

Delegated Report		Analysis sheet		Expiry Date:		26/11/2014	
		N/A		Consultation Expiry Date:		13/11/2014	
Officer				Application Number(s)			
Obote Hope				2014/5937/P			
Application Address				Drawing Numbers			
50 Swain's Lane London N6 6PJ				Refer to decision notice			
PO 3/4		Area Team Signature		C&UD		Authorised Officer Signature	
Proposal(s)							
Alterations to existing dwellinghouse for the provision of an additional habitable room following the conversion of the existing garage with glazed, timber framed infill panels and the replacement of existing timber door to the front elevation all associated with existing dwelling house.							
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	05	No. of responses	01	No. of objections	00
				No. electronic	01		
Summary of consultation responses:		<p>A press notice was printed in the Ham & High newspaper on 23/10/2014.</p> <p>A site notice was displayed from 17/10/2014.</p> <p><u>Comments received:</u> The occupier of no. 46 Swain's Lane comments are as follow:</p> <ul style="list-style-type: none"> we are in support of the proposals due to the precedent that was set in St Albans Road as two garages were converted into habitable rooms 					
CAAC/Local groups		<p>The Dartmouth Park CAAC was consulted on 14/10/2014.</p> <p>No comments have been received.</p>					

Site Description

50 Swains Lane is a row of 4 properties that consist of 3 storey Art Deco type dwelling with integral garages on the southern corner of Swain's Lane with the junction of Brookfield Park. There are arts and crafts style houses on Swains Lane and Brookfield Park. A characteristic feature of the area are some early Victorian buildings The southern side has a number of 20 century houses of mixed style. Early Victorian buildings survive east of the short range of two-storey shops that are next to the Duke of St Albans pub.

The property is located within the Dartmouth Park Conservation Area. However, the site is not designated as a positive contributor.

Relevant History

No Relevant Planning History.

Relevant policies

LDF Core Strategy and Development Policies 2010

Core Strategy

- CS5 (Managing the impact of growth and development)
- CS11 (Promoting sustainable and efficient travel)
- CS14 (Promoting high quality places and conserving our heritage)

Development Policies

- DP16 (The transport implications of development)
- DP18 (Parking standards and limiting the availability of car parking)
- DP24 (Securing high quality design)
- DP25 (Conserving Camden's heritage)
- DP26 (Managing the impact of development on occupiers and neighbours)

Camden Planning Guidance (2013)

- CPG1 – Design
- CPG6 – Amenity
- CPG7 – Transport

London Plan (2011)

NPPF (2012)

Assessment

1. Proposals

1.1 The application proposes internal and external alterations for the use of the existing garage as an habitable room comprising of the conversion of one (out of four) of the existing integrated garages at ground floor level in order to accommodate additional living space in the form of a bedroom/study with ancillary bathroom and the replacement of the existing door all associated to the front elevation.

1.2 The key planning considerations associated with the proposals are:

- Design;
- Highways safety;
- Loss of off-street parking;
- Amenity.

2. Analysis

Design

2.1 The proposed works involves the replacement of the existing white roller shutter with a mixture of glazed with timber infill, the existing timber front door would be a like for like replacement in terms of the material used and its opening that would be replaced with a similarly recessed element in order to preserve the sense of a large opening at ground floor level.

2.2 The design has evolved as a timber slatted form to mimic the horizontal corrugations of the adjacent garage doors. Glazed openings are included to give light to the bedroom, which will double as a study. The slats continue over the glazing for added privacy and security but can be removed if greater light is required during the day. The proposed design would not detract from the host building, the existing properties which it forms part of or the conservation area. However, the proposed timber panels should be painted white to match the aesthetics of the neighbouring properties, and a condition would be attached accordingly. Therefore, the proposed design would be in accordance with DP24 and DP25 of the LDF.

2.3 In the entrance area, the boiler and flue have been relocated. However, the proposed work would be considered as de-minimis, furthermore the flue would be less obtrusive, and as such, would be only visible from a distance. The proposed front door would be replaced with a hardwood door with glazed panels, this would allow natural light deep into the hallway. Therefore, no objection is raised on account of the proposed works, and as such, complies with policies CS14, DP24 and DP25 and the guidance set out in CPG1 (Design).

Highways

2.4 Highway safety is a material consideration for all planning applications which may have a direct or indirect affect on the highway. Policy DP16 seeks to resist development that would have a negative affect on the movement of people and goods both within the development site and around it. It's not considered that, in this instance, the proposed works would have an impact on highways on account of its design and setting. Furthermore, the garage is set back approximately 10.4m away from the public highway. Therefore, the proposal is considered to comply with DP16 of the LDF.

Loss of off-street parking

2.9 Policy DP18 seeks to ensure that developments provide the minimum necessary car-parking provision in order to promote more sustainable means of transport throughout the Borough. Parking standards are therefore expressed as a maximum standard rather than a minimum. For residential dwellings, the maximum number of car-parking spaces per dwelling is 1.

2.10 The application proposals for the conversion of one (out of four) of the integral garages at ground floor level in order to accommodate additional living space ancillary to the enjoyment of the dwelling-house. This element of the proposals would not, in itself require planning permission as it is not stipulated that the garage shall be retained, as stipulated by a planning condition. Furthermore, it is not envisage that the conversion of the garage into a habitable room would contribute to parking stress in the area due to the use of the existing driveway. Therefore, the proposed works would be compliant with DP18 of the LDF.

Amenity

2.11 The proposed alterations would have no impact on the amenity of the adjoining properties in terms of privacy or overlooking and comply with policies CS5 and DP26.

3. Recommendation: Grant planning permission.