/12/2015
		N/A	Consultation Expiry Date:	24/06/2016
Officer			Application Number(s)	
Fergus Freeney			2015/5046/P	
Application Address			Drawing Numbers	
57 Camden Mews London NW1 9BY			See decision notice.	
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature	
Proposal(s)				
Extensions to front, side and rear to enlarge existing dwelling and erection of new additional to side; with associated alterations to all facades.				
Recommendation(s):		Grant planning permission subject to a s106 legal agreement		
Application Type:		Full Planning Permission		

Consultations

Adjoining Occupiers:	No. notified	31	No. of responses	02	No. of objections	01
			No. electronic	01		
<p>Summary of consultation responses:</p>	<p>Site notice: 09/12/2015 – 30/12/2015 Press notice: 09/12/2015 – 30/12/2015</p> <p>1x letter of support from 42 Abingdon Close; 1x objection from basement flat 210 Camden Mews</p> <ol style="list-style-type: none"> 1. Building is too tall and will diminish light and air to the flat and garden. 2. The massing is too great 3. Overdevelopment of site <p>Officer comments</p> <ol style="list-style-type: none"> 1. The scheme has been revised to remove the stop storey. Please see section 5 – design for further details 2. Please see section 5 – design 3. Please see section 5 – design, section 19 – new dwelling and section 23 amenity. 					
<p>CAAC/Local groups* comments: *Please Specify</p>	<p>Cllr Jones – no comments on revised scheme</p> <p>Camden Square CAAC –</p> <ol style="list-style-type: none"> 1. The proposed revised development is still too bulky to support the predominantly small scale of the Mews. 2. The dimensions of individual features do not relate to neighbouring buildings 3. The proposed changes to the landscaping will diminish the character of the conservation area 4. Car parking is an issue 5. In terms of the viability of the internal layout, it should be noted that whilst the floor plans are skilfully worked out, the abnormally narrow house to the southwest – only 3.2M wide – would feel, at the very least, uncomfortable. <p><u>Officer comments</u></p> <ol style="list-style-type: none"> 1. Please see section 5 – design 2. Please see section 5 – design 3. The character of the mews is not considered to be one of gardens or vegetation, as with most mews settings Camden Mews is characterised by its narrow, densely built up nature with brick buildings and cobbled street. Nevertheless, the vegetation is not considered significant enough to require consent for its removal and appears somewhat shrub like. There are no trees on site which would be affected. 4. The development will be car-capped to ensure that the occupier cannot apply for any additional parking permits than may be currently possible. 5. Please see section 19 – new dwelling and 23 – amenity . 					

Site Description

The site comprises a two storey building with a garage (B2 Use Class) at ground floor level and residential above, it is part of a small terrace of two identical properties. It sits at the southern end of a group of houses comprising nos. 57 to 75 Camden Mews. This group, and the parallel properties to the rear of Camden Road, are separated from their southern counterparts by the petrol station on Camden Road whose rear service area borders the mews. This townscape gap is mirrored on the other side of the mews where the two to four storey blocks of Abingdon Close sit within spacious plots.

The mews is a narrow, one-way cobbled street that runs parallel to Camden Road and is made up of two and three storey buildings mainly in residential use and mainly post war; however these are interspersed with some older mews houses and some commercial sites. Older mews houses would have originally served the larger houses on Camden Road.

The site lies within the Camden Square Conservation Area and is identified as making a neutral contribution to the character and appearance of the conservation area.

Relevant policies

LDF Core Strategy and Development Policies

Core strategy:

- CS1- Distribution and growth
- CS5- Managing the impact of growth and development
- CS6 – Providing quality homes
- CS10- Supporting community facilities
- CS11- Promoting sustainable and efficient travel
- CS13- Tackling climate change through higher environmental standards
- CS14 – Promoting high quality places and conserving our heritage
- CS15- Protecting and improving our parks and open spaces & encouraging biodiversity
- CS19- Delivering and monitoring the Core Strategy

Development policies:

- DP2- Making full use of Camden's capacity for housing
- DP5- Homes of different sizes
- DP6- Lifetime homes and wheelchair homes
- DP17-Walking, cycling and public transport
- DP18- Parking standards and limiting the availability of car parking
- DP20- Movement of goods and materials
- 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
- DP29- Improving access

Camden planning guidance:

- CPG1 (Design)- Chapters: 1; 2; and 6
- CPG2 (Housing) – Chapters: 4 and 5
- CPG3 (Sustainability)
- CPG6 (Amenity)- chapters 6 & 7
- CPG7 (Transport) –Chapters 7 and 9
- CPG8 (Planning obligations)- Chapters 3, 4, 7, 10 and 11

The London Plan March 2016

NPPF

Assessment

1. Proposal

2. The proposal seeks to enlarge the existing property and create a new dwelling.
3. The main planning considerations for an application of this type are:
 - Design and conservation area impact
 - New dwelling
 - Amenity
 - Transport, highways and services
4. The proposal has been revised to remove a third storey, to set the front elevation back from the street to be in line with the existing building line at 61 Camden Mews and to vary the design of each façade.

5. Design

6. Mews history

7. Camden Square Conservation Area Appraisal provides the following information on the mews - Camden Mews was originally intended to serve the rear of houses via a cobbled roadway, but the mews' in Camden New Town were not implemented as first intended, and were possibly curtailed after the success of the Camden Square development had been compromised by the impacts of the Midland Railway Line and the cattle market. Only a few mews buildings were built to serve the grander houses of the Square; other plots remained empty until recommended planning densities were raised after the Second World War.
8. Camden Mews and Murray Mews represent areas of artists/architects studio houses which became fashionable from the early 1960s. Parts of the mews remained unfinished, and years later, as traffic on main roads and land values increased, the relative seclusion and cheapness of the land made them popular places for architects to build their houses. This accounts for the inventiveness and variety that is characteristic of these mews.
9. The majority of plots have been built as independent dwellings and/or workshops at the ends of the gardens of the frontage houses. The original character of the mews as subsidiary to the Square has largely been respected in the modern redevelopments, which are generally of two or two-and-a-half storeys and of a high design standard. They take an imaginative approach to development in the spirit of a mews' scale, form, and variety of styles and materials.
10. Local residents have produced a document entitled "policies and Actions Needed to Sustain and Enhance Both the Built and Living Environment of Camden Mews" in response to the number of application for new development in the mews. Although the document is not a material consideration, its contents are noted, and it is not considered that development of the scale proposed would harm the character or appearance of the mews

11. Proposal

12. The proposal would see the base structure of the existing property retained with extensions to the front, rear, side and roof to extend the existing property, and incorporate an additional dwelling to the side. The rear part of the new dwelling would be partially sunk to allow for three storeys at the rear property which, from street level, would appear as two and a half storeys.
13. The proposal site is noted as making a neutral contribution, it is a modest post war building constructed from yellow brickwork and white uPVC cladding. The existing property measures approx. 5.8m in width x 9.2m in depth x 6.4m in height. The proposed buildings, following

extensions and alterations, would have a combined width of approx. 9.2m (5.8, no. 57 and 3.4m no. 55) and be between 11.9m and 14m in depth and 7.1m in height.

14. The proposed houses would be constructed from London stock brick with timber screens and louvres on the front and rear facades. It would be a contemporary design drawing on materials and design language used throughout the wider mews.
15. Policy DP24 states that The Council seeks to encourage outstanding architecture and design, both in contemporary and more traditional styles. Innovative design can greatly enhance the built environment and, unless a scheme is within an area of homogenous architectural style that is important to retain, high quality contemporary design will be welcomed. It goes on to state that within areas of distinctive character, development should reinforce those elements which create the character. DP25 requires all development to both preserve and enhance the appearance of the conservation area.
16. The scheme originally proposed a third storey (visible from street level) and would have been brought directly to the street boundary at ground and first floor levels, following discussions the scheme was revised to remove this top floor (resulting in a two storey scheme) and to set the building back from the street in line with the existing building line at 61 Camden Mews. The facades were also given more articulation with louvres at the front giving a more of a vertical emphasis, whilst the side elevation was treated with protruding brick headers and restrained brickwork patterns. The new dwelling (to the side of the original dwelling) has also been set back slightly to differentiate it from no. 57. All of these elements are considered to create a high quality and well designed scheme.
17. At roof level each property would have access to a terrace hidden by high brick parapets.
18. The proposed development is considered to be acceptable in design terms, the existing building is noted as being a neutral contributor to the conservation area – the proposal would read as a new structure (although would be formed of extensions to the existing substructure), its replacement with a contemporary, high quality design is considered to both preserve and enhance the conservation area. As mentioned previously, the site is adjacent to the open spaces of the rear of the petrol station and the housing estate on the other side of the mews, which enjoy such openness largely due to their position above railway tunnels and are capable of accommodating modest intervention.
19. The proposed materials of brickwork and hardwood timber louvres and screens are acceptable for this part of the mews and reflect the materials used in both traditional and more modern structures in the surrounding area. Details of facing materials, including doors and windows will be secure by condition.

20. New dwelling

21. Housing is the priority of the LDF and the proposal would provide one additional residential unit. New residential dwellings are encouraged in order to provide additional housing in accordance with policies CS6 and DP2 of Camden's LDF. Policy DP5 (Homes of different sizes) seeks to provide a range of unit sizes to meet demand across the borough. Policy DP5 includes a Dwelling Size Priority Table and the expectation is that any housing scheme will meet the priorities outlined in the table. The priority table identifies 2 bed properties as being a priority.
22. The proposed two bedroom property would be laid across 3 stories and contain a rear garden/courtyard area. The property would measure approximately 100sqm which is in broad accordance with the 'Technical housing standards- nationally described space standards March 2015' requirements of 93sqm for a 3bed 5person dwelling.
23. The dwelling would be well laid out with large windows providing good access to daylight, sunlight and natural ventilation. It would be dual aspect with a rear garden/courtyard area and rooftop terrace. Double bedrooms would exceed 11.5sqm and the single bedroom would exceed

10sqm, in line with the housing standards. Comment has been made about the width of the proposed dwelling, but all rooms are of adequate size and well-proportioned.

24. Amenity

25. Policy CS5 seeks to protect the amenity of Camden's residents by ensuring the impact of development is fully considered. Furthermore Policy DP26 seeks to ensure that development protects the quality of life of occupiers and neighbours by only granting permission to development that would not harm the amenity of neighbouring residents. This includes privacy, overlooking, outlook and implications on daylight and sunlight. CPG6 seeks for developments to be 'designed to protect the privacy of both new and existing dwellings to a reasonable degree' and that the Council 'aim to minimise the impact of the loss of daylight caused by a development on the amenity of existing occupiers'.

26. The proposal would see an existing dwelling extended and a new dwelling created; each dwelling would have a terrace at roof level. There would be limited potential for overlooking into surrounding properties as 57 faces onto a green a small green space between 41 Abdingdon Close and a block at 33-40 Abingdon Close.

27. There would be no potential for overlooking to the rear beyond what is possible from the existing dwelling.

28. The roof terrace relating to the existing dwelling would, however, be adjacent to the terrace for the new dwelling, this could lead to overlooking issues. Therefore a condition will be added requiring that a 1.8m privacy screen be located between the terraces and that details of that screen are submitted and approved by the council prior to occupation. Given the height of the raised parapets a 1.8m high screen would be approx. 40cm above this, it is not considered that this would have a detrimental impact on the design of the property when viewed from the street, furthermore the council will have control over the design of the screen to minimise impact.

29. Transport

30. Cycle Parking

31. Development Policy DP18 (Paragraphs 18.12 and 18.13) requires development to provide cycle parking facilities in accordance with the minimum requirements of our cycle parking standards (Refer to Appendix 2 of Camden Development Policies document. The proposal would need to provide 2 covered and secure cycle parking spaces to comply with the minimum requirements of Camden and London Plan cycle parking standards.

32. Although no cycle parking spaces are proposed it is considered that there is sufficient space within the small front courtyard or within the proposed new dwelling itself to accommodate cycles and as such the proposal is considered to be acceptable in this instance due to the constraints of the site.

33. Given the confined nature of Camden Mews, the scale of the redevelopment proposed, and the level of extension building work taking place in the mews it is considered necessary for a Construction Management Plan to be provided to ensure that the impact on the highway and pedestrian network and the amenity of local residents is minimal. The construction management plan would be secured by way of a section 106 legal agreement. In the absence of an agreement securing a CMP the application is unacceptable in this respect.

34. The site has a Public Transport Accessibility Level (PTAL) of 4 (medium/good). Policy DP18 expects development to be car free in the Central London Area, Town Centres, and other areas within Controlled Parking Zones that area easily accessible by public transport (PTAL of 4 or above). Given that the number of units will increased from 1 to 2 it is considered necessary for this development to

be car-free. In the absence of a legal agreement securing a car-free development the application is unacceptable in this respect.

35. *Highway and Public Realm Improvements directly adjacent to the site*

Policy DP21 states that 'The Council will expect works affecting Highways to repair any construction damage to transport infrastructure or landscaping and reinstate all affected transport network links and road and footway surfaces following development'. The public highway directly adjacent to the site could be damaged as a direct result of the proposed works. In addition, an existing vehicular crossover would become redundant and would therefore need to be removed. Therefore a financial contribution for highway works is to be secured as a section 106 planning obligation if planning permission is granted. This would allow the proposal to comply with Development Policy DP21. A cost estimate for highway works has been requested from the Highways Delivery Team.

36. Sustainability

37. The application submitted does not demonstrate compliance with policies CS14, DP22 and DP23 of the Local Development Framework. Whilst the Code for Sustainable Homes requirement has been withdrawn, the Council continues to require developments to demonstrate how sustainable design principles and climate change adaptation measures have been incorporated through the submission of a sustainability statement.

38. In order to ensure compliance a condition will be added requiring that prior to commencement of the scheme a sustainability statement is submitted. This statement should demonstrate that the new development is capable of achieving a maximum internal water use of 105 litres per day (5 litres for external water use). It should also demonstrate 20% carbon emissions reductions below part L Building Regulations 2013 (which is Code Level 4 equivalent) for the new dwelling.

39. Summary

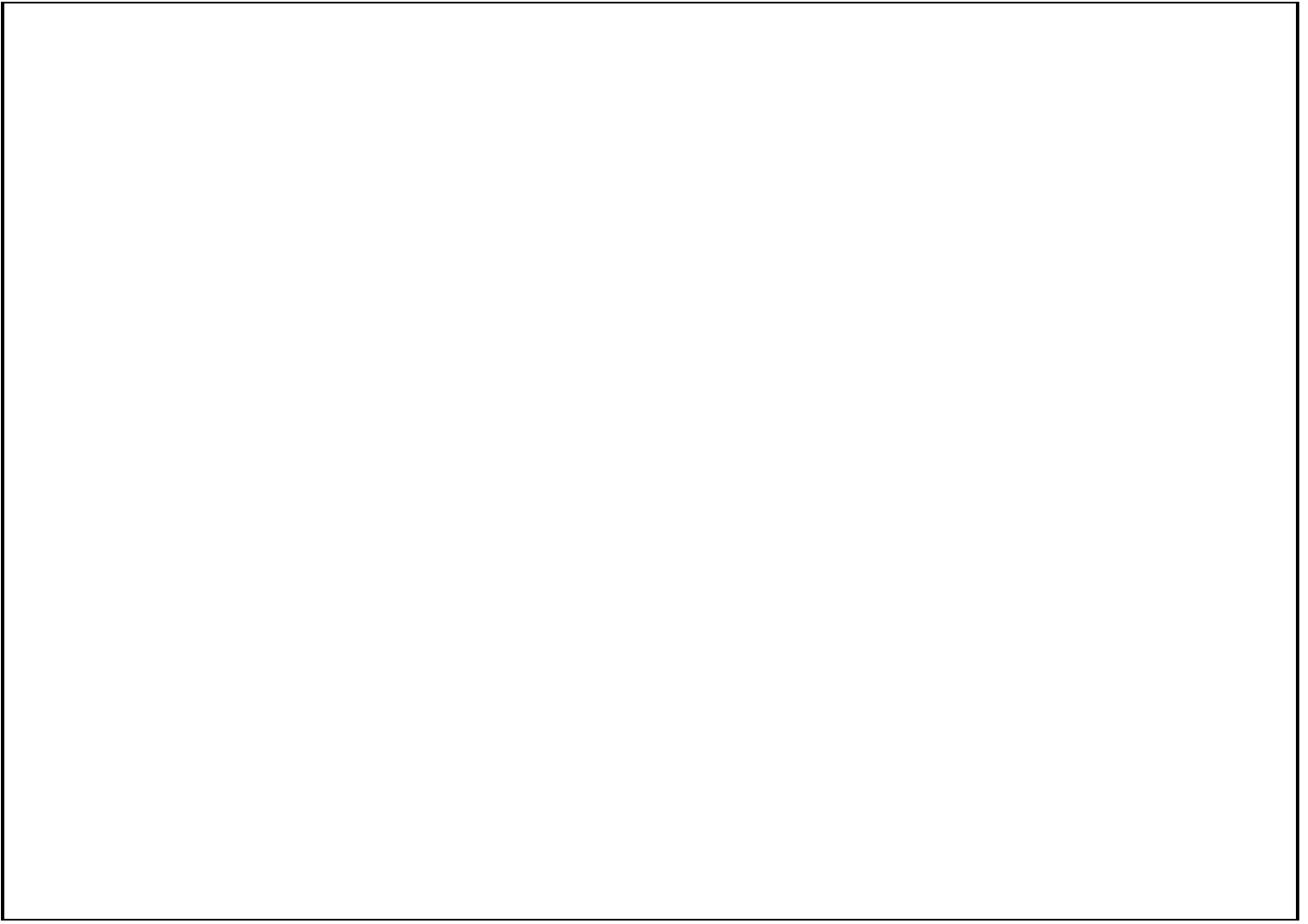
40. The proposal is considered to be acceptable. The existing building is a neutral contributor to the conservation area, the proposed structure would be well design and in keeping with the historic development pattern of the Mews, drawing on materials and design language seen throughout.

41. The development would provide a generous sized dwelling and would not impact upon the amenity of adjoining occupiers.

42. Recommendation: Grant Planning Permission Subject to Conditions and a S106 Legal Agreement for car-free housing and a highways contribution

DISCLAIMER

The decision to refer an application to Planning Committee lies with the Director of Regeneration and Planning. Following the Members Briefing panel on Monday 11th July 2016, nominated members will advise whether they consider this application should be reported to the Planning Committee. For further information, please go to www.camden.gov.uk and search for 'Members Briefing'.



John Kerr Associates Ltd
62 Camden Road
London
NW1 9DR

Application Ref: **2015/5046/P**

06 July 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:
57 Camden Mews
London
NW1 9BY

Proposal:
Extensions to front, side and rear to enlarge existing dwelling and erection of new additional to side; with associated alterations to all facades.
Drawing Nos: 390PA/01/F; 02/F; 03/F; 04/F; 05/F; 06/F; 07/F; 08F; 09/F; 14/E;
390EX/01; 02; 03; 04;

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 and DP25 of the London Borough of Camden Local Development Framework Development Policies.

- 3 Detailed drawings, 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) Samples of all facing materials to include brickwork, mortar and timber elements (louvres, screens etc) and window frames together with manufacturer's specifications.

b) Details including typical sections at 1:10 of all windows (including jambs, head, cill and reveal), external doors and gates;

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 and DP25 of the London Borough of Camden Local Development Framework Development Policies.

- 4 The proposed new dwelling hereby approved shall be designed and constructed in accordance with Building Regulations Part M4 (2), evidence demonstrating compliance should be submitted to and approved by the Local Planning Authority prior to occupation.

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.

- 5 Prior to construction the development hereby approved shall submit a sustainability statement demonstrating how sustainable design principles and climate change adaptation measures have been incorporated into the design and construction of the development to be approved by the Local Planning Authority. Prior to occupation, evidence demonstrating that the approved measures have been implemented shall be submitted to and approved in writing by the Local Planning Authority and shall be retained and maintained thereafter.

Reason: To ensure the development contributes to minimising the effects of, and can adapt to a changing climate in accordance with policies CS13 (Tackling climate change through promoting higher environmental standards) and DP22 (Promoting sustainable design and construction).

- 6 The development hereby approved shall achieve a maximum internal water use of 105litres/person/day, allowing 5 litres/person/day for external water use (110l,p,d). 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 (Tackling climate change through promoting higher environmental standards), DP22 (Promoting sustainable design and construction) and DP23 (Water)

- 7 Notwithstanding the details shown, a 1.8 metre high screen, details of which shall have been submitted to and approved in writing by the local planning authority, shall be erected between the rooftop terraces at the existing and new dwelling prior to commencement of use of the roof terrace and shall be permanently retained.

Reason: In order to prevent unreasonable overlooking of neighbouring premises in accordance with the requirements of 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.

- 8 The development hereby permitted shall be carried out in accordance with the following approved plans:

390PA/01/F; 02/F; 03/F; 04/F; 05/F; 06/F; 07/F; 08F; 09/F; 14/E;
390EX/01; 02; 03; 04;

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

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 The Mayor of London introduced a Community Infrastructure Levy (CIL) to help pay for Crossrail on 1st April 2012. 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. Camden also introduced its own CIL on 1st April 2015. The proposed charge in Camden will be £500 per sqm for new residential development.

Any permission granted after this time which adds more than 100sqm of new floorspace or a new dwelling will need to pay CIL. The Mayoral CIL 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.

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 be 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

- 4 You are reminded of the need to provide adequate space for internal and external storage for waste and recyclables. For further information contact Council's Environment Services (Waste) on 020 7974 6914/5 or see the website <http://www.camden.gov.uk/ccm/content/environment/waste-and-recycling/twocolumn/new-recycling-rubbish-and-reuse-guide.en>.
- 5 The correct street number or number and name must be displayed permanently on

the premises in accordance with regulations made under Section 12 of the London Building (Amendments) Act 1939.

- 6 If a revision to the postal address becomes necessary as a result of this development, application under Part 2 of the London Building Acts (Amendment) Act 1939 should be made to the Camden Contact Centre on Tel: 020 7974 4444 or Environment Department (Street Naming & Numbering) Camden Town Hall, Argyle Street, WC1H 8EQ.
- 7 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

Supporting Communities Directorate

DECISION