

Address:	Flats 14 - 45 (Blocks A and B) Frogna! Court Finchley Road London NW3 5HG		4
Application Number:	2014/0342/P	Officer: Seonaid Carr	
Ward:	Frogna! & Fitzjohns		
Date Received:	10/01/2014		
Proposal: Erection of mansard roof to provide 8 x 2-bed flats (Class C3) associated extension to stairwell and external fire escapes, installation of solar panels and the provision of 1x disabled car park space and cycle parking.			
Drawing Numbers: FCE/01, FCE/02 Rev 1, FCE/27R1, FCE/28R1, FCE/30R1, FCE/32R1, FCE/33R1, FCE/34R1, FCE/35R1, FCE/37R1, FCE/39R1, FCE/40R1, FCE/41, FCE/42, 8167/4, 8167/8, FCE/Lifetime Homes/Standards/Ref.LH/PS/Jan 2014 and Code for Sustainable Homes Pre-Assessment by Twenty 16 Design dated January 2012.			
RECOMMENDATION SUMMARY: Grant Conditional Permission subject to a S106 legal agreement			
Applicant:		Agent:	
F & M Investment Holdings Ltd c/o 20 Frithwood Avenue Northwood Middlesex HA6 3LX		Snell Associates The Studio The Street Shotesham All Saints Norwich NR15 1AP	

ANALYSIS INFORMATION

Land Use Details:			
	Use Class	Use Description	Floorspace
Existing	C3 Dwelling House		3120 m ²
Proposed	C3 Dwelling House		3900m ²

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

Parking Details:		
	Parking Spaces (General)	Parking Spaces (Disabled)
Existing	18	0
Proposed	17	1

OFFICERS' REPORT

Reason for Referral to Committee:

This application is reported to the Development Control Committee as it involves the creation of more than 5 residential units [Clause 3(ii)].

1. SITE

- 1.1 The application site consists of 2 rows of terraced blocks of flats and shops on either side of a central courtyard, and is situated on the east side of Finchley Road just to the north of the junction with the O2 Centre service road (on the western side of the street).
- 1.2 The front block forms one terrace facing the road; it is generally 4-storeys high, but with a smaller section that is only 3-storeys high, and consists of shops on the ground floor and self-contained flats above. The rear blocks are set at a higher level, due to the slope of the land; they comprises 2 separate 4-storey blocks of accommodation, residential flats on the northern block (effectively raised another storey on the lower side due to the lie of the land) and flats over semi-basement garages/stores on the southern block. This application solely relates to the 2 blocks at the rear of the courtyard, which contain 32 flats. The 2 blocks are separated by a sloping ramp, which provides access to the rear passage and entrance lobbies facing the rear garden embankment.
- 1.3 The intervening courtyard area of tarmac is used for car parking, with some spaces leased to the flats and some used as "pay and display" bays for local visitor/business use. At the rear of the site is an overgrown embankment rising up to Netherhall Gardens, which is designated as an area of private open space. The northern part of the site lies above the two Belsize railway tunnels. Opposite the site are the bridge over the railway lines, and the service road leading to the rear of the O2 Centre.
- 1.4 The site is not in a conservation area. The blocks date from the early part of the 20th Century, and are formed of red brick walls and flat roofs. They have a mix of original Crittal windows and later unsympathetic replacement windows; the rear facades are very utilitarian in appearance with large external fire escape staircases serving all of the flats. To the north of the site are 19th Century red brick 4-storey mansion blocks; to the south, opposite the O2 Centre, is a recently built 7-storey hotel block of a contemporary design.

2. THE PROPOSAL

- 2.1 The current proposal is similar to earlier applications made in 2006, 2007 and 2012. These involved a mansard roof extension to provide new flats plus extensions to the external access staircases and provision of new lifts. These applications were reported to the Development Control Committee who resolved to grant permission subject to the completion of a S106 legal agreement. These applications were later withdrawn as the S106 agreement was not completed. It is understood that the agreements were not signed after delays and difficulties in getting all leaseholders and the freeholder (Network Rail) signatories to the agreement.

- 2.2 The current application seeks planning permission for the erection of 2 mansard roof extensions over the 2 rear blocks; they will be tile-hung with flat roofs and several dormer windows facing both the front and rear. In addition, the existing external metal staircases and balconies on the front elevation will be extended upwards to serve the new flats and the internal lifts will be also extended to serve them. The new mansard floors will accommodate a mix of 6 x 2-bedroom 3-person flats and 2 x 2-bedroom 4-person flats: a total of 8 units. Covered cycle parking will be provided at the side of the parking area in front of the blocks.
- 2.3 The only difference between the previous applications and the current proposal is that the internal layout of the units has been rearranged to allow for improved disabled access. As a result of this the location of the windows within the mansard extension has changed slightly.

3. **RELEVANT HISTORY**

3.1 **2006/0967/P**

Planning permission was refused on 20/07/06 for the erection of a 4th floor mansard roof extension over Frognal Court and Warwick House to provide 6 flats and of a 3rd floor plus 4th floor mansard roof extension over Midland Court to provide 4 flats, and the extension of all existing external fire escapes at the rear. The application was refused on the grounds that the new residential accommodation was not accessible and that a legal agreement to secure car-free development, BREEAM, educational and public open space contributions had not been completed.

3.2 **2006/3580/P**

The Development Control Committee resolved to grant planning permission subject to the completion of a S106 agreement in 2007 for the erection of a 4th floor mansard roof extension over Frognal Court and Warwick House to provide 5 flats and of a 3rd floor plus 4th floor mansard roof extension over Midland Court to provide 4 flats, together with the provision of three new lift towers with external metal staircases attached to the rear elevations to provide access to flats in these blocks. The application was withdrawn by the Council as the S106 agreement was not completed.

3.3 **2007/1704/P**

The Development Control Committee resolved to grant planning permission subject to the completion of a S106 agreement in 2007 for the erection of 4th floor mansard roof extensions over two existing rear blocks to provide 8 new self-contained flats, including extending internal staircases and lifts and external fire escapes and balconies, plus provision of one disabled parking space on ramp. The application was withdrawn by the Council as the S106 agreement was not completed.

3.4 **2011/3735/P**

An application was submitted for the erection of extension at roof level over the two existing residential blocks to provide 6 x 2-bedroom self-contained flats (Class C3), including extending internal staircases and lifts, creation of external balconies and installation of a green roof. The application was withdrawn on 02/02/12.

3.5 **2012/0793/P**

The Development Control Committee resolved to grant planning permission subject to the completion of a S106 agreement in 2012 for the erection of a roof extension over the two existing residential blocks (Blocks A and B) to provide 8 x 2-bedroom self-contained flats (Class C3), including extending internal staircases and lifts and installation of rooflights. The application was withdrawn on 21/07/13.

4. **CONSULTATIONS**

Statutory Consultees

4.1 **Thames Water**

No objection regarding impact on water infrastructure. Request informative regarding water pressure level provided.

4.2 **Network Rail**

No objection.

Local Groups

4.3 **Netherhall Neighbourhood Association**

Object on behalf of the occupants of properties on the west side of the lower end of Netherhall Gardens:

- No sections are provided to show the location and height of the parapet walls and the extent to which the mansard would be set behind these walls;
- The application refers to a four storey building whereas the existing building is 5 storeys;
- The proposed addition would enable overlooking to the rear gardens and bedrooms of properties along the lower end of the west side of Netherhall Gardens and overshadow its gardens in the evenings when sun sets behind the blocks of flats;
- The chimney stacks, water tank housings and lift shafts on the roof of the existing building are not shown adequately on the submitted drawings, raising them would certainly be even more unsightly as well as adding to the overshadowing;
- We were told that the structural integrity of the rail tunnel would be threatened by any further weight being added, it would be surprising if Network Rail did not object to an additional storey;
- No.11 Netherhall Gardens should have been consulted;
- Concern regarding subsidence in the area;
- Noisy building works that would be endured for around a year with presumable no compensation for this appreciable lowering of the quality of their lives during this period.

Adjoining Occupiers

	Original
<i>Number of letters sent</i>	134
<i>Total number of responses</i>	9

<i>received</i>	
<i>Number of electronic responses</i>	9
<i>Number in support</i>	0
<i>Number of objections</i>	9

4.4 A site notice was displayed from 07 February 2014 to 28 February 2014.

4.5 Eight objections were received from neighbouring residents, a summary of their concerns is provided below:

- The application has come up several times in the past objections remain as previously submitted, natural light to my flat would be diminished;
- Increased number of people on the estate would cause increase noise, increased pollution and unmanageable increased traffic;
- Additional weight would endanger stability and could result in tragedy;
- Parking is an existing problems on the estate;
- The Council should take into consideration the landlords attitude to present lease holders, how he had taken away out parking rights, created more parking problems, he is offering a way of providing disabled and cycle parking to legitimise his hold on car park which should only be used to park cars by residents and their visitors;
- Who will pay for the maintenance cost and the new lift;
- Quiet enjoyment of my flat would be interrupted;
- Clearly structural and stability problems, considerable shaking, vibration and noise from rail traffic;
- No plans for the existing water storage, these need to be retained as they are part of the demise of the existing flats;
- Development would result in loss of roof area (750sqm) being used for the benefit of the existing 32 flats, through solar water heating and photovoltaic electrical generation;
- No study has been made of the impact on the conservation area to the west;
- This is not affordable housing and should not be encouraged;
- Before any permission can be entertained full structural, hydrological and structural reports must be made with the full knowledge and cooperation of Freeholders and lessees of Frognal Court, Midland Court and Warwick House;
- Height of the development would cause loss of privacy to Netherhall Gardens;
- Detrimental to the environment;
- The drawings are not clear, the current building is five storeys with garages under the property on the ground floor level, these garages are not shown on the new west elevations of the proposed plans at all;
- No plans show the details of the mansard, roof mechanics which would normally go above the roof line and the solar panels all of which are generally unsightly;
- No sound proofing to the building;
- Previous works were noisy and at anti-social hours;
- There is no functional lift for disabled access;
- The courtyard is already very dark and building does not need any extra height;

4.6 In addition to the above, one objector submitted a copy of a report from The Camden Private Tenant report which criticised the plans of the landlord to extend the building.

5. **POLICIES**

5.1 **National Planning Policy Framework 2012**

5.2 **The London Plan 2011**

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

LDF Core Strategy

CS1 (Distribution of growth)

CS3 (Other Highly Accessible Areas)

CS5 (Managing the impact of growth and development)

CS6 (Providing Quality Homes)

CS10 (Supporting community facilities and services)

CS11 (Promoting sustainable and efficient travel)

CS13 (Tackling climate change through promoting higher environmental standards)

CS14 (Promoting high quality places and conserving our heritage)

CS15 (Protecting and improving our parks and open spaces and encouraging biodiversity)

CS17 (Making Camden a Safer Place)

CS18 (Dealing with Our Waste and Encouraging Recycling)

CS19 (Delivering and Monitoring the Core Strategy)

LDF Development Policies

DP2 (Making Use of Camden's Capacity for Housing)

DP3 (Contributions to the Supply of Affordable Housing)

DP5 (Homes of Different Sizes)

DP6 (Lifetime Homes and Wheelchair Homes)

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)

DP25 (Conserving Camden's heritage)

DP26 (Managing the impact of development on occupiers and neighbours)

DP28 (Noise and vibration)

DP29 (Improving Access)

DP31 (Provision of, and improvements to, open space and outdoor sport and recreation facilities)

5.4 **Supplementary Planning Policies**

Camden Planning Guidance (2011 (as amended 2013))

CPG1 Design

CPG2 Housing

CPG3 Sustainability

CPG6 Amenity
CPG7 Transport
CPG8 Planning obligations

6. **ASSESSMENT**

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

- Proposed housing
- Design
- Impact upon neighbouring amenities
- Impact upon the rail infrastructure
- Construction issues
- Transport
- Sustainability
- Open Space and Education
- CIL

Proposed housing

- 6.2 The increased amount of residential accommodation is welcomed on this site, and is acceptable in principle subject to issues of bulk/design, amenity and traffic, which are discussed further below. The site is in a designated shopping centre and near public transport facilities such as bus routes and a tube station, and thus is ideally located for high density development.
- 6.3 The mix of units provides 8 x 2 bedroom private units, which are identified as being very high priority in the dwelling size priorities table in Policy DP5, though the aim is for only 40% of units. No family-sized 3-bedroom units are proposed, as normally expected by policy. However, this mix is considered to be acceptable in the context of the scheme, which is for roof level accommodation only. Also the site, which faces a busy junction on Finchley Road and which has no effective private amenity space (the central courtyard is used for car parking, and the rear embankment area is unusable and unsafe for children's play). There are already ample family-sized units in the existing blocks, thus there would not be a lack of such housing at Frogna Court overall.
- 6.4 Six of the proposed flats meet the Council's floorspace standards for 3 person units and two for 4 person units. The accommodation is appropriately sized, well laid out and with good access to natural light and ventilation.
- 6.5 Planning policy DP6 will require all the dwellings be designed to comply with Lifetime homes standards. The applicant has submitted a detailed Lifetime homes statement and drawings. Due to the existing building being utilised it is not possible to comply in full however the plans and statement indicate that where feasible they have met the required standard. The Lifetime homes standards would be secured via condition.

- 6.6 The proposal would provide less than ten units of accommodation, and thus would not generate a need for affordable housing. Nor is it part of any previous scheme that would generate any need for affordable housing. This stance was previously accepted on the scheme presented to the committee in 2007.

Design

- 6.7 The principle of an additional floor here is considered to be acceptable and indeed has been accepted previously in 2006, 2007 and 2012. The blocks currently are not visible from the road apart from through the gap provide by the entrance road; the increased height resulting from the mansards will be hardly visible behind the front blocks except in very long views. The bulk and mass is appropriate in the context of the streetscene of Finchley Road, and is acceptable in the light of the utilitarian appearance of these blocks. The principle of a mansard design is also appropriate to the design and form of these flat roofed properties, and the roofslope is setback at 70 degrees behind a raised parapet in accordance with CPG advice. Conditions will be imposed to require more details on the design of the mansard (to take account of retaining existing water tanks and chimneys), to ensure that matching brick and tile materials are used, and to ensure that the window details are satisfactory and sympathetic to the fenestration design on lower floors. The extensions of the external metal staircases and balconies on the eastern façade is also acceptable in the context of the appearance of the whole building.
- 6.8 The development is thus considered acceptable in design terms to the appearance of the building and estate and to the character of the streetscape of this part of Finchley Road.

Impact upon neighbouring amenities

- 6.9 The properties whose amenity could be affected by the roof extensions are those with windows on the rear facades of the front block of flats facing Finchley Road. Their 3rd floors will be unaffected, as the recommended 25 degree angle will be maintained. The 1st and 2nd floors will have a marginal loss of daylight to their kitchens, bedrooms and bathrooms but the reduction would be minimal, below BRE guidelines, and not sufficient to warrant any concern. The existing 18m distance is maintained between both blocks to ensure that there is no loss of privacy. There would also be a slight loss of light to the rear of Frogmal Court. The low levels of light to some windows are largely due to the slope of the land and nearby trees, however the additional impact caused by the additional floor would not warrant any reasonable concern.
- 6.10 There will be no significant loss of outlook as a result of the roof extensions. The staircase extensions are small ancillary lightweight features and will not harm these flats' outlook or daylight. There would be no serious issues of overlooking of adjoining properties. At one end of the block, the tapering of the rear boundary would bring the block to a minimum of 9m to the end of one of the large rear gardens of Netherhall Gardens at a slightly elevated level compared to the existing building (the slope of the land would bring mean the end of the gardens would not be greatly below the level of the proposed additional storey), although there is a tree canopy which would partially obscure views, particularly when in leaf. This

relationship to the gardens (the houses themselves would not be significantly overlooked) is not considered to warrant objection and has been accepted by the Council on previous applications.

- 6.11 The impact upon neighbouring amenities is therefore considered to be acceptable.

Impact upon the rail infrastructure

- 6.12 A number of concerns have been raised in representations regarding the impact of the development upon Network Rail tunnels, however Network Rail have been consulted on the scheme and have confirmed that they have no objection to the proposal subject to the developer assuring Network Rail that the railway tunnels underneath the application site will not be adversely affected by the development; agreement between Network Rail and the developer regarding detailed design and construction methods relating to the proposal. The developer will have to submit documents and plans for technical approval by Network Rail's Asset Protection team and Tunnels Engineer and implementation of appropriate safeguards, including monitoring of the tunnels, as work progresses. The details regarding the construction works would be secured via the Construction Management Plan that would be secured via a Section 106 legal agreement. The other points raised by Network Rail will be agreed between Network Rail and the developer, an informative will be placed on the decision should planning permission be granted advising the applicant of this requirement.

- 6.13 It is also important to note that Network Rail will have to sign up to the Section 106 agreement and as such will be party to the clauses of the agreement.

Construction Issues

- 6.14 It is understood that the development would be organised to minimise disturbance to local residents, particularly within the blocks concerned during the construction process. This would include assembly off site as far as practical and use of cranes (in liaison with the site owners Network Rail) to lift in equipment and materials. In view of the proximity of the development of other residential properties in the locality, it is recommended that a Construction Management Plan be secured by S106 legal agreement. This will ensure that the construction process does not adversely impact on the surrounding highway network or the amenity of local residents in terms of noise and disturbance.

Transport

- 6.15 The site is ideally suited to car-free housing due to its excellent access to public transport and other facilities, and it is proposed that all new flats are designated "car-free" by means of legal agreement to ensure that, regardless of the rights of usage of the existing car spaces by the various residents, there is no overspill of parking onto the surrounding road network which has very limited capacity for on-street parking, due to Finchley Road being a Red route.
- 6.16 Cycle parking by covered Sheffield Cycle Stands and refuse storage/recycling facilities are proposed adjacent to the existing parking area. Further details and their provision should be secured by condition.

Sustainability

- 6.17 The applicants have submitted a Pre-Assessment Report which confirms that the new dwellings will be able to achieve a Code for Sustainable Homes rating of 60%, which exceeds the minimum requirement for a Code 3. Since the previous submission the Council now expects Code 4 on new build housing, the applicant has confirmed that they would be able to meet Code 4. This requirement would be secured through a design stage and post-construction review sustainability plan via the Section 106 legal agreement.
- 6.18 Energy efficiency measures would be incorporated in the design, such as improved thermal performance of the building fabric to achieve good U values, low air permeability and consideration of linear thermal bridges. In terms of water, it is proposed to use low water use fittings and consideration will be given to rainwater harvesting (subject to suitable positioning of a tank). It is proposed to install solar thermal or photovoltaic cells on the roof to achieve a 36% or greater improvement on the 2010 Building Regulations Part L standard.

Open Space and Educational

- 6.19 The site is in area of open space deficiency, and the rear embankment area, which is designated as a Site of Nature Conservation Importance, cannot be regarded as providing appropriate, safe and accessible open space for the existing or new residents. Rosemont Community Gardens, a public open space 400m to the west of Finchley Road, could be upgraded and thus a financial contribution has been calculated on the basis of 16 bedrooms created by the scheme, in accordance with CPG methodology. It is therefore recommended that an open space contribution of £10,432 be required as part of the S106 legal agreement.
- 6.20 Educational contributions will be required, based on 8 additional 2-bedroom units. It is recommended that a contribution of £118,640 be required as part of the legal agreement.

CIL

- 6.21 The proposal will be liable for the Mayor of London's CIL as the additional floorspace exceeds proposes new dwellings and exceeds 100sqm GIA. Based on the Mayor's CIL charging schedule and the information given on the plans, the charge is likely to be £39,000 (780sqm x £50). This will be collected by Camden after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

7. CONCLUSION

- 7.1 The roof extensions and associated staircases are considered acceptable in design and bulk; they will not harm neighbour amenity, and will be designed on sustainable principles. The creation of 8 additional flats is considered acceptable in terms of land use, mix, accessibility, parking and impact on local services.

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

- Car free housing
- Educational Contributions of £118,640
- Public Open Space Contribution of £10,432
- Construction Management Plan
- Code for Sustainable Homes – Design stage and Post Construction Review.

8. LEGAL COMMENTS

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

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: FCE/01, FCE/02 Rev 1, FCE/27R1, FCE/28R1, FCE/30R1, FCE/32R1, FCE/33R1, FCE/34R1, FCE/35R1, FCE/37R1, FCE/39R1, FCE/40R1, FCE/41, FCE/42, 8167/4, 8167/8, FCE/Lifetime Homes/Standards/Ref.LH/PS/Jan 2014 and Code for Sustainable Homes Pre-Assessment by Twenty 16 Design dated January 2012.

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

- 4 Detailed drawings (plans, sections and elevations as appropriate) and/or samples of the following shall be submitted to and approved in writing by the local planning authority prior to the commencement of the development:

- a) Facing materials;
- b) Windows and doors (scale 1:20);
- c) Relocation of existing chimneys, water tanks and other rooftop equipment;
- d) Design and location of new solar panels and other renewable energy equipment on the roof; and

e) The reconfigured access routes to the rear entrances with associated safety measures such as access controls, CCTV and lighting.

These parts of the development shall not be carried out otherwise than in accordance with the details thus approved.

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 Prior to the commencement on the relevant part of the development details of the proposed cycle storage area for 8 cycles shall be submitted to and approved in writing by the Council. The approved facility shall thereafter be provided in its entirety prior to first occupation of the new residential units, and thereafter permanently maintained and 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 and DP18 of the London Borough of Camden Local Development Framework Development Policies.

- 6 The lifetime homes features and facilities, as indicated on the drawings and documents hereby approved shall be provided in their entirety prior to the first occupation of any of the new residential units.

Reason: To ensure that the internal layout of the building provides flexibility for the accessibility of future occupiers and their changing needs over time, in accordance with the requirements of policy CS6 of the London Borough of Camden Local Development Framework Core Strategy and policy DP6 of the London Borough of Camden Local Development Framework Development Policies.

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](https://www.camden.gov.uk/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. Any permission granted after this time which adds more than 100sqm of new floorspace or a new dwelling will need to pay this CIL. It will be collected by Camden on behalf of the Mayor of London. Camden will be sending out liability notices setting out how much CIL will need to be paid if an affected planning application is implemented and who will be liable.

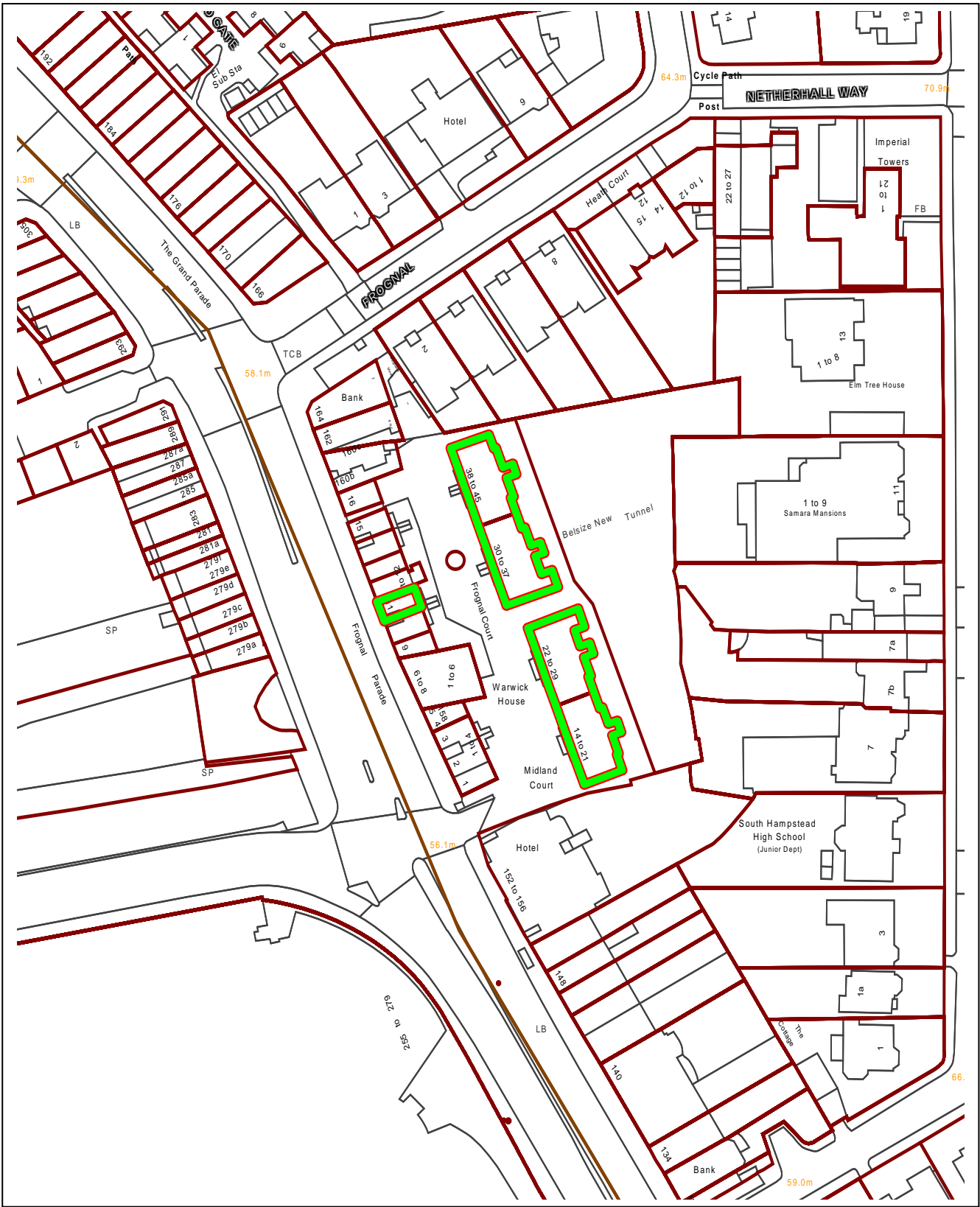
The proposed charge in Camden will be £50 per sqm on all uses except affordable housing, education, healthcare, and development by charities for their charitable purposes. You will be expected to advise us when planning permissions are implemented. Please use the forms at the link below to advise who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

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

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

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

- 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.
- 5 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point it leaves TW pipes. The developer should take account of this minimum water pressure in the design of the proposed development.
- 6 You are reminded that this decision only grants permission for permanent residential accommodation (Class C3). Any alternative use of the residential units for temporary accommodation, i.e. for periods of less than 90 days for tourist or short term lets etc, would constitute a material change of use and would require a further grant of planning permission.



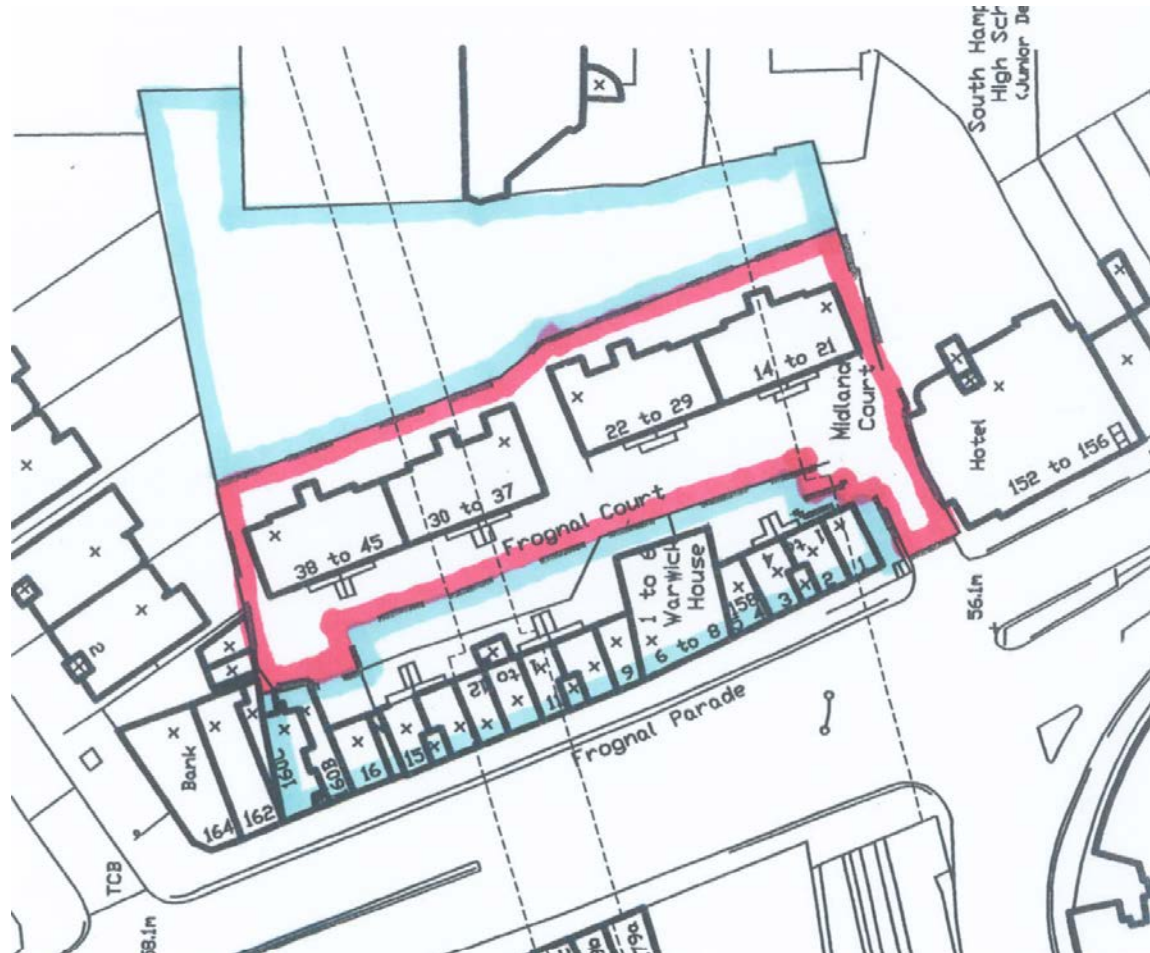
Application No: 2014/0342/P
Flats 14 - 45 (Blocks A and B), Frognal Court
Finchley Road
London NW3 5HG

Scale:
1:1250
Date:
17-Apr-14



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office, © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

14-45 Frognal Court Site Location Plan



Aerial view of the site



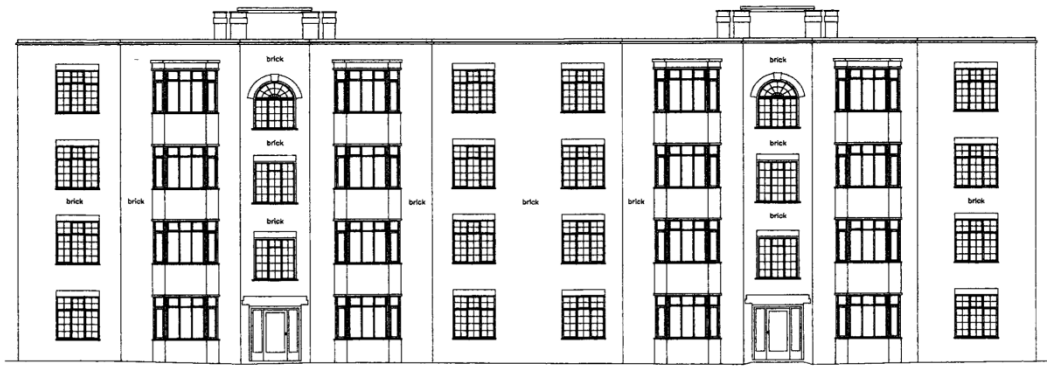
Application site

Existing Elevations Block A



datum 100.00m

SOUTH WEST ELEVATION
BUILDING A

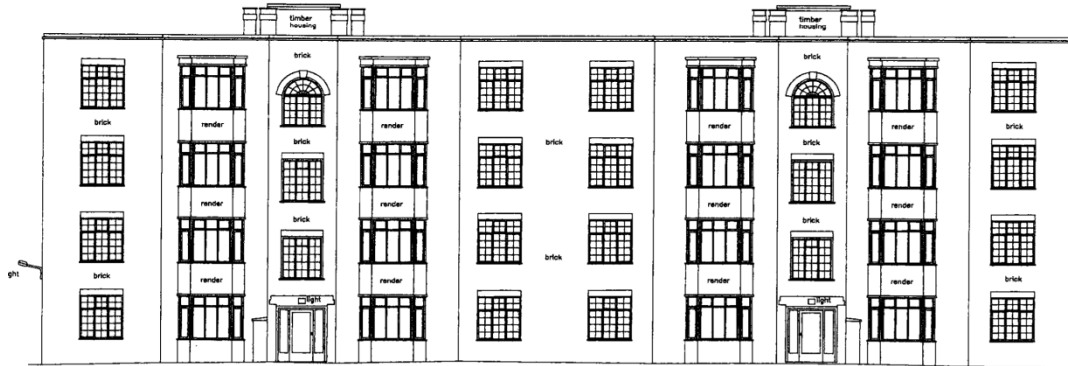


Existing Elevations Block B

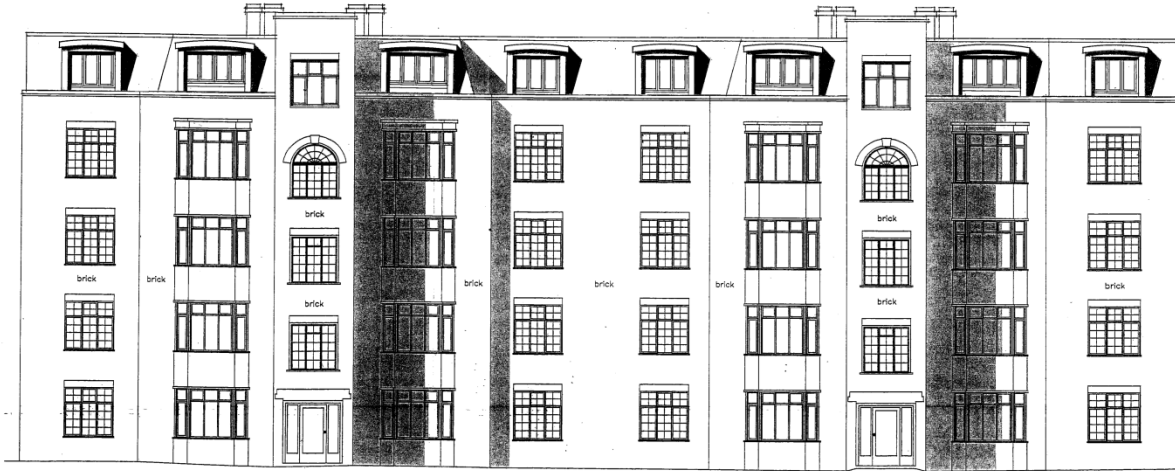


Scale 1:100.00m

SOUTH WEST ELEVATION
BUILDING B



Proposed Elevations Block A

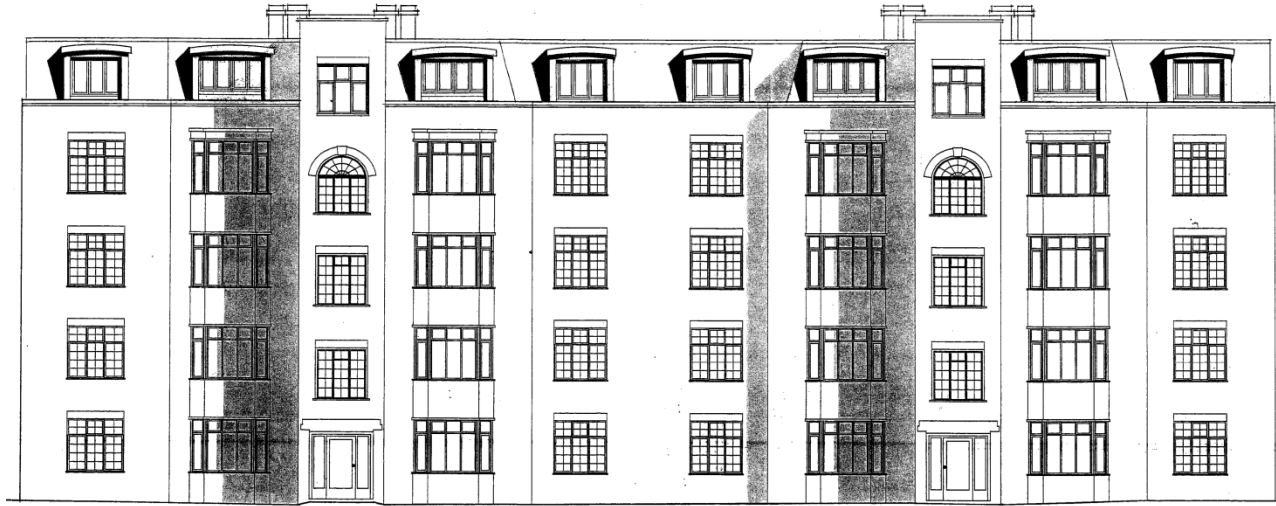


East elevation



West elevation

Proposed Elevations Block B

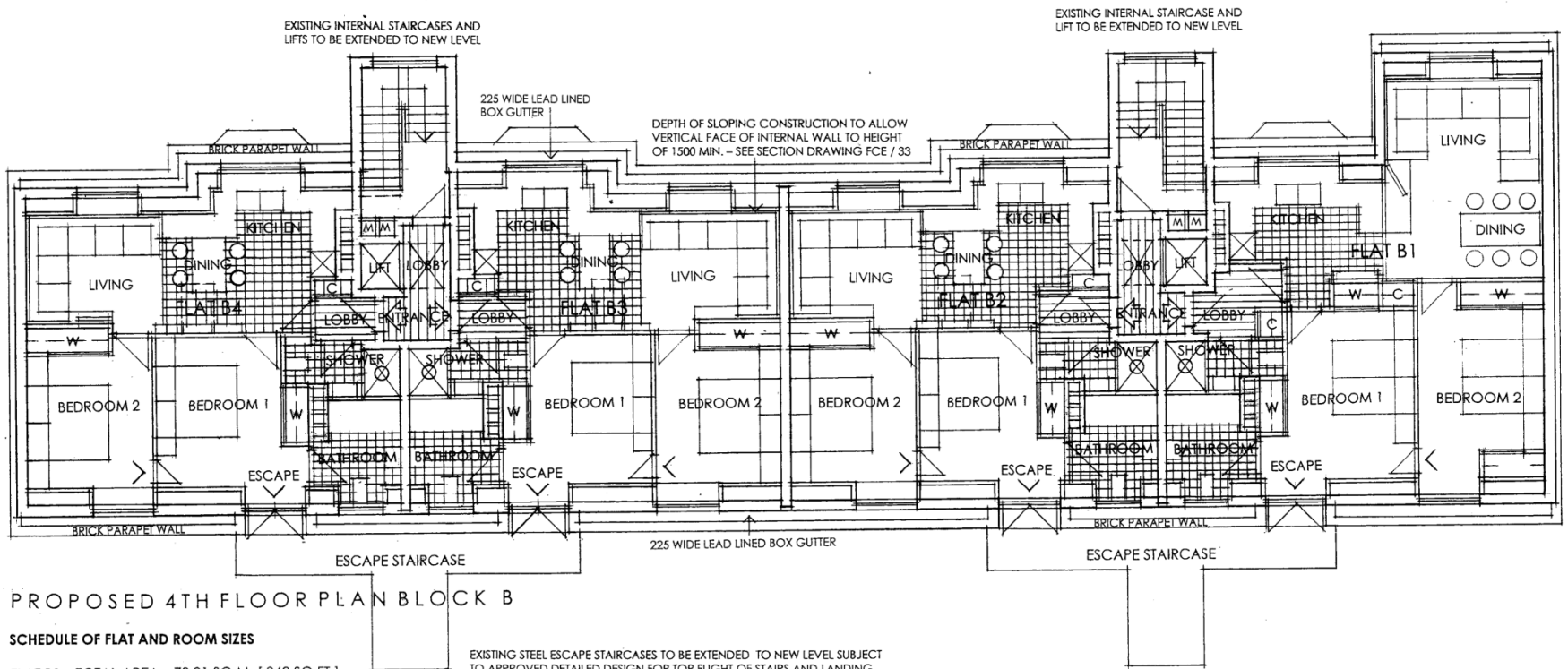


East elevation



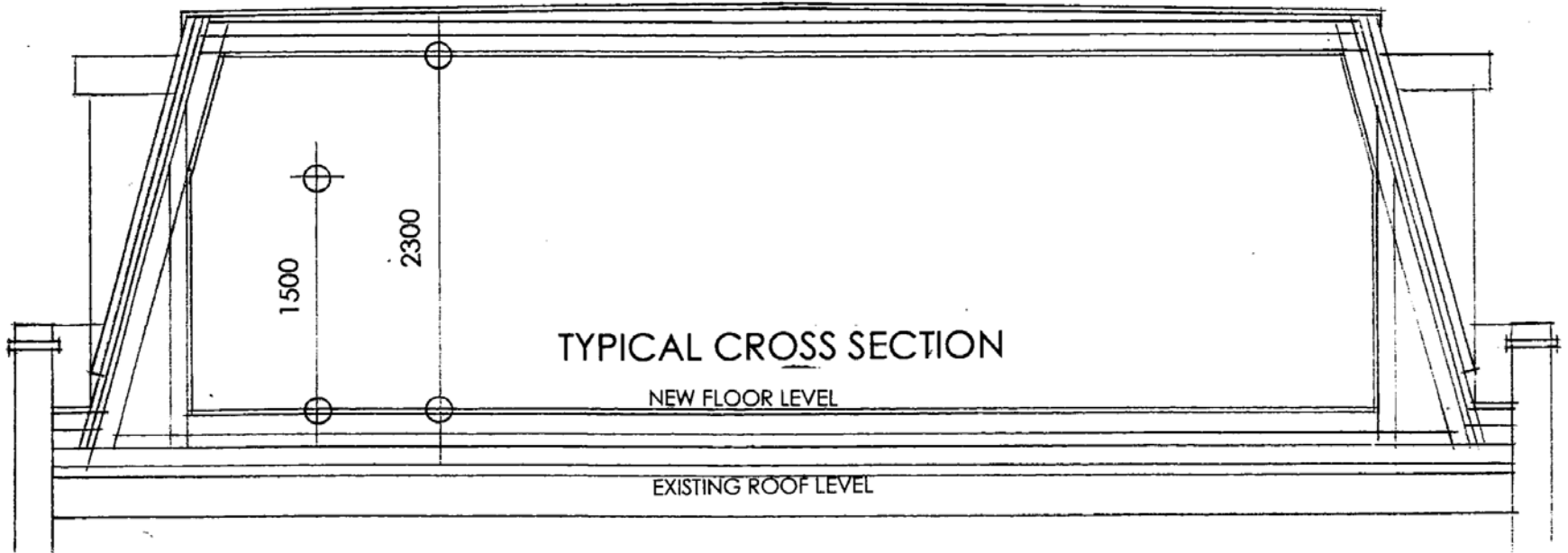
West elevation

Proposed floorplan Block B



Cross Section through proposed mansard

ALL FLASHINGS / LININGS TO BE IN LEAD OR OTHER APPROVED



Site photos



Block A



Block B

Site photos



View from Finchley Road