

Delegated Report (Members' Briefing)		Analysis sheet		Expiry Date:		29/11/2012	
		N/A / attached		Consultation Expiry Date:		15/11/2012	
Officer				Application Number(s)			
Rob Tulloch				2012/5311/P			
Application Address				Drawing Numbers			
26 WOLSEY MEWS LONDON NW5 2DX				See decision notice			
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature				
Proposal(s)							
Conversion of dwellinghouse to 2x 2-bedroom self contained flats, replacement garage door, and creation of courtyard at rear (Class C3)							
Recommendation(s):		Grant Planning Permission Subject to a Section 106 Agreement					
Application Type:		Full Planning Application					
Conditions:		Refer to Draft Decision Notice					
Informatives:							
Consultations							
Adjoining Occupiers:		No. notified	12	No. of responses	05	No. of objections	05
Summary of consultation responses:		Site notice 19/10/2012 – 09/11/2012 Press advert 25/10/2012- 15/11/2012					
		Five objections were received:					
		25 Wolsey Mews <ul style="list-style-type: none"> Overlooking from north facing window – should be bricked up Recessed front door raises community safety issues Officer comment: see sections 1.3 & 5.7					
		2b Caversham Road <ul style="list-style-type: none"> Overlooking to bedroom and kitchen 4x 1 bed flats will not provide enough floorspace for future occupiers Officer comment: see sections 5.5-5.8 (n.b the proposal is for 2x flats not 4)					
		2a Caversham Road <ul style="list-style-type: none"> Proposal will compromise privacy and security Rear windows will be less than 4m away Proposed ground floor terrace would provide unseen access to their property Windows should be obscure glazed and non-opening Officer comment: see sections 3.1 & 5.5-5.8					
		4a Caversham Road <ul style="list-style-type: none"> Demolishing wall will allow overlooking 					

	<ul style="list-style-type: none"> • Demolition will create dust which will harm medical condition • Construction will create mess and damage to their property <p>Officer comment: see sections 3.1 & 5.5-5.8 (n.b dust and noise from construction are controlled by Environmental Health legislation)</p> <p>6a Caversham Road</p> <ul style="list-style-type: none"> • New windows will look directly into their bedrooms and garden • Proposal will block light to property and garden <p>Officer comment: see section 5</p>
CAAC/Local group comments:	Bartholomew CAAC were notified, but did not respond.

Site Description

The application site is two storey building with a gabled front, which mirrors the gabled frontage of no. 25 Wolsey Mews. It is linked to no. 25 by a flat roofed two storey element that now forms part of the neighbouring building. The front elevation has an industrial appearance with a garage, French doors at first floor level and the remains of a hoist, reflecting the light industrial character of the mews which comprises garages and service yards for the shops fronting Kentish Town Road as well as some residential uses. The site was formerly a stable along with no. 25 Wolsey Mews. Kentish Town Road lies directly to the west, but apart from this the surrounding area is predominantly residential. The site lies within the Bartholomew Conservation Area and the building is listed as making a positive contribution to the character and appearance of the conservation area.

Relevant History

2012/2944/P Erection of single storey rear extension and roof terrace at first floor level and replacement of garage doors with windows in association with the change of use from single family dwelling house to three (2 x 2-bed and 1 x 1-bed) self contained flats (Class C3). Withdrawn 17/07/2012

2012/0535/P Conversion of existing residential dwelling into 4 self contained flats (2 x 1beds and 2 x 2 beds) following the part demolition of existing roof and the erection of a second storey rear extension, erection of a 2 storey side extension at first floor level, use of existing garage space as habitable room with associated alterations to the fenestrate at the front elevation, the retention of existing first floor roof terrace, installation of new balustrade for the formation of terraces to the rear ground floor, new balcony to the second floor front elevation and alterations to the fenestrate at front and rear elevation level all associated with the use as residential flats (Class C3). Withdrawn 30/03/2012

PE9700852R1 Alterations, to front elevation including installation of garage door, railings to existing french door at first floor level and new front door, and alterations to rear of building comprising a new door at ground floor rear and new balcony rails to rear terrace. Granted 18/05/1998

P9600707 Change of use from offices and studio within Class B1 to residential accommodation within Class C3. Refused 02/08/1996. Appeal allowed 24/03/1997

8500868 Enlargement of existing 8ft. x 3ft.8ins. high level window to form 9ft.4ins x 8ft. full height window. Granted 24/07/1985

8500445 Use of the premises for commercial photography including the erection of room sets development and printing of films with ancillary office. Lawful Development Certificate Granted 01/05/1985

Relevant policies

LDF Core Strategy and Development Policies

CS1 Distribution of growth

CS5 Managing the impact of growth and development

CS6 Providing quality homes

CS11 Promoting sustainable and efficient travel

CS14 Promoting high quality places and conserving our heritage

CS18 Dealing with our waste and encouraging recycling

CS19 Developing and monitoring the Core Strategy

DP2 Making full use of Camden's capacity for housing

DP5 Homes of different sizes

DP6 Lifetime homes and wheelchair homes

DP16 The transport implications of development

DP17 Walking, cycling and public transport

DP18 Parking standards and limiting the availability of car parking

DP24 Securing high quality design

DP25 Conserving Camden's heritage

DP26 Managing the impact of development on occupiers and neighbours

Camden Planning Guidance 2011

Camden Square Conservation Area Appraisal and Management Strategy 2011

NPPF 2012

Assessment

1 Proposal

- 1.1 The proposal is for works of alteration in association with the change of use of the property from a single dwelling to 2x self contained flats.
- 1.2 A previous scheme for conversion to 4x flats was withdrawn (2012/0535/P) as it included a roof extension, to provide an additional storey, which was considered harmful to the appearance of the building and conservation area. A second scheme for conversion to 3x flats was also withdrawn (2012/2944/P) as the proposed rear extension was considered to have a harmful impact on sunlight and daylight to neighbouring properties.
- 1.3 The current scheme does not include any extensions other than a slight increase in height of the parapet wall to the existing rear addition. The proposal has been revised to change the design of the garage doors and to incorporate a front door, removing the recessed entrance.
- 1.4 The main issues are:
 - Standard of residential accommodation
 - Design
 - Transport
 - Amenity
 - Sustainability
 - Community Infrastructure Levy

2 Standard of residential accommodation

Mix of units

- 2.1 The proposal is for 2x 2-bedroom self-contained flats. Policy DP5 seeks to ensure that all residential development contributes to meeting the priorities set out in the Dwelling Size Priorities Table. The table identifies 2-bedroom market homes as being very high priority. The proposed mix is considered to be acceptable and to comply with policy DP5 due to the small number of units proposed and the provision of high priority accommodation.

Residential development standards

- 2.2 The proposal would provide two self-contained 2-bedroom flats with each unit having a floorspace of approximately 70sqm. Camden's space standards recommend 75sqm for a 4 person unit, and the London Plan recommends 70sqm for a 2-bedroom 4 person flat. Three of the bedrooms are in excess of 11sqm which Camden's residential development standard recommends for primary or double bedrooms, the fourth room is only slightly under at 10.5sqm. The flats would be dual aspect with separate kitchens, good daylight, natural ventilation, and regular sized and shaped rooms.
- 2.3 Refuse storage is proposed in the form of 3x 360 litre wheelie bins in a closed storage facility in the entrance hall at ground floor level. Cycle storage is also proposed next to this. This is considered to be satisfactory and a condition will ensure the refuse and cycle storage is implemented prior to occupation and retained and maintained as such thereafter. Both units would have outdoor amenity space, the ground floor unit would have an enclosed terrace measuring 4m x 1.5m, and the first floor flat would have a terrace measuring 3.5m x 4m.

Lifetime Homes

- 2.4 Policy DP6 requires all new residential accommodation, including conversions, to meet Lifetime Homes standards. It is acknowledged that conversions may not be able to meet all of the criteria due to existing physical constraints, and the applicants have provided a Lifetime Homes Statement which indicates that the proposal will comply with the criteria where relevant. Car parking and vehicle access are not applicable, there is no provision for a lift, and as windows are being retained they may not satisfy the criteria, but in terms of entrance level living spaces/bathrooms, space for wheelchair turning and bathroom access, corridor and door widths, sockets and switches, and future provision of hoists the layout complies with the standards. On the whole, it is considered that the proposed units would provide an appropriate standard of accommodation for future occupiers.

3 Design

Rear elevation

- 3.1 The host building is two storeys high with a small single storey addition at the rear measuring approximately 3.7m (d) x 6m (w) x 3.5 (h). It is proposed to remove the roof of a section of the extension measuring 3.7m (d) x 1.9m (w) to create a small ground floor courtyard with French doors leading out onto it. The existing walls around the proposed courtyard area would be reduced in height from 3.5m to 2.4m. The proposed courtyard would be fully enclosed and only accessible from the ground floor flat and is therefore not considered to present any security issues. The parapet of the remaining rear addition would be raised in height by 750mm to 4.25m to provide a balustrade for the roof terrace. The French doors leading out to the roof terrace would be replaced by French doors and a window. To the side (north) elevation a first floor window would be enlarged.

Front elevation

- 3.2 It is proposed to replace the existing solid timber garage doors with a garage style door with windows to provide light for the ground floor flat. The existing garage door is not original, installed after permission was granted in 1998 (see history section), but does contribute to the mixed use character and appearance of the mews. The proposed alteration would retain the opening and replace the door with a row of three windows, to match the existing windows at first floor level, with timber shiplap cladding below. This type of design is considered acceptable for mews properties when residential conversions are proposed as, by keeping the opening the same size, it alludes to the site's light industrial heritage and relates to the appearance of neighbouring buildings.
- 3.3 The proposed alterations are not considered to harm the character or appearance of the host building, street scene or conservation area and are considered to comply with policies CS14,

4 Transport

Car-free housing

- 4.1 The site has a Public Transport Accessibility Level (PTAL) of 6a, which indicates that it is highly accessible by public transport. Kentish Town Station is located to the north of the site and Kentish Town West is located to the southwest. The nearest bus stops are located on Kentish Town Road, to the west of the site. The site is located in Controlled Parking Zone CA-M, which operates between 8.30am and 6.30pm Monday to Friday. As it is so narrow there is no residents parking on Wolsey Mews. No off-street parking is currently provided and none is proposed. The current occupiers are entitled to parking permits and have indicated that they will continue to live in one of the proposed units. In line with CPG7, which allows existing parking rights to be retained in such circumstances, only one of the units will be required to be designated as car free, which will be secured via a Section 106 Agreement.

Cycle storage

- 4.2 The submitted plans show a cycle store within the communal entrance at ground floor level. Transport for London's cycle parking standards require the provision of 1 space per 1 or 2 bedroom unit, giving a requirement for 2 cycle parking spaces (2 Sheffield stands). It appears as though the proposals are for a hook and hang type configuration, which is not considered as a fully accessible form of cycle storage. However, it is considered overly onerous to insist that cycle parking be in accordance with the design guidance as this is a constrained existing conversion. The proposed cycle storage area within the building is therefore considered acceptable in this instance and its implementation and retention will be secured by condition.

Highways

- 4.3 Given the minor nature of the extensions a Construction Management Plan is not considered necessary.

5 Amenity

- 5.1 To the north of the site is no. 25 Wolsey Mews which operates as a women's centre. It abuts the application site, with a courtyard separating the rear halves of the buildings. To the south are residential properties on Caversham Road with nos. 2 and 4 directly adjacent to the application site. No. 6 Caversham Road is to the south east. There are no properties directly to the east of the application site. The building has an existing terrace at rear first floor level.

Daylight/sunlight

- 5.2 The creation of the courtyard at rear ground floor level and the erection of a raised parapet around the remaining rear addition would result in the exterior walls of the rear addition changing in height.
- 5.3 The northern wall of the rear addition (facing No 25) would rise by approximately 500mm which is not considered to significant enough to impact on daylight or sunlight to the commercial property to the north, no. 25 Wolsey Mews. The rear eastern elevation would rise by 750mm to provide a parapet for the first floor terrace and reduce in height by 1m where it encloses the proposed ground floor amenity space, and the southern wall would be reduced in height by 750mm. The properties in Caversham Road are to the south and south east of the application site so there would be no impact on sunlight.
- 5.4 The rear elevations of nos. 2 and 4 Caversham Road are approximately 5.8m due south from the southern side elevation of the application site. Although the rear addition would be raised by 750mm, due to the creation of the ground floor terrace the raised wall would be 2m further away than the existing flank elevation. As such, the set back would mitigate any impact the increase in

height would have on daylight. No. 6 Caversham Road is south east of the application site closest to the section of wall that would be reduced in height.

Overlooking

- 5.5 French doors are proposed to the ground floor courtyard which would face the rears of nos. 2 and 4 Caversham Road. The wall around the courtyard would be 2.4m high (7 feet 10 inches) which would prevent any direct overlooking through the French doors. Limited views may be possible upwards, but the area the proposed courtyard would occupy is currently part of the first floor terrace which provides more direct overlooking. Other than the ground floor courtyard windows/doors there are no additional windows proposed to the south elevation facing Caversham Road that would result in any additional or unacceptable loss of privacy.
- 5.6 The rear (eastern elevation) of the application site faces the rear garden and rear extension of no. 6 Caversham Road. A window is proposed to the ground floor courtyard, but again, due to the height of the surrounding wall and the existing terrace, this is not considered to create additional overlooking. At first floor level the existing French doors leading out onto the terrace would be shifted 1.5m to the north and a 1m x 1.5m window added. The additional window is not considered to increase overlooking given the presence of the existing terrace, and the terrace itself would be reduced in size to accommodate the ground floor courtyard.
- 5.7 There is a partial northern elevation to the property as most of it is attached to no. 25 Wolsey Mews. It is proposed to enlarge a window at first floor level. This window is currently to a bathroom, but would be a side window to a living room. To prevent overlooking to no. 25 Wolsey Mews, a condition will require this window to be obscure glazed and unopenable. This would not affect outlook from the proposed living room as it has French doors facing onto the terrace.
- 5.8 As such the proposal is not considered to harm the amenity of adjoining occupiers and would comply with policies CS5 and DP26 of the LDF.

6 Sustainability

- 6.1 As the proposal only involves an increase in one residential unit and no increase in floorspace there is no requirement for the applicant to submit either an Ecohomes or energy statement. However policies CS13 and DP22 do seek developments to incorporate sustainable design and construction measures. A green roof would not be practical as there are no level surfaces other than the terraces. The applicants have indicated a rainwater butt will be provided at the rear terrace to harvest run-off from the flat roof above.

7 Community Infrastructure Levy (CIL)

- 7.1 Although the proposal would result in an additional unit, there is no increase in floorspace proposed. The property is not vacant therefore a CIL contribution will not be required.

- 8 Recommendation:** Grant Planning Permission subject to a Section 106 Agreement for car-free housing

DISCLAIMER

Decision route to be decided by nominated members on Monday 26th November 2012.
For further information please click [here](#).