

Address:	1 Ardwick Road London NW2 2BX		6
Application Number:	2015/3136/P	Officer: Shane O'Donnell	
Ward:	Fortune Green		
Date Received:	02/06/2015		
Proposal: Conversion of a single family dwelling house into eight self-contained flats with lower ground floor excavation and rear extensions at lower ground floor, first floor and second floor along with roof alterations including additional rooflights and 2 side dormers following demolition of an upper ground floor rear conservatory.			
Drawing Numbers: Location Plan, 7852/11A, 7852/12A, 7852/13, 7852/14, 7852/15, 7852/23 D, 7852/24 D, 7852/25 D, 7852/22 F, 7852/21 H, Design and Access Statement , Arboricultural report prepared by John Cromar's Arboricultural Company Limited			
RECOMMENDATION SUMMARY: Grant conditional planning permission subject to S106 legal agreement			
Applicant:		Agent:	
Mr J. Tendler 1 Ardwick Road London NW2 2BX		Metropolitan Development Consultancy Ltd 66 Bickenhall Mansions Bickenhall Street London W1U 6BX	

ANALYSIS INFORMATION

Land Use Details:			
	Use Class	Use Description	Floorspace
Existing	C3 Residential		495.6 m2
Proposed	C3 Residential		609.6m2

Parking Details:

	Parking Spaces (General)	Parking Spaces (Disabled)
Existing	1	0
Proposed	0	0

OFFICERS' REPORT

Reason for Referral to Committee: The application is referred to the Development Control Committee as it is a Major Development involving the creation of five or more residential units from the change of use of an existing building. [Clause 3 (iii)].

1. SITE

- 1.1 The application site comprises a 3 storey building of the southern side of Ardwick Road with an existing basement level. An electricity substation borders the application site to the south. The building is not within a conservation area. The Redington Frognal Conservation area is located the other side of Finchley Road. However the application dwelling is in a prominent corner site at the junction of Ardwick Road and Fortune Green Road with Finchley Road nearby.
- 1.2 The original dwellinghouse has been significantly extended and altered over time resulting in a two storey rear wing running along Fortune Green Road and a single storey conservatory abutting the border with No. 3 Ardwick Road. There is a tree line within the site partially screening views from Fortune Green Road. The roofscape is a collection of different pitches, roof styles and detailing, with later additions and dormers creating discordance with the original roof design. There is a gap in the treeline that allows views of the enlarged dwelling along Fortune Green Road and the dwelling is also prominent in views approaching from the north. Given the bulk and mass of the building and nature of the additions to the existing building, the existing dwelling struggles to read as a single dwellinghouse.
- 1.3 The site is located just opposite a commercial ground floor unit at the junction of Finchley Road and Fortune Green Road. However the buildings to the north and west along Ardwick road and to the south along Fortune Green Road are in residential use primarily as single dwellinghouses with occasional subdivisions into 2 residences such as No.2 or No. 9 Ardwick Road.

2. THE PROPOSAL

- 2.1 Planning permission is sought for the conversion of a single family dwelling house into eight self-contained flats with lower ground floor excavation and rear extensions at lower ground floor, first floor and second floor along with roof alterations including additional rooflights and 2 side dormers following demolition of the upper ground floor conservatory. The overall net increase in usable residential floorspace would be 156.3 m²

3. RELEVANT HISTORY

- 3.1 **2014/7912/PRE:** Conversion of single family dwelling house into nine self contained residential units(C3), with rear and a roof extensions.
PreApplication Advise Issued 27/04/2015
- 3.2 **PWX0002578:** Change of use from single dwelling house into three residential units, together with additions and alterations to the building, including alterations to rear and roof of southern wing, relocation of existing substation and provision of one parking space. **Application Approved 30/10/2000 – Not Implemented 12562:** The construction of a front extension to the garage at 1 Ardwick Road N.W.2. **Granted permission 02/03/1972**

4. CONSULTATION

Adjoining Occupiers

<i>Number of letters initially sent</i>	3
<i>Total number of responses received</i>	9
<i>Number in support</i>	0
<i>Number of objections</i>	9

<i>Number of letters sent (revisions)</i>	12
<i>Total number of responses received</i>	7
<i>Number in support</i>	0
<i>Number of objections</i>	7

- 4.1 3 letters were sent out to adjoining occupiers. 9 letters of objection were received. Objections and comments of the original scheme were on the following grounds:

Use- The proposed development is out of keeping with the area of single family dwellings –Immediate area already has experienced pressures from higher density developments-Conversion into flats will undermine the family nature of the immediate area-Area unsuitable for a multi-unit building.

Neighbour amenity- The proposed development will introduce a dormer that will result in overlooking – Adverse impact on noise for neighbouring dwellings due to the increase in the number of residents at No.1-

Transport- No provision is made for on-site parking of the new dwellers and adverse impact on existing strained on street parking. Fortune green Road and Fichhley Road are arterial routes.

Basement: The proposed excavation and installation of concrete L-shaped

retaining walls will impact the structural integrity of neighbouring properties-

Other: Adverse impact of basement construction on neighbouring dwellings and the lives of neighbouring residents-The noise and traffic of the construction would disrupt neighbouring residents- Insufficient time has been given to formulate neighbouring resident's responses-

Revised Scheme

Following initial discussions with the applicant, revisions to the initial scheme were received that: reduced the width of lower ground floor extension, reduced the depth of first floor extension, retained the lightweight rear conservatory, and revised internal layout.

Following the reception of revised plans, neighbours and those who had made representations were reconsulted on the 01/12/2015. 7 Further objections were received on the following grounds:

Use- The proposed development is out of keeping with the area of single family dwellings –Immediate area already has experienced pressures from higher density developments-Conversion into flats will undermine the family nature of the immediate area-Area unsuitable for a multi-unit building.

Neighbour amenity- The proposed development will introduce a dormer that will result in overlooking –

Transport- No provision is made for on-site parking of the new dwellers and adverse impact on existing strained on street parking. Fortune green Road and Finchley Road are arterial routes.

Basement: The proposed excavation and installation of concrete L-shaped retaining walls will impact the structural integrity of neighbouring properties- Adverse impact of surface water dispersal.

Other: Adverse impact of basement construction on neighbouring dwellings and the lives of neighbouring residents-The noise and traffic of the construction would disrupt neighbouring residents and be a danger to residents.

5.0 Policies

National Planning Policy Framework 2012

London Plan 2011

LDF Core Strategy and Development Policies 2010

Core Strategy

CS1 - Distribution of growth

CS4 – Areas of more limited change

CS5 - Managing the impact of growth and development
CS6 - Providing quality homes
CS8 – Promoting a successful and inclusive Camden economy
CS11 - Promoting sustainable and efficient travel
CS16 – Improving Camden’s health and well being

Development Policies

DP 2 – Making full use of Camden’s capacity for housing
DP5 – Homes of different sizes
DP 6 – Lifetime home and wheelchairs homes
DP 9 – Student Housing, bedsits and other housing with shared facilities
DP17 – Walking, cycling and public transport
DP18 – Parking standards and limiting the availability of car parking
DP19 - (Managing the impact of parking)
DP24 -- Securing High Quality Design
DP26 -- Managing the impact of development on occupiers and neighbours
DP27 – Basement and Lightwells
DP28 – Noise and vibration

5.1 Supplementary Planning Policies

Camden Planning Guidance 2011 (Updated 2013)

CPG1 – Design CPG3 – Sustainability
CPG 4 – Basement and Lightwells
CPG6 -- Amenity CPG7 – Transport
CPG8 – Planning Obligation

6.0 Assessment

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

- Principle of change of use
- Design;
- Transport;
- Residential Standards
- Neighbouring Amenities
- Basement
- Trees and Landscaping
- CIL

Principle of change of use

6.2 The proposed development would result in a net gain of 7 residential units. Policy DP2 (Making full use of Camden’s capacity for housing) describes housing as the ‘priority land use’ of the LDF. Hence there is no in principle objection to the net creation of 7 residential units. However DP2 also states the ‘appropriate density will also depend on accessibility, the character and built form of the surroundings, and protecting the amenity of occupiers and

neighbours’.

- 6.3 DP5 (Homes of different sizes) seeks for development within the council to create a range of self-contained homes of different sizes. The proposed development is below the threshold of affordable housing contribution hence the proposed homes would be market homes. The priority needs table specifies the need for 2 bedroom market flats is ‘very high’ with an aim for 40% to be provided within a development while the need for 1 bedroom units is designated lower. The original proposal received was for the creation for of 8 residential units including a 3 bed unit at lower ground floor where additional floorspace was to be created by a proposed full width rear extension. Due to concerns about the additional bulk and mass of the proposed extensions and the impact on neighbouring occupiers, the proposed additional floorspace was significantly reduced under amended proposals. The proposed 3 bed unit at lower ground floor thus became a two bed unit and a proposed 2 bed unit at second floor level became a 1 bed. Although the floorspace of the proposed development was reduced, the provision of 4 ‘very high’ priority two bed flats was maintained which are a greater priority than the ‘medium’ priority of 3 bed apartments.
- 6.4 The site is not located within a ward where there is designated low proportion of large dwellings (i.e. the wards of Bloomsbury, Holborn and Covent Garden, King’s Cross, Kilburn, Regent’s Park and St Pancras and Somers Town) The surrounding area, in particular Ardwick Road, has a high percentage of larger homes. The current proposal would exceed the 40% guidance for 2 beds and on balance, this mix is considered acceptable in this location. .
- 6.5 Concerns have been raised about the intensification of residential density on the site. Along Ardwick Road the majority of surrounding dwellings are large single dwellinghouses sited on generous plots. The proposed extensions to the building would retain the character and appearance of a single dwellinghouse and would not disrupt the building line or character of the surrounding streetscene. While Ardwick Road may largely host single family dwellings, the site is immediately opposite Burgess Park Mansions on Fortune Green Road. The immediate area has a variety of large dwellings and building divided into flats.
- 6.6 No additional parking spaces are proposed as part of the proposal and the proposed new residential will be ‘car free’ as secured by Section 106 legal agreement.
- 6.7 Therefore, in terms of the principle of land use, there is no objection, in this case, for the change of use from a single dwelling house to 8 residential units.

Design

- 6.8 The application building is a large 3 storey semi-detached dwellinghouse that has a large existing two storey side/rear extension which runs along the Fortune Green Road elevation. This creates a depth greater than the dwelling’s width. The host dwelling has a mix of features including ground

level bay window to the front and a pair of two storey bay windows to the side. At roof level, both the front and side include hipped gable ends which is a common feature in the surrounding area. The property is encircled by a brick wall approximately 1.7 metres in height with further screening provided by trees and vegetation.

- 6.9 The rear extension at lower ground floor level would have a width of 5.2 m, a depth of 3 metres, and a flat roof height of 3.3 metres. It would not extend the full width of the dwellinghouse. The existing rear garden at ground floor level would have an area of a 175m². The proposed excavation and extensions, would retain garden space at ground floor level of 130.m².
- 6.10 The roof alterations would include two roof dormers on eastern elevation that would face onto Fortune Green Road, a replacement dormer on the southern elevation that would face onto No. 3 Ardwick road, and a replacement dormer to the rear of the property. The proposed dormers would have a moderate width and depth and would replace unsympathetic flat roofed additions. Overall the alterations to the roof profile will create a greater consistency and uniformity between the main dwellinghouse's roof and the subsequent extensions. The proposed development to the rear would be a lower ground floor extension and a replacement lightweight extension.
- 6.11 It is considered that under the current proposal that the application dwelling would retain its character as a single dwellinghouse from views along the Ardwick Road . Taking into account the existing unsympathetic rear additions, it is also considered that the proposed extensions and alterations would not represent further harm to the character of the host building in this particular siting, or create further discord.

Transport

- 6.12 The proposal would create a further increase in residential use. The area has medium level access to public transport with a PTAL score of 3. The controlled parking zone is under high levels of stress. Therefore the entire development would be required to be car free secured by a S106 legal agreement. This is in accordance with policies CS11 and DP18.
- 6.13 The existing building has an off-street car parking area provided by garage at lower ground floor level. Access is gained via an entrance on Fortune Green Road. This existing garage and the crossover on Fortune Green Road would be removed. The Council would secure the costs of resurfacing the footway following the removal of the crossover and along the length of the frontage as part of a S106 Legal Agreement. This would mitigate any harm caused to this part of the site during the construction stage and tie the development into the surrounding streetscape. Given the intensification of use on the site, the Council will also seek a financial contribution towards pedestrian, cycle and environmental improvements in the vicinity of the site.
- 6.14 According to the submitted plans, the applicant has proposed storage space for 12 cycles, slightly less than the number required. However the cycle store appears of sufficient size to accommodate the proposed level of

cycles. The implementation of sufficient storage will be secured via condition

- 6.15 DP21 seeks to protect the safety and operation of the highway network. The construction is likely to result in disruption to the local highway network. A draft Construction Management Plan (CMP) was submitted as part of the application. The proposal is expected to take 9 months to complete and deliveries would be conducted during daylight hours. The draft CMP could be improved by use of the pro-forma on the Council's website and entering into consultation with neighbouring properties and local resident's groups. A CMP for the proposed would be secured through a S106 legal agreement and should be updated and re-submitted for approval prior to any works commencing on site.

Residential Standards

- 6.16 The eight self-contained units would comprise of 4 two bed units and 4 one bed units. The two bed units would be lower ground floor level, ground floor level, and second floor level ranging from total area of 66.7 m² to 90 m². The one bed apartments would be at ground, first and second floor, ranging from a total area of 48 m² to 70m².
- 6.17 The proposed apartments would meet the local and national gross internal floorspace and minimum room sizes standards. The proposed building would have access to daylight from the front side and rear. On lower ground floor level, apartment No. 1 is serviced by a front lightwell and lower ground floor windows to the side. The quality of the light received by this apartment is limited. However, CPG1 Design of the Camden Planning Guidance outlines a 30 degree rule from the centre of the window to clear sky for lower ground floor windows. On the Fortune Green Road side of apartment No.1 on lower ground floor level, the proposed lightwell would be 34 degrees as opposed to the recommended 30 degrees, however the apartment would have multiple light sources as it also served by a front lightwell along Ardwick Road. The internal layout would also result in sufficient daylight being received into primary areas of accommodation.
- 6.18 Overall, it is considered that the proposed apartments would meet the residential standards for new residential units set out in the National Technical Housing Standards.

Refuse and Waste Recycling

- 6.19 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. Refuse will be securely stored in bins within an accessible covered refuse and recycling store at the front at lower ground floor level. Each flat will have two 240 litre wheelie bin for recycling and a 23 litre kitchen caddy.

Amenity

- 6.20 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.

- 6.21 The application site is a corner plot and there is an electricity substation sited to the rear of the property. The closest property to the rear No. 79 Fortune Green Road is 13.9 metres from the proposed rear extension. Hence the nearest and potentially most impacted upon neighbouring property is the adjoining No. 3 Ardwick Road.
- 6.22 The proposed first floor rear infill extension would match the depth of the rear elevation of No. 3 Ardwick Road. The proposed upper ground floor extension would replace an existing structure with a similarly lightweight structure of the same dimensions as existing. The proposal would also include a single storey lower ground floor extension with a depth of 3 metres. This extension would be set off the shared boundary with No. 3 Ardwick Road by 4 metres. The proposed roof alterations would alter the form of the existing roof without adding significantly to the bulk of the existing built form. The proposal would replace the rear dormer facing No. 3 Ardwick Road but it is considered that this replacement dormer would not lead to additional overlooking
- 6.23 An independent daylight and sunlight assessment, based on the guidance and methods contained in the Building Research Establishment (BRE) report "Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice" (October 2011), was submitted with as part of the application. The proposed scheme has been significantly altered since that report was produced.
- 6.24 It is considered that this proposed extensions and alterations would not have a detrimental impact on the visual privacy, outlook, daylight of No.3 Ardwick Road or any other neighboring dwellings

Basement Considerations

- 6.25 Policy DP27 notes that the Council will only permit basements and other underground development where the applicant can demonstrate it will not cause harm to the built and natural environment and local amenity and does not result in flooding or ground instability.
- 6.26 The existing basement covers an area of 167.4 m². It has a floor to ceiling height of between 1.1 and 2.1 metres and extends over the whole footprint of the existing dwellinghouse. The proposed excavation would increase the area covered to 178.6 m² and the floor to ceiling height of the lower ground level to a uniform 2.8 metres and would deepen the FFL by 0.6 metres.

Due to the proposed internal layout and the changes in levels on site , the proposed front lightwell would help provide daylight for just a single two bed apartment at lower ground floor level Front lightwells are not typical along Ardwick Road. However at ground level No. 1 Ardwick Road does not follow the pattern of adjoining neighbours by having a significant front boundary wall and the lack of an allocated parking space. It is considered a modest

lightwell flush with ground level as proposed would be acceptable in this location.

- 6.27 The existing dwelling has a basement level that extends over the majority of the existing footprint. The proposed basement would deepen and extend this existing basement level but would still remain within the footprint of the proposed building.
- 6.28 The following underground development constraints apply at the application site: Hydrological Constraints; slope stability; surface water flow and flooding. The application is accompanied by a Basement Impact Assessment (BIA), which has been independently audited by Campbell Reith, in line with the requirements of CPG4.
- 6.29 The BIA independent report concluded that:
- The risk of significant differential settlement of the existing and proposed structures is small due to the “stiff weather London clay” underlying all foundations
 - It is accepted that there are no slope stability concerns regarding the proposed development
 - It is recommended the “L” shaped basement walls adjacent to the party wall are propped at both and higher level at all times to minimize the vertical and horizontal ground movements
 - It is accepted that the proposed basement will not have a significant impact on the overall hydrogeology of the site and is not located in a flood risk area
- 6.30 Subsequent to the issue of the initial audit, a number of clarifications and confirmations were issued regarding: groundwater, trees heave and use of a cellcore. The responses to these queries were considered acceptable. To ensure that construction of the proposed basement is in accordance with the recommendations of the BIA, a condition is attached to the Decision Notice.
- 6.31 Based on the expert advice from Campbell Reith, the proposal would accord with the requirements of policy DP27 and CPG4. The application is therefore considered to be acceptable in this respect.

Impact on Trees and Landscaping

- 6.32 Following consultation with the Council’s Arboricultural Officers, it is considered that the proposed development could benefit the arboricultural surroundings of the site. The proposal would involve the replacement of low quality evergreen species with a large evergreen magnolia tree, a mulberry tree, and an oriental thorn tree on the Fortune Green Road side of the site. These proposed trees would improve the quality of trees on site and would also maintain the bulk and mass of the existing screening on this side of the site. It is considered that the proposed tree works on site would not harm the visual impact of the site’s trees upon the streetscene and would in fact improve the quality and visual amenity of trees on site. A condition is recommended to ensure the replacement trees are planted.

- 6.33 The proposed development is therefore considered acceptable provided the method statement and all tree protection measures and tree replacement measures referred to in the arboricultural report are implemented.

Sustainability

- 6.34 Policies CS13 and DP22 promote sustainable design & construction. For this mixed use scheme over 500sqm, the office must meet BREEAM 'Excellent' target with 60% in energy/water and 40% in materials sub-targets. A BREEAM report has been submitted which aims to achieve 73%; this is acceptable in this context given that the proposal is for additions to an existing building. The development is also proposed to have water run-off attenuation measures such as Sustainable Urban Drainage Systems (SUDS) due to the increase in hard surfacing and built-up areas. A condition is recommended to ensure the SUDs as proposed are implemented

CIL

- 6.35 This proposal will be liable for the Mayor of London's Community Infrastructure Levy (CIL) and the Camden CIL as the additional floorspace exceeds 100sqm which results in a Camden CIL charge of £78,150 based on the 152m² additional net floorspace created. The Mayor's CIL charging schedule is also applicable based on the information given on the Plans. These charges 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

- 6.36 The proposed development would increase the number of units and potential residents in no. 1 Ardwick Road. However these new residential units would be car free and thus not create additional pressures on the parking and traffic in the area. The existing building combined with the proposed extensions and alterations can accommodate this sub division into multiple units without resulting in substandard residential accommodation because of the large size of the building. The proposed extensions and alterations do not detract from the character of the existing dwelling or the surrounding streetscene. The works to the proposed basement further develops an existing basement on site and does not extend beyond the footprint of the proposed building.
- 6.37 The Planning Permission is recommended subject to a S106 Legal Agreement covering the following Heads of Terms:
- Car Free;
 - Construction Management Plan;
 - Highways reinstatement costs;
 - Footways Improvements Contribution
 - CIL charge of £78,150

Legal Comments

- 6.38 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: Location Plan, 7852/11A, 7852/12A, 7852/13, 7852/14, 7852/15, 7852/23 D, 7852/24 D, 7852/25 D, 7852/22F, 7852/21 H, Design and Access Statement, Arboricultural report prepared by John Cromar's Arboricultural Company Limited, BIA prepared by Chelmer Consultancy Services dated May 2015; Engineering Method Statement prepared by Green Structural Engineering Ltd dated May 2015.

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

- 4 The cycle store for 12 cycles hereby approved shall be provided in its entirety prior to the first occupation of the new dwelling, and permanently retained thereafter.

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

- 5 Prior to the end of the next available planting season, replacement tree planting shall be carried out in accordance with the approved tree report prepared by John Cromer's Arboricultural Company Ltd dated 16th March 2015. Relatedly, any trees or areas of planting which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased, shall be replaced as soon as is reasonably possible and, in any case, by not later than the end of the following planting season, with others of similar size and species, unless the local planning authority gives written consent to any variation.

Reason: To ensure that the development achieves a high quality of landscaping which contributes to the visual amenity and character of the area, in accordance with the requirements of policies CS14 and CS15 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.

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

Reason: To safeguard the appearance and structural stability of neighbouring buildings and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Development Policies and policy DP27 (Basements and Lightwells) of the London Borough of Camden Local Development Framework Development Policies

- 7 The development shall not be constructed other than in accordance with the conclusions, methodologies and recommendations of the Basement Impact Assessment by Chelmer Consultancy Services dated May 2015; Engineering Method Statement prepared by Green Structural Engineering Ltd dated May 2015 hereby approved, including inter alia the need for further pre-commencement trial excavations and pre-condition surveys, monitoring and surface water mitigation measures. In the event that further evidence of site or building conditions necessitate amendments to the BIA or associated methodologies they shall be submitted to the local planning authority for approval in writing prior to the commencement of development and the development shall be constructed in accordance with such amendments.

Reason: To safeguard the appearance and structural stability of neighbouring buildings and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Development Policies and policy DP27 (Basements and Lightwells) of the London Borough of Camden Local Development Framework Development Policies

- 8 The recycling and waste storage store hereby approved shall be provided in its entirety prior to the first occupation of the new dwelling, and permanently retained thereafter.

Reason: To ensure the development provides adequate cycle parking facilities in

accordance with the requirements of policy CS18 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.

9 Sustainable urban drainage:

A) Prior to commencement of development details of a sustainable urban drainage system shall be submitted to and approved in writing by the local planning authority. Such system shall be designed to accommodate all storms up to and including a 1:100 year storm with a 30% provision for climate change, and shall demonstrate that greenfield run off rates (5l/s) will be achieved.

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

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

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 intends to introduce a Community Infrastructure Levy (CIL) to help pay for Crossrail on 1st April 2012. Any permission granted after this time will need to pay a CIL including those submitted before April. This CIL will be collected by Camden on behalf of the Mayor of London. From April 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 m2 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 and we will issue a CIL demand notice setting out what monies needs to paid when and how to pay The CIL will be collected from Camden on behalf of the Mayor.



Application No: 2015/3136/P

**1 Ardwick Road
London
NW2 2BX**

**Scale:
1:1250
Date:
30-Mar-16**



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1 Ardwick Road- 2015/3136/P



View from Fortune Green Road



View approach from North



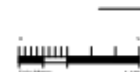


and Level/Fortune Green Road

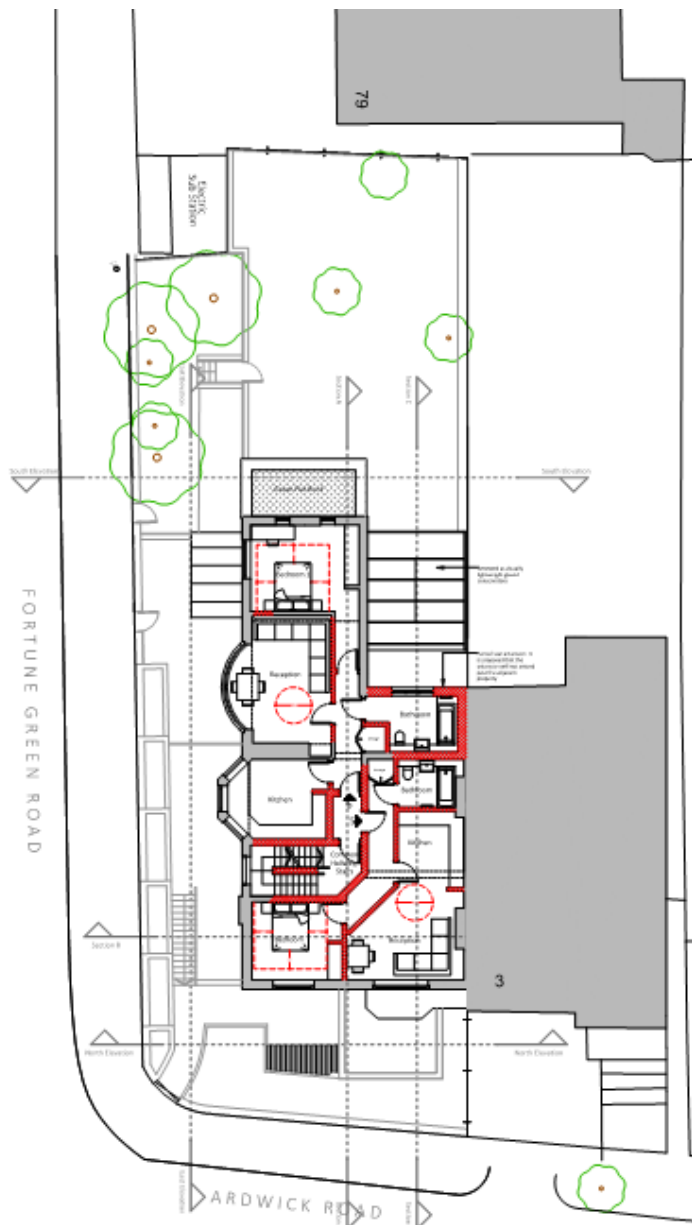
Debit: 82.00ms.

Distance: 82 Miles

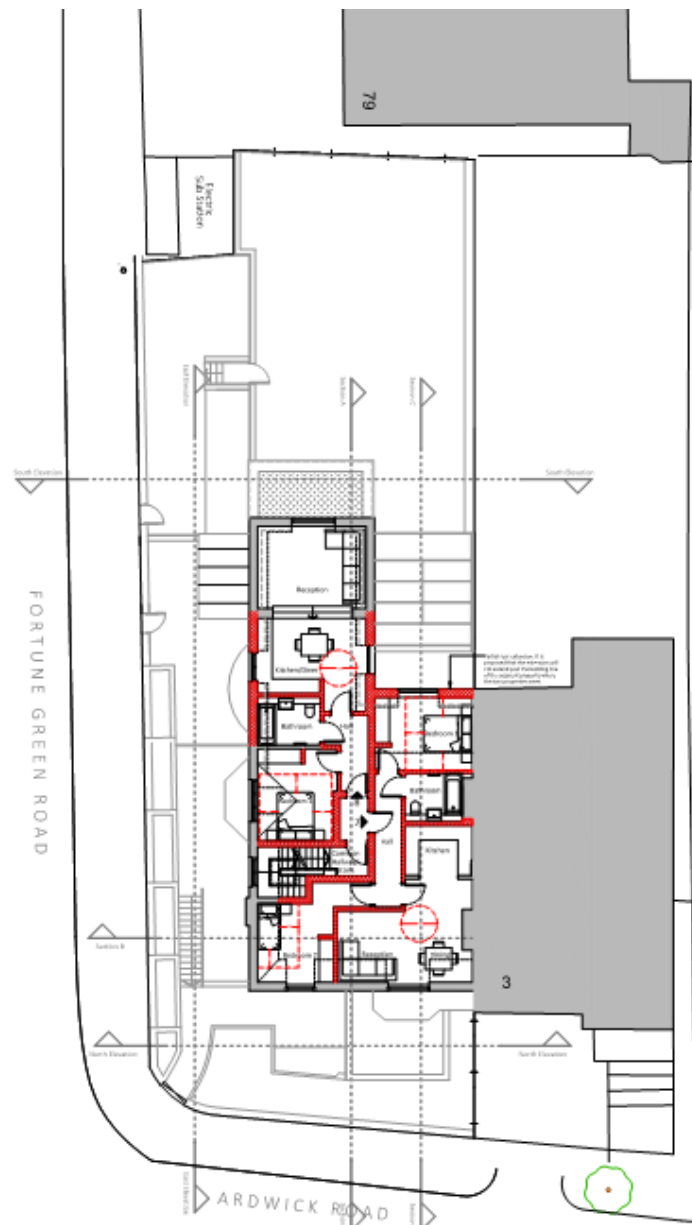
Proposed First and Second Floor



New walls



FIRST FLOOR



SECOND FLOOR

- 1. Approved's Foundation
- 2. Cycle store, entrance, entrance, recycling wheel
- 3. Section line (C/C) added
- 4. Plan (Traps) added
- 5. North added (traps) added

1 Ardwick Road
London
NW2 2BX

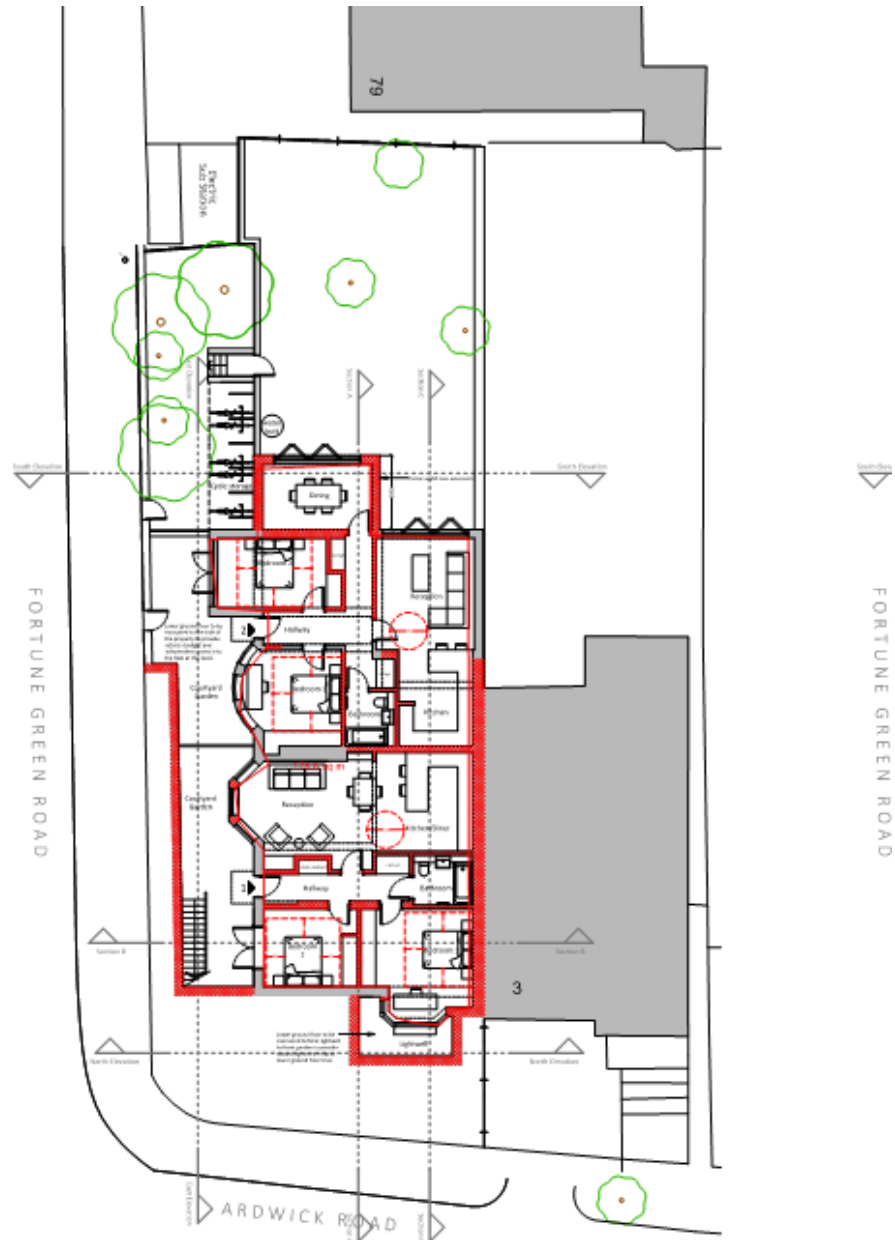
PROPOSED
First and Second
Floor Plans

Scale: 1:100
Date: 07.03.2015
Sheet: 7852 / 22 F

MDC METROPOLITAN DEVELOPMENT CONSULTANCY

50 Bicknell Way
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Proposed Basement



LOWER GROUND FLOOR

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