

Delegated Report		Analysis sheet		Expiry Date:		25/08/2009	
		N/A		Consultation Expiry Date:		11/08/2009	
Officer				Application Number(s)			
Jennifer Walsh				2009/1685/P			
Application Address				Drawing Numbers			
325 Kentish Town Road London NW5 2TJ				Please refer to draft decision notice			
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature				
Proposal(s)							
Erection of a two-storey rear extension and creation of an additional third storey, with a mansard roof extension; including internal alterations to increase residential units from one three bedroom flat to four one-bedroom residential units (Class C3) above an existing retail unit (Class A1).							
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	11	No. of responses	00	No. of objections	00
				No. electronic	00		
Summary of consultation responses:		A site notice was displayed from 21/07/2009 – 11/08/2009. No response's have been received.					
CAAC/Local groups comments:		N/A					
Site Description							
325 Kentish Town Road is an existing three storey property with a shop (class A1) occupying the ground floor with residential units (Class C3) above. The residential units are currently in a poor state of repair. The site is located close to the Kentish Town Tube station. It is not located in a Conservation Area, nor is the property a Listed Building.							
Relevant History							
2008/0925/P - Alterations to shopfront to provide new side entrance door to allow access to residential unit at upper floor level, and replacement of rear door with window following the removal of the existing rear access staircase. Granted 21/05/2008							
327 Kentish Town Road (neighbouring property)							
PEX0000855 - Retention of a roof extension and an erection of a full width 1st, and part 2nd & 3rd floor rear extensions. Refused 01/02/2001							

PEX0100215 -Proposed increase in height of two chimneys and retention of roof extension. **Refused 19/06/2001**

PEX0100291- The erection of full width 1st and 2nd floor and part 3rd Floor rear extensions to provide two extra bedrooms in order to change the layout of the first floor as a studio flat and the 2nd and 3rd floor as a maisonette to a one bedroom flat at 1st floor level and a maisonette at 2nd and 3rd floor level. **Granted 19/06/2001**

PEX0200907/P - Erection of third floor rear extension to property, to create additional floorspace for third floor residential flat. **Refused 05/12/2003**

Relevant policies

Camden's Replacement Unitary Development Plan 2006

SD2 – Planning obligations

SD3 – Mixed-use development

SD6 – Amenity for occupiers and neighbours

H1 – New Housing

H7 – Lifetime homes and wheelchair housing

H8 – Mix of units

B1 – General design principles

B3 – Alterations and extensions

B4 – Shopfronts, advertisements and signs

T1 – Sustainable transport

T3 – Pedestrians 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

Assessment

The Proposal

The application seeks to re-develop the existing building by adding two additional storeys (one is a mansard roof), and a three storey rear extension. The existing building comprises a shop unit on ground floor and a three bedroom maisonette on the upper floor levels.

Along the west side of Kentish Town Road, the buildings vary in height, 317 – 327 are three storeys. Continuing north along Kentish Town Road a terrace of properties increase to four stories. Opposite the application site is a variety of ground plus three storeys and buildings comprising ground plus two storeys buildings abutting the junction with York Mews. To the rear of the property there is a row of mews houses which sit to the rear of 323 Kentish Town Road. The application site is long and narrow with an existing temporary cover over the rear part of the site there is an access onto York Mews.

Design

The application seeks to add a two storey roof extension to the existing building. This would enlarge the existing building to a five storey property. The adjacent building to the north is three storeys and to the south the adjoining property has implemented a mansard roof extension and totals three storeys plus a mansard roof extension.

The application site currently sits in a row of predominately three storey properties (although one property has a mansard roof extension). The character of Kentish Town Road is that the building heights along the road vary. This breaks up the continuous terraced development of the road and allows relief from a continuous row of four storey properties.

The proposed extension from the front elevation would appear as one brick built storey to sit above the existing rendered property and a fourth floor roof extension to be positioned above the new storey. The dormer windows of the new roof extension would be in line with the parapet wall and the roof extension would have a predominately flat roof with a pitched elevation from the top of the parapet roof and two dormer windows

Although no. 323 has a mansard roof extension it is considered that the proposed extensions would result in a dominating and obtrusive form of development. The two new floors above the existing property would not be subordinate to the host building or the immediate neighbouring properties. In addition the detailed design of the proposed extensions to include facing brick work on top of the rendered elevations is considered to increase the prominence of the proposal. It is considered that the proposed extensions above the existing property

would result in a prominent form of development and would not be subordinate to the host building or wider area. This would be contrary to CPG and policies B1 and B3.

The proposal also includes the erection of a three storey rear extension to create an additional 19.76 sq.m to each level. This extension would be full width and would extend up 3.2 metres above the existing roof line of 323 Kentish Town Road and 0.5 metres above the neighbouring property at 327 Kentish Town Road. The existing building is considered to be of good architectural value with an existing butterfly roof and strong features which include a large chimney breast.

Camden's Planning Guidance states that the 'width of rear extensions should respect the design of the original building. Full width or overly wide extensions can dominate the original building in terms of bulk and form and may obscure original features.' It goes on to state that extensions that are higher than one full storey below roof eaves/parapet level will be strongly discouraged. Therefore, it is considered that as this proposal extends full width and projects from the rear elevation by 2.8 metres, the extensions would not be subordinate to the original building and that the resulting building would be a prominent form of development within the area. This would be exacerbated by the cumulative impact of the proposed extensions and the adjacent property 327 Kentish Town Road.

It is considered that the appearance of the proposed extensions by reason of their location, building lines, height, bulk, mass, form and scale, would result in a dominating form of development and would result in the loss of original architectural features. This would detract from the character and appearance of the building. The proposed extension would result in the loss of the architectural features and due to the bulk, height, width and design would dominate the host building; harming the building and upsetting its original proportions.

It is accepted that the neighbouring property at 327 Kentish Town Road, has undergone considerable alterations and extensions in the past, similar to this proposal. However, this building is considered to dominate the original terrace and paragraph 3.31 of UDP policy B3 states that, "past alterations or extensions to surrounding properties should not necessarily be regarded as a precedent for subsequent proposals for alterations or extensions".

A mansard roof is also included within the proposal. This would provide a further 1 bedroom unit to the scheme. Camden's Planning Guidance provides direction in relation to Mansard Roof additions. It states that where a building benefits from a 'butterfly' roof, these important visual elements should be retained. Due to the oversized rear extension, this roof form is proposed to be lost. The detailed design of the mansard is such that on the front elevation it is proposed to bring the dormer window up from the front parapet wall therefore, not setting it back from the front elevation which would result in a bulky and over dominating feature. The proposed mansard roof would not appear subordinate to the proposed building and would result in a bulky form of design. The detailed design would increase the visual appearance of the mansard by reason of it not being set behind the parapet wall and having a large expanse of flat roof. The proposal would be contrary to policies B1 and B3 and detailed design advice included within the CPG.

The principle of a mansard has been accepted by previous permissions at nos 323 and further south at 311 Kentish Town Road. However raising the entire building by another storey and placing a mansard at this level is considered unacceptable in principle on account of its additional bulk. It is considered that the proposed roof extension would unbalance the composition of both the front and rear facades and result in undue harm to the architectural integrity, proportions, character and appearance of the host building and the wider street scene. This is considered contrary to Policy B3 of the UDP, which states "the Council will not grant planning permission for alterations and that it considers cause harm to the architectural quality of the existing building."

The proposal also includes alterations to the existing shop front. It is proposed to add another door to the front elevation to provide separate access to the proposed residential units. The impacts of this proposal were assessed in a previous planning application (2008/0925/P) which included '*Alterations to shopfront to provide new side entrance door to allow access to residential unit at upper floor level, and replacement of rear door with window following the removal of the existing rear access staircase.*' Permission for the stated alterations was granted and therefore, no objection is raised to this part of the proposal.

The applicant has not made provision for refuse facilities within the proposed scheme. Notwithstanding the above it is considered possible that this could be provided at ground floor level for both the proposed A3 and C3 uses, if the external layout is modified to facilitate this.

It is considered that the alterations and extensions would not preserve the architectural integrity of the existing building or respect the design and height of the streetscene contrary to advice set out in the CPG and policies B1 and B3.

Amenity

With regard to amenity, there are no buildings to the rear of 325 Kentish Town Road. There is a mews building to the rear of the neighbouring property of 323 Kentish Town Road. The site plan and the plans do not specify the location of these buildings, therefore officers have relied on the Council's computer mapping system. However, in terms of amenity, it is not considered that there are any concerns that are sufficient to warrant the refusal of the application on this basis. It is acknowledged that there is an existing roof terrace and residential windows at No. 2 York Mews. There is potential for overlooking to/from this terrace from the increase in height and depth of the proposal. However, there is already a degree of overlooking in this area from the current buildings and this is not considered to be sufficiently exacerbated by the proposed scheme. Likewise, the other buildings to the rear of the application site, already have a degree of overlooking between one another and it is considered that this situation will not worsen further from the proposed scheme.

Due to the existing buildings along the rear elevations of Kentish Town Road projecting to different degrees, it is considered that the proposed extension would not impact upon visual bulk or sense of enclosure, and thus is considered to be consistent with Policy SD6 of the UDP.

Internal Layout

Policy H8 seeks to secure a mix of unit sizes across the Borough. In particular the Housing Needs Survey has identified an overall shortfall in the amount of adequate larger dwellings suitable for families within the Borough. Para.2.62 of the UDP relates specifically to this and states that 'the conversion of a property to provide one-bed flats will generally be acceptable where this does not involve the net loss of units of 3 or more beds'.

As the proposal consists of 4 x one bedroom units, it is considered that this is an inappropriate mix by reason of the lack of family accommodation and would be contrary to Policy H8 of Camden UDP.

It is important to ensure that dwellings are capable of providing a suitable layout and adequate room sizes. The internal spaces of each habitable room has been measured and are considered to be consistent with the guidelines as stated in the CPG for residential development standards.

Policy H7 of the UDP encourages new housing to be accessible to all and built to 'Lifetime Homes' standards. In relation to this the applicant has provided commentary as to how the proposed scheme will adhere to in standards 1, 3, 5, 6, 7, 10, 12, 14 and 15, as outlined in section 24 of CPG. It is acknowledged that the residential units proposed involve the conversion of an existing building, making all lifetime homes standards difficult to achieve. As such, it is considered that the applicant has demonstrated as far as possible how the proposed scheme will meet the lifetime homes standards.

Transport

The site is located on Kentish Town Road within the designated town centre of Kentish Town. There is no vehicular access to the site and none is proposed. The site has a Public Transport Accessibility Level (PTAL) of 5 (very good). The site has access from the rear via York Mews.

Camden's Parking Standards for cycles (Appendix 6 of the Unitary Development Plan), states that 1 storage or parking space is required per residential unit. The proposal is for 4 residential units; therefore 4 cycle storage/parking spaces are required. The applicant has not included provision for the required amount of cycle storage/parking in the proposed design. It is considered that there is sufficient space within rear yard accessed of York Mews to adequately include the required cycle parking.

Given that The London Plan Consolidated with Alterations since 2004 (February 2008) should be taken into consideration as well as the UDP; car-free should not only be sought for housing but also for developments in general and should be ensured by Boroughs in areas of high public transport accessibility. The application site has Public Transport Accessibility Level of (PTAL) of 5 (very good) and is within a Controlled Parking Zone. 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 CPZ's that are highly stressed where overnight demand exceeds 90%. East Kentish Town (CA-M) CPZ operates Mon-Fri 08:30-18:30, and 94 parking permits have been issued for every 100 estimated parking bays within the zone. This means that this CPZ is highly stressed. Therefore, the three additional units should be made car-free through a Section 106 planning obligation.

Access to the site is constrained and it also fronts onto Kentish Town Road, a busy high street. Therefore it is

considered that a Construction Management Plan (CMP) is required to ensure the work is properly managed.

A CMP outlines how construction work will be carried out and how this work will be serviced (e.g. delivery of materials, set down and collection of skips), with the objective of minimising traffic disruption, avoiding dangerous situations and minimising the impact on local amenity. A CMP should cover both the demolition and construction phases of development.

In light of the above the three additional residential units would be required to be made car-free and a CMP would be required to be submitted, as secured by a Section 106 Agreement. The applicant has not indicated that they will be willing to enter into this agreement within the determination period of the application.

Recommendation: Refuse Planning Permission`

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