

Delegated Report		Analysis sheet		Expiry Date:		29/10/2014	
		N/A		Consultation Expiry Date:		08/10/2014	
Officer				Application Number(s)			
Alex McDougall				2014/5547/P			
Application Address				Drawing Numbers			
4 - 5 Loveridge Mews London NW6 2DP				Refer to draft decision notice.			
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature				
Proposal(s)							
Erection of mansard roof extension comprising 3 bed flat (Class C3) and alterations to fenestration of existing office building (Class B1a).							
Recommendation(s):		Grant planning permission subject to s106 legal agreement					
Application Type:		Full Planning Permission					
Conditions or Reasons for Refusal:		Refer to Draft Decision Notice					
Informatives:							
Consultations							
Adjoining Occupiers:	No. notified	22	No. of responses No. electronic	00 00	No. of objections	00	
Summary of consultation responses:	Site Notice: 17/09/2014 – 08/10/2014.						
Local area comments:	N/A						
Site Description							
The site is occupied by a pair of two storey mid-terrace buildings located on the western side of Loveridge Mews.							
The building is currently in use as offices.							
The site is located in an area with a Public Transport Accessibility Level (PTAL) of 6a (excellent).							
Relevant History							
<u>4-5 Loveridge Mews (application site)</u>							
AR/TP/8965/C: Alterations to Nos. 4 and 5, Loveridge Mews, Hampstead, and conversion of the ground floor garages into office accommodation. Granted 15/07/1955.							

PW0103760: The conversion of roof space to form mansard roof for office use, including dormer windows at both front and rear. Granted 29/10/2001. N.B. This permission was not taken up.

2014/3555/P: Change of use of buildings from offices (Use Class B1a) to 4 residential units, comprised of 2 x 1 bed and 2 x 2 bed residential units (Use Class C3). Granted Prior Approval subject to s106 legal agreement 23/07/2014. This approval has not yet been implemented but is still extant.

Relevant policies

National Planning Policy Framework 2012

National Planning Practice Guidance

London Plan 2011

London Housing SPG

Camden LDF Core Strategy 2010

CS5 Managing the impact of growth and development

CS6 Providing quality homes

CS11 Promoting sustainable and efficient travel

CS13 Tackling climate change through promoting higher environmental standards

CS18 Dealing with our waste and encouraging recycling

CS19 Delivering and monitoring the Core Strategy

Camden Development Policies 2010

DP1 Mixed use development

DP2 Making full use of Camden's capacity for housing

DP5 Homes of different sizes

DP6 Lifetime homes and wheelchair homes

DP13 Employment sites and premises

DP16 The transport implications of development

DP17 Walking, cycling and public transport

DP18 Parking standards and limiting the availability of car parking

DP22 Promoting sustainable design and construction

DP23 Water

DP24 Securing high quality design

DP26 Managing the impact of development on occupiers and neighbours

DP28 Noise and vibration

DP29 Improving access

Camden Planning Guidance (updated 2013)

CPG1 Design

CPG2 Housing

CPG3 Sustainability

CPG6 Amenity

CPG7 Transport

CPG8 Planning Obligations

Assessment

Detailed Description of Proposed Development

The proposal consists of erection of a mansard roof extension with front and rear dormers to provide a 3 bedroom flat. The extension would be 2.8m in height, 13.5m in width and 7.7m in depth.

The proposal also includes alterations to the elevations of the existing office building. The proposal would replace the existing front windows with traditional timber sliding sash windows of the same size and location. The proposal would also include alterations and additions to the windows on the rear elevation. The rear elevation would change from 9 erratically placed windows, to 10 more conventionally aligned windows, also in a timber sash style.

Principle of Development

Use

Council LDF Policies CS6 and DP2 aim to make full use of Camden's capacity for housing. The proposal would result in an additional dwelling. Policy DP5 sets out dwelling type priorities. With regard to market housing, the policy states that 2 bedroom dwellings are in the highest demand, but notes that 3 bedroom 'family-sized' dwellings are also in short supply. As such the proposal is considered to be generally in keeping with DP5.

While it would share the existing stair-core use of the roof extension for residential purposes is not considered to compromise the integrity or attractiveness of the existing offices at ground and first floor level. Furthermore, Policy DP1 encourages mixed use development.

As such the proposal is considered to be acceptable in principle, subject to acceptable standard of accommodation, traffic and transport impacts, and waste considerations.

Mansard Roof Extension

The row of terraces of which the building is apart is characterised by roof extensions. Both of the attached buildings to the north and south of the site have mansard roof extensions. The proposal would thus fill in a gap, reuniting the design of the terrace. As such there is no objection in principle to a roof extension subject to appropriate design, amenity impacts and sustainability.

Alterations to Fenestration

Alterations and additions are considered to be acceptable in principle subject to appropriate design, amenity impacts and sustainability.

Design

Mansard Roof Extension

The proposed mansard roof extension is considered to be of an acceptable design, and have an acceptable impact on the character of the area, for the following reasons:

- A significant number of the buildings within the terrace have similar roof extensions. Specifically, the adjoining properties to the north and south have prominent mansard features. As such the proposal would serve to balance this section of the terrace.
- The proposed mansard, while not strictly in keeping with the preferred design outlined in CPG1, is in keeping with the design of the mansard roof extensions on the two adjoining properties. Specifically, the dormer windows on the mansard are of the same size, height and alignment as those on the attached buildings, and the roof profile would be the same.
- The roof extension would be finished in slate with timber sash windows which is considered to be in keeping with the character of the area. Notwithstanding, a condition is recommended ensuring appropriate materials are used.

Alterations to Fenestration

The proposed alterations to the building's fenestration are considered to be of an acceptable design, and have an acceptable impact on the character of the area, for the following reasons:

- The new window arrangement to the rear is considered to be more in keeping with the style of the building. Furthermore, the changes are not visible from any publicly location.
- The window style (timber sash) is more in keeping with the original design and style of the building. A condition is recommended ensuring appropriate materials are used.

For the reasons listed above the proposed development is considered to be consistent with Camden LDF policies CS14 and DP24 as well as Camden Planning Guidance on Design.

Residential Amenity

Mansard Roof Extension

The proposed mansard roof extension is considered to have an acceptable impact on the amenity of adjoining and nearby properties for the following reasons:

- The proposal is in close proximity to the rear elevation of the Kilburn High Road properties to the rear (west) of the site. The ground floor uses to the rear of the site are primarily commercial and as such are less sensitive to loss of amenity. It is considered that the upper floor residential units would still maintain adequate solar access and outlook above the proposed extension.
- Camden CPG2 states that good practice, "*To ensure privacy, there should normally be a minimum distance of 18m between the windows of habitable rooms of different units that directly face each other*". The proposed front windows would look out over the street. The windows to the rear would be within 6.5m of the rear elevation of the adjoining property. The proposed kitchen window, bathroom window, and one of the bedroom windows would primarily face out on to blank outrigger walls and as such would not have an unacceptable privacy impact. The remaining bedroom window to the rear would be roughly in line with adjoining windows. While this is not considered to be ideal, it is often a common arrangement between primary buildings and mews development and is common in the street. As such this is not considered to reason, on balance, to refuse the application.
- The building works are not considered to be so difficult as to necessitate any special measures or construction management plans. An informative will be included reminding the applicant of the standard hours of construction.

Alterations to Rear Fenestration

The proposed altered windows are considered to have an acceptable impact on the amenity of adjoining and nearby properties as the total area of windows does not significantly increase and as such there is not considered to be a material increase in overlooking.

For the reasons listed above the proposal is considered to be in accordance with LDF policy DP26 as well as Camden Planning Guidance on Amenity.

Standard of Accommodation

The quality of the proposed accommodation for future occupants is considered to be acceptable for the following reasons:

- The proposed dwelling and rooms generally satisfies the CPG and London Plan requirements for dimensions and size.
- The floor to ceiling height of the proposal is in keeping with CPG2 requirements.
- The proposed unit would receive adequate daylight from dual east/west outlook.
- The proposal is accompanied by a Lifetime Homes Assessment. While the proposal does not fully satisfy many of the criteria, as the proposal is for a new unit to an existing building, and results in only one additional unit, this is not considered to be sufficient reason to refuse the application.
- The proposal would be above a building currently in use as offices. The two uses are not considered to be conflicting. Notwithstanding, the applicant has recently gained prior approval to use the existing building for residential purposes.

Highways

The subject site does not have any off-street car parking and the proposal does not include any new off-street car parking. The site is located in the Kilburn Controlled Parking Zone. As the proposal results in an increase in the number of residential units on the site the proposal would generate an additional demand for car-parking permits. The subject site is located in an area with a Public Transport Accessibility Level (PTAL) of 6a (excellent). As such it is considered that the proposal should be designated as 'car-free' in keeping with the requirements of DP18. The Applicant has agreed to such an agreement.

The subject site does not have any secure cycle parking and the proposal does not include any new cycle parking. The London Plan requires that at least 2 cycle parking spaces be provided for the proposed dwelling. However, due to the lack of external communal storage space, it is not considered practicable to provide any cycle parking on site.

Construction of the proposal would not be particularly difficult or lengthy and as such a Construction Management Plan is not considered to be necessary in this case.

Waste

No communal refuse store has been proposed as part of the development. However, the proposal is considered to be acceptable with regard to waste storage as there is no appropriate external space to store waste communally and the unit would contain a suitably sized kitchen to accommodate waste storage.

Sustainability

LDF Policy DP22 requires developments to incorporate sustainable design and construction measures. The proposed extension would be built to modern insulation and energy use requirements. Given the small scale of the proposal this is considered to be satisfactory.

Community Infrastructure Levy

The proposed floor space would be liable to the Mayor's Community Infrastructure Levy (CIL). The contribution for developments within Camden is set at £50 per square metre. As such this development would be liable for a contribution of £4,750.00 (95sq.m x £50). A standard informative is attached to the decision notice drawing CIL liability to the Applicant's attention.

Recommendation

Grant planning permission subject to a 'car-free' s106 legal agreement.