

Delegated Report		Analysis sheet		Expiry Date:	24/04/2012
		N/A / attached		Consultation Expiry Date:	28/03/2012
Officer			Application Number(s)		
Richard Black			2012/0390/P		
Application Address			Drawing Numbers		
409 HILLSIDE COURT FINCHLEY ROAD LONDON NW3 6HG			Site Location Plan; Drawing no(s) (prefix 349-PA-) 04; TO 015		
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature		
Proposal(s)					
Erection of roof extension with green roof to provide 3 self-contained flats (1 x 1-bed and 2 x 2-bed) (Class C3) with roof terraces to the front and rear, and extension of chimneys and enclosure of existing circulation core with aluminium louvres.					
Recommendation(s):		Refuse planning permission			
Application Type:		Full Planning Permission			

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice					
Informatives:						
Consultations						
Adjoining Occupiers:	No. notified	63	No. of responses	05	No. of objections	03
			No. electronic	00		
Summary of consultation responses:	<p>Neighbours were consulted by letter, a site notice was placed outside the property on the 7th March 2012 for three weeks and a press notice was published on the 15th March 2012. Three objections were received, which raised the following concerns:</p> <ul style="list-style-type: none"> • Architecture of the building would suffer due to proposed addition; • Granting permission will set a precedent in the area; • Create noise for flat beneath; and • Noise nuisance and disturbance during construction; <p>Two letters of support were also received.</p>					
CAAC/Local groups* comments: *Please Specify	N/A					

Site Description

The site is a large block of flats on the western side of Finchley Road. The property is not listed and is not in a conservation area. The space where the new residential unit is proposed is currently a communal storage area for other flats within the property.

Relevant History

8702824 - Change of use from six guest rooms in multiple occupied flat to form three self-contained flats including works of conversion as shown on drawing no. 1 2 revised on 2nd October 1987.

Granted - 3/11/2007

8803870 - Erection of a roof extension to provide six additional self-contained flats including the formation of roof terraces at front and rear. Refused - 03/08/1988. The application was refused on the following basis:

- 1. It is considered that the total floorspace of the building, following the proposed extension, would be excessive in relation to the site and the character of the area generally.*
- 2. The increased height proposed will result in a further loss of amenity to adjoining properties.*
- 3. The lack of car parking does not comply with the Council's requirements as stated in the Environmental Code.*
- 4. The proposed development would result in a total density in excess of that indicated as appropriate in the Greater London Development Plan and the Written Statement of the London Borough of Camden Local Plan 1987 (the Borough Plan).*

2007/5138/P - Change of use of existing storage accommodation for the block of flats at basement level to form a two-bedroom self-contained flat. Granted – 24/12/2007.

Relevant policies

Core Strategy

CS5 Managing the Impact of growth and development

CS8 Promoting a successful and inclusive Camden economy

CS11 Promoting sustainable and efficient travel

CS14 Promoting high quality places and conserving our heritage

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

Development Policies

DP16 The Transport Implications of Development

DP17 Walking, Cycling and Public Transport

DP18 Parking standards and Limiting the Availability of Car Parking

DP21 Development Connecting to the Highway Network

DP22 Promoting Sustainable Design and Construction

DP24 Securing high quality design

DP25 Conserving Camden's heritage

DP26 Managing the impact of development on occupiers and neighbours

London Plan 2011

Camden Planning Guidance 2011

National Planning Policy Framework

Assessment

Proposal:

Erection of roof extension with green roof to provide 3 self-contained flats (1 x 1-bed and 2 x 2-bed) (Class C3) with roof terraces to the front and rear, and extension of chimneys and enclosure of existing circulation core with aluminium louvres.

Principle:

The application site comprises a 6 storey residential apartment block. The roof is currently unutilised other than for service facilities and the lift overrun. The proposed redevelopment of the roof level to incorporate new residential development is encouraged by LDF policy, in particular Development Policy DP2. In light of this, the proposal which will introduce new residential accommodation, is considered acceptable in principle and there is no objection against the development in land use terms.

Design:

Camden's planning guidance 'Design' (CPG1) makes regard to roof extensions and specifically states that such extensions should be of an appropriate scale and should not be excessively prominent. It states that the Council will consider the effect of an additional floor on the architectural style of the host building and the established townscape. The detailed design including materials and windows should be sympathetic to the character and appearance of the original building and the surrounding area.

On either sides of Finchley Road is a wide variety of buildings of differing designs and scales. The subject building is 6 storeys in height and is significantly larger than the built form adjoining and directly opposite the site. The buildings would rise in height from 6 levels to 7 levels in total and as such the subject building would become significantly taller than the other buildings within the street.

It is considered that the introduction of a roof addition in this location would result in a visual bulk at roof level that would undermine the composition of the existing building, would result in an incongruous and prominent extension at roof level detracting from the character of the building and that of the surrounding area. When viewed from the upper levels of neighbouring buildings the alterations would appear as an incongruous and piecemeal addition that would fail to preserve the architectural integrity of the host building. The proposal will also be highly visible in long views along Finchley Road where it will be viewed as an awkward and prominent addition.

This is reinforced by 'CPG1' which specifically states that a roof addition is likely to be unacceptable where there is likely to be an adverse affect on the skyline, the appearance of the building or the surrounding street scene and in particular where buildings already higher than neighbouring properties proposing an additional storey would add significantly to the bulk or unbalance the architectural composition.

The creation of a roof terrace, particularly at the rear, with railings would be a highly inconsistent feature for a property in this location. If permission were to be granted for a terrace the Council would have no control over the items that occupants may place on the terrace such as garden furniture or planting. Such items would be visible from residential properties and the street and would be entirely out of character with the setting.

Further it is considered that this proposal could have the potential to set a dangerous precedent, allowing for an additional floor of accommodation at roof level at other larger buildings in the vicinity. As such, the proposed additional floor, due to its scale, location and detailed design would result in a prominent, obtrusive and top-heavy extension, which would fail to respect its setting and context and would harm the character and appearance of the host building and the streetscene. This would be contrary to Core Strategy policy CS14 and Development Policy DP24.

Impact on amenity:

Impacts on neighbours:

There would be no loss of privacy to neighbours as a result of the proposal as views into neighbouring properties would replicate existing established views without creating any new views. In addition, given the obscure angles and distances between windows no significant adverse privacy issues are considered to arise.

The proposed built form will result in additional height and bulk, however it has been setback from the extremities of the roof edge so to avoid significant loss of sunlight and daylight for surrounding residential properties. As such, it is not considered that the proposal would result in unacceptable levels of overshadowing or loss of light to properties in the vicinity.

No details have been provided with respects to the stacking relation with flats below. In the event that permission were to be granted, a condition requiring mitigation measures be implemented to restrict the transmission of noise between floors could be imposed.

Quality of accommodation:

Policy DP26 of the LDF Development Policies requires housing developments to provide an acceptable standard of accommodation in terms of their internal arrangement, dwelling sizes and amenity space. Camden's CPG on Housing sets out the Council's standards for new residential development. Each unit is entirely self-contained and the size of each unit (in terms of overall flat and room sizes) meets the CPG4 and London Plan standards. The one bedroom flat, Flat A (2 person) has a floor area of 54.1m² and Flat B a two bedroom (4 person) flat has a floor area of 106.6m² and Flat C a two bedroom (4 person) flat a floor area of 117.0m², these all exceed the minimum requirements.

A noise assessment has been undertaken to determine the impact of the existing noise environment on the proposed residential development on the 5th floor roof of the existing residential apartment block. The noise levels measured on site have been compared with the noise limits as described in Table A of Policy DP28. The report concludes that the worst-case façade of the apartments will fall within the limits for which planning permission would normally be granted. The applicant proposes a number of mitigation measures, in the form of glazing and ventilation specifications, which would provide an acceptable living environment for future residents.

Mix and quality of proposed units:

The proposal includes 2 x two bedroom units and 1 x one bedroom unit. The two bedroom units are identified as having a 'very high' need within the Borough. Although there is only a low need for one-bedroom units within the Borough, given that two bedroom flats are proposed and the site constraints, the mix of flats could not be justified as a reason for refusal.

Sustainability and Lifetime Homes:

The applicant has submitted with the application a Lifetimes Homes Assessment which shows that some of the 16 points of criteria has been address for the proposed flats, although the constraints of this scheme are such that not all of the criteria can be met. The measures proposed are considered acceptable in this instance, given the proposals are at upper floor level of an existing building and thus in general compliance with policy DP6.

No Code for Sustainable Homes pre-assessment has been submitted with the application. As this proposal is for new build residential units, Development Policy DP22 requires that this type of development meet (at a minimum) compliance with Level 3 (Code for Sustainable Homes).

As such, the applicant has failed to demonstrate that the proposed new build would achieve compliance with Council sustainability policies, which ensure improvements in environmental sustainable performance in line with the government's timetable towards zero carbon housing. The proposal is recommended for refusal on this basis.

Transport and Access Issues:

The site is located on the western side of Finchley Road. The site has a Public Transport Accessibility Level (PTAL) score of 6a which indicates that it has a very high level of accessibility by public transport. The nearest station is Finchley Road and Frognal Rail Station (overground), located to the south of the site. As such the site has good access to facilities, services and public transport.

Should planning permission be granted, the development should be made car free and this can be secured by means of a legal agreement. No provision has been made for cycle storage. Should planning permission be granted, a condition will be attached to require details of secure cycle storage to be submitted, as it is considered there is ample space at the subject site for cycle parking of an acceptable standard to be accommodated.

Community Infrastructure Levy:

The proposal will be liable for the Mayor of London's CIL as the additional floorspace exceeds 100sqm or one 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 £10,900 (218sqm 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.

Conclusion:

The proposed additional floor, due to its scale, location and detailed design would result in a prominent, obtrusive and top-heavy extension, which would fail to respect its setting and context and would harm the character and appearance of the host building and the streetscene. In addition, the applicant has failed to demonstrate how the proposal will comply with relevant sustainability standards. The application is therefore considered unacceptable in its current form, contrary to policy.

Recommendation:

Refuse planning permission.

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