

<b>Delegated Report</b>		<b>Analysis sheet</b>		<b>Expiry Date:</b>		03/08/2011	
		N/A / attached		<b>Consultation Expiry Date:</b>		14/07/2011	
<b>Officer</b>				<b>Application Number(s)</b>			
Max Smith				2011/2286/P			
<b>Application Address</b>				<b>Drawing Numbers</b>			
51-52 Tottenham Court Road London W1T 2EQ				See 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 roof extension to 4 <sup>th</sup> floor and alterations to front elevation in connection with provision of additional 2-bed self-contained flat (Class C3)							
<b>Recommendation(s):</b>		Refuse planning permission					
<b>Application Type:</b>		Full Planning Permission					
<b>Conditions or Reasons for Refusal:</b>		Refer to Draft Decision Notice					
<b>Informatives:</b>							
<b>Consultations</b>							
<b>Adjoining Occupiers:</b>		No. notified	21	No. of responses No. electronic	00 00	No. of objections	00
<b>Summary of consultation responses:</b>		Neighbours were consulted by letter, a site notice placed on 17/06/2011 and a press notice published on 23/06/2011, No responses received to date.					
<b>CAAC/Local groups comments:</b>		Charlotte Street CAAC object:  <i>"This proposal has to be assessed as part of the whole group of buildings and the existing mansard appears to be of an early date. The proposal would alter the existing proportions of the current building to its detriment, result in loss of original/early roofline and would thus be harmful to the established character of the conservation area. Doubts were also raised about the structural implications of the proposal".</i>					
<b>Site Description</b>							
51 Tottenham Court Road is a three storey plus mansard building, four 'bays' wide, with a vehicular access through the building to a small rear courtyard (linked to the building at 6-10 Whitfield Street and not part of the application site). The ground floor is in A1 commercial use whilst the upper storeys are in residential use as four flats. 52 Tottenham Court Road is a four storey flat roofed building, two 'bays' wide. The ground floor is also in use as an A1 retail premises. The site is within the Charlotte Street Conservation Area, to which both buildings are identified as making a positive contribution. They are also within the Central London Area.							
<b>Relevant History</b>							
2009/5669/P and 2009/5947/C: Erection of six storey building and excavation of basement to create retail space (Use Class A1) at ground and basement levels, and 3 x 2 bedroom flats, 2 studio flats (Use Class A3) and 20 bedrooms for student accommodation with shared facilities (Sui Generis) on the floors above, following							

demolition of the existing buildings. Refused 24/08/2010.

## **Relevant policies**

### **LDF Core Strategy and Development Policies**

#### **Core Strategy Policies**

CS3 – Other highly accessible areas

CS6 – Providing quality homes

CS11 – Promoting sustainable and efficient travel

CS13 – Tackling climate change through providing higher environmental standards

CS14 – Promoting high quality places and conserving our heritage

#### **Development Policies**

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 the availability of 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

DP25 – Conserving Camden's heritage

DP26 – Managing the impact of development on occupiers and neighbours

DP28 – Noise and Vibration

DP29 – Improving access

#### **Camden Planning Guidance**

#### **Charlotte Street Conservation Area Appraisal and Management Plan 2008**

## **Assessment**

### **Proposal**

The existing mansard roof at no.51 at 3<sup>rd</sup> floor level would be demolished and a new storey constructed in its place, which would be topped by a new mansard roof. One additional two bedroom flat would be provided.

Although no.52 Tottenham Court Road is included in the site, no works are proposed to this building.

### **Main Issues**

The principle of a new residential unit, the impact on the conservation area and residential standards are the main considerations.

### **Land Use Issues**

An additional residential unit in this location is supported by policy DP2 of the LDF and the principle of the proposal is acceptable.

### **Impact on conservation area**

No.51 features in John Tallis's *London Street Views* (1838-1840), where it can be identified in an illustration as a three storey plus mansard double fronted building with an accessway on the ground floor on the left hand side. It is evident therefore that the façade, scale and form of the building are largely unaltered since this time and perhaps since the building was constructed.

The Charlotte St CA Statement (para 13.23) notes that *"The conservation area retains many diverse historic rooflines which it is important to preserve. Fundamental changes to the roofline, insensitive alterations, poor materials, intrusive dormers, or inappropriate windows can harm the historic character of the roofscape and will not be acceptable."* The addition of the sheer 3<sup>rd</sup> floor with additional bulk of the roof extension would remove all trace of the contribution of this building to the pattern of historic streetscape disguising its original form and making it impossible to distinguish the historic fabric from a 21<sup>st</sup> century addition. The works would also appear to involve the loss of some of the historic façade.

Furthermore the massing and design of the altered elevation fails to respect the approach to hierarchy and

proportion evident in local buildings. The alterations would detract from the character and appearance of the host building and the wider conservation area, contrary to policies DP24 and DP25.

### **Transport**

The site is within the Clear Zone Region. It has a Public Transport Accessibility Level (PTAL) of 6b (excellent).

#### Cycle Parking

Camden's Parking Standards for cycles states that 1 storage or parking space is required per residential unit. However, given that no alterations are proposed at ground floor level, it is not considered that additional cycle parking can be insisted upon.

#### Car-free Development

The site has a Public Transport Accessibility Level of (PTAL) of 6b (excellent), is within a Controlled Parking Zone and the "Clear Zone Region", for which the whole area is considered to suffer from parking stress. Not making the development car-free would increase demand for on-street parking in the Controlled Parking Zone (CPZ) the site is within. This is considered unacceptable in CPZs that are highly stressed where overnight demand exceeds 90%. The development should be made car-free through a Section 106 planning obligation and the absence of this constitutes a further reason for refusal.

#### Servicing Management Plan (SMP)

LDP policies DP20 and DP21 seek to protect the safety and operation of the highway network and its users. For some development this may require control over how a site is serviced through a Servicing Management Plan (SMP) secured via S106. However, due the scale and kind of this development, the servicing vehicle trips that it is likely to generate are such that a Servicing Management Plan is not required in order to mitigate any adverse impacts.

#### Construction Management Plan (CMP)

Tottenham Court Road has very high traffic flows and so is very sensitive to impacts on transport. The proposal includes the extension of an existing building which will involve the transportation of a significant amount of materials to the site. Although there is a side vehicular access to the site, it is unlikely that larger construction vehicles will be able to fit down this access and so will have to stop on Tottenham Court Road. As there will be a significant impact on transport, a Construction Management Plan (CMP) would be required, secured by a S106 agreement. The absence of this would be contrary to policies DP20 and DP21 and constitutes a further reason for refusal.

### **Residential Amenity**

Given the relationship between the existing building and adjoining ones and the distance between the site and the nearest residential properties, it is not considered that the additional storey would harm the amenities of neighbours in terms of loss of light or overlooking.

### **Amenity for future occupants**

Standard of Accommodation: The overall unit size and individual bedroom sizes of the adapted unit at 3<sup>rd</sup> floor level and the new one at 4<sup>th</sup> floor level comfortable comply with Camden Planning Guidance and the standard of accommodation, with double aspect, is good.

Noise and Disturbance and air quality: The site is adjacent to a heavily trafficked road, with the potential to cause disturbance to future occupants of the development as well as cause harm through poor air quality. However, given that the existing building already contains residential accommodation, it is not considered that an additional unit could be refused on noise or air quality grounds.

### **Mix of units**

An additional 2 bed unit enhances the existing mix of units in the building and would comply with policy DP5.

**Recommendation:** Refuse planning permission.

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