

<b>Delegated Report (Members Briefing)</b>		<b>Analysis sheet</b>	<b>Expiry Date:</b>	<b>14/03/2013</b>
		N/A	<b>Consultation Expiry Date:</b>	14/02/2013
<b>Officer</b>			<b>Application Number(s)</b>	
Hugh Miller			2013/0350/P	
<b>Application Address</b>			<b>Drawing Numbers</b>	
114-116 Malden Road London NW5 4BY			See draft 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>				
Erection of a mansard roof extension to numbers 114 and 116 Malden Road and change of use from 1 x 3 bed maisonette at 114 Malden Road and 1 x 2 bed maisonette at 116 Malden Road (Class C3) in the creation of 2 x one-bed and 2 x two-bed self-contained flats (Class C3) over first, second and third floor levels.				
<b>Recommendation(s):</b>		Grant planning permission subject to s106 legal agreement.		
<b>Application Type:</b>		Full Planning Permission		

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice					
Informatives:						
Consultations						
Adjoining Occupiers:	No. notified	10	No. of responses	01	No. of objections	01
			No. Electronic	00		
Summary of consultation responses:	<u>Flat 2, 131 Queen's Crescent, NW5</u> - Objection Concerns that proposed roof extension will: - harm privacy & cause overlooking; - reduce day/sunlight; - cause health & safety issues, - result in noise disturbance from its development.  <b>Officers Comment.</b> <i>The gap between the proposed roof extension and the windows at no.131 Queen's Crescent would be similar to the existing rear windows; see paras. 4.0-4.3 below</i>					
CAAC/Local groups comments:	N/A					

## Site Description

A pair of 3-storey + basement terraced properties located on the north side of Malden Road close to the junction with Queen's Crescent. The buildings have commercial units at the ground floor level with ancillary storage accommodation within the basement floor with residential accommodation on the upper levels. The buildings surrounding the application site are a mix of commercial and residential uses. The buildings are not listed; nor are they within a designated conservation area.

## Relevant History

December 2012 - Erection a mansard roof extension on each property, and the conversion of 1x 3bed maisonette at 114, 1x2bed maisonette at 116, into a 1x1 bed apartment at first floor level and 1x 2 bed maisonette to second and third floors within each property (ref. 2012/5289/P) – withdrawn as the design of the proposed mansard roof extension was considered to be unacceptable.

## Relevant policies

### Local Development Framework 2010

#### Core Strategy

- CS1 (Distribution of growth)
- CS5 (Managing the impact of growth and development)
- CS6 (Providing quality homes)
- CS11 (Promoting sustainable and efficient travel)
- CS13 (Tackling climate change through promoting higher environmental standards)
- CS14 (Promoting high quality places and conserving our heritage)
- CS18 (Waste and recycling)
- CS19 (Delivering and monitoring the Core Strategy)

#### Development Policies

- DP2 (Making full use of Camden's capacity for housing)
- DP3 (Contributions to the supply of affordable housing)
- DP5 (Housing size mix)
- DP6 (Lifetime homes and wheelchair homes)
- DP17 (Walking, cycling and public transport)
- DP18 (Parking standards and limiting the availability of car parking)
- DP19 (Managing the impact of parking)
- DP21 (Development connecting to the highway network)
- DP22 (Promoting sustainable design and construction)
- DP24 (Securing high quality design)
- DP26 (Managing the impact of development on occupiers and neighbours)

### Camden Planning Guidance 2011

- CPG1 (Design): Section 4: Extensions, alterations and conservatories
- CPG2 (Housing): Section 4: Residential space standards, Section 5: Lifetimes Homes
- CPG6 (Amenity)
- CPG7 (Transport)

### The London Plan 2011

#### NPPF 2012

## Assessment

### 1. Proposal

- Erection of a mansard roof extension including installation of dormers to front and rear elevations;
- Change of use and conversion works from two self-contained flats (Class C3) at first & second floor levels to provide 2x one bed and 2x two beds self-contained flats (Class C3) at the first, second and third floor levels.

Main issues are as follows: design and impact on the appearance of the building; provision of new self-contained flats; residential development standards; amenity; transport. These matters are addressed below in the context of planning policy and other material considerations.

### 2. Design & appearance

#### Roof extension

2.1 Except for the existing mansard roof at no's. 110 - 129 Queen's Crescent (granted planning permission 25 years ago 1988); adjacent to the host buildings, mansard roof extension is not characteristic of the properties

2.2 Policy DP24 of the LDF states that the Council will consider whether any proposed extension would respect the character, setting, context, form and scale of neighbouring buildings. Para. 24.13 of this policy further states that, *'development should not undermine any existing uniformity of a street or ignore patterns or groupings of buildings. Overly large extensions can disfigure a building and upset its proportions. Extensions should therefore be subordinate to the original building in terms of scale and situation, unless, exceptionally, it is demonstrated that this is not appropriate given the specific circumstances of the building.'*

2.3 CPG1 (Design) 2011 states that a roof addition is likely to be unacceptable where the proposal would have an adverse affect on the skyline, the appearance of the building or the surrounding streetscene.

2.4 With the exception of no.120 Malden Road, a contemporary infill 4-storey building, valley roofs represent a common feature within the terrace group of four properties (nos. 112-118;) and opposite at nos. 99 -105 Queen's Crescent and nos. 115-129 Queen's Crescent. The host buildings form a smaller informal group with altered frontages that have cumulatively harmed their appearance. Whilst it is accepted that the roof of the group remains largely unimpaired from extensions or alterations officers have noted the overly dominant mansard extension at nos. 110 -129 Queen's Crescent with similar mansard roof extensions on buildings between nos. 129 -137 Queen's Crescent.

2.5 At the front, the proposed roof extension would set back 1.5m from the parapet and 250mm from the rear parapet and retain the valley roof parapet profile. The new mansard roof would include slate tile finish to match no.110, lead clad uPVC framed double glazed dormer windows that would match the scale and proportions of the existing windows on the elevations below. It is noted that the existing windows of the host buildings vary in their general scale and proportions and the dormer window design and sizes would be reflected in the fenestration patterns on the lower floors of the host building. At the front, the mansard roof would be largely obscure from view from the public realm especially in long and short views along Malden Road and Queen's Crescent when compared with the existing at mansard at no. 110 Queen's Crescent. At the rear, it would have limited if any views from Gilden Crescent due to the height and angle of view of the neighbouring buildings. In terms of scale and proportions it is considered that the proposed roof extension would be subordinate to the host building and acceptable.

### 3. Land use considerations

3.1 The existing use of the upper floors of the buildings include a 1 x 3 bed maisonette at 114 Malden Road and 1 x 2 bed maisonette at 116 Malden Road. There is however no planning history which would authorise these uses. The first and second floors however have a history of residential use and

Camden's Council Tax records confirm this fact. The properties both have a separate access to the upper floors.

3.2 Policy DP2 of the LDF seeks to maximise the supply of additional homes in the Borough. This application proposes no loss of residential accommodation but the provision of two further residential accommodations and is therefore in accordance with this policy requirement.

3.3 Policy DP5 states that the Council expects a mix of large and small homes in all residential developments and will seek to ensure that all residential development contributes to meeting the priorities set out in the Dwelling Size Priorities Table. The Dwelling Size Priorities Table indicates that market housing with 2 bedroom units are the highest priority and most sought after unit size; one bed/studio flats being of low priority. The development would comprise 2 x 1 bedroom and 2 x 2 bedrooms and therefore comply with policy.

3.4 Policy DP6 requires all new homes should comply with Lifetime Homes criteria as far as possible. The applicants have submitted a Lifetime Homes assessment which addresses some of the 16 points of the criteria. The constraints of the existing site means that not all of the criteria can be met, however the measures proposed are considered acceptable in this instance. A condition should be appended to any planning approval requiring for the proposed measures to be under taken.

#### **4. Resident development standards**

4.1 As detailed in the table below, the proposed residential units comply with the size required set out in CPG 2:

Table – Internal unit sizes compared to CPG standards

<b>Location</b>	<b>Flat</b>	<b>No. of bedrooms proposed</b>	<b>No. of persons proposed</b>	<b>Proposed Size (NFA)</b>	<b>CPG - Minimum standards</b>	<b>Complies?</b>
<b>No.114</b> First floor	Flat 1	1	1 person	32.78 sqm	32.0 sqm	Y
<b>No.114</b> Second & Third floors	Flat 2	2	2 person	66.5 sqm	48 sqm	Y
<b>No.116</b> First floor	Flat 1	1	1 persons	32.78 sqm	32.0 sqm	Y
<b>No.116</b> Second & Third floors	Flat 2	2	2 person	66.5sqm	48.0 sqm	Y

4.2 In terms of bedroom sizes and the provision of space for storage, the proposals meet the required standards set out in CPG2. It should also be noted that all of units would benefit from appropriate levels of outlook and ventilation through being dual aspect.

#### **5. Amenity**

5.1 In terms of its location and siting it is considered that the proposed mansard roof extension would not compromise the amenity of the occupiers of neighbouring buildings through a loss of sunlight / daylight, outlook or increased sense of enclosure.

5.2 At the rear, the proposed mansard would be approximately 8.5m from the nearest windows, located at No.131 Queen's crescent, an identical distance to the existing rear windows at the host site. The west orientated windows provide views from a hall/passage way; moreover, the acute angle of view would ensure that the new dormers would not cause any significant increase in overlooking of the adjacent occupiers and the proposal is considered acceptable in this instance.

5.3 The rear windows to nos. 129-131 are orientated due north and west and the proposed mansard roof is not considered to pose any harm through loss of sun/daylight to the occupiers of nos. 129-131 and is therefore acceptable on amenity grounds. The proposed development is consistent with guidance set out in CPG6 and policies CS5 and DP26 of the LDF.

## **6. Transport**

6.1 The property currently comprises retail uses at ground floor and basement. It is proposed that the upper floors of both Nos.114 &116 would be converted to form 4 self contained flats. Policies CS11 and DP17 support cycle provision. Camden's parking standards for cycles states that one storage or parking space is required per residential unit. The proposal is for 2 new residential flats and therefore 2 cycle storage/parking spaces are required.

6.2 However, the proposals are to convert an existing constrained building and access to the street is via existing stairs, further it is considered that the new residential units are not of sufficient size to accommodate cycle parking. It is therefore considered overly onerous to insist that cycle parking be included with the design and Camden's parking standards for cycles could be waived in this instance.

6.3 The site has a Public Transport Accessibility Level of (PTAL) of 3b (moderate) and is within a Controlled Parking Zone. The site is within the 'Clear Zone Region'. The proposal is for the provision of new self-contained flats and it is therefore considered that in accordance with policy the units should be designated as car-free through a S106 planning obligation. The applicant has indicated a willingness to enter the agreement.

## **7. Mayor's CIL**

7.1 The proposal will be liable for the Mayor of London's CIL as the development provides more than one new unit of residential accommodation. Based on the MoL's CIL charging schedule and the information given on the plans the charge is likely to be £2,600 (52m<sup>2</sup> x £50). This 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, or and indexation in line with the construction costs index.

### **Recommendation**

Grant conditional planning permission subject to S106 Legal Agreement for:

- Car-free (1 x one-bedroom and 1x two-bedroom flats).

### **DISCLAIMER**

Decision route to be decided by nominated members on Monday 21st January 2013.  
For further information please click [here](#).