



The Planning Inspectorate

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9/11/92
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DISMISSED

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Architects
5 Windmill Road
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SW18 2EU

Your Ref:

Our Ref:
T/APP/X5210/A/92/200643/P8

Date: 23 JUL 1992

Sir and Madam

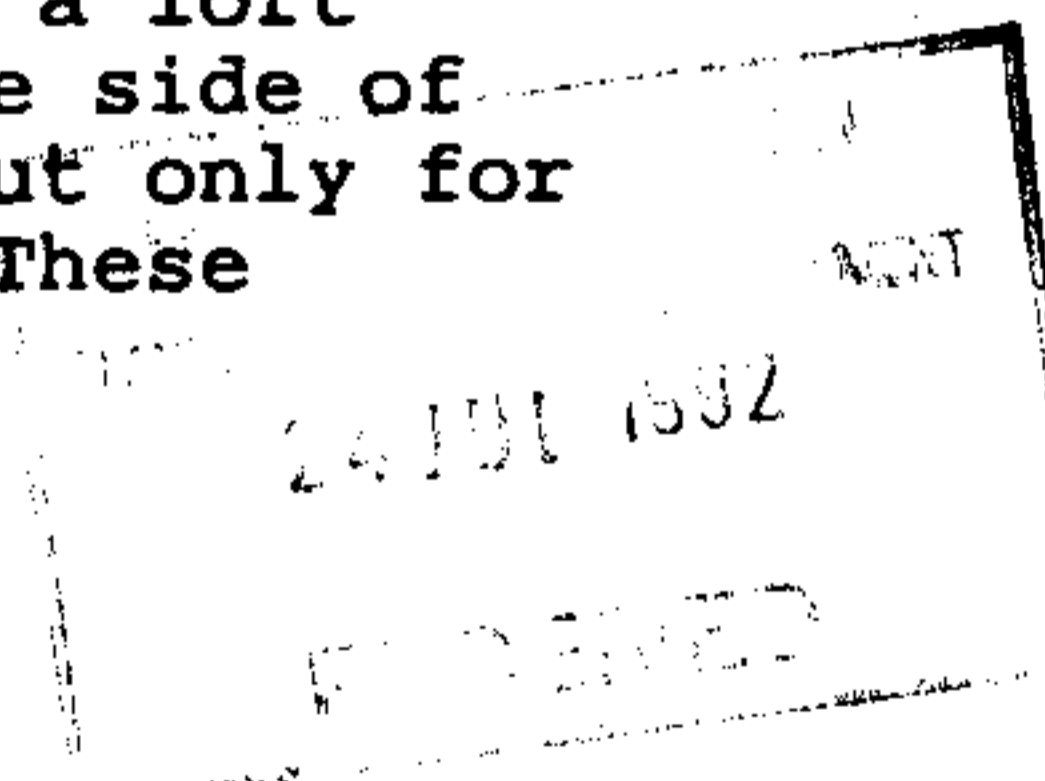
TOWN AND COUNTRY PLANNING ACT 1990, SECTION 78 AND SCHEDULE 6
APPEAL BY JOHN TACKABERRY
APPLICATION NO: PL/9100370

1. I have been appointed by the Secretary of State for the Environment to determine the above mentioned appeal against the decision of the London Borough of Camden Council to refuse outline planning permission for the erection of a 4 storey side extension and the formation of a new access to the highway at 22 Willes Road, NW5. I have considered the written representations made by you and by the Council. I inspected the site on 17 June 1992.

2. Two main issues arise from my consideration of all the representations allied to my inspection of the appeal premises and the surroundings. These are: first, whether this 4 storey side extension would result in such an enlarged building causing material harm to the character of this street bearing in mind the authority's objectives and policies for new development; secondly, whether the intended off-street parking space would be satisfactory.

3. Although the appeal proposal is described in the planning application as a revised and extended extension to the side of the house [as an amendment to a previous application], it entails the provision of a 4 storey side extension to No 22 Willes Road together with a loft conversion and the formation of a new access to the highway. Details of the proposal are shown on drawing Nos 589.14B and 17A and 18A; I have regard to these.

4. I also have regard to your explanation that extensions to the house have been approved but not implemented. These are also referred to by the authority and comprise: a rear extension at the ground, first and second floors; a loft conversion with a roof terrace; an extension to the side of the house at the ground, first and second floors but only for half the passageway width between Nos 22 and 24. These



approved extensions are shown on drawing Nos 589.12 and 13 together with the drawings for the appeal proposal.

5. Given these extension approvals I understand the planning application description for this appeal proposal and your amplification in the grounds of appeal; namely that the main development in effect is the widening of a previously approved extension to the side of the house across the full width of the passageway but to a height that would match that of the house upon provision of the loft conversion. The resultant elevations are shown on drawing No 589.14C.

6. On the first issue: While acknowledging your assertion that this appeal proposal would create a small addition to the house were the approved extensions to be implemented, this incremental approach is too blinkered and inappropriate in my opinion. Instead, I think it necessary to consider the visual impact of the appeal proposal as an entity in itself upon the character of this mainly residential street.

7. I accept your appraisal that there is a variety of buildings in this street but some visually pleasing uniformity in scale and appearance is nonetheless provided by the 2 storey blocks with their distinct separating passageways on the north-east side of Willes Road. There are exceptions, the most notable in my view being the more modern 3 storey residential block (Nos 16 to 20) on the south side of the appeal building together with the 3 storey appeal building itself which I assess to be marginally taller than the block on its south side. Hence there is merit in the local planning authority's perception of this 3 storey appeal building as one standing apart from the 2 storey neighbours to the north.

8. Though acknowledging that the proposed side extension across the passageway would be set back some 2.5 m from the building line to No 22 while the proposed 4 storey height would match a resultant height of No 22 due to the approved loft conversion, I am nonetheless of the strong opinion that the resultant immediate visual relationship between this proposed 4 storey extension and the 2 storey height of No 24 would be most jarring. It would be particularly unsympathetic in scale and bulk.

9. Only a vestige of the gap between Nos 22 and 24 would remain and, as the local planning authority points out, the 'stand alone' impression would be lost. Instead there would be a dominant and unfortunate visual connection between No 24 and a new building (ie the extension) of much greater height. In my judgement, the extended appeal building would become an intrusive and adverse visual feature in the street scene causing material harm to its prevailing and quite pleasing character.

10. Thus I agree with the authority's second reason for refusal concluding also that the appeal proposal is materially at variance with the authority's objective and policies for the design of new development in UD2 and UD3 of the Borough Plan. The authority also gives an adverse numeric assessment

about the overall scale of the appeal building resulting in the provision of the appeal proposal together with other approved alterations and extensions. This to my mind indicates that as a consequence of incremental additions to the existing property, the resultant building would be much too large for the plot which would be out-of-character with the neighbouring properties.

11. I note your comparative assessment, as between this appeal proposal and the side extension already approved, and your criticisms about the visual and practical effects of the approved side extension. However that scheme was judged to be acceptable by the local planning authority who, in considering the appeal proposal on its own merits, regarded it as unacceptable for 3 reasons. I am in agreement with their second reason for refusal which I regard as decisive in the case.

12. On the second issue: I have considered the contrasting assertions about the advantages and disadvantages that would flow from the parking bay provision; I understand that this is not intended to allow for parking parallel to the carriageway. In my judgement, it is desirable to provide off-street parking if this is feasible in operational (ie space and safety) terms as well as being visually acceptable. On balance, I conclude that it would be more advantageous to provide this parking space for I am not convinced that it would reduce the number of on-street spaces; the reverse is likely to be the case.

13. Given the decisive objection I find to this development proposal (at paragraphs 9 and 10 above), and in exercise of the powers transferred to me, I hereby dismiss this appeal.

I am Sir and Madam
Your obedient Servant



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Inspector