

BRETT MOORE LTD

Planning, Design and Access Statement

Erection of a mansard roof extension with terrace to rear in connection with the provision of 1no. studio at second floor level and 1no. 2-bed flat over third and fourth floor levels at

85 Charlotte Street, London, W1T 4PS

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1 Introduction

1.1 This Planning, Design & Access Statement is submitted in support of an application which is made for full planning consent for a proposed scheme of development which is described as the *Erection of a mansard roof extension with terrace to rear in connection with the provision of 1no. studio at second floor level and 1no. 2-bed flat over third and fourth floor levels.*

1.2 Section 2 describes the site; Section 3 cites all relevant planning history; Section 4 describes the proposed development; Section 5 cites all relevant planning policy; Section 6 provides a planning appraisal and Section 7 considers other matters before Section 8 draws the key conclusions.

1.3 This statement should be read alongside the submitted set of proposed scheme drawings.

2 Site Description

2.1 The property occupies a mid terrace location on the west side of Charlotte Street in the Fitzrovia part of London's West End and within the city's Central Activities Zone. The property is four storey in scale and in mixed use. The property's basement, ground and first floor levels provide commercial premises with 1no. 4-bed flat occupies the property's second and third floor levels.

2.2 Although not statutory listed, the property lies within the Charlotte Street Conservation Area. It is acknowledged that the Charlotte Street Conservation Area Appraisal and Management Plan's Built Heritage Audit identifies the property as one of several *positive contributors*.

2.3 Charlotte Street is predominantly characterised by four and five storey Georgian and Victorian properties although it is recognised that there is considerable variation in terms of the design and height of buildings and very few examples of uniformity exist within the street's terraces.

2.4 Within the immediately surrounding area, both residential and non-residential land uses co-exist. A number of properties within this particular section of Charlotte Street have commercial uses at street and basement levels with either commercial or residential premises on the upper floors.

3 Planning History

3.1 The London Borough of Camden's planning register indicates that the site has an extensive planning history. The following application is that which is most relevant to the current application.

3.2 PL/9000369 - Erection of a mansard roof at fourth floor level in connection with the provision of a maisonette and a flat on the second, third and fourth floors - Full planning consent granted in August 1990. This consent was never implemented and has now lapsed.

4 Proposed Development

4.1 The proposed scheme of development involves the erection of a mansard roof extension with terrace to rear in connection with the provision of 1no. studio at second floor level and 1no. 2-bed flat over third and fourth floor levels. The underlying aim of the proposal is to make more efficient use of the existing residential floorspace and in turn, deliver a net gain of 1no. dwelling unit.

4.2 The front elevation of the proposed mansard roof extension will have slate covered slopes and 3no. dormer windows set within it. The dormer windows will have lead faces and cheeks with timber framed, sliding sash windows. The rear face of the mansard will be vertical and rendered white. The fenestration to be used within the rear facade will be aluminium framed sliding doors.

4.3 All other external alterations that are proposed in connection with the development will only be undertaken to the property's rear elevation. These include: extending the party wall and chimney which adjoins No.83 Charlotte Street; modifying the existing roof-top parapet wall and replacing crittall windows and doors at second and third floor levels with aluminium framed replicas.

4.4 No external alterations whatsoever are required to be made to the property's front elevation and in this respect, all original, existing brickwork and fenestration will be retained. In terms of internal alterations, the development only requires two walls at second floor level to be removed and the re-configuration of the existing staircase between second and third floor levels.

4.5 The proposal does not require existing access arrangements to be altered. Pedestrian access will therefore continue to be had directly off of Charlotte Street via the property's front entrance.

5 Planning Policy

National Planning Policy

5.1 At the national level, regard must be had to the *National Planning Policy Framework (NPPF)*. The NPPF sets out Central Government's planning policies for England and describes how these are expected to be applied by Local Planning Authorities when both plan-making and decision-taking.

National Planning Policy Framework

5.2 Paragraph 14 states very clearly that *'At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For decision-taking this means:*

- *approving development proposals that accord with the development plan without delay; and*
- *where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in this Framework indicate development should be restricted'.*

5.3 The NPPF policies listed below are those which are considered particularly relevant to the assessment of the proposed scheme of development:

- 1 Delivering sustainable development
- 4 Promoting sustainable transport
- 6 Delivering a wide choice of high quality homes
- 7 Requiring good design
- 12 Conserving and enhancing the historic environment

5.4 In addition to these policies, it is also considered necessary to refer two of the NPPF's closing paragraphs - namely 186 and 187, which respectively state that Local Planning Authorities (LPA) should *'approach decision-taking in a positive way'* and *'look for solutions rather than problems'*.

Regional Planning Policy

5.5 At the regional level, regard must be had to the *London Plan* which sets out the Mayor's policies for development across the city. The following London Plan policies are considered to be particularly applicable to the assessment of the proposed scheme of development:

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.9 Cycling
- 6.13 Parking
- 7.1 Building London's Neighbourhoods and Communities
- 7.2 An Inclusive Environment
- 7.4 Local Character
- 7.6 Architecture
- 7.8 Heritage Assets and Archaeology
- 8.3 Community Infrastructure Levy

Local Planning Policy

5.6 At the local level, it is considered necessary to have regard to the following adopted policies and guidance when giving consideration to the proposed scheme of development's planning merits.

Camden Core Strategy

- CS1 Distribution of growth
- CS3 Other highly accessible areas
- CS5 Managing the impact of growth and development
- CS6 Providing quality homes
- CS9 Achieving a successful Central London
- CS11 Promoting sustainable and efficient travel
- CS14 Promoting high quality places and conserving our heritage
- CS18 Dealing with our waste and encouraging recycling

Camden Development Policies

- DP2 Making full use of Camden's capacity for housing
- DP5 Homes of different sizes
- DP6 Lifetime homes and wheelchair housing
- DP16 The transport implications of development
- DP17 Walking, cycling and public transport
- 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

- CPG1 Design
- CPG2 Housing
- CPG6 Amenity
- CPG7 Transport

5.7 In addition to the above adopted national, city-wide and borough-wide planning policies, it is considered necessary to have due regard to the following site-specific supplementary guidance:

- Fitzrovia Area Action Plan
- Charlotte Street Conservation Area Appraisal and Management Plan

5.8 It is the aforementioned national, regional and local level policies and supplementary planning guidance that therefore set the parameters for the assessment of the proposed scheme of development. The proposed scheme's compliance with these is considered in the following section.

6 Planning Appraisal

6.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the development plan unless material considerations indicate otherwise.

6.2 This section has due regard to the proposed scheme's acceptability in planning terms by assessing it against all of the aforementioned policies and in particular, giving consideration to the:

- principle of proposed development
- impact on character of property and area
- impact on neighbouring properties
- residential amenity for future occupiers
- provision of car and cycle parking facilities

Principle of proposed development

6.3 The NPPF encourages the development and redevelopment of land in accessible locations - providing all other relevant policy criteria are successfully satisfied and it is noted that the NPPF offers widespread support for the provision of additional residential accommodation in urban areas.

6.4 Increasing the existing housing stock is recognised as a specific development priority for the London Borough of Camden. The local level policies which considered most applicable to assessing the principle of the proposed scheme include Core Strategy policies CS1, CS3, CS5 and CS6.

6.5 Policy CS1 sets out Camden's general approach to development and states that the most efficient use of land and buildings will be promoted by, for example, (i) *seeking development that makes full use of its site* and (ii) *expecting high density development in Central London*.

6.6 Policy CS3 states that the Council will promote appropriate development in highly accessible areas in Central London which lie outside of the growth areas of King's Cross, Euston, Tottenham Court Road and Holburn and considers that such locations are suitable for a wide range of uses.

6.7 Policy CS5 focuses upon managing the impact and growth of development in Camden and maintains that particular consideration will be given to for example, providing uses that meet the needs of Camden's population and contribute to the Borough's London-wide role.

6.8 Policy CS6 states that the Council (i) will maximise the supply of additional housing to meet or exceed Camden's target and (ii) regard housing as the priority land-use of the Local Development Framework. [It is also noted that Development Policy DP2 lends support for Core Strategy Policy CS6 in recognising the need to make full use of the Borough's capacity for housing.]

6.9 Development Policy DP5 is also certain relevance and states that mixed and inclusive communities will be created by securing a range of self-contained homes of different sizes by for example, (i) *seeking to ensure that all residential development contributes the meeting the priorities set out in the Dwelling Size Priorities Table, including conversion of existing residential and non-residential floorspace and (ii) expect a mix of large and small homes in all residential development.*

6.10 It is also considered necessary to have due regard to (i) the *Fitzrovia Area Action Plan* which states that *the development of permanent self-contained housing (in Use Class C3) in Fitzrovia will be promoted unless there are strong economic reasons why such development would be inappropriate* and (ii) the relevant parts of Camden Planning Guidance 1 (Design).

6.11 The proposed scheme of development involves the sub-division of an existing residential dwelling unit and erection of a mansard roof extension with terrace to rear - thereby making more efficient use of the property and in turn resulting in a net gain of 1no. self-contained dwelling unit. Furthermore, the property lies in a highly sustainable location with excellent access to a wide range of services where additional residential development is favoured and therefore encouraged.

6.12 Given that mansard roof extensions are commonplace along this section of Charlotte Street, a mansard roof extension to the application property is acceptable in principle. It should also be appreciated that the principle of (i) extending at roof level (including the infilling the property's original valley roof and extension of the rear parapet wall) and (ii) sub-dividing the existing residential unit has previously been established at this property (application reference PL/9000369).

6.13 With all of the above planning policy in mind and given existing site-specific circumstances, the proposed scheme of development is considered highly appropriate and acceptable in principle.

Impact on character of property and area

6.14 In giving consideration to the proposed scheme's impact on the character of the area, due regard should be had to Core Strategy Policy CS14 and Development Policies DP24 and DP25 as well design-related guidance which is provided within Camden Planning Guidance (CPG1 - Design), Fitzrovia Area Action Plan and Charlotte Street Conservation Area Appraisal and Management Plan.

6.15 Policy CS14 aims to ensure that Camden's places and buildings are attractive, safe and easy to use. Development is required to be of the highest standard of design (respecting local context and character) and preserve and enhance Camden's rich and diverse heritage assets and their settings.

6.16 Policy DP24 aims to secure high quality design by requiring all developments, including alterations and extensions to existing buildings, to be of the highest standard of design. Proposed schemes of development will be expected to consider for example, (i) character, setting, context and the form and scale of neighbouring buildings, (ii) the character and proportions of the existing building, where alterations and extensions are proposed and (iii) the quality of materials to be used.

6.17 Policy DP25 recognises the need to conserve Camden's heritage and in relating specifically to the maintenance of conservation areas, states that the Council will only permit development which preserves and enhances the character and appearance of the area.

6.18 The proposed roof extension will both respect and accurately reflect the character of both the application property and conservation area when viewed from Charlotte Street. It will be of an appropriate scale and highly sympathetic in design and successfully relate (in visual design terms) to its immediate setting. The windows which are proposed to be set into the mansard roof extension's front slope would be aligned with those in the floors beneath and be of similar proportions.

6.19 The proposed extension to the party wall and chimney which adjoins No.83 Charlotte Street and modification of the property's existing roof-top parapet wall are considered negligible although will be undertaken using materials to match the existing to ensure their visual compatibility.

6.20 Furthermore, due primarily to the fact that views of the property's rear, upper levels from public vantage points are particularly limited/restricted, it is not considered that any element of the proposed rear elevational treatment (which includes the replacement of crittall windows and doors at second and third floor levels with aluminium framed replicas and the proposed rendered facade for the roof extension) would adversely impact upon the character of either the property or area.

6.21 It is accordingly considered that that in design terms, the proposed scheme of development is of a particularly high quality and successfully respects its immediate surroundings. In this sense, the proposed scheme is held to fully comply with all applicable local planning policies and guidance.

Impact on neighbouring properties

6.22 Core Strategy Policy CS5 is the overarching policy to have regard to when considering the proposed scheme's impact on neighbouring properties and essentially states that the amenity of Camden's residents will be afforded full protection when considering development schemes.

6.23 Development Policy DP26 effectively elaborates on Core Strategy Policy CS5 by stating that the Council will protect the quality of life of occupiers and neighbours by only granting permission for development that does not cause any material harm to existing residential amenity.

6.24 In addition, Camden Planning Guidance 6 (Amenity) is also of particular relevance and states that development should be designed to ensure that existing levels of daylight and sunlight are not significantly reduced as a result of a development. It also acknowledges that schemes should not result in an increased potential for overlooking or reduced sense of outlook.

6.25 It is understood that immediately to the rear of the site are a number of residential units - all of which differ significantly in terms of their level of fenestration and provision of external amenity space. It is also acknowledged that these existing residential properties are located within relatively close proximity of the rear elevation of the application property.

6.26 However, due to the fact that (i) windows already exist at upper floor levels in the rear elevation of the property and (ii) a terrace already exists at third floor level, neither the fenestration which is proposed for the mansard roof extension's rear facade nor the proposed roof terrace would materially alter levels of residential amenity which are currently enjoyed by adjoining occupiers.

6.27 It should also be noted that (i) the rear facade of the proposed mansard roof extension would be set back from the property's rear elevation by 2 metres and (ii) the existing rear parapet wall would be raised slightly in order to further safeguard against any potential impact on amenity.

Residential amenity for future occupiers

6.28 In giving adequate consideration to the proposed levels of residential amenity that future occupiers of the proposed units of self-contained accommodation will be provided with, it is necessary to have regard to Development Policies DP6 and DP26 and Camden Planning Guidance 2.

6.29 Policy DP6 aims to ensure that all developments meet with lifetime homes standards whilst policy DP26 recognises that the size of a dwelling and its rooms, as well as its layout, will have an impact on the amenity of its occupiers and therefore influence their quality of living.

6.30 Camden Planning Guidance 2 states that for 1 person (studio) units, a minimum of 32 square metres of floorspace will be expected to be provided. It also states that for 2 bed/4 person units, a minimum of 75 square metres of floorspace will be expected to be provided.

6.31 The proposed accommodation comprises 1no. studio and 1no. 2-bed (4 person) flat. These would be provided with 44.0 and 82.5 square metres of floorspace respectively and would, as far as possible, meet with lifetime homes standards. Further details are included at Appendix BM1.

Provision of car and cycle parking facilities

6.32 Core Strategy Policy CS11 promotes sustainable and efficient travel and states that as part of its approach to minimising congestion and addressing the environmental impacts of travel, car free developments will be encouraged in the Borough's most accessible locations. Camden Planning Guidance 7 is considered to be relevant to the assessment of this element of the proposed scheme.

6.33 Development Policy DP18 is relevant to the assessment of this element of the proposed scheme and it is noted that the policy builds on Core Strategy Policy CS11 in that it expects all development in Central London where access to public transport is excellent, to be car free.

6.34 By reason of the site's highly accessible location, it is understood that the proposed units would be required to be car free and this would be secured via a section 106 legal agreement and appropriate Heads of Terms are included within the following Section of this statement.

6.35 It would similarly not be possible to provide for any cycle parking facilities at ground floor level with the site's confines. Notwithstanding this, it is considered that cycle storage could be easily

provided for within both of the proposed dwelling units - particularly as both comfortably exceed the minimum internal space standards and would offer some degree of surplus floorspace.

6.36 It is appreciated that the proposed cycle parking arrangements would not be ideal, although on balance, they are considered to represent the most suitable solution under the circumstances.

7 Other Matters

Section 106 Legal Agreement

7.1 In line with paragraph 6.34 above, it is considered necessary to set out the Heads of Terms which are considered relevant and specific to the proposed scheme of development.

- The Applicant to enter into a section 106 legal agreement with the London Borough of Camden to ensure that the proposed scheme remain car free; and
- The Applicant to cover the London Borough of Camden's legal costs which are necessarily and reasonably incurred in connection with the preparation and completion of the legal agreement.

7.2 The Applicant hereby pledges to agree to the above Heads of Terms.

Community Infrastructure Levy

7.3 The Mayor's Community Infrastructure Levy (CIL) was introduced in 2012 to help fund Crossrail. It is understood that given the nature of the proposed scheme of development, a CIL payment will be charged at the rate of £50 per square metre of gross internal floorspace.

7.4 It is understood that the London Borough of Camden does not currently have its own CIL in place and for this reason, no additional locally-specific CIL payments will be required in connection with the proposed scheme of development.

8 Conclusions

8.1 This section reflects on the merits of the proposed scheme of development and in turn, identifies the key reasons why it is considered that full planning consent should be granted.

- The site lies within Central London in a highly accessible location where there is a general presumption in favour of sustainable residential development;
- The proposed scheme of development would make a more efficient use of an existing dwelling unit which would in turn, result in a net gain of 1no. unit;
- The proposed mansard roof extension and all other external alterations would successfully respect the character of the host property, adjoining buildings and conservation area;
- The proposed scheme would not have any adverse impact on existing levels of outlook, privacy or light for any of the occupiers of neighbouring residential properties;
- The proposed mix of dwelling size units is considered appropriate and would be in accordance with the Borough's dwelling size priority requirements;
- The proposed level of internal residential space would exceed the Council's minimum standards and meet as closely as possible with Lifetime Homes Standards;
- The proposed zero provision of off-street car parking facilities and internal provision of cycle parking facilities is considered both suitable and acceptable under the circumstances;
- The Applicant is committed to entering into a legal agreement with the Council and with this in mind, has pledged appropriate Heads of Terms to inform the agreement; and
- The proposed scheme of development is respectfully considered to fully accord with all relevant planning policy at the national, city and borough levels of government.

8.2 The London Borough of Camden are accordingly invited to concur with the conclusions drawn here and in turn, grant full planning consent for the proposed scheme of development.

Brett Moore Ltd
November 2014

Appendix BM1 - Lifetime Homes Assessment

Criterion 1 - Parking (width or widening capability)

Provide, or enable by cost effective adaptation, parking that makes getting into and out of the vehicle as convenient as possible for the widest range of people (including those with reduced mobility and/or those with children).

- Not applicable

Criterion 2 - Approach to dwelling from parking (distance, gradients and widths)

Enable convenient movement between the vehicle and dwelling for the widest range of people, including those with reduced mobility and/or those carrying children or shopping.

- Not applicable

Criterion 3 - Approach to all entrances

Enable, as far as practicable, convenient movement along other approach routes to dwellings (in addition to the principal approach from a vehicle required by Criterion 2) for the widest range of people.

- The approach to the property's only entrance which will serve all units (commercial and residential) is from the public footway on Charlotte Street which is level.

Criterion 4 - Entrances

Enable ease of use of all entrances for the widest range of people.

- The existing entrance will remain and will continue to be used by a wide range of people.

Criterion 5 - Communal stairs and lifts

Enable access to dwellings above the entrance level to as many people as possible.

- The existing staircase will be retained. It is not possible to provide a lift within the property.

Criterion 6 - Internal doorways and hallways

Enable convenient movement in hallways and through doorways.

- The width of doorways and width of communal hallways meet with minimum standards to enable convenient movement between rooms.

Criterion 7 - Circulation Space

Enable convenient movement in rooms for as many people as possible.

- It is not possible to provide wheelchair access to the property.

Criterion 8 - Entrance level living space

Provide accessible socialising space for visitors less able to use stairs.

- No residential floorspace is proposed at entrance level.

Criterion 9 - Potential for entrance level bed-space

Provide space for a member of the household to sleep on the entrance level if they are temporarily unable to use stairs (e.g. after a hip operation).

- No residential floorspace is proposed at entrance level.

Criterion 10 - Entrance level WC and shower drainage

Provide an accessible WC and potential showering facilities for (i) any member of the household using the temporary entrance level bed space of Criterion 9, and (ii) visitors unable to use stairs.

- No residential floorspace is proposed at entrance level.

Criterion 11 - WC and bathroom walls

Ensure future provision of grab rails is possible, to assist with independent use of WC and bathroom facilities.

- Both of the proposed bathrooms are suitable for future adaptations such as grab rails.

Criterion 12 - Stairs and potential through-floor lift in dwellings

Enable access to storeys above the entrance level for the widest range of households.

- It could potentially be possible to install a stair-lift on the existing staircase.

Criterion 13 - Potential for fitting of hoists and bedroom/bathroom relationship

Assist with independent living by enabling convenient movement between bedroom and bathroom facilities for a wide range of people.

- Both of the proposed flats are potentially suitable for the future fitting of hoists between bedrooms and bathrooms.

Criterion 14 - Bathrooms

Provide an accessible bathroom that has ease of access to its facilities from the outset and potential for simple adaptation to provide for different needs in the future.

- Both of the proposed bathrooms are have ease of access to facilities and also have good potential for simple adaptation.

Criterion 15 - Glazing and window handle heights

Enable people to have a reasonable line of sight from a seated position in the living room and to use at least one window for ventilation in each room.

- Due to height of existing and proposed window cills from finished floor levels, occupiers of will have a reasonable line of sight from a seated position in the living rooms. At least one window will serve each of the proposed rooms.

Criterion 16 - Location of service controls

Locate regularly used service controls, or those needed in an emergency, so that they are usable by a wide range of household members - including those with restricted movement and limited reach.

- All service controls will usable by a wide range of household members given that they would be positioned within a height band of 450mm to 1200mm from finished floor level and at least 300mm from any internal room corner.