

Delegated Report		Analysis sheet		Expiry Date:		08/12/2006	
		N/A		Consultation Expiry Date:		16/11/2006	
Officer				Application Number(s)			
Conor McDonagh				2006/4347/P			
Application Address				Drawing Numbers			
165 Fortess Road Kentish Town London NW5 2HR				Site Location Plan; Design Access Statement; 02 Photo Sheets; Drawing No. 165FR - 1 - A; 165FR - 2 - A; 165FR - 3 - A; 165FR - 4 - A; 165FR - 5 - A; 165FR - 6 - A; 165FR - 7 - A; 165FR - 8 - A; 165FR - 9 - A; 165FR - 10 - A; 165FR - 11 - A; 165FR - 12 - A; 165FR - 13 - A; 165FR - 14 - A			
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature		Date:		
Proposal(s)							
Erection of a two-storey rear extension with terrace over first floor, addition of rear dormer and conversion of the first, second and third floors from ancillary commercial storage (Use Class A1) to 4no. residential flats (Use Class C3).							
Recommendation(s):		Grant Planning Permission subject to a s106 for car free housing					
Application Type:		Full Planning Permission					
Conditions or Reasons for Refusal:		Refer to Draft Decision Notice					
Informatives:							
Consultations							
Adjoining Occupiers:		No. notified	27	No. of responses	00	No. of objections	00
Summary of consultation responses:		No objections received.					
CAAC/Local groups* comments: <i>*Please Specify</i>		Not in any Conservation area.					

Site Description

The application site comprises a three-storey mid terrace building, with front and rear dormers, situated to the west side of Fortress Road. The ground floor of the building is in use as a pharmacy (Class A1) with the three floors above acting as redundant ancillary storage space. This ancillary space can only be accessed via the shop floor.

There is an existing two-storey 7.5 metre deep projection at the rear with a further 4.5 metre depth of single storey sheds abutting the rear boundary, which is a warehouse wall. The two-storey element has a lean to roof canopy to its south elevation. The rear space is highly enclosed by 2-3 storey walls on all sides, none of which have habitable room windows facing the application site.

The site is part of the Fortress Road Neighbourhood Service and Shopping Area and residents are subject to parking controls.

Relevant History

2006/2740/P - Erection of a single storey rear extension to the retail premises (Class A1). **Granted** 07/08/2006. This ground floor extension covers the entire area to the rear.

2006/3298/INVALID/IN - The conversion of the non self contained accommodation on the first, second and third floors to 4 x self contained flats (3 x 1-bed, 1 x bed-sit) and associated alterations and extensions including alterations to the shopfront, a front terrace at 1st floor level, a 2-storey rear extension with a roof terrace on top and a rear dormer window. **Withdrawn** 26/09/2006.

Relevant policies

Set out below are the UDP policies that the proposals have primarily been assessed against, together with officers' view as to whether or not each policy listed has been complied with. However it should be noted that recommendations are based on assessment of the proposals against the development plan taken as a whole together with other material considerations.

Replacement Unitary Development Plan 2006

B1 – General design principles
B3 – Alterations and extensions
SD6 – Amenity for occupiers and neighbours
H1 – New Housing
H7 – Lifetime Homes and Wheelchair Housing
R7B – Neighbourhood Centres
R8A – Upper floors
T8 – Car free housing
T9- Impact of parking

Supplementary Planning Guidance 2002

Camden Planning Guidance Consultation Draft 2006

Assessment

The applicant proposes the following works;

- The construction of a first floor rear extension with roof terrace. This will be built above a recently approved single storey rear extension (Class A1), which yet to be constructed.
- The construction of a new rear dormer.
- The first, second and third floors will be converted into 4 no. studio flats (Class C3).

The key issues that need to be addressed as part of this application are design, neighbouring amenity, residential standards, loss of ancillary A1, transport, lifetime homes and refuse/cycle storage.

Design

- In terms of scale, the proposed rear development is slightly bulkier than the existing two storey projection, in that the first floor will be 2 metres deeper and just 1 metre short of full width. However it remains subservient to the three-storey host building, and given that the site is highly enclosed by the warehouse to the west, the extension will not be visible from the street scene.
- The extension also incorporates a large roof terrace; this too is acceptable given the enclosed character of the site. Added to this, there is an existing smaller higher-level roof terrace serving the adjoining neighbour no. 167, although there is no historical record of any consent for this.
- The existing small rear dormer is to be replaced with a significantly larger one. Its design is not fully in keeping with the guidance in that it is boxy with large windows, nonetheless, its roof is 1.2 metres below the existing ridge and it is slightly set back from the eaves. More importantly however, given that the dormer is on a rear slope coupled the presence of the warehouse, officers are satisfied that it will not be visually intrusive to the street scene and it would be unreasonable to refuse such a dormer in this circumstance. It is important to note that neighbouring properties 161 and 167 have existing dormers to the rear; therefore there is no unbroken roofscape to protect.

Residential Amenity

- With regard to neighbouring amenity, the proposed first floor extension will cause no significant harm. Following site inspection it became apparent that none of the neighbouring windows serve any habitable rooms that could be impacted upon by loss of light, outlook or privacy.

Residential Living Standards and mix

- In terms of the quality of internal living standards, each of the studio flats exceed the minimum 32 sqm required. Furthermore each of the bed/sitting and kitchen areas has adequately sized windows necessary for light and ventilation.
- As there is no residual amenity space available to the flats on the ground, it is valuable that a roof terrace has been provided above the first floor. This is easily accessed by all of the flats and a condition for screening can be applied to ensure no overlooking occurs to the proposed second floor flats kitchen window. Furthermore, potential residents are within short walking distance from public open space of Hampstead Heath.
- Although the proposal does not contain a mix of units, given the location of the site and the relatively small number of units proposed, no objection is raised.

Loss of ancillary A1

- Within Neighbourhood Centres the Council will only resist the net loss of floorspace at ground floor level. Within this building the first, second and third floors which are ancillary A1 storage,

the loss is considered acceptable given that the proposed use is for residential. Policy H1 (New Housing) also seeks to secure the fullest possible residential use of vacant and underused buildings, as is the case in this instance.

Transport

- Where a change of use from non-residential to residential occurs T8 is the relevant policy. It states that where the minimum parking standards are not practicable and where the application site is within a controlled parking zone, together with high public transport accessibility, a proposal of this type should be considered as car-free housing.
- Fortress Road is within a controlled parking zone plus there are limited opportunities for parking on nearby streets. If the proposal was to be recommended for consent officers would seek car-free housing via S106 legal agreement to control on-street parking by way of not issuing parking permits to the new occupiers.

Lifetime Homes and Wheelchair Housing

- The design and access statement does not specifically refer to the standards of Lifetime Homes and Wheelchair Housing, and the development does not incorporate many the 16 standards, the only one being a level access to the communal entrance. However given the constraints of the existing internal layout of the building to be converted it was not practical to achieve all these standards, and it would therefore be unreasonable to refuse this application on these grounds.

Cycle and refuse storage

- In residential developments of 6 dwellings or fewer it is acceptable to store waste within kitchens or utility rooms. Also dwellings above shops can only be provided with green bags and there is sufficient letter box space to post these bags to avoid anything being left on the pavement after collection.
- A secure covered cycle storage area is provided under stairs which can be accessed on the first floor by all studio residents.

Conclusion

Although it is unfortunate that the four new residential flats do not meet the lifetime homes standards due to the existing constraints on the site, the development is however of an acceptable design and will provide an adequate internal living standard for the prospective residents and will not significantly harm any neighbouring amenities.

It is recommended that planning permission be **conditionally granted** subject to the applicant undertaking a S106 agreement for car free housing.

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