

Delegated Report		Analysis sheet		Expiry Date:	15/08/2008
				Consultation Expiry Date:	30/07/2008
Officer			Application Number(s)		
Jenny Fisher			2008/2647/P		
Application Address			Drawing Numbers		
11 Holmdale Road London NW6 1BE			Refer to decision letter		
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature		
Proposal(s)					
Replacement of existing garages with a building comprising basement, ground, first floor with pitched roof above for use as a 1 x bedroom single family dwelling (Class C3).					
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	31	No. of responses	04	No. of objections	04
			No. electronic	00		
Summary of consultation responses:	<p>Objections summarised:</p> <ul style="list-style-type: none"> • loss of privacy; • half of our tree hangs over their garden, don't want tree disturbed; • looks like a block of flats; • area is unsuitable for a new dwelling; • neighbouring garden would be destroyed from lack of light; • new building will completely block out the small amount of light to the side of property (31 Inglewood); • excavation of basement would cause problems for local plumbing, there is a sewer directly alongside, and may cause subsidence; • parking already a problem, would make the situation much worse; • design not in keeping with Victorian houses nearby; • improvement compared with previous submission, lower and appears more in character ; • would block view to Inglewood Road over existing garages. <p>Reference to a roof terrace, not part of the current scheme.</p> <p>Non-planning matters:</p> <ul style="list-style-type: none"> • concern about who would occupy the property; • need family homes not flats for buy-to-let investors, quality of living is going downhill because of all those rentals and the community feel is suffering 					
CAAC/Local groups* comments: *Please Specify						

Site Description

No. 11 is to the east side of Holmdale Road at the junction with Inglewood Road. To the rear of this property is a double garage fronting Inglewood Road; the application site. A single garage for the neighbouring property (31 Inglewood Road) is adjacent to the application site.

By virtue of Inglewood Road's curve back towards the east, the application site is highly visible within long and short views on the approach from Inglewood Road and Holmdale Road.

The general character of Inglewood Road is one of largely unspoilt late Victorian terraced houses that display a variety of interesting details, particularly at roof level. Inglewood Road is considered to be of a good townscape quality and displaying a cohesive terrace group. Directly opposite the site is a modern three/four storey residential building.

The site is not located within a conservation area; however it is adjacent to the West End Green Conservation Area. The boundary runs between the garages that would be demolished to form the development site and the single garage adjacent to 31 Inglewood Road. It has a PTAL of 5 (Excellent).

Relevant History

The garages were granted permission in 1958

10/12/2007 (2007/3263/P) Planning application **refused** for replacement of existing garages with a three-storey dwelling house, plus basement level with front lightwell and a roof terrace.

Reasons:

1. The proposal fails to respect the site and its setting and the established character of the area in terms of historic pattern of development, and would compromise the openness, visual relief and amenity provided by the gap between the residential terraces to the detriment of the street scene and setting of the adjoining conservation area contrary to policy B1 (General design principles) and B7 (Conservation areas) of the London Borough of Camden Replacement Unitary Development Plan 2006.
2. The proposed building, by virtue of its bulk, height, design and materials would fail to respect the established character of the area and thereby be harmful to the visual amenity of the surrounding area and neighbouring West End Green Conservation Area, contrary to policy B1 (General design principles) and B7 (Conservation areas) of the London Borough of Camden Replacement Unitary Development Plan 2006.
3. The proposed development by reason of its height, bulk and location would cause an unacceptable loss of daylight and outlook and unreasonably increase the sense of enclosure to rear facing habitable room windows within the building at No. 11 Holmdale Road, contrary to policy SD6 (Amenity for occupiers and neighbours) of the London Borough of Camden Replacement Unitary Development Plan 2006.
4. The proposed roof terrace would result in unacceptable overlooking of habitable room windows with a resultant loss of privacy to adjacent occupiers contrary to policies SD6 (Amenity for occupiers and neighbours) of the London Borough of Camden Replacement Unitary Development Plan 2006.
5. The proposed development fails to adequately address 'Lifetime homes' standards, contrary to Policy H7 (Lifetime homes and wheelchair housing) of the London Borough of Camden Replacement Unitary Development Plan 2006.
6. The proposed development would result in the displacement of two off-street car parking spaces associated with the residential building at No. 11 Holmdale Road, which would be likely to contribute unacceptably to parking stress and congestion in the surrounding area contrary to policy T9 (Impact of parking) of the London Borough Of Camden Replacement Unitary Development Plan 2006.
7. The proposed development, in the absence of a legal agreement for car-free housing, would be likely to contribute unacceptably to parking stress and congestion in the surrounding area contrary to policies T8 (Car-free housing and car-capped housing), T9 (Impact of parking) and SD2 (Planning obligations) of the London Borough of Camden Replacement Unitary Development Plan 2006.

Relevant policies

London Borough of Camden Replacement Unitary Development 2006

S1 & S2 - Strategic Policy on Sustainable Development; SD2 – Legal agreements; SD6 - Amenity of Occupiers and Neighbours; SD9 – Resources and energy; B1 - General Design Principles; B3 - Alterations & Extensions B7 - Conservation Areas; B9B – important local views; H1 - New Housing; H7 – Lifetime homes and wheelchair housing; T3 – Pedestrians and cycling; T7 – Off-street parking, city car clubs and city bike clubs
T8 – Car free housing and car capped housing; T9 - Impact of Parking; T12 - Works affecting the highway

Camden Planning Guidance 2006 car-free, daylight, design, lifetime homes, overlooking, parking stress, res. development standards

Assessment

Previous scheme 2007/3263

Demolition of the existing double garage and erection of a three-storey, plus basement detached one-bedroom single-family house. It would have a flat roof with a raised parapet, stair enclosure, pergola and terrace. The building would have an open area to the basement, enclosed with a metal railing at ground level. Side and rear elevations would be brick built; teak timber boarding and concrete would clad the front elevation. Large windows would be installed in the front elevation, a glass block section above the front door, with small windows in the side elevation that faces the rear of 11 Holmdale Road.

Current application

Proposed is the demolition of the garage and erection of a two storey residential premises. The main structure would be brick built with a pitched roof covered with second hand slates; both materials described as to match existing, it is assumed that this refers to No.11 Holmdale Road rather than the garages that would be replaced. A small circular window would be installed within front and rear elevations of the roof.

Front: To one side of the main structure a two storey extension would have a rendered surface, the front door into the premises at ground floor level and a large area at first floor level covered with glass blocks. This part of the development would house the stair well with a utility room in the basement, entrance and bicycle store at ground floor level and W.C. on the first floor.

Within the brick built section, large windows would be installed at both levels with steel rails painted black over the lower section of the first floor window. At ground floor level an open area would be retained with steel railings

To enclose the outer edge. A recessed area for waste bins would be provided.

Rear: Two narrow windows would be installed at ground and first floors, a small window would be installed to the first floor rear of the rendered extension.

Side: Three solar panels would be installed in the roof slope.

A dining room /kitchen would be in the basement, living room at ground floor level and a bedroom and bathroom on the first floor.

Assessment

Demolition: The garages do not fall within a conservation area; therefore conservation consent is not required for demolition.

Lifetime homes: As this is an application for a new dwelling it should be accessible and meet all the requirements of Approved Document M (Dwellings). In addition planning policy H7 requires it to meet Lifetime Homes standards. The access statement has stated that they will meet most of the Lifetime Homes Standards however they have indicated that Standards 10 & 11 are 'not relevant' - this is not the case and they will need to comply. Standard 10 refers to accessible WC and drainage provision for a future shower. Standard 11 refers to the capability of the adaption of bathrooms and toilets to be fitted with handrails. In addition they have mentioned the use of a 'dummy waiter' in relation to Standard 13 – this is incorrect and they will need to comply with this Standard. Standard 13 refers to the provision of a reasonable route for a potential hoist from the main bedroom to the bathroom.

Had it been possible to recommend approval for the current application these matters would have been picked up by Building Control, nevertheless it is considered that the failure to address all relevant lifetime homes standards should be noted here.

Waste: The Council's Street Environment Service comments that the area allocated does not look big enough to contain both recycling and normal refuse. An area 0.7m. x 1.5m. to one side of the void is shown on the

applicant's plan. Had it been possible to recommend approval the applicant would have been advised to consult the Council's Street Environment Service for information concerning waste bin requirements.

Sustainable development: A solar panel collector would be installed on the pitch of the roof. Applicant claims that waste from the construction process will be minimised by good design and detailing and by weekly supervision. Space would be provided for bicycle storage. Further details have not been requested because the application is unacceptable in principle.

Design:

The garages have established a precedent of built form on this site. Nevertheless the proposed development is considered unacceptable for reasons outlined below.

The proposed structure maximises the extent of the site with a footprint similar to that of the existing garages. However, relative to the small plot size and site location, the proposal is considered to represent overdevelopment. It would be similar in scale to Inglewood Road and Holmdale Road properties, but it disregards its rear garden context. It would be higher and more bulky than the existing garages and would reduce the visual and physical gap between existing buildings, resulting in a cluttered streetscape.

Whilst not itself in the conservation area, the proposal would form part of the street scene of Inglewood Road, the remainder of which is in a conservation area. By virtue of the shallow plot depth, the house would sit forward of its neighbours. Inglewood Road properties are set back behind front gardens, a characteristic feature of this part of the conservation area. Despite a minimal setback of the main house, the proposed hard building edge and low balustrade to the front lightwell are all alien to the character and appearance of the adjacent Inglewood Road terrace. By sitting forward of the building line, the proposed development would also disrupt views into the conservation area towards the distinctive rooflines of the Inglewood Road Terrace.

The use of second-hand bricks to match the existing adjacent buildings is acceptable. However, detailing and the overall palette of materials including the timber cladding to the gable end are considered inappropriate for the red brick character of the local Victorian terraced houses. By virtue of its location where Inglewood Road and the rear gardens of the Holmdale Road properties converge, materials and detailing should respect the character and appearance of these surrounding properties which form its context.

Also unacceptable in this context are the large contemporary windows, rendered entrance way (with glass blocks at its upper level) and black steel railings.

Traffic: Camden's Parking Standards for cycles (Appendix 6 of the Unitary Development Plan), requires 1 storage or parking space per residential unit. The scheme includes a bicycle stand inside the front door.

Policy T9 (UDP) states that the Council will not grant planning permission for development that would harm on-street parking conditions or add to on-street parking where existing on-street parking spaces cannot meet demand. The development should be made car-free through a Section 106 planning obligation for the following reasons:

- The site has a Public Transport Accessibility Level of (PTAL) of 5 (very good) and is within a Controlled Parking Zone.
- Both Holmdale Road and Inglewood Road are listed in Camden's Planning Guidance as suffering 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. Fortune Green (CA-Pa) CPZ operates Mon-Fri 08:30-18:30, and has a ratio of parking permits to available parking bays of 1.02. This means that more parking permits have been issued than spaces available.

Policy T11 (UDP) - alternative use of existing car parks- declares that the Council will grant planning permission for the redevelopment of existing car parking for alternative uses provided that:

- a) provision for cycles, people with disabilities, service vehicles, coaches and taxis is maintained in accordance with the Council's Parking Standards; and
- b) the parking removed is surplus to needs for public car parking, operational business parking and residents' parking.

The matter of displaced parking (which was a reason for refusal from the previous application), has not been addressed, and it is a material consideration for this application. The applicant has not provided information about who currently owns and uses the garages. Both Holmdale Road and Inglewood Road are listed on

Camden's Planning Guidance as heavily parked streets. In the absence of information to the contrary the loss of the garages must be assumed to displace parking onto the public highway, exacerbating parking pressure. The application is therefore unacceptable unless it can be demonstrated that the loss of the garages would not displace parking onto the public highway.

Work in highway

If the issue of the displaced parking could be resolved and planning permission was granted, a S106 would be required for Highways works to remove the redundant crossover.

Use: The proposed use of the site for residential purposes would accord with replacement policy H1 that encourages new housing within the borough. It could be argued that the proposal also complies with policy H1 in that it seeks to secure the fullest possible residential use of the site. In this case however, since the proposal fails to comply with other UDP policies and supporting planning guidance for reasons that cannot be mitigated by the provision of a residential unit, it is not possible to recommend approval.

Standard of Accommodation

The proposed unit would exceed the recommended guideline of 48sqm for a 2-person (one bedroom) unit. The bedroom also exceeds the recommended floor space of 11sqm. The floor to ceiling height is between 2.4m and 2.6m and again exceeds that recommended in the CPG. The proposed residential unit will benefit from a high level of glazing to the front (north) elevation, and narrow high level (to avoid potential for overlooking) windows within the rear (south) elevation of the building.

Amenity:

The new structure would only be 6m. from the rear elevation of 11 Holmdale Road and is likely to reduce light to habitable rooms as a consequence. The simple 25 degree rule has been applied. The flank wall of the proposed development would intercept the 25 degree angle which suggests there would be daylight problems.

The proximity and bulk of the proposed development to the rear of the terrace row would also cause an unacceptable increase in the sense of enclosure for 11 Holmdale Road flats and would affect their outlook to an unacceptable degree.

Since the development would be forward of the flank wall of 31 Inglewood Road, and a single garage would be retained between No. 31 and the application site, there is unlikely to be any loss of light or opportunities for overlooking to No. 31.

The following fail to comply with Replacement UDP policies and Planning Guidance:

1. Height, bulk and detailed design
2. Reduction in daylight and outlook to 11 Holmdale
3. Displacement of 2 off-street car parking spaces
4. Fails to adequately address 'Lifetime Homes' standards
5. Legal agreement for car-free development
6. Legal agreement for highway works.

Recommend refusal.

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