

Delegated Report		Analysis sheet		Expiry Date:		23/12/2011	
		N/A / attached		Consultation Expiry Date:		25/11/2011	
Officer				Application Number(s)			
Neil McDonald				2011/4928/P			
Application Address				Drawing Numbers			
2 Fortress Road London NW5 2ES				Refer to draft decision notice			
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature				
Proposal(s)							
Erection of a 3-storey extension to the rear at 1st-3rd floor levels plus 3rd floor front and rear roof extension in association with works of conversion of the existing vacant building to provide 3 x 1-bedroom residential flats (Class C3) on the upper floors; alterations to include changes to shopfront to provide separate residential entrance and new rear roof terrace over the rear part of the existing ground floor extension.							
Recommendation(s):		Granted Subject to a Section 106 Legal Agreement					
Application Type:		Full Planning Permission					
Conditions or Reasons for Refusal:		Refer to Draft Decision Notice					
Informatives:							
Consultations							
Adjoining Occupiers:		No. notified	06	No. of responses	00	No. of objections	00
				No. electronic	00		
Summary of consultation responses:		A site notice was displayed from 04/11/2011 – 25/11/2011 No responses were received					
CAAC/Local groups* comments: <small>*Please Specify</small>		N/A					

Site Description

2 Fortress Road is a 3-storey terraced property situated on the east side of Fortress Road. The terrace continues to the north until the junction with Falkland Road after 10 Fortress Road, and the adjoining property to the south starts a new terrace along the north-east side of Kentish Town Road. The site and adjacent buildings are of 3-storeys with ground floor shopfronts and upper floor residential. The whole of No. 2 Fortress Road is currently vacant but the ground floor until recently formed part of a betting office (Class A2) which extended into the adjacent shop unit at 326 Kentish Town Road. The upper floors appear to have been vacant for some considerable time and do not have independent access, currently served only by a ladder from inside the ground floor shop. The shopping frontage forms part of the designated Kentish Town Centre.

The site has full plot coverage in the form of a single storey extension to the rear which adjoins other single-storey storage premises (not part of the site). A small area of open space, which is part of Falkland Place, adjoins beyond these single storey buildings to the rear (east). The site itself is not in a Conservation Area but is visible to the rear from the Kentish Town Conservation Area, the boundary of which runs along Falkland Place.

Relevant History

The continued use of the ground floor of 2 Fortress Road, Camden as a licensed betting office was **granted** on 06/01/1966.

An application (ref. PEX0100143) for the installation of 1.0m satellite dish on the roof of the building (granted on 17/04/2001) cited the existing use of the property as a licensed betting office.

There are no records of any applications relating to the use of the upper floors.

Relevant policies

LDF Core Strategy and Development Policies

CS5 – managing impact of growth, CS6 – providing quality homes, CS7 – promoting Camden's centres and shops, CS11- sustainable travel, CS13 – tackling climate change, CS14 – high quality places and conserving heritage, CS17 – safer places, CS18 – waste and recycling, DP2 – making full use of housing capacity, DP5 – homes of different sizes, DP6 – lifetime homes and wheelchair housing, DP12 – supporting strong centres and managing the impact of food, drink, entertainment and other town centre uses, DP13 – employment premises and sites, DP17 – Walking and cycling, DP18 – parking standards, DP22 – sustainable design and construction, DP24 – high quality design, DP26 – impact on occupiers and neighbours, DP29 – improving access, DP30 - shopfronts.

Camden Planning Guidance 2011

Assessment

The proposal is to reinstate the upper floor residential use as 3 self contained 1-bedroom flats incorporating a full height rear extension at first and second floor levels and continue upwards in the form of a roof extension for a third floor of accommodation. The works include a new residential entrance way within the ground floor shopfront and formation of a roof terrace at first floor rear above the remainder of the existing ground floor rear extension. A new shopfront to the ground floor is intended to form the subject of a subsequent application as stated in the Design and Access Statement.

Principle of conversion: The proposal would provide 3 x 1 bed flats of approx 40sqm that meet the single-person unit space standards of the CPG. This unit mix is considered to be a rational arrangement for the size and floorplates of the building. The alternative of including a larger family sized 2-storey maisonette, would achieve a mix of unit sizes but would be less suited to this location and would not benefit from any external amenity space. Given the above circumstances and the overall total number of only 3 units, the proposed mix can therefore be accepted under policy DP5.

Design considerations:

The proposal has been revised in accordance with officer advice to change the proposed roof extension at the rear from a mansard design to a pitched roof with centrally placed dormer. This was in order to respect the roofline of the adjacent property at 4 Fortess Road which also has a pitched roof and dormer and to ensure that the proposal would step down in height towards the smaller scale terrace of Kentish Town Road.

The proposal would entail building upwards in the form of a roof extension and extending the rear building line full height with the roof extension continuing over. From the front this would read as a mansard addition behind the front parapet. The design of this aspect is in accordance with CPG1 guidelines. It would not have a detrimental impact on the appearance of the host property or of the terrace of which it is a part. Indeed it would add balance and symmetry to the terrace as the central properties in the terrace are greater in height and scale while the property at the opposite end is similar but already has a mansard extension. This aspect is therefore considered acceptable.

A new residential entrance would be formed within the existing shopfront. This is a non-original aluminium framed design which is of no special design quality and the alteration proposed would not be considered harmful to the streetscene. In any case the applicant has noted that a subsequent application will be submitted for the redesign of the shopfront prior to this element of the building becoming tenanted. The entrance is therefore considered acceptable.

To the rear the impact would be more noticeable. A similar form of full height, full width extension and roof extension was previously refused at the adjacent property, 326 Kentish Town Road (2003/0091/P). This decision went on to be appealed and the appeal was dismissed. The key issues were the *bulk, materials and detailed design appearing incongruous and destroying the proportions of the parent building and the terrace; and also that there would be some loss of light and overlooking to the rear windows of the adjacent residential premises (being 2 Fortess Road)*. The appearance of the proposal in that case was considered to be detrimental in views from the Kentish Town Conservation Area to the rear. A subsequent application for an extension which was marginally reduced in height and extent at the rear was submitted but was again refused (2006/0335/P). However this was refused just on the single ground of harm to the appearance of the property and views from the Conservation Area. An informative was attached suggesting that a revised application for a full height rear extension may be acceptable if it were accompanied by a more traditional form of roof extension set back above the original building line. This decision was not subsequently appealed and no revised application was submitted.

The key differences between the above case and that of the current proposal is that:

- 1) 2 Fortess Road forms part of a different terrace and the remainder of the terrace already has a building line which is set farther back which the application seeks to emulate. Whilst in many ways the rear elevation of 2 Fortess Road more closely matches the proportions of the adjacent properties on Kentish Town Road, it was not considered as part of that terrace by the Inspector. Indeed the Kentish Town Road terrace is aligned at a slightly different angle reflective of the splayed junction of the two roads.
- 2) The proposed extension at 2 Fortess Road is of a far more traditional appearance with mansard roof and central dormer to match that at 4 Fortess Road. In contrast the proposal refused at 326 KTR was of an unconventional modern design with the roof extension being sheer to the extended rear façade.
- 3) The proposal at 326 KTR would have resulted in a greater sense of enclosure to 2 Fortess Road as it is already enclosed on one side by the projection of 4 Fortess Road, and also because it would have blocked its southerly aspect.

In policy terms, design policy DP24 requires developments to respect the character, setting, context and the form and scale of neighbouring buildings. The proposed building out of the rear façade would align with the existing neighbouring property, 4 Fortress Road, in the same terrace. The proposed roof extension would follow the form of the pitched roof and rear dormer to the neighbouring property (the rear dormer in this case itself having been constructed following a recent planning permission -2007/1695/P). The height of the extension would be at least 2 meters lower than 4 Fortress Road and would leave the eaves line almost the same as the rear parapet to the adjoining terrace to the south, thus respecting the transition in scale between the two terraces. The design and materials to be used (specified on the application form as white rendered façade, painted timber window frames and slate clad roof extension) and traditional dormer are considered to respect the character, form and scale of the neighbouring buildings on both sides.

The rear elevation would be realigned to match that of the terrace to the south although it would project 4.7 metres beyond its main building line. This is considered acceptable in design terms.

Amenity:

The projection of the rear elevation would result in some loss of light and outlook to the neighbouring residential flat at 326 Kentish Town Road. This impact would be more pronounced at first floor level affecting an existing small kitchen and bathroom, while at second floor level the affect would be less and the room concerned is a bedroom. The southerly aspect to these windows is currently relatively open and therefore it is not considered that the proposal would not result in an unacceptable impact on the light and outlook afforded by this flat.

In terms of the first floor roof terrace, this would be located at the end of the projecting elevation and would afford relatively little opportunity for overlooking of the adjacent property to the south, although there is a window in the property to the north that may stand to be affected. The proposed 1800mm privacy screens around the terrace are therefore considered a prudent measure and should be secured by condition.

Standard of proposed accommodation:

The three flats proposed are considered to offer a reasonable standard of light, space and amenity for single person units. A lifetime homes statement has been submitted which demonstrates compliance as far as can be considered practicable for the conversion of an existing property and is acceptable.

Transport:

Fortress Road and Kentish Town Road form part of the Strategic Road Network and Transport for London are the highways authority.

Road side parking on these streets is severely restricted and congested in the side roads. The applicant has agreed to sign a s106 legal agreement for the units to be provided as car free housing which accords with policy DP18.

The construction works associated with the application would be restricted by the TfL loading and unloading restrictions and the traffic lighted junction immediately south of the site. It is therefore expected that all operational loading and unloading would take place from within Falkland Road 30m to the north of the site. An informative should therefore be attached to ensure necessary provision is made to work within these constraints.

Given the location of the flats above shops, there are limited opportunities for street level storage of cycles and refuse. However space has been found for an internal cycle store accessed from inside the communal entrance which would not impose unduly upon the ground floor retail unit. It is considered acceptable for these 1-person flats to make provision for refuse storage internally until such time as collections are made on street.

Sustainability

A sustainable building statement has been submitted together with the lifetime homes statement. This details the various measures to be taken during the construction of the building to ensure the impact on resources and the environment are minimised and is sufficient to meet the requirements of DP22 and CPG3. A condition should be imposed to ensure the various measures are implemented.

Recommendation: Grant Planning Permission

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