

<b>Delegated Report</b>		<b>Analysis sheet</b>	<b>Expiry Date:</b>	12/10/2011
		N/A	<b>Consultation Expiry Date:</b>	28/09/2011
<b>Officer</b>			<b>Application Number(s)</b>	
Jenna Litherland			2011/3934/P	
<b>Application Address</b>			<b>Drawing Numbers</b>	
529B Finchley Road London NW3 7BG			Refer to 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 two storey rear extension at ground and first floor level with internal lightwell to provide 2 x studio flats (Class C3), installation of new concrete access stairs from rear garden to first floor flat (following demolition of existing kitchen and toilet at ground floor level serving retail unit).				
<b>Recommendation(s):</b>		Refuse planning permission		
<b>Application Type:</b>		Full Planning Permission		

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice					
Informatives:						
Consultations						
Adjoining Occupiers:	No. notified	09	No. of responses No. electronic	01 00	No. of objections	00
Summary of consultation responses:	Site notice displayed from 24/08/2011 until 14/09/2011.  On letter received commenting on the application. Comments are summarised as follows: <ul style="list-style-type: none"><li>• If planning permission is granted an informative should be included to ensure that the fire escape stairs meet the requirements of the occupiers 529 C&amp;D.</li><li>• Concerned that the amended fire escape would not comply with building regulations, they are too narrow and too steep.</li><li>• A temporary fire escape should be created during construction.</li><li>• Soundproofing of the party wall should be imposed.</li></ul>					
CAAC/Local groups* comments: *Please Specify	TfL: <ul style="list-style-type: none"><li>1) The site of the proposed development is on the A41, Finchley Road, which forms part of the Transport for London Road Network (TLRN).</li><li>2) The footway and carriageway on the A41 must not be blocked during the conversion of the property. Temporary obstructions during the conversion must be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic on the A41.</li><li>2) All vehicles associated with the conversion of the property must only park/stop at permitted locations and within the time periods permitted by existing on-street restrictions.</li><li>3) No skips or construction materials shall be kept on the footway or carriageway on the TLRN at any time.</li></ul> <b>Subject to the above conditions being met, the proposal as it stands would not result in an unacceptable impact to the Transport for London Road Network (TLRN).</b>					

## Site Description

The site is a 3-storey terraced property on the western side of Finchley Road north of its junction with Burrard Road. The ground floor of the property is currently a single unit in commercial use with residential above. The part of the site relevant to this application is the rear of the property which is accessed from Burrard Road. The property is not within a conservation area.

## Relevant History

None relevant.

## Relevant policies

### LDF Core Strategy and Development Policies

CS5 Managing the impact of growth and development

CS6 Providing quality homes

CS14 Promoting high quality places and conserving our heritage

DP2 Making full use of Camden's capacity for housing

DP6 Lifetime homes and wheelchair homes

DP18 Parking standards and limiting the availability of car parking

DP24 Securing high quality design

DP26 Managing the impact of development on occupiers and neighbours

**London Plan July 2011** – policy 3.5 (Quality and design of housing developments)

### Camden Planning Guidance 2011

CPG1 – Design

CPG2- Housing

## Assessment

Planning permission is sought for the erection of a two storey rear extension at ground and first floor level with internal lightwell to provide 2 x studio flats, installation of new concrete access stairs from rear garden to first floor flat (following demolition of existing kitchen and toilet at ground floor level serving retail unit).

### Principle of residential accommodation on the site

Housing is regarded as a priority land use of the LDF. The proposal would assist the Council to meet the strategic housing target for the Borough. This is on the proviso of the residential accommodation proposed being of an acceptable standard (see the Residential Development Standards section of the report below). In overall terms the principle of providing residential accommodation at this location is considered to be appropriate.

Policy DP5 seeks the creation of mixed and inclusive communities by securing a range of self-contained homes of different size. The proposal is for a 2 studio flats. Policy states there is a demand for studio/1 bedroom units however this demand is lower demand than that for 2+ bedroom units. The amenity provided by the development proposals is discussed below. It is evident that the provision of two studio units on the site is an over-subdivision of the proposed extension and therefore the mix of units is not appropriate for the site. However the provision of new units appropriate for 1-person on this site is not resisted by policy DP5 and is acceptable.

### Design and community safety

The proposal relates to an area of land to the rear of Finchley Road which is accessed from Burrard Road. It is an under used site which is typical at the rear of commercial units. The site is visible from Burrard Road. At no. 259c, immediately adjacent to the site, there is a large single storey extension to the rear.

The proposed 2 storey extension would have a maximum width of 4.6 metres, a maximum depth of 7.6 metres and a flat roof with a height of 5.4 metres. The proportions of the extension do not match those of the rest of the building however given the range of alterations and extensions on the rear elevations of this terrace the extension would not appear out of keeping.

In order to add a two storey rear extension the ground levels would be lowered and steps would be provided down to the front entrance of the ground floor unit. Overall the extension would be 0.8 metres higher than the extension at no. 259c however it would be of a lesser depth. The extension would be constructed in materials to match the existing building. The extension would be visible from Burrard Road along the access road and over the boundary wall to the rear of no. 259. It would not appear visually intrusive.

The proposal also includes replacing the existing metal fire escape stairs between ground and first floor level which serves no. 259c&d. The replacement fire escape stairs would be concrete. The staircase which is currently open and visible from Burrard Road would become enclosed on both sides by the extension. CPG1 (Design) sets out the importance of designing safer environments which includes ensuring that proposals do not result in the loss of natural surveillance by neighbours and passers-by thereby increasing the opportunity for crime and anti-social behaviour. It is considered that the extension would result in the loss of natural surveillance of the fire escape stairs and would create a secluded area which could increase opportunity for crime and anti-social behaviour. Therefore the proposal fails to comply with policy DP24 - Securing high quality design and CS17 (making Camden a safer place).

### **Occupier amenity**

Camden's residential development standards, set out in CPG2- Housing, aim to make sure housing developments provide an acceptable standard of accommodation in terms of internal arrangements, and dwelling and room sizes. The minimum floorspace for one person is 32 sqm, the proposed studio unit at ground floor level would have a floorspace of approximately 26 sqm and the studio unit at first floor level would have a floorspace of approximately 22 sqm. Furthermore the recently adopted London Plan provides a more exacting standard of 37sqm for a 1-person dwelling and 50sqm for 2-person. The floorspace of both units falls unacceptably below both the Council's and the Mayor's minimum requirements. There are no site specific or contextual reasons as to why these standards should not be met. The proposals fail to comply with policy CS6, DP26 and policy 3.3 of the London Plan and are therefore refused.

The application is not accompanied by a Lifetime Homes statement which is required in order to assess proposals for new residential units. Design features of the proposals such as steps down to ground floor entrance and up to first floor indicate little consideration of the future flexibility of the accommodation for users with mobility difficulties. The application does not satisfactorily demonstrate that the proposal would meet Lifetime Homes standard contrary to policies CS6 and DP6.

### **Transport**

The site has a Public Transport Accessibility Level (PTAL) of 4 and is within a Controlled Parking Zone that is highly stressed. Therefore in line with policy DP18, if the application were to be approved the new residential unit would need to be made car free via a Section 106 legal agreement.

**Recommendation:** Refuse Planning Permission

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