

Delegated Report		Analysis sheet		Expiry Date:		11/09/2014	
		N/A		Consultation Expiry Date:		05/09/2014	
Officer				Application Number(s)			
Alex McDougall				2014/4659/P			
Application Address				Drawing Numbers			
41 Ravenshaw Street London NW6 1NP				Refer to draft decision notice.			
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature				
Proposal(s)							
Erection of single storey ground floor rear infill extension and alterations to roof and window opening of two storey rear outrigger.							
Recommendation(s):		Grant planning permission					
Application Type:		Full Planning Permission					
Conditions or Reasons for Refusal:		Refer to Draft Decision Notice					
Informatives:							
Consultations							
Adjoining Occupiers:		No. notified	02	No. of responses No. electronic	02 02	No. of objections	02
Summary of consultation responses:		<p>Objections were received from Nos. 39 & 45 Ravenshaw Street on the following grounds:</p> <ul style="list-style-type: none"> <i>Design</i> – The works have an unacceptable impact on the appearance of the building and the character of the area (Officer Comment: See Design section below for more information). <i>Amenity</i> – The works have an unacceptable impact on the amenity of adjoining and nearby occupiers, including loss of light and outlook (Officer Comment: See Residential Amenity section below for more information). 					
Site Description							
The application site is occupied by a 2-storey mid-terrace single family dwellinghouse on the south side of Ravenshaw Street. The dwelling had an original two storey closet wing rear outrigger, semi-detached in style and mirrored with the property to the east (No. 43 Ravenshaw Street) The building has a rear dormer roof extension. To the rear of the dwelling is a small garden.							
The attached dwelling to the west (No. 39 Ravenshaw Street) is slightly higher than the subject							

building and has an original rear outrigger and rear dormer roof extension. A rendered brick wall separates the properties. To the rear of the site is a railway track. The area is residential in character and not designated as a conservation area.

Relevant History

41 Ravenshaw Street (the application site)

2012/1834/P: Planning permission sought for the erection of roof extension, rear extensions at ground floor level and at second floor level and installation of 3 rooflights on front roofslope, all in connection with change of use from single-family dwelling to 2 x self contained flats (1 x 3-bedroom and 1 x 2-bedroom) (Class C3). Refused 01/08/2013.

2012/4848/P: Certificate of Lawfulness sought for the erection of roof extension on rear roofslope and installation of 3 rooflights on front roofslope all in connection with the existing dwellinghouse (Class C3). Granted 04/10/2012.

2013/1559/P: Erection of single storey extension at ground floor to a single dwelling house (C3). Granted 06/06/2013. Approval included condition: *All new external work shall be carried out in materials that resemble, as closely as possible, in colour and texture those of the existing building, unless otherwise specified in the approved application.*

Relevant policies

National Planning Policy Framework 2012

National Planning Practice Guidance

London Plan 2011

London Housing SPG

Camden LDF Core Strategy 2010

CS4 Areas of more limited change

CS5 Managing the impact of growth and development

CS6 Providing quality homes

CS13 Tackling climate change through promoting higher environmental standards

CS14 Promoting high quality places and conserving our heritage

Camden Development Policies 2010

DP2 Making full use of Camden's capacity for housing

DP22 Promoting sustainable design and construction

DP24 Securing high quality design

DP25 Conserving Camden's heritage

DP26 Managing the impact of development on occupiers and neighbours

DP28 Noise and vibration

DP29 Improving access

DP31 Provision of, and improvements to, open space and outdoor sport and recreation facilities

Camden Planning Guidance (updated 2013)

CPG1 Design

CPG2 Housing

CPG3 Sustainability

CPG6 Amenity

Assessment

Detailed Description of Proposed Development

The works shown on the plans submitted include a rear dormer roof extension. This roof extension was granted a certificate of lawfulness as permitted development and was built. As such this element does not form part of the current application. If approval is to be recommended an informative will be included to this effect.

The works the subject of this application have already been completed.

This application is limited to the following elements:

- Modification to the original rear outrigger to replace the sloping roof with a flat roof. The original rear outrigger had an eave height of 4.5m and an overall height of 5.9m. As built the modified outrigger has a flat roof 5.55m in height. As such the eaves height has increased by 1.05m and the overall height has decreased by 0.35m.
- Increase in the size of the original first floor side window on the rear outrigger.
- Erection of a single storey ground floor rear infill extension. The proposal is a variation of a previously approved single storey rear infill extension. As approved the rear extension had a sloping roof with eave height of 2.5m and an overall height of 3.0m. As built the modified rear extension has a flat roof 2.77m in height. As such the eaves height has increased by 0.27m and the overall height has decreased by 0.23m.

Both projections have been finished with render and are as of yet unpainted. The Applicant has stated that the intention is to paint these elements.

Principle of Development

Alteration and additions are considered to be acceptable in principle subject to an assessment of their design, amenity impacts and sustainability.

Design

The rear extension and alterations to the original rear outrigger are considered to be of an acceptable design for the following reasons:

- The rear projections as built are considered to be of a scale in keeping with the size of the original primary building.
- Several nearby properties have rear infill extensions and original rear outriggers with flat roofs. As such the alterations are considered to be in keeping with the character of the area.
- The rear of the site is not visible from any public places or the majority of nearby properties.
- The works have no impact on the existing amenity space.
- The works have not resulted in the loss of any planting or vegetation.
- While both alterations are rendered, the original rear walls of the building have also been rendered (permitted development). As such the altered elements can be said to be in keeping with the appearance of the building.

For the reasons listed above the proposed development is considered to be consistent with LDF policies CS14 and DP24 of the London Borough of Camden's Local Development Framework as well as Camden Planning Guidance on Design.

Residential Amenity

Solar Access

The rear extension and alterations to the original rear outrigger are considered to have an acceptable impact on the solar access of adjoining and nearby properties for the following reasons:

- The adjoining windows are predominantly south facing and as such will continue to receive unrestricted light for several hours a day.
- Given the 1.7m distance from the western boundary of the site the 1.05m increase in height of the rear outrigger is not considered likely to result in unacceptable additional overshadowing of adjoining properties.
- As the adjoining property to the west is elevated the impact of the works is reduced.

Outlook & Sense of Enclosure

The rear extension and alterations to the original rear outrigger are considered to have an acceptable impact on the outlook and sense of enclosure of adjoining and nearby properties for the following reasons:

- Given the 1.7m distance from the boundary the 1.05m increase in height of the rear outrigger is not considered likely to result in an unacceptable loss of outlook to adjoining properties.
- The adjoining first floor window that previously had an outlook across the site continues to have an outlook across the site.
- As the adjoining property to the west is elevated the impact of the works is reduced.

Privacy, Noise & General Disturbance

The rear extension and alterations to the original rear outrigger are considered to have an acceptable impact on the privacy or acoustic amenity of adjoining and nearby properties for the following reasons:

- The alterations included a new side window. The window as built is obscure glazed and as such will not have an unacceptable impact on the privacy of the adjoining property. Notwithstanding, a condition will be included requiring that this window remain glazed and fixed shut below 1.7m in perpetuity.
- The roof of the ground floor rear extension is potentially accessible from the first floor windows. Use of the roof as a terrace would unacceptably impact on the privacy of adjoining and nearby properties. As such a condition is recommended restricting use of the roof as a terrace.

For the reasons listed above the works are not considered to result in unacceptable amenity impact and are therefore in accordance with Development Policy DP26 of the London Borough of Camden's Local Development Framework.

Sustainability

LDF Policy DP22 requires developments to incorporate sustainable design and construction measures. The alterations included new walls and windows with a higher degree of thermal insulation than the existing garage door. Given the minor scale of the works this is considered to be a sufficient contribution to the sustainability of the building.

Recommendation

Grant planning permission