

Application ref: 2017/4567/P
Contact: Kristina Smith
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Date: 21 May 2018

Development Management
Regeneration and Planning
London Borough of Camden
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GLA Architecture and Design Ltd.
Southgate Office Village
Block E
286A Chase Road
N14 6HF

Dear Sir/Madam

DECISION

Town and Country Planning Act 1990 (as amended)

Full Planning Permission Granted Subject to a Section 106 Legal Agreement

Address:
71 Falkland Road
LONDON
NW5 2XB

Proposal:

Demolition of ancillary storage area (A1) and erection of single storey dwelling house (1-bed) (C3) behind retained facade fronting Montpelier Grove
Drawing Nos: (Prefix: 1415C.) 01; 02; 03; 04; 05; 06; 07; 08; 09 (rev A7); 11 (rev A6); 12 (rev A2); 13 (rev A4); 15 (rev A3); 16 (rev A1); 17 (rev A1); Design Statement (dated 11.08.17)

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

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 The development hereby permitted shall be carried out in accordance with the

following approved plans: (Prefix: 1415C.) 01; 02; 03; 04; 05; 06; 07; 08; 09 (rev A7); 11 (rev A6); 12 (rev A2); 13 (rev A4); 15 (rev A3); 16 (rev A1); 17 (rev A1); Design Statement (dated 11.08.17)

Reason:

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

- 3 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 D1 and D2 of the London Borough of Camden Local Plan 2017.

- 4 Prior to commencement of development, a sample of the aluminium cladding material for the front elevation, shall be submitted to and approved in writing by the local planning authority. The relevant part of the works shall be carried out in accordance with the details thus approved and the approved sample 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 D1 and D2 of the London Borough of Camden Local Plan 2017.

- 5 The development hereby approved shall achieve a maximum internal water use of 105litres/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: To ensure the development contributes to minimising the need for further water infrastructure in an area of water stress in accordance with policies CC1, CC2 and CC3 of the London Borough of Camden Local Plan 2017.

- 6 Prior to commencement of development , full details in respect of the living roof in the area indicated on the approved roof plan shall be submitted to and approved by the local planning authority. The details shall include
- i. a detailed scheme of maintenance
 - ii. sections at a scale of 1:20 with manufacturers details demonstrating the construction and materials used
 - iii. full details of planting species and density

The living roofs shall be fully provided in accordance with the approved details prior to first occupation and thereafter retained and maintained in accordance with the approved scheme.

Reason: In order to ensure the development undertakes reasonable measures to take account of biodiversity and the water environment in accordance with policies G1, CC1, CC2, CC3, D1, D2 and A3 of the London Borough of Camden Local Plan 2017.

- 7 The cycle storage area for 1 cycle as shown on drawing no. 09 (Rev A7) shall be

provided in its entirety prior to the first occupation of the development, and shall be permanently retained thereafter.

Reason: To ensure the development provides adequate cycle parking facilities in accordance with the requirements of policy T1 of the London Borough of Camden Local Plan 2017.

- 8 The front brickwork facade shall be suitably protected and retained in its entirety.

Reason: To ensure the appearance of the brickwork is retained in order to safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy D1 and D2 of the Camden Local Plan 2017.

Informative(s):

- 1 Reasons for granting permission.

The conversion of the retail floorspace to a 1-bed unit (C3) is considered to be acceptable in this instance. The building was previously used as ancillary storage for a shop (A1) at 71 Falkland Road which was converted into residential under planning permission ref. 2016/1562/P and so the storage area is now redundant. Housing is the Council's priority land use and policy H1 seeks to maximise housing where sites are underused or vacant, such as the application site. 1-bed units are regarded as a lower priority dwelling in the Local Plan but given the space constraints of the site, an adequate 2-bed unit cannot be provided.

The new unit will be entirely contained within the existing footprint to avoid any additional bulk which would not have been appropriate for this gap site location that demarcates Falkland Road and Montpelier Grove. The existing brick façade will be retained and the window and door openings will be located within the existing apertures to retain its character and appearance. The use of materials, including aluminium cladding and Crittal style windows will complement this non-domestic form. A domestic appearance was not considered appropriate for the site given the surrounding typology of four storey Victorian terraces and also its anomalous location, originally a rear garden site where residential uses are not typically found. The building will have a green roof installed to improve its appearance as viewed from surrounding above ground windows, and to improve the biodiversity of the site.

The unit would be 57 sqm which would comfortably comply with the national space standards for a 1b2p unit. The unit would effectively be single aspect with windows only on the front elevation but to the rear there would be a courtyard that would behave as a lightwell for the bedroom and living room. The habitable rooms would also be served by rooflights which together with the courtyard lightwell and window to the kitchen/living area, would provide adequate daylight. Outlook will be quite limited; however, given the constraints of the site and given the standard of accommodation would be high quality in all other respects, this is considered to be acceptable on balance.

Given the sensitive nature of the site which directly abuts the public highway, a Construction Management Plan will be secured by a section 106 legal agreement to ensure the construction does not have an adverse impact on the amenity of

surrounding occupiers and the public highway. Construction vehicles will need to locate themselves on the public highway and a Highways Contribution will therefore be secured for any damage caused.

Given there is no change in massing to the building, there would be no impact on daylight or sunlight. The lightwell to the rear would be of adequate height to prevent unreasonable overlooking to the garden of the garden at no.69 Falkland Road. The proposal is not considered to cause any adverse impacts on the amenity of adjoining residential occupiers.

To promote sustainable transport methods and prevent worsening parking pressures in the area, the unit will be car-free secured by a legal agreement. One cycle space will be provided in an enclosed and secure cycle store to the front of the property which is compliant with the Council's requirements.

Two objections have been received prior to making this decision, which have been duly addressed. The planning history of the site has been taken into account when coming to this decision. Although the site is in the same ownership as 71 Falkland Road where an additional unit was consented under planning ref 2016/1562/P (dated 03/02/2017), it is not considered the cumulative impact would generate an affordable housing contribution under policy H4 as the application was granted permission prior to the Camden Local Plan 2017 having significant planning weight.

- 2 The proposal is considered to preserve the character and appearance of the conservation area. Special attention has been paid to the desirability of preserving or enhancing the character or appearance of the Conservation Area, under s.72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended by the Enterprise and Regulatory Reform Act 2013.

As such, the proposed development is in general accordance with policies G1, H1, H6, H7, A1, A3, D1, D2, T1 and T2 of the Camden Local Plan 2017. The proposed development also accords with policy D3 and GO3 of the Kentish Town Neighbour Plan 2016, the London Plan 2016 and the National Planning Policy Framework 2012.

- 3 Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts that 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, Judd St, Kings Cross, London NW1 2QS (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, Judd St, Kings Cross, London NW1 2QS (Tel. No. 020 7974 4444 or search for 'environmental health' on the Camden website 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.
- 5 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

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

A handwritten signature in black ink that reads "David T. Joyce". The signature is written in a cursive, slightly stylized font.

David Joyce
Director of Regeneration and Planning

