

<b>Delegated Report</b>		<b>Analysis sheet</b>	<b>Expiry Date:</b>	<b>08/07/2016</b>
		N/A / attached	<b>Consultation Expiry Date:</b>	<b>05/05/2016</b>
<b>Officer</b>			<b>Application Number(s)</b>	
Laura Hazelton			2015/7207/P	
<b>Application Address</b>			<b>Drawing Numbers</b>	
Land east of 3, Malden Road London NW5 3HS			See decision notice	
<b>PO 3/4</b>	<b>Area Team Signature</b>	<b>C&amp;UD</b>	<b>Authorised Officer Signature</b>	
<b>Proposal(s)</b>				
Redevelopment of the site to provide 20 x self-contained studios (use class C3) and associated landscaping.				
<b>Recommendation(s):</b>		Refuse planning permission		
<b>Application Type:</b>		Full Planning Permission		

Conditions or Reasons for Refusal:	Refer to Decision Notice					
Informatives:						
<b>Consultations</b>						
Adjoining Occupiers:	No. notified	<b>63</b>	No. of responses	<b>30</b>	No. of objections	<b>30</b>
Summary of consultation responses:	<p>The application was also advertised in the local press between 14/04/2016 and 05/05/2016 and a site notice was displayed between 13/04/2016 and 04/05/2016.</p> <p>A petition objecting to the development was received from the residents of Shipton, Stonegate and Leysdown House Estate with 28 signatures. They objected on the grounds of harm to daylight/sunlight and privacy.</p> <p>1 comment was received from The Fiddler's Elbow – Concerns regarding residential accommodation being located so close to the live music venue.</p> <p>The owner/occupier of 19 Bassett Street objected on the following grounds:</p> <ul style="list-style-type: none"> <li>• No affordable housing provided on site or off-site contributions.</li> <li>• No business use of ground floor retail/commercial units.</li> <li>• Ground floor accommodation is unacceptable – single aspect, no daylight to the rear, wasted amenity space to the front which could be used for commercial units.</li> <li>• Side elevation – bin store opening to the side alleyway would be constrained. The north upper flats have windows facing Malden Road which might make future development of the Leydown building more difficult.</li> </ul>					
CAAC/Local groups comments:	The application site is not located within a Conservation Area.					

## Site Description

The application site lies to the south western side of Malden Road and covers 378.74sq.m. The site comprises an area of land that was previously annexed to the St Silas Estate. The site is currently surrounded by hoardings and is formed of hardstanding surface. The site was disposed of by the London Borough of Camden at public auction in 2014.

The site is at the rear of the Fiddler's Elbow Public House and surrounded predominantly by dwellings forming part of the St Silas Estate, which are purpose built blocks ranging from 6-19 storeys and by ancillary public recreation space. Additional uses include retail units fronting Malden Road and the Fiddler's Elbow directly to the south. The site does not lie within a conservation area.

The site is in a highly accessible location with close proximity to the Kentish Town West Overground Station and bus routes along Prince of Wales Road/ Malden Road. The application site benefits from a PTAL of 5 (very good) confirming an exceptionally accessible location.

## Relevant History

2016/1771/P - Redevelopment of the site to provide 9 residential units (2 x 1 bedroom 6 x 2 bedroom and 1 x 3 bedroom) and associated landscaping. Granted subject to S106 agreement 04/08/2016.

## Relevant policies

**National Policy Planning Framework 2012 - paragraphs 18-22, 47-55 and 126-141.**

### **The London Plan 2016**

Policy 3.3 Increasing housing supply  
Policy 3.4 Optimising housing potential  
Policy 3.5 Quality and design of housing developments  
Policy 3.8 Housing choice  
Policy 3.10 Definition of affordable housing  
Policy 3.11 Affordable housing targets  
Policy 3.12 Negotiating affordable housing on individual private residential and mixed use schemes  
Policy 5.1 Climate change mitigation  
Policy 5.2 Minimising carbon dioxide emissions  
Policy 5.3 Sustainable design and construction  
Policy 5.7 Renewable energy  
Policy 5.11 Green roofs and development site environs  
Policy 5.13 Sustainable drainage  
Policy 6.9 Cycling  
Policy 6.13 Parking  
Policy 7.2 An inclusive environment  
Policy 7.3 Designing out crime  
Policy 7.4 Local character  
Policy 7.5 Public realm  
Policy 7.6 Architecture  
Policy 7.8 Heritage assets and archaeology  
Policy 7.14 Improving air quality  
Policy 7.15 Reducing noise and enhancing soundscapes

### **LDF Core Strategy and Development Policies**

CS1 – Distribution of growth  
CS3 – Other highly accessible areas

CS5 – Managing the impact of growth and development  
CS6 – Providing quality homes  
CS8 – Promoting a successful and inclusive economy  
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  
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 – Affordable housing  
DP5 – Homes of different sizes  
DP6 – Lifetime homes and wheelchair homes  
DP13 – Employment premises and sites  
DP16 – The transport implications of development  
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  
DP26 – Managing the impact of development on occupiers and neighbours  
DP29 – Improving access

### **Supplementary Planning Policies**

CPG1 – Design (2015) – Chapter 2  
CPG2 – Housing (2016)– Chapters 2, 4 & 5  
CPG3 – Sustainability (2015) – Chapters 2, 3, 5, 6, 7 & 10  
CPG4 – Basements and Lightwells (2015) – Chapter 2  
CPG5 – Town centres, retail and employment (2011)  
CPG6 – Amenity (2011) – Chapter 2, 4, 6, 7, & 11  
CPG7 – Transport (2011) – Chapters 5 & 9  
CPG8 – Planning Obligations (2015) – Chapters 6, 7, 10 & 11

## Assessment

### Proposal

Planning permission is sought for the erection of a four storey building, with a setback fifth floor to accommodate 20 self-contained flats (3 x 1 person studios and 17 x 1 bedroom 1 person flats).

The applicant has indicated that all of the units would be private sector rented units.

### Assessment

The principle considerations material to the determination of this application are as follows:

- Land Use
- Standard of residential accommodation
- Design (impact of the proposal on the character and appearance of the host property, adjacent Listed Building and surrounding area)
- Basement impacts
- Amenity (impact of the proposal on the amenity of neighbouring residents).
- Transport
- Refuse and recycling
- Sustainability
- Section 106
- CIL

### Land Use

#### *Continued use of open space*

Policy CS15 requires any site in excess of 400sqm to be assessed for continued/ future potential for open space within existing housing estates and to meet identified demand. The site comprises approximately 378 sqm and therefore policy CS15 (Protecting and improving our parks and open spaces and encouraging biodiversity) of the Camden Core Strategy does not apply. In addition, the St Silius Estate has benefitted from recent improvements to the adjacent area of public open space (in excess of 400sq.m) which serves existing residents. Furthermore, the application site is currently an empty hard surfaced area with no formal use, and therefore the continued use of this space as open space is not being sought.

#### *Change of use to residential*

Policy CS1 (Distribution of growth) promotes efficient use of land and buildings in Camden and supports growth in accessible locations. Housing is identified as the priority land use in Policy CS6 (Providing quality homes). The principle of residential accommodation is therefore considered appropriate at this site and supported in land use policy terms, provided all other aspects of the proposal are also acceptable.

#### *Affordable Housing*

The proposal provides 20 self-contained residential units. Policy DP3 (Affordable housing) requires all residential developments with a capacity for 10 or more new dwellings to make a contribution to the supply of affordable housing. The council will expect the affordable housing contribution to be made on site, but where it cannot practically be achieved on site, the Council may accept off-site affordable housing, or exceptionally, a payment in-lieu.

Where a proposal does not meet the affordable housing target, the submission of a financial viability appraisal will be required.

The proposal would provide no affordable housing, and the submitted viability report concluded that the proposal cannot viably provide affordable housing or commuted sum in lieu.

In order to confidently assess the approach, evidence and conclusions of the appraisal it was necessary to instruct an independent financial assessor to robustly scrutinise and review the appraisal. In this regard, BPS Surveyors were instructed, who produced a report in response. BPS undertook an in-depth review of the assessment and concluded that the scheme is sufficiently viable to make a contribution towards affordable housing provision. The development is therefore contrary to Policy DP3 and the application should be refused on the basis of affordable housing not being provided on site.

#### *Residential Density*

Policy CS1 of the LDF Core Strategy seeks to focus growth in the most accessible parts of the borough. In order to make the most efficient use of land, higher density development is encouraged in those locations which are well served by public transport and there is an expectation that densities will be towards the higher end of the density ranges set out in the London Plan.

The proposal would create 977 habitable rooms per hectare. This density accords with the density matrix (table 3.2) of the London Plan 2016 which expects a density level between 650-1100 habitable rooms per hectare for a site located within a central area with an excellent Public Transport Accessibility Level (PTAL) rating of 5.

#### *Mix of residential units*

Policy DP5 (Homes of different sizes) seeks to provide a range of unit sizes to meet demand across the Borough. In order to define what kind of mix should be provided within residential schemes, Policy DP5 includes a Dwelling Size Priority Table and the expectation is that any housing scheme providing private sector rental housing will meet the priorities outlined in the table and will provide at least 40% 2-bed units. The Council encourages the creation of additional residential accommodation provided that it meets acceptable standards.

The proposal would provide 3 x 1 person studios and 17 x 1 bedroom, 1 person flats.

Policy DP5 describes private rented 1 bedroom/studio flats as being the lowest priority dwelling size. Although the council acknowledges that there is a need and/or demand for dwellings of every size, the provision of only 1 person units, with no 2 bedroom homes is considered to provide an unacceptable mix of residential units and would be contrary to Camden's identified housing need. The development is therefore contrary to Policy DP5 and the application should be refused on the basis of an inadequate mix of dwelling sizes being provided.

#### **Standard of residential accommodation**

The London Plan 2016 sets out new nationally described space standards which all new dwellings must meet. The proposal would provide 20 x 1 person dwellings, of which 17 would be 1 bedroom units and 3 would be 1 person studios aimed at the young professional market. All units would just meet or exceed the London Plan standards for minimal internal floor areas.

All flats would be accessed via an entrance on Malden Road. This door provides access to a lift and staircase leading to all upper floors, cycle parking that would be provided at ground floor level and access to the lift which would also serve all upper floors. Refuse storage is proposed at ground floor level for the residential units.

All flats except for two studios would be dual aspect which would ensure they had adequate natural light, outlook and ventilation. Living spaces would front Malden Road, with the bedrooms located to the quieter rear. Although two studios would be single aspect, they benefit from large glazed windows, and with a maximum

depth of 8.3m, it is considered that the apartments would receive an acceptable level of daylight.

### *Wheelchair Accessible Housing*

Policies DP6 and DP29 seek the provision of accessible homes and require 10% of homes to meet wheelchair accessible standards. The development would provide two wheelchair accessible units which would meet the requirements of DP6 and Part M4(2)(A) of Building Regulations. This would be secured via condition if planning permission were granted.

### *Amenity*

Policy 3.4 of the London Housing Planning Guidance advises a minimum of 5sqm of private outdoor space for 1-2 person dwellings and Camden's Planning Guidance CPG2 (Housing) states that all new dwellings should provide access to some form of private outdoor amenity space.

All apartments would have access to private amenity space either in the form of balconies and terraces or through 'winter garden' amenity space which comprises an external balcony of 3sqm and a recessed internal area of 2sqm. This is considered acceptable.

### *Outlook*

Two apartments at ground floor level would be single aspect looking towards Malden Road with the remainder being dual aspect with views over Malden Road to the east and Shipton House to the west. The proposal is considered to provide an acceptable level of daylight and outlook for future occupiers.

### *Privacy*

The flats at ground floor level would be close to the boundary with Shipton House but would not feature windows along the southern elevation. The upper floors are set back and away from the boundary, so that no windows would be directly overlooking residential windows at Shipton House to the south or Leysdown Road to the north. The flats with windows closest to Shipton house would be at such an acute angle that it is not considered that it would harm the privacy of future occupants.

### *Noise*

The application site sits next to a live music venue and the busy Malden Road and Prince of Wales Road. Furthermore, the proposed plant room is located beside a bedroom at ground floor level. A noise impact assessment has been submitted with the application and found that on some facades, higher than normal specification glazing will be needed to achieve the internal acoustic comfort standards required and that some dwellings would require an alternative means of ventilation. All others would need to be fitted with acoustic trickle vents. The applicant has indicated their willingness to comply with these recommendations, and if permission were to be granted, a noise condition would be required to ensure Camden's internal noise levels are met for future residents.

### **Design**

Policy CS14 aims to ensure the highest design standards from developments. Policy DP24 also states that the Council will require all development to be of the highest standard of design and to respect the character, setting, form and scale of the neighbouring properties as well as the character and proportions of the existing building.

The site is surrounded by purpose built blocks ranging from 6-19 storeys and ancillary public recreation space. Additional uses include retail units fronting Malden Road and the Grade II Listed Fiddler's Elbow Public House

directly to the south.

Immediately to the north of the site is a 6 storey purpose built block. The massing of the proposed development – a 4 storey building with a setback 5<sup>th</sup> storey – is considered to be of an appropriate scale in this context. The setback 5<sup>th</sup> floor would create an appropriate transition in scale between the neighbouring 6 storey building and listed building. The height, scale and detailed design of the proposed development is not considered to harm the setting of the neighbouring listed building.

The proposal adopts the typical Georgian terrace proportions, of tall window openings set in a London stock brick façade. The ground floor is recessed in a dark brick which echoes the adjoining listed building, with planted amenity spaces set behind railings and hedge planting adjoining the pavement.

To the rear, the proposed building continues the brick vocabulary, but with a more contemporary fenestration that picks up on the horizontals of the listed building and nearby Shipton House access balconies.

The proposal is considered to be of an appropriate proportion, composition, scale and orientation optimising the site without harming the special character or setting of adjacent Listed Building.

### **Basement impacts**

The proposal includes the excavation of a single storey basement, extending to a depth of approximately 3.5m, with a footprint of 51sqm to house the plant room.

A Basement Impact Assessment (BIA) was undertaken by Momentum Structural Engineers and independently assessed by Campbell Reith to review the potential impact on land stability and local ground and surface water conditions arising from the basement development.

The BIA is lacking an indicative structural design, a site specific ground investigation, and a full description of the baseline conditions. The screening process has not been fully undertaken.

It is considered that the information within the BIA does not suitably demonstrate that the proposal will maintain the structural stability of the building and neighbouring properties; avoid adversely affecting drainage and runoff or causing other damage to the water environment; and avoid cumulative impact upon structural stability or water environment in the local area. The application should therefore be refused for this reason.

### **Neighbouring amenity**

Core Strategy policy CS5 and Development Policy DP26 seek to ensure that the existing sensitive residential amenities of neighbouring properties are protected, particularly with regard to visual privacy, outlook, daylight and sunlight, noise and air quality. The closest residential properties are the Leysdown Building to the north and Shipton House to the south.

#### *Privacy and overlooking*

As outlined above, the windows to the southern elevation of the proposed building would be at such an angle that it would prevent direct overlooking between the application building and the neighbouring Shipton House. The 1<sup>st</sup> – 5<sup>th</sup> floors would be sufficiently set back away from the southern boundary to prevent a loss of privacy or overlooking of the neighbouring flats.

#### *Daylight/Sunlight*

The daylight and sunlight report produced by GVA Schatunowski Brooks assesses the impact of the proposed development on the daylight and sunlight enjoyed by existing neighbouring dwellings in according with the



## Building Research Establishment (BRE) Guidelines.

The report states that as the site is an open cleared site, it is inappropriate to strictly apply the numerical targets in the BRE Guidelines and that instead; alternative numerical targets should be followed as advised in Appendix F of the BRE Guidelines.

The residential properties on the opposite (east) side of Malden Road (2 Malden Road to 20 Malden Road) would comfortably satisfy the BRE Guidelines in terms of impact on existing lighting conditions and the absolute residual VSC values will all be in excess of 27%.

One window in Leysdown will experience a loss of VSC marginally above the BRE Guidelines but still achieve a residual VSC value of 26.14%, just 0.94% below the target for low density suburban housing, which in a built-up urban environment is extremely good. In addition, the change in internal Daylight Distribution within that room will be barely perceptible.

The only material change in lighting conditions will be within Shipton House where the windows currently receive the majority of their natural daylight from the gap over the Application Site and in front of the present six storey block of flats. Shipton House also suffers from the canopy-effect of the projecting access walkways which significantly reduce direct sky visibility resulting in low VSC values.

One ground floor bedroom window within Shipton House will record a relatively low VSC value at 13.52% and although that absolute residual VSC value is low, the room affected is a bedroom, and the amount of light remaining will still be adequate for that room to continue to be used as a bedroom.

The proposal is unlikely to detrimentally harm outlook or result in unacceptable overshadowing. The report concludes that whilst there are a handful of cases where the BRE targets have been exceeded, the impact of the proposed development however will not result in any significant or unreasonable harm on existing neighbouring amenity. The proposal is considered to be acceptable on this basis.

### *Air Quality*

Protecting air quality in Camden is a key consideration especially along busy roads. In accordance with policy DP32 and the NPPF, the applicant has commissioned an independent Air Quality Assessment. This report addresses the suitability of the site for the new occupants in air quality terms and the potential air quality impacts on existing residents during construction and operation of the new accommodation.

The assessment concludes that the site is suitable for new residents and the operational air quality effects of the accommodation would be negligible. Construction traffic impacts are also deemed negligible subject to the implementation of suggested mitigation measures. Mitigation measures will be secured through the CMP which would be secured via a S106 legal agreement if the application were to be approved.

## **Transport**

### *Car parking*

Policy DP18 states that the Council expects new developments in areas of high on-street parking stress to be either car free or car-capped in the event that they would add greater pressure to the highways. The reasons for this are to facilitate sustainability, help promote alternative, more sustainable methods of transport and stop the development from creating additional parking stress and congestion.

The site is well located for pedestrian access to local facilities and there is a network of well-established cycle routes in the wider area. There are 6 regular bus services, and 3 nightly bus services operating on roads in the vicinity of the site providing access to 60 buses per hour throughout the week. Kentish Town West, and Chalk

Farm underground stations are within a 360m walking distance of the site providing access to around 29 trains in the morning peak hour.

Considering that the site has a Public Transport Accessibility Level of (PTAL) of 5 (very good), and is located within a Controlled Parking Zone, the Council would require the development to be car-free and the applicant has confirmed their willingness to enter into a S106 agreement securing this.

#### *Cycle parking*

Policy DP17 and DP18 require development to provide for the needs of cyclists. The London Plan cycle parking standard has a higher requirement and is the most up to date and relevant standard. For this development, Table 6.3 of the London Plan requires 20 cycle spaces for the residential units which should be provided at ground floor level or in an easily accessible location.

The proposed development would provide 21 secure cycle lockers including spaces for folding Brompton bicycles located within the secure cycle storage room located on the ground floor of the development. The southernmost ground floor unit has also been provided with a cycle store to the rear of the flat within their external amenity space. The total proposed cycle parking provision is 22 spaces, in accordance with London Plan standards. Full details of the cycle parking would need to be secured by condition should the application be approved.

#### *Construction management*

DP21 seeks to protect the safety and operation of the highway network. For some developments this may require control over how the development is implemented (including demolition and construction) through a Construction Management Plan (CMP) secured via S106. Due to the scale and kind of this development a CMP is required. Any occupation of the highway, such as for hoarding, skips or storage of materials, will require a licence from Highways Management and this, along with the existing on-street waiting and loading controls, is to ensure the work is carried out in such a way as to not adversely affecting the safety or operation of the public highway. An outline CMP has been submitted with the application, but is lacking necessary information. The Council would require a full CMP to be secured via S106 agreement should the application be approved.

#### *Highways Contribution*

Development 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 footway directly adjacent to the site could be damaged as a direct result of the proposed works. In addition, the Council will seek to adopt a narrow strip of land 0.25m wide to allow the Council to widen the footpath to 1.8m adjacent to the site. This would be secured through a S106 agreement if permission were to be granted.

#### **Refuse and recycling**

All new developments are required to provide adequate facilities for recycling and the storage and disposal of waste in accordance with Core Strategy policy CS18 and Development Policy DP26.

A dedicated refuse store is shown on the ground floor plan located at the northern boundary of the development, accessed by a secure rolling shutter from the adjacent footpath. The position of the refuse store is considered adequate, but the detailed design of the store has not been submitted with the application. If the application were to be approved full details would be required by condition to ensure the bin store would not harm the character and appearance of the host property and conservation area.

Refuse collections will be made from Malden Road with bins being wheeled from their storage positions at the northern boundary of the development at ground floor level to the street on the appropriate days. General deliveries will also be made from Malden Road. The frequency of deliveries and refuse collection will be very low and will reflect the existing servicing arrangements to other premises on Malden Road. The scale of the proposed development means this established practice will not materially alter and therefore is deemed acceptable.

## **Energy & Sustainability**

Pursuant to Core Strategy policy CS13 and Development Policies DP22 and DP23 all developments in Camden are required to make the fullest contribution to the mitigation of and adaptation to climate change, to minimise carbon dioxide emissions and contribute to water conservation and sustainable urban drainage.

Section 5 of the London Plan outlines the Mayor's policies on climate change and sustainability. Policy 5.2 sets out the Mayor's approach to minimising carbon dioxide emissions through the energy hierarchy of "Be Lean, Be Clean, Be Green" and sets a target, explained further in the Sustainable Design and Construction SPG, that all new developments will be expected to secure a minimum 35% reduction in regulated CO<sub>2</sub> emissions below the maximum threshold allowed under Part L 2013. CS13 requires all developments to achieve a 20% reduction in CO<sub>2</sub> emissions through renewable technologies.

The Energy Report produced by King Shaw Associates shows that the design proposals would result in a 36.6% overall CO<sub>2</sub> reduction against the Part L 2013 baseline, with a 36.1% reduction from renewables (including 38 solar PV panels over 62sqm of roof area and 20sqm of solar thermal panels).

The applicant has not proposed to connect to a decentralised energy network, as there are none currently available. However, the development is within the Kentish Town cluster which is a key priority area for the development of a future network, and the Council would therefore expect the applicant to consider the feasibility of future proofing the development to enable later connection. The applicant would also need to make a financial contribution to the development of decentralised energy networks in the borough. This is calculated as £2,800 x 20 units = £56,000.

The energy statement also states that the Mayor's cooling hierarchy has been followed. A green roof has also been proposed and details would need to be conditioned, should permission be granted.

Calculations show that maximum water consumption is estimated to be 104.7 litres per person per day, which is less than the requirement of 105 litres and would meet policy requirements.

As the development is a major application, it would be required to incorporate SuDS and submit a surface water drainage statement demonstrating that it can achieve greenfield run-off rates (or 50% existing as minimum) and, where reasonably practicable, to constrain run-off volumes for the one in 100 year six-hour event. However, this information has not been submitted by the applicant.

Heating would be provided through a 150 kW communal gas boiler alongside solar thermal. The gas boiler is below the threshold requiring an impact assessment and the applicant has confirmed that NO<sub>x</sub> emissions from the gas boiler would be below 40 mg NO<sub>x</sub>/kWh. The development would therefore meet the Mayor's 'air quality neutral' requirements.

Development is within close proximity to the busy Malden Road which has elevated levels of air pollution. NO<sub>2</sub> is within limits for short term exceedances; however, the ground and first floors exceed annual objectives therefore mechanical ventilation is proposed and the ground and first floors will be hermetically sealed (with option to open for natural ventilation also) to protect occupants from poor air quality.

In order to ensure the proposal attains the proposed energy and sustainability values, they would need to be

secured via S106 agreement should permission be granted.

## **Other planning obligations**

### *Open space*

Policies CS15 and DP31 seek to secure the provision of adequate open space to meet local needs. CPG6 states that 9sqm of outside amenity space per bed space as a reasonable contribution. For a site of this nature, the current unit mix would generate an open space requirement of 180sqm. As a payment in lieu (including all capital costs, maintenance and design/admin) the Council would expect £15,512 as financial contributions for the absence of the provision of open space for the 20 residential units. This would be secured via a S106 agreement should permission be granted.

## **CIL**

This proposal will be liable for the Mayor of London's Community Infrastructure Levy (CIL) as the additional floorspace exceeds 100sqm or one unit of residential accommodation. Based on the Camden and Mayor's CIL charging schedule and the on information provided, the CIL is likely to be £576,000 and £57,600 (£500 x 1,152 and £50 x 1,152 sqm (GIA)). 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, and subject to indexation in line with the construction costs index.

## **Conclusion**

The proposed development would result in an unacceptable mix of residential units, contrary to Development Policy DP5.

The Basement Impact Assessments fails to demonstrate that the proposed development would maintain the structural stability of the host and neighbouring properties and would not adversely impact upon the local water environment and drainage.

The proposed development, in the absence of a legal agreement to secure an appropriate proportion of on-site affordable housing or an Affordable Housing Deferred Contribution would fail to make a contribution towards the supply of additional affordable housing within the Borough.

**Recommendation:** refuse planning permission on the following grounds:

- Unacceptable mix of residential units
- Insufficient basement information
- Lack of affordable Housing
- Absence of S106 to secure:
  - Construction Management Plan
  - Car-free development
  - Public highway works
  - Open space contributions
  - Design and post-construction energy and sustainability review