

<b>Delegated Report</b>		<b>Analysis sheet</b>		<b>Expiry Date:</b>		<b>17/03/2010</b>	
		N/A / attached		<b>Consultation Expiry Date:</b>		<b>10/03/2010</b>	
<b>Officer</b>				<b>Application Number(s)</b>			
Max Smith				2010/0069/P			
<b>Application Address</b>				<b>Drawing Numbers</b>			
81 Charlotte Street and 6 Tottenham Mews, London W1T 4PP				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>							
Extensions and alterations to 81 Charlotte Street including erection of two storey rear extension, creation of terrace at rear second floor level, and erection of mansard roof extension with terrace to rear; demolition of portion of ground and first floor rear of 6 Tottenham Mews, erection of mansard roof extension and change of use of the building from office (Class B1) to 2x two bedroom flats (Class C3) including alterations to front and rear elevations.							
<b>Recommendation:</b>		Refuse					
<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	<b>19</b>	No. of responses	<b>00</b>	No. of objections	<b>00</b>
				No. electronic	<b>00</b>		
<b>Summary of consultation responses:</b>		Neighbours were consulted by letter and site notices were placed on both Charlotte Street and Tottenham Mews. No responses have been received to date.					
<b>CAAC/Local groups comments:</b>		No responses received to date.					

## Site Description

The existing site consists of a five storey with basement terraced townhouse at 81 Charlotte Street, containing 3 x 1 bedroom flats at the first, second and third floor levels and retail A1 space at ground and basement level, and a three storey mews building to the rear to the rear, fronting onto Tottenham Mews and consisting of a double garage on the ground floor and vacant B1 office space above.

The site is located in the Charlotte Street Conservation Area, both buildings being identified as making a positive contribution to the conservation and are located within the Clear Zone Region.

## Relevant History

### Application site:

#### 6 Tottenham Mews:

PSX0004755. Retention of change of use of ground floor from garage (sui generis use) to car repair workshop (B1c) for the installation of car stereo and security equipment. Granted 05/02/2000.

9100064. Refurbishment including extension of 2nd floor at rear and external alterations to façade. Granted 14/05/1991.

9000274. Redevelopment to provide new 4 storey Mews building containing Class B1 use on ground, first and second floors and one bedroom flat on third floor. Reused 22/11/1990. Appeal dismissed, 20/03/1991.

81 Charlotte Street: No relevant history.

### Neighbouring Sites:

83 Charlotte Street and 7 Tottenham Mews: 2006/2438/P. Erection of a rear extension at 3rd floor level, with 2x dormer windows in the rear roofslope, to provide additional office (Class B1) floorspace. Approved 08/08/06.

8 Tottenham Mews: 9000037. Erection of rear extension at 1st floor and 3rd floor roof extension for B1 office purposes and 4th floor roof extension for studio flat and external alterations to front elevation. Refused 17/07/1990.

10 Tottenham Mews: Erection of mansard roof on rear of existing roof terrace. Approved 05/11/2001.

## Relevant policies

### Camden Replacement Unitary Development Plan 2006

SD1 Quality of Life  
SD6 – Amenity of Occupiers and Neighbours  
H1 – New Housing  
H7 – Lifetime Homes and Wheelchair Housing  
B1 – General Design Principle  
B3 – Alterations and Extensions  
B7 – Conservation Areas  
E2 – Retention of Existing Business Uses  
T3 – Pedestrian and cycling  
T7 – Off-street parking  
T8 – Car free Housing and Car Capped Housing  
T9 – Impact of Parking  
T12 – Works affecting highways

### Camden Planning Guidance 2006.

### Charlotte Street Conservation Area Statement

## Assessment

### Proposal

The following works are proposed:

1. Mansard roof extensions would be added to both 81 Charlotte Street and at 6 Tottenham Mews. At no.81, the extension includes a terrace to the rear. The 6 Tottenham Mews mansard would replace an existing pitched roof and would also include the raising of the roof height on the rear section of the building.
2. The demolition of part of an existing extension occupying part of the lightwell between 81 Charlotte Street and 6 Tottenham Mews (13.1sqm on the ground floor and 13sqm on the 1<sup>st</sup> floor).
3. Works to the rear of 81 Charlotte Street, including the construction of an extension at 1<sup>st</sup> and 2<sup>nd</sup> floor level, 2m deep and 3.5m wide, the reconfiguration of the fenestration at 2<sup>nd</sup> and 3<sup>rd</sup> floor level and the creation of a roof terrace at 2<sup>nd</sup> floor level on the existing flat roof.
4. The replacement of all the windows on the front elevation of no.81 with new windows to match.
5. The replacement of all the windows and doors to 6 Tottenham Mews, including timber and glass panels to replace the existing roller shutter and openings at ground floor level, like for like replacements to the windows and doors on the front elevation upper floors and aluminium casements to the rear.
6. The conversion of 6 Tottenham Mews from B1 office to two 2-bedroom residential units.

### Amended Plans

The applicant has amended the plans to show the location of cycle storage and has included details of glazed privacy screens to the roof terraces.

**Main Issues:** The principle of the change of use; visual impact; local amenity impact; residential standards and transport.

### Change of use

UDP policy E2 states that the Council will not allow the loss of existing business use where there is potential for that use to continue. Where a change of use may be considered, the Council will seek permanent residential use as an alternative.

The proposal would result in the loss of approximately 110m<sup>2</sup> of office floor space. The applicant has submitted information indicating that the space has been marketed for a period of 18 months without success, and draws attention to a number of deficiencies in the office's layout which limits its appeal. Given that only B1(a) floorspace would be lost and the proposed replacement would be residential, the proposal is in line with policy E2. The scheme also complies with policy H1, which encourages the provision of additional residential accommodation so long as the standard of accommodation is acceptable.

### Visual impact

Mansard to 81 Charlotte Street: The terrace on this side of Charlotte Street has a varied roofscape, with mansard additions at nos. 91 and 93 and an additional storey at nos.87 and 89. A modern building has been constructed at nos. 77 and 79, which at five storeys is one storey higher than the application site. No.81 is one of a run of three buildings without roof extensions and with the same parapet height. Given that the middle

property of these three (no.83) is a later Victorian replacement, it is not considered that a mansard to no.81 would harm the appearance of this 'group'. The mansard would add to the varied roofscape and the principle of the addition is acceptable.

In terms of its detailed design, the mansard would have three dormers on the front elevation aligned with the windows on the lower floors. The pitch of the mansard would be at 70 degrees, in line with Camden Planning Guidance, with the existing parapet maintained.

To the rear, the mansard would depart from the traditional design, with folding doors allowing access to a roof terrace. Given that the rear of the mansard would not be easily visible in views from public vantages, it is considered that this treatment is acceptable and would preserve the character of the conservation area.

Roof extensions to 6 Tottenham Mews: No.6 is an attractive Victorian warehouse with well preserved features, openings and brickwork. The applicant wishes to remove the existing pitched roof in its entirety, replacing it with a mansard extension to provide another storey. As the building does not have a parapet at present, a new one would be constructed.

Camden Planning Guidance states that mansard roofs are most appropriate for Georgian or Victorian dwellings with a raised parapet and low roof structure behind. However, no.6 is not a property of this type, and the proposal would necessitate the complete destruction of the original roof. This would not conform to the existing original architectural language of the warehouse and would consequently harm its character and appearance, contrary to policies B1, B3 and B7 of the UDP.

It is noted that a number of properties within Tottenham Mews already have mansard roof extensions. Of these, the mansards to nos. 11 and 12 appear to be part of the original design of the buildings whilst the addition to no.8 does not appear to have the benefit of planning permission. It is not considered that a precedent is set for the proposed works by the existing street scene.

Works to the rear of 81 Charlotte Street: The alterations within the gap between the two properties can be perceived as an attempt to rationalise existing additions. It is not considered that the proposed extension to the rear of no.81, which would be relatively small in scale, would harm the character or appearance of the conservation area given that it would be concealed from public view behind 6 Tottenham Mews. The changes to the fenestration at the rear of no.81 are also considered acceptable. The new window and door to the rear are sympathetic to the appearance of the existing building.

New windows to front elevation of 81 Charlotte Street: It is proposed to replace the existing timber sash windows with double glazed versions of the same material and opening mechanism. This would be acceptable subject to further information on the windows to be used and the depth to the reveals. If all other things were acceptable this would be secured by condition.

New doors and windows to 6 Tottenham Mews: The principle of the replacement of the roller shutter is acceptable subject to further details of the timber and glass panels. If all else were acceptable, a condition would also secure details of the new doors and windows to the upper floors. The installation of aluminium casements on the rear of the building is not considered harmful given that they would face onto a narrow lightwell.

### **Amenity**

The properties on either side of the application site, both on the Charlotte Street and the Tottenham Mews frontages, are in use as offices. This limits the potential for harm to neighbourhood amenity from the development in terms of loss of light or overlooking. It is not considered that any of the extensions proposed would result in significant loss of light to a habitable room window of an existing residential unit.

Likewise, there would be no significant loss of privacy to any property beyond the application site. The mansard to 6 Tottenham Mews would look out towards the rear of commercial premises whilst the proposed terraces would overlook the offices at no.83. There is potential for overlooking within the site itself, with no.81 and no.6 facing each other over a short distance. However, windows have been positioned so as to minimise the potential for overlooking and the applicant has demonstrated how screening could eliminate overlooking from the terraces. This could be secured by condition were the application to be approved. The proposal would therefore comply with policy SD6.

### **Residential standards**

The two new residential units to be created at 6 Tottenham Mews would measure 87sqm (ground and 1<sup>st</sup> floor unit) and 74.4sqm (2<sup>nd</sup> and 3<sup>rd</sup> floor unit), exceeding the floorspace requirements for 5 person unit and a 3

person unit respectively whilst the bedrooms of both units would amply exceed the minimum standards set out in Camden Planning Guidance. The new units would have a reasonable outlook onto Tottenham Mews and would receive adequate light and ventilation.

Policy H7 (lifetime homes) requires new housing development to be accessible to all. A Lifetime Homes statement accompanies the application demonstrating that 13 of the 16 criteria would be at least partially met. Given that this is an existing building, it is considered that it would be unreasonable to expect the proposed unit to comply with all Lifetime Homes Standards. An informative will be attached to the decision notice to encourage compliance with Lifetime Homes Standards where possible.

A Noise Assessment has been submitted with the application demonstrating that 6 Tottenham Mews falls within Noise Exposure Category B for the purposes of PPG24. Therefore there is no objection to the change of use from offices to residential on the basis of noise exposure. This has been confirmed by an environmental health officer.

### **Transport**

The site is located between Charlotte Street and Tottenham Mews just west of Goodge Street station within the Clear Zone Region. There is existing vehicular access to the site on Tottenham Mews and it is proposed to remove this access. The site has a Public Transport Accessibility Level (PTAL) of 6b (excellent).

Cycle Parking: Revised plans show that two cycle parking spaces would be provided within the development. This would be sufficient for the two additional units and in accordance with UDP policy T3.

Impact on-street parking: UDP Policy T11 states that the council will only grant planning permission for the redevelopment of existing car parking if it is surplus to the needs for residents' parking. The redevelopment of this site involves the loss of 2 off-street parking spaces. However, as these garage spaces have been let out on a license, and are not currently used by the residential properties on this site, the loss of these spaces should not create more on-street parking demand in the local Controlled Parking Zone.

Car-free and Car-capped Development: The site has a Public Transport Accessibility Level of (PTAL) of 6b (excellent) and is within a Controlled Parking Zone. It is also within the "Clear Zone Region", for which the whole area is considered to suffer from parking stress. Therefore, to prevent an unacceptable increase in on-street parking demand and in accordance with policy T8 the two new residential units should be made car free via a S.106 agreement. The absence of such an agreement constitutes a further reason for refusal.

Construction Management Plan (CMP): UDP Policy T12 seeks to protect the safety and operation of the highway network. For some development this may require control over how the development is implemented (including demolition and construction) through a Construction Management Plan (CMP) secured via S106. Although this location is in the Clear Zone Region, where highway impacts need to be carefully managed, the impacts of construction are unlikely to cause undue adverse impacts to the local road network. In addition, the frontage on Tottenham Mews seems able to accommodate construction activity as it is a quiet, relatively wide street. Therefore, a CMP will not be required in order to mitigate any adverse impacts.

**Recommendation:** Refuse planning permission.

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