

Mark Herbert  
Ansell & Bailey LLP  
24-32 Stephenson Way  
London  
NW1 2HD

Application Ref: **2014/7088/P**  
Please ask for: **Nanayaa Ampoma**  
Telephone: 020 7974 **2188**

23 July 2015

Dear Sir/Madam

## **DECISION**

Town and Country Planning Act 1990 (as amended)

### **Full Planning Permission Granted Subject to a Section 106 Legal Agreement**

Address:  
**The Tavistock Centre**  
**120 Belsize Lane**  
**London**  
**NW3 5BA**

Proposal:

Erection of a part two storey part single storey building at r/o 120 Belsize Lane for a temporary period of three years.

Drawing Nos: Design and Access statement, 14053(00)001, 14053(00)002, 14053(00)003, 14053(00)004, 14053(00)006, 14053(01)001, 14053(01)002, 14053(01)003, 14053(01)004, 14053(02)001, 14053(02)002, 14053(02)003.

The Council has considered your application and decided to grant permission subject to the following condition(s):

Condition(s) and Reason(s):

- 1 The building/structure hereby permitted is for a temporary period only and shall be removed on or before 21st March 2018.

Reason: The type of structure is not such as the Council is prepared to approve, other than for a limited period, in view of its appearance. The permanent retention



of the structure would be contrary to 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.

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans: Design and Access statement, 14053(00)001, 14053(00)002, 14053(00)003, 14053(00)004, 14053(00)006, 14053(01)001, 14053(01)002, 14053(01)003, 14053(01)004, 14053(02)001, 14053(02)002, 14053(02)003.

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

Informative(s):

- 1 The principle of developing a building of this kind on the site has already been assessed and deemed to be acceptable under application 2012/5689/P. This gave permission for a much larger permanent two storey structure. What is being proposed here is also a two storey structure but for a temporary period of 3 years.

The development would lead to the removal of the existing porta cabin and the loss of thirteen parking spaces.

The proposed unit would be 6sq metres in width and a length of 33.7sq metres. It would have a height of 8sq metres. At ground floor the proposed space would be used as meeting rooms, seminar rooms, kitchen toilet and post room. At first floor the space would be used primarily as an open plan office space with kitchen and meeting room. The proposed building would be finished in grey metal and vertical timber boarding with aluminium windows and doors. The proposed finish and general building design is not dissimilar to that already approved under the 2012 application. Similar materials are proposed and the unit would be two stories. However unlike the 2012 application this unit would be used as offices and not the previous D1 Children's Day Centre as proposed in 2012.

The proposed use is required due to the proposed refurbishment of the main building. Those using the current offices at The Tavistock Centre will be housed in the temporary unit until works to the main building are finished. Therefore the proposed use is in keeping with the use of the existing site and is unlikely to alter the current impact on the area.

The proposed design is in keeping with other temporary units at neighbouring sites such as that at the Royal Central School of Speech and Drama, which is also two stories. The unit would sit fully within the grounds of the existing car parking space behind the main building and away from the main road. It would have no impact on nearby trees. The proposed materials would be in keeping with the surrounding back garden area by being using timber cladding. The building would not be visible to passers-by only those residential and clinical uses behind the site would be able to view it. The building does not fall within any conservation area. Although the site is close to the Fitzjohns and Netherhall conservation areas. As the proposed scale

is reduced from the previously approved scheme and the proposed materials are in keeping with the previous application the design still complies with CPG 1 (Design) as assessed during the 2012 application.

The site is mostly boarded by clinical uses of which some are residential. However the closest primary residential properties are located at No. 10 Fitzjohn's Avenue (minimum distance of 15 metres from the proposed building) and No. 7 Daleham Gardens (minimum of 42 metres from the proposed building). The proposed extension is located a sufficient distance from these properties to ensure that it would not result in a loss of privacy or overlooking.

- 2 The site has a PTAL score of 6a, which indicates that it has an excellent level of accessibility by public transport. The nearest station is Swiss Cottage, located to the south of the site, whilst Finchley Road station is located to the west and South Hampstead Overground station is located to the southwest. The site is located within Controlled Parking Zone CA-B, which operates between 9am and 6.30pm Monday to Friday and 9.30am and 1.30pm on Saturdays. Residents parking bays are located on Belsize Lane and Fitzjohn's Avenue, whilst Pay & Display bays are located on Fitzjohn's Avenue.

The site has a total of 109 car parking spaces, with 60 spaces located at ground floor level (30 at the front and 30 at the rear) and 49 spaces at basement level. Parking surveys (2012) undertaken on behalf of the applicant indicates that a maximum of 92 vehicles currently park on site (60 at ground level and 32 at basement level), equivalent to an occupancy rate of 84%. The peak period of parking demand occurs around lunchtime and continues into mid-afternoon.

The Highways Officer has confirmed that the loss of the 13 spaces as a result of the current proposed scheme would not have a significant impact on the current parking arrangements in the area. A visit to site (2015) also showed that there were plenty of spaces remaining aside of the spaces to be lost. The previous 2012 application proposed the loss of 30 spaces. In addition, the application does not suggest a greater number of new staff, but rather their relocation. Therefore staff transport to and from the site is likely to remain as is.

The Highways Officer has raised concerns regarding the possible construction process and how traffic would be managed along the busy highway. Therefore a Construction Management Plan is required. Although the proposed development is temporary, its impact on the highway is still considered Significant. The above CMP would be secured via S106 in line with policies CS11 (Promoting Sustainable and efficient travel), DP16 (The Transport implications of development) and DP16 (The Transport implications of development).

Cycle parking has not been provided as the development would create a total floor space of less than the required 500sq metres (374sq metres ) as required by CPG 7 and policies CS11 (Promoting sustainable and efficient travel and policies) of the Core Strategy and DP17 (Walking, Cycling and public transport) of the Development Policies.

There have been no objections received and the site's planning history was also

taken into account when coming to this decision.

In light of the above, the proposed development is in general accordance with policies CS5, CS11, CS14 and CS19 of the London Borough of Camden Local Development Framework Core Strategy (2010), and policies DP18, DP20, DP24 and DP26 of the London Borough of Camden Local Development Framework Development Policies (2010). The proposed development also accords with policies 6.13 and 7.4 of the London Plan (2011) and paragraphs 14, 17 and 39 of the National Planning Policy Framework (2012).

- 3 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).
- 4 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 Noise and Licensing Enforcement Team, 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.

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.

You can find advice about your rights of appeal at:

<http://www.planningportal.gov.uk/planning/appeals/guidance/guidancecontent>

Yours faithfully



Ed Watson  
Director of Culture & Environment