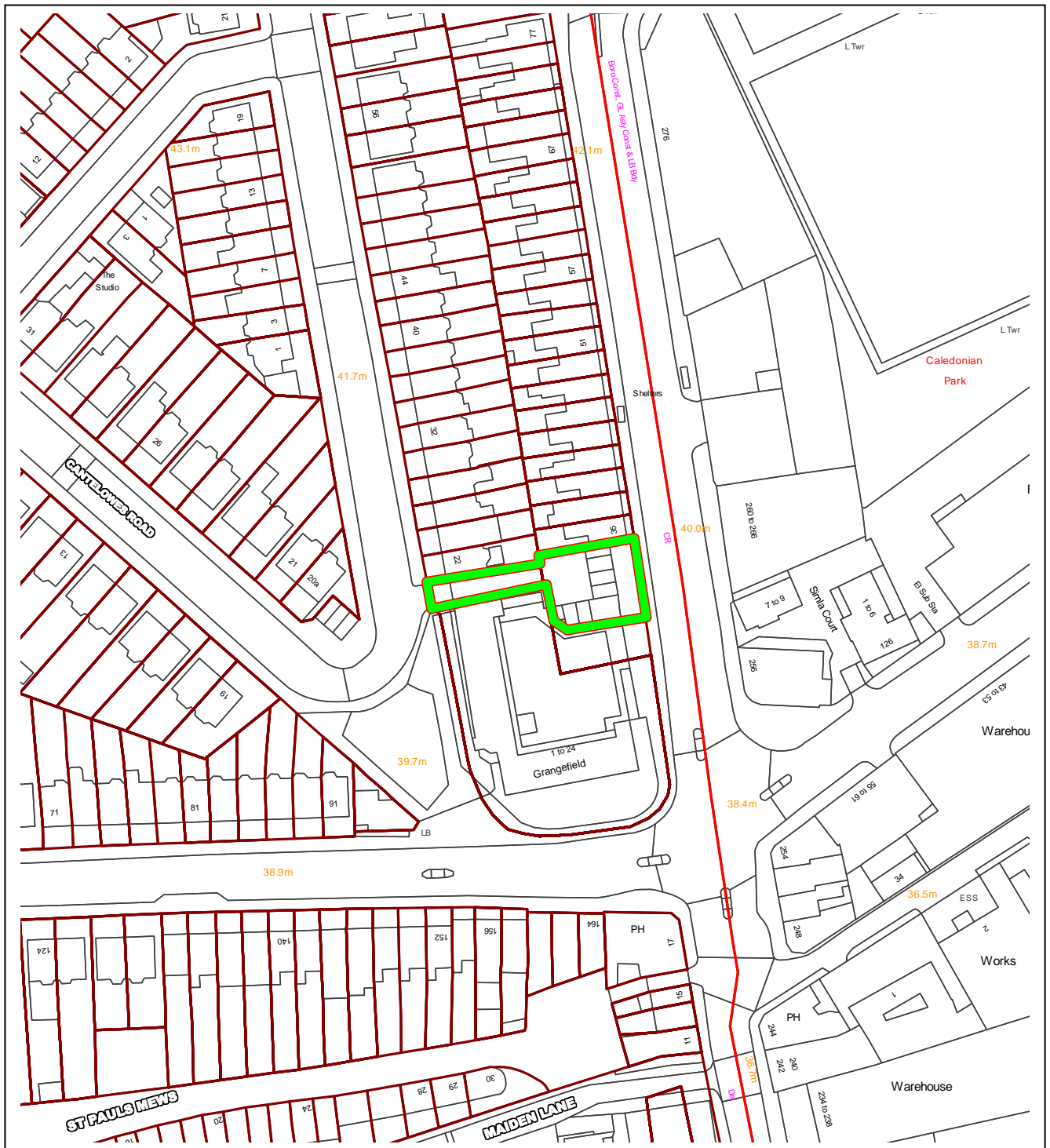


# 2016/3750/P – Land adjacent to 35 York Way, London, N7 9QF



This material has been reproduced from Ordnance Survey digital map data with the permission of the controller of Her Majesty's Stationery Office, © Crown Copyright.

## 1. Front elevation



## 2. View of the rear from Marquis Road



3. View looking north from York Way



4. View looking south from York Way



<b>Delegated Report</b>		<b>Analysis sheet</b>	<b>Expiry Date:</b>	<b>04/10/2016</b>
<b>(Members Briefing)</b>		N/A / attached	<b>Consultation Expiry Date:</b>	15/09/2016
<b>Officer</b>			<b>Application Number(s)</b>	
Ian Gracie			2016/3750/P	
<b>Application Address</b>			<b>Drawing Numbers</b>	
Land Adjacent to 35 York Way London N7 9QF			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>				
Construction of a four storey building to provide nine self-contained flats (2 x 1 bed, 2 x 2 bed, 4 x 3 bed and 1 x 4 bed) (Use Class C3) following demolition of the existing single storey garages.				
<b>Recommendation(s):</b>	Grant subject to a Section 106 Legal Agreement			
<b>Application Type:</b>	Full Planning Permission			

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice					
Informatives:						
<b>Consultations</b>						
Adjoining Occupiers:	No. notified	<b>36</b>	No. of responses	<b>02</b>	No. of objections	<b>02</b>
Summary of consultation responses:	<p>The owner/occupier of no. 156 Agar Grove and 37 York Way have objected on the following grounds:</p> <ol style="list-style-type: none"> <li>1. The style of the building is not appropriate for this important Camden conservation area and does not fit in with either the 19th buildings on the northern side (which have survived in remarkable condition) or the late 20th century building on the southern side. The proposed size over-dominates as it is too tall and the inappropriate flat style roof is alongside the roof area of the 19th century buildings. The windows are staggered on the front elevation and do not match in with the line of the adjacent buildings. They are very dark in appearance, some protruding from the building in an incongruous way and are a different style and shape, being double glazed aluminium and not like the timber framed sash and case style traditional to this area. The vertical solid panel in the windows is very inappropriate. This does not fit in with the buildings on any side. The side and back of proposed building also does not look appropriate within this predominantly 19th century conservation area. The southern and western sides again are incongruous with various large blank blank walls and mixed windows including the jarring dark narrow column with small windows facing south. The proposed building resembles an industrial unit or city centre office block. The large size of the back would block natural light from surrounding buildings and garden areas. There would be a loss of privacy to residents in rear surrounding properties.</li> </ol> <p><b>Officer response:</b> <i>Officers have worked with the applicant to amend the proposal to ensure a high quality of design. This proposal seeks to add an additional 2 units to the proposal (when compared to the 2015 scheme) as a result of the applicant purchasing a strip of land to the front of the site. In assessing the site as a whole, officers have amended certain elements (as set out in paragraph 1.2 below) of the proposal and are satisfied with the design. The height and design of the building is very similar to that approved in the 2015 scheme.</i></p> <p><i>With regards to the fenestration and detailed design, a number of conditions have been secured as part of this permission to ensure that each element is as high quality as possible. It is considered that the proposed scale of the proposal is appropriate and in keeping with the surrounding context. With regards to the elevations, particularly the west and south, officers have negotiated amendments to add further visual interest as well as stepping back the rear projection to introduce a visual break from the front of the proposal from the rear. It is not considered that the proposal will cause an unacceptable impact with regards to daylight/sunlight to the surrounding properties as set out in paragraph 5.5 below.</i></p> <ol style="list-style-type: none"> <li>2. As the developers are now able to build at the front in line with the York Way terrace I believe the new building should not extend at the rear beyond the existing line of the terrace, for the above reasons, and because the proposed development is too large and out of</li> </ol>					

	<p>character for this conservation area.</p> <p><b>Officer response:</b> <i>It is considered that the proposed scale of the proposal is appropriate and in keeping with the surrounding context. The proposal is consistent with the previously approved scheme ref 2015/6300/P. Further detail as to the justification of the design of the proposal can be found in section 3 below.</i></p>
<p><b>CAAC comments:</b></p>	<p><u>Camden Square Conservation Area Advisory Committee objects on the following grounds:</u></p> <ol style="list-style-type: none"> <li>1. The proposed four storey development does not maintain the scale or proportion of the adjacent Victorian 3 storey terraced housing;</li> </ol> <p><b>Officer response:</b> <i>It is considered that the proposed scale of the proposal is appropriate and in keeping with the surrounding context. Further detail as to the justification of the design of the proposal can be found in section 3 below.</i></p> <ol style="list-style-type: none"> <li>2. No detail of the windows is provided;</li> </ol> <p><b>Officer response:</b> <i>This detail has been secured by condition 5.</i></p> <ol style="list-style-type: none"> <li>3. Light pollution;</li> </ol> <p><b>Officer response:</b> <i>It is not considered that the proposal for residential uses will cause any unacceptable levels of light pollution. A condition has been secured requiring the detail of all hard and soft landscaping, together with lighting.</i></p> <ol style="list-style-type: none"> <li>4. Proposal fails to enhance the conservation area and should be rejected.</li> </ol> <p><b>Officer response:</b> <i>Further detail as to the justification of the design of the proposal can be found in section 3 below.</i></p>

## Site Description

The application site currently contains existing single storey garages with a walled site frontage onto York Way and a smaller vehicular access onto Marquis Road.

The site is situated within the Camden Square Conservation area. It is neighboured to the North by 2 storey houses with basements to Marquis Road (Character Area 4 of the Conservation Area Statement) and a 3 storey terrace to York Way with simple detailing and parapet roofs designated (within Character Area 3c). The York Way houses and Marquis Road properties are noted in the Conservation Area Statement as providing a positive contribution to the character and appearance of the conservation area.

To the south of the site is Grangefield flats, a 4 storey 20th century L shaped apartment block with internal garden space.

The building and the garages contained within the application site are designated as providing a neutral contribution to the significance of the conservation area.

The borough boundary extends north-south along the centre line of York Way with LB Islington lying to the east. The area to the east of York Way is characterised with numerous commercial and light industrial buildings whilst the western side characterised by residential use.

## Relevant History

**2015/5300/P** – Demolition of the existing single storey garages and replacement with a part 3/part 4 storey building to provide 7 self-contained flats (4 x 2 bedroom and 3 x 3 bedroom). – **Granted at Development Control Committee on 17<sup>th</sup> December 2015 Subject to a Section 106 Legal Agreement (Section 106 still to be finalised).**

## Relevant policies

### National Planning Policy Framework (2012)

National Planning Practice Guidance

### The London Plan 2016

### LDF Core Strategy and Development Policies (2010)

CS5 – Managing the impact of growth and development

CS6 – Providing quality homes

CS11 – Promoting sustainable and efficient travel

CS13 – Tackling climate change through promoting high environmental standards

CS14 – Promoting high quality places and conserving our heritage

CS15 – Protecting and improving our parks and open spaces & encouraging biodiversity

DP2 – Making full use of Camden's capacity for housing

DP5 – Homes of different sizes

DP16 – The transport implications of development

DP17 – Walking, cycling and public transport

DP18 – Parking standards and limiting the availability of car parking

DP19 – Managing the impact of parking

DP22 – 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

## **Supplementary Planning Guidance (updated July 2015)**

### ***Camden Planning Guidance***

- 1 – Design (2015)
- 2 – Housing (2016)
- 3 – Sustainability (2015)
- 6 – Amenity (2011)
- 7 – Transport (2011)
- 8 – Planning obligations (2015)

### **Camden Square Conservation Area Appraisal and Management Strategy (March 2011)**

#### **Draft Camden Local Plan**

Last summer, the Camden Local Plan was formally submitted to the government for public examination. Following the public hearings, the Council is consulting on Main Modifications to the Local Plan. Following the Inspector's report into the examination, which is expected in early-mid April 2017, policies in the Local Plan should be given substantial weight. Adoption of the Local Plan by the Council is anticipated in June or July. At that point the Local Plan will become a formal part of Camden's development plan, fully superseding the Core Strategy and Development Policies, and having full weight in planning decisions.

The following policies are considered to be relevant:

- H1 – Maximising housing supply;
- H6 – Housing choice and mix;
- H7 – Large and small homes;

- A1 – Managing the impact of development;
- A3 – Protection, enhancement and management of biodiversity;

- D1 – Design;
- D2 – Heritage;

- CC1 – Climate change mitigation;

- T1 – Prioritising walking, cycling and public transport;
- T2 – Car-free development and limiting the availability of parking.



## Assessment

### 1. Description of proposed development

- 1.1 The applicant seeks planning permission for the construction of a four storey building to provide nine self-contained flats (2 x 1 bed, 2 x 2 bed, 4 x 3 bed and 1 x 4 bed) (Use Class C3) following demolition of the existing single storey garages.
- 1.2 This application has been submitted following a recent application in 2015 (LPA ref no. 2015/5300/P) which was granted subject to a Section 106 legal agreement. Since this time, the applicant has purchased a strip of land to the front of the site. The applicant has therefore applied for a proposal which seeks to build on this strip of land and increase the quantum of flats from 7 units to 9 units. The proposed building line has also stepped forward to now be in line with the front building line of the adjacent terrace. The proposed height of the scheme is the same as that of the 2015 application.

#### Revisions

- 1.3 Since the original submission of the application, a number of revisions have been negotiated into this scheme to improve the appearance of the front elevation as well as its general bulk and appearance. The fenestration arrangement has been altered to give the front elevation a more residential appearance commensurate with the proposed use. Further to this, a degree of set-back has been introduced between the front and rear elements of the building (when viewed from the south) in order for it to appear more consistent in scale with its neighbouring terrace.

### 2. Principle of development

#### Creation of housing

- 2.1 Housing is regarded as the priority land-use of the Local Development Framework, and the Council will make housing its top priority when considering the future of unused and underused land and buildings. The proposal would provide a total of nine new units (2 x 1 bed, 2 x 2 bed, 4 x 3 bed and 1 x 4 bed). As such the provision of new residential accommodation is compliant with policies CS6 and DP2 as long as it meets the Council's residential development standards and does not harm the amenity of existing and future occupiers.
- 2.2 Policy DP5 (Homes of different sizes) seeks to provide a range of unit sizes to meet demand across the borough. Policy DP5 includes a Dwelling Size Priority Table and the expectation is that any housing scheme will meet the priorities outlined in the table. The proposals include the creation of 2 x 1 bed (22%), 2 x 2 bed (22%), 4 x 3 bed (44%) and 1 x 4 bed (11%). Policy DP5 requires that at least 40% of proposed market homes should be 2-bedroom units. Whilst the proposal does not meet this policy requirement, officers are mindful of the emerging Local Plan and particularly the latest Strategic Market Housing Assessment (SHMA) which states at paragraph 22:

*“Overall, analysis shows a housing need for market housing of 6,600 additional homes; mainly three bedroom properties.”*

- 2.3 Paragraph 22 goes on to state that *“If larger homes are not provided to alleviate overcrowding, many households will continue to occupy their smaller homes – so these properties will not be vacated, and there will continue to be pressure from new households applying to live in 1- and 2-bedroom properties.”* Emerging policy H7 notes that, in terms of market housing, 3-bedroom units are the highest priority.
- 2.4 As such, the proposed housing mix is considered to comply with policy DP5 and emerging policy H7 of Camden's Local Development Framework.

### 3. Design and conservation

- 3.1 Policy DP24 (Securing high quality design) requires that all developments will be expected to consider:
- a) *the character, setting, context and the form and scale of neighbouring buildings;*
  - b) *the character and proportions of the existing building, where alterations and extensions are proposed.*
- 3.2 With particular respect to conservation areas, policy DP25 states that the council will only permit development that preserves and enhances the character and appearance of the area. As noted above, the site is located within the Camden Square Conservation Area.
- 3.3 Since the application noted above in 2015 was granted by Planning Committee (Section 106 still to be signed) the applicant has purchased a strip of land, extending the size of the site to allow the proposal to continue the building line of the adjacent terrace of buildings along York Way. This is considered a positive benefit to the scheme and to the appearance of the Conservation Area. As noted above, a number of revisions were negotiated by Officers to the scheme to ensure a high quality development.
- 3.4 With regards to scale, the proposed four storeys reflect the height of the terrace and is considered appropriate when considered in the context of the prevailing scale. The proposed height is identical to that of the 2015 application. With regards to the southern elevation, a concerted effort has been made to soften its appearance and create a more broken-up flank elevation like that of the existing terrace. The applicant has created a more perceptible set back at the point where the south elevation turns into the first recessed form to the rear to reduce its perceived bulk when viewed from the south to allow this element to be read as being of the same width as the existing terrace.
- 3.5 The front elevation has also been amended to better relate the proposal to its surroundings at the same time maintaining a contemporary appearance. These include alterations to the fenestration which reduce in size from the lower to the upper floors. The proposed protruding windows feature on the lower floors and have been removed from the top floor. Officers have negotiated the introduction of a brick recess to the front façade to give the appearance of sub-division as three separate buildings.
- 3.6 The proposed alterations are now considered acceptable to officers. The alterations, combined with bringing the front elevation forward, in line with the adjacent terrace contribute to enhancing the appearance of the street. It is considered that the above mentioned amendments help to break down the increased scale of the proposal and is thus considered acceptable and in accordance with policies CS14, DP24 and DP25 of Camden's Local Development Framework.

#### **4. Standard of residential accommodation**

- 4.1 Paragraph 26.11 of policy DP26 states that the size of a dwelling and its rooms, as well as its layout, will have an impact on the amenity of its occupiers. As such, new residential units must comply with the technical housing standards as set out within table 3.3 of the London Plan 2016.
- 4.2 The table below compares the proposed floorspace for each respective unit against the required space standards.

<b>Unit No.</b>	<b>Proposed Unit</b>	<b>Proposed floorspace (sqm)</b>	<b>Required floorspace (sqm)</b>
1	3b6p	93	95
2	1b2p	53	50
3	1b2p	53	50
4	3b5p	95	86
5	4b8p	109	117
6	3b5p	95	86

7	3b6p	91	95
8	2b4p	73	70
9	2b4p	64	70

4.3 The majority of the proposed units surpass the floorspace requirements for such units and are therefore considered acceptable. Units 1, 5, 7, and 9 fall marginally below the required standards although the units do however benefit from good levels of amenity and it is considered on balance that the proposed units are therefore considered acceptable. All the units are dual aspect and will receive adequate levels of daylight. As such, the proposed units are considered to comply with the requirements of policies CS5 and DP26.

## 5. Amenity

### Daylight and sunlight

5.1 Policy CS5 seeks to protect the amenity of Camden's residents by ensuring the impact of development is fully considered. Furthermore, Policy DP26 seeks to ensure that development protects the quality of life of occupiers and neighbours by only granting permission to development that would not harm the amenity of neighbouring and future occupiers. This includes privacy, outlook and implications on daylight and sunlight.

5.2 The applicant has undertaken a daylight and sunlight assessment for the proposed development which considers the impact of the proposals on the surrounding buildings.

5.3 In regard to daylight, the applicant has used Vertical Sky Component (VSC) to test levels of daylight. If the VSC is greater than 27% then enough daylight should be received by the windows. Should windows fail the 27% level it is acceptable to have a reduction from the existing level of daylight to no less than 80% its former value (a ratio reduction of 0.8).

5.4 The VSC does not include reflected light, either from the ground or from other buildings. It also does not take into account other factors such as whether there is light from secondary windows and rooms/units that are dual aspect. The BRE guidance is clear in that only windows that serve habitable space should be assessed such as living rooms, kitchens (where there is a dining function), and bedrooms. Ancillary circulation space and toilets/bathrooms do not need to be included.

5.5 The daylight & sunlight report submitted in support of this application identifies that all of the south facing windows to the rear outrigger to neighbouring 35 York Way fail the VSC test in that the level of impact is greater than 27%. However, in assessing the impact as a whole, it is noted that the units benefit from being dual aspect and are thus considered acceptable. Further to this, the affected rooms pass the ADF test and achieve the required target of target of 1%.

### Privacy

5.6 The proposal has been designed with the same privacy features as that which was approved previously by the Planning Committee (ref 2015/5300/P). These include no west facing windows at ground and first floor level. The proposed terraces at second and third floor level are visually screened by obscured glazing to a height of 1.4m. A condition has been attached to the permission to ensure that this measure is implemented.

### Outlook

5.7 It is considered that the proposed dwellings will benefit from good levels of outlook in all cases by virtue of being dual aspect and having good outlook both to the front and rear of the building. With regards to adjacent residential occupiers, it is not considered that the sense of enclosure is considered to significantly impact on the amenities of the residential occupiers within no.35 York Way. As such, it is considered that the level of outlook for both future and adjacent residential occupiers is considered acceptable.

## 6. Transport

### Principle

- 6.1 The principle of the loss of the garages has already been established with the recommendation of approval of application 2015/5300/P. This proposal would entail a loss of approximately 88 square metres of public realm and proposes to expand the reach of the building on to the footway directly adjacent to the site, onto what is currently Council maintained public highway. The additional area of land purchased and the land proposed to be stopped up are not considered to be in the pedestrian desire line of this section of York Way, and the proposed building and front garden is keeping in line with neighbouring buildings, gardens and boundary treatments to the north of the site on York Way. The development would make a positive contribution to the streetscape by removing a redundant section of public highway which will no longer need to be maintained at public expense.

### Car-free

- 6.2 The proposal would result in the demolition of existing garages and erection of nine self-contained flats. Development policy DP18 states that the Council seeks to ensure that developments provide the minimum necessary car parking provision.
- 6.3 A car free development would therefore need to be secured as a Section 106 planning obligation for all residential dwellings if planning permission is granted. This would allow the proposal (PTAL 4) to be in accordance with Core Strategies CS11 and CS19 and Development Policies DP18, DP19 and DP21, while also allowing the proposal to be in accordance with Emerging Local Plan policy T2 which requires all new residential development to be car free in all parts of the borough.

### Cycle parking

- 6.4 The London Plan (Table 6.3) has the following minimum cycle parking requirements for dwellings (C3):
- 1 space per studio and 1 bedroom unit;
  - 2 spaces per all other dwellings.
- 6.5 The proposed development would therefore need to provide a minimum of 16 long stay cycle parking spaces in order to comply with the minimum requirements of the London Plan. These cycle parking spaces need to be covered, fully enclosed and secure, with step-free access from street level to comply with the minimum requirements of Camden and London Plan cycle parking standards.
- 6.6 The proposed plans show 9 Sheffield stands located in two external cycle stores to the rear of the building, which allows for 16 cycle parking spaces. This meets the minimum number required by the London Plan and the guidance set out in CPG7.

### Construction Management Plan (CMP)

- 6.7 Camden Development Policy DP20 states that Construction Management Plans should be secured to demonstrate how a development will minimise impacts from the movement of goods and materials during the construction process (including any demolition works). Camden Development Policy DP21 relates to how a development is connected to 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). The applicant has agreed to provide a Construction Management Plan as part of the Section 106 legal agreement which is considered acceptable. It is also important to note that in order for the proposed works to be facilitated, a Stopping Up Order would be required under section 31 of the Highways Act 1980.

## Highway and Public Realm Improvements

- 6.8 The summary page of 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 footways directly adjacent to the site (Marquis Road and York Way) could be damaged as a direct result of the proposed works. We would therefore need to secure a financial contribution for highway works as a section 106 planning obligation if planning permission is granted. This would allow the proposal to comply with Development Policy DP21. A cost estimate for highway works, including the removal of the crossover on Marquis Road, has been produced and the cost of the works has come to £19,761.
- 6.9 Agar Grove and York Way have been highlighted as popular desire lines and routes for cyclists, and the Council has aspirations to improve these areas for cyclists. As such, the applicant has agreed to provide a contribution to the sum of £9,000 to facilitate these improvements.
- 6.10 It is therefore considered that the proposal is in accordance with policies CS11, DP18, DP19, DP20 and DP21 of Camden's Local Development Framework.

## **7. Sustainability**

- 7.1 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.
- 7.2 The applicant has provided an energy statement which indicates that the development would achieve a 35.4% reduction in CO2 emissions. This exceeds the 35% requirement of Part L 2013 which is considered acceptable. The following measures will be implemented:
- U-values higher than Building Regulations Part L;
  - Accredited construction details for all junctions;
  - High efficient individual combi gas boilers for heating and hot water demand in residential units;
  - Natural ventilation with extract fans in wet rooms;
  - Low energy lights;
  - PV panels of 6.75kWp on the roof.
- 7.3 A number of conditions have been recommended to ensure the above measures are implemented. The applicant has also agreed to enter into a Section 106 legal agreement to secure a sustainability plan and renewable energy plan. In light of the information provided above it is considered that the scheme is considered acceptable and compliant with policies CS5, CS13, CS16, DP22, DP23, and DP32 of Camden's Local Development Framework.

## **8. Conclusion**

- 8.1 It is considered that the proposed mix of units is considered acceptable in this instance in light of the emerging Local Plan's priority for three-bed units. Despite being of a larger scale than the previous scheme on this site, it is considered that the proposal responds well to its context and is considered to preserve the character and appearance of the conservation area. The proposed units, whilst being marginally below floorspace standards, are considered to benefit from good levels of amenity and are therefore considered acceptable. Further to this, it is not considered that the proposal will significantly affect the amenities of any adjoining or neighbouring residential occupiers.
- 8.2 The applicant has agreed to enter into a Section 106 legal agreement to secure a car-free legal agreement, a highways contribution, a CMP, a contribution towards local public realm improvements, in accordance with policies CS11, CS19 and DP18 of Camden's Local

Development Framework.

**9. Recommendation**

9.1 Grant conditional permission subject to a Section 106 legal agreement.

***The decision to refer an application to Planning Committee lies with the Director of Regeneration and Planning. Following the Members Briefing panel on Monday 20<sup>th</sup> March 2017, nominated members will advise whether they consider this application should be reported to the Planning Committee. For further information, please go to [www.camden.gov.uk](http://www.camden.gov.uk) and search for 'Members Briefing'.***

Nexus Planning  
Riverside House  
2a Southwark Bridge Road  
SE1 9HA

Application Ref: **2016/3750/P**

16 March 2017

Dear Sir/Madam

**DRAFT**  
**FOR INFORMATION ONLY - THIS IS NOT A FORMAL DECISION**  
Town and Country Planning Act 1990 (as amended)

**DECISION SUBJECT TO A SECTION 106 LEGAL AGREEMENT**

Address:

**Land Adjacent to  
35 York Way  
London  
N7 9QF**

Proposal:

**DECISION**  
Construction of a four storey building to provide nine self-contained flats (2 x 1 bed, 2 x 2 bed, 4 x 3 bed and 1 x 4 bed) (Use Class C3) following demolition of the existing single storey garages.

Drawing Nos: (Prefix: (03)) 10 Rev A; 11 Rev A; 12 Rev L; 13 Rev K; 15 Rev G; 16 Rev G; 17 Rev G; 18 Rev G; 19 Rev C; 20 Rev C.

Reports: Cover Letter prepared by Nexus Planning dated 5th July 2016; Construction Management Statement; Daylight, Sunlight & Overshadowing Report prepared by Syntegra Consulting dated April 2016; Planning Statement prepared by Nexus Planning dated July 2016; Design & Access Statement prepared by Box Architects dated September 2015; Energy Strategy Report prepared by Syntegra Consulting dated November 2016 Rev C.

The Council has considered your application and decided to grant permission subject to the conditions and informatives (if applicable) listed below **AND** subject to the successful conclusion of a Section 106 Legal Agreement.

The matter has been referred to the Council's Legal Department and you will be contacted shortly. If you wish to discuss the matter please contact **Aidan Brookes** in the Legal Department on **020 7 974 1947**.

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

Condition(s) and Reason(s):

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

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

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

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policies DP24 and DP25 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 (Prefix: (03)) 10 Rev A; 11 Rev A; 12 Rev L; 13 Rev K; 15 Rev G; 16 Rev G; 17 Rev G; 18 Rev G; 19 Rev C; 20 Rev C.

Reason:

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

- 4 The approved Josta two-tier cycle parking facilities shall be provided in their entirety prior to the first occupation of any of the new units, 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 Detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the local planning authority before the relevant part of the work is begun:

a) Details including sections at 1:10 of all windows (including jambs, head and cill), ventilation grills, external doors, balustrades and gates;

b) Manufacturer's specification details of all facing materials (to be submitted to the Local Planning Authority) and samples of those materials (to be provided on site).

c) All external lighting.



The relevant part of the works shall be carried out in accordance with the details thus approved and all approved samples shall be retained on site during the course of the works.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 and DP25 of the London Borough of Camden Local Development Framework Development Policies.

- 6 Detailed drawings, including front, side and rear elevations, clearly indicating all movement joints for all facing brickwork shall be submitted to and approved in writing by the local planning authority before the relevant part of the work is begun.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 and DP25 of the London Borough of Camden Local Development Framework Development Policies.

- 7 Prior to commencement, detailed plans showing the location and extent of photovoltaic cells to be installed on the building shall have been submitted to and approved by the Local Planning Authority in writing. The measures shall include the installation of a meter to monitor the energy output from the approved renewable energy systems. The cells shall be installed in full accordance with the details approved by the Local Planning Authority and permanently retained and maintained thereafter.

Reason: To ensure the development provides adequate on-site renewable energy facilities in accordance with the requirements of policy CS13 of the London Borough of Camden Local Development Framework Core Strategy and policy DP22 of the London Borough of Camden Local Development Framework Development Policies.

- 8 Prior to commencement of any development other than site clearance & preparation details of the feasibility of rainwater recycling proposals should be submitted to the local planning authority and approved in writing. The development shall thereafter be constructed in accordance with the approved details.

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

- 9 The development hereby approved shall achieve a maximum internal water use of 105 litres/person/day, allowing 5 litres/person/day for external water use. Prior to occupation, evidence demonstrating that this has been achieved shall be submitted to and approved by the Local Planning Authority.

Reason: Reason: To ensure the development contributes to minimising the effects of, and can adapt to a changing climate in accordance with policies CS13 of the London Borough of Camden Local Development Framework Core Strategy and DP22 of the London Borough of Camden Local Development Framework Development Policies.

- 10 Prior to occupation of the hereby approved development, details of the location, design and method of waste storage and removal including recycled materials, shall be submitted to and approved by the local planning authority in writing. The facility as approved shall be provided prior to the first occupation of any of the new units and permanently retained thereafter.

Reason: To ensure that sufficient provision for the storage and collection of waste has been made in accordance with the requirements of policy CS18 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26, DP28 and DP12 of the London Borough of Camden Local Development Framework Development Policies.

- 11 All new dwellings, as indicated on plan number/s hereby approved shall be designed and constructed in accordance with Building Regulations Part M4 (2), evidence demonstrating compliance should be submitted to and approved by the Local Planning Authority prior to occupation.

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

- 12 No development shall take place until full details of hard and soft landscaping and means of enclosure of all un-built, open areas have been submitted to and approved in writing by the Council. Such details shall include:

- scaled plans showing all existing and proposed vegetation and landscape features
- a schedule detailing species, sizes, and planting densities
- location, type and materials to be used for hard landscaping and boundary treatments
- specifications for replacement trees (and tree pits where applicable), taking into account the standards set out in BS8545:2014.
- details of any proposed earthworks including grading, mounding and other changes in ground levels.
- a management plan including an initial scheme of maintenance

The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

Reason: To enable the Council to ensure a reasonable standard of visual amenity in the scheme in accordance with the requirements of policy CS14 and CS15 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 and DP25 of the London Borough of Camden Local Development Framework Development Policies.

Informative(s):

- 1 Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts which cover aspects including fire and emergency escape, access and facilities for people with disabilities and sound insulation between dwellings. You are advised to consult the Council's Building Control Service, Camden Town Hall, Argyle Street WC1H 8EQ, (tel: 020-7974 6941).
- 2 Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You are advised to consult the Council's Compliance and Enforcement team [Regulatory Services], Camden Town Hall, Argyle Street, WC1H 8EQ (Tel. No. 020 7974 4444 or on the website <http://www.camden.gov.uk/ccm/content/contacts/council-contacts/environment/contact-the-environmental-health-team.en> or seek prior approval under Section 61 of the Act if you anticipate any difficulty in carrying out construction other than within the hours stated above.
- 3 You are advised that this proposal will be liable for the Mayor of London's Community Infrastructure Levy (CIL) and the Camden CIL as the additional floorspace exceeds 100sqm GIA or one unit of residential accommodation. Based on the information given on the plans, the Mayor's CIL Charging Schedule and the Camden Charging Schedule, the charge is likely to be £36,300 (726sqm x £50) for the Mayor's CIL and £363,000 (726sqm x £500 using the relevant rate for uplift in that type of floorspace ) for the Camden CIL.

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

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

Yours faithfully

Executive Director Supporting Communities

**DRAFT**

**DECISION**