

Delegated Report		Analysis sheet	Expiry Date:	17/03/2015
(Members Briefing)		N/A / attached	Consultation Expiry Date:	
Officer		Application Number(s)		
James Clark		2015/0300/P		
Application Address		Drawing Numbers		
7 Strathray Gardens London NW3 4AP		STRAG_E001, L000, E002, E003, L001, P001, P002, P003, S001, S002, S003, S004, E101 (REV A), E102, E103, L101, P101, P102, P103,S101,S102.S103 & S104		
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature	
Proposal(s)				
Conversion of the existing garage into habitable accommodation, the erection of a first floor side extension above the garage and combing the lower ground and ground floor flats into one single residential unit.				
Recommendation(s):	Approve Planning Permission			
Application Type:	Full Planning Permission			

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice					
Informatives:						
Consultations						
Adjoining Occupiers:	No. notified	31	No. of responses	1	No. of objections	1
			No. Electronic	00		
Summary of consultation responses:	<p>A site notice was displayed from 04/02/2015 (expiring 25/02/2015) and a public notice was published in and Ham & High from 05/02/2015 (expiring 26/02/2015).</p> <p>One objection has been received from the resident of No 5 Strathray Gardens,</p> <ul style="list-style-type: none"> • Overdevelopment of the site • Negative impact on the Character of the neighbourhood 					
CAAC/Local groups comments:	<p>The Belsize Conservation Area Advisory Committee (CAAC) were formally consulted and have objected to the development on the 26th of February 2015.</p> <p>Objections:</p> <p>Objection to the changes proposed to the windows at the rear of the building on the first floor as out of character and undesirable. The introduction of iron railings at the front of the building also considered out of character.</p> <p><i>Officer response</i></p> <p><i>The applicant has agreed to remove the black railings at the front of the property STRAG E101 (REV A) but is unwilling to maintain the windows on the dwelling as existing.</i></p>					

Site Description

The application site is a four storey detached property located on Strathray Gardens. The site is within the Belsize Conservation Area and adjacent roads are controlled parking areas.

Relevant History

- Flat 2, 7 Strathray Gardens – Approved
2007/2053/P - Enlargement and conversion of existing garage to habitable space and erection of a new first floor level above to provide additional space to the upper ground floor flat and alterations to the rear staircase.
- 7 Strathray Gardens – Approved
TPD1140/855 - Conversion of No. 7 Strathray Gardens, N.W.3. into three 3-roomed flats and one 4-roomed flat (one per floor)

Relevant policies

National Planning Policy Framework (2012)
London Plan (2011)

LDF Core Strategy and Development Policies

CS5 (Managing the impact of growth and development)
CS14 (Promoting high quality places and conserving our heritage)
DP18 (Parking Standards and limiting the availability of car parking)
DP19 (Managing the impact of Parking)
DP24 (Securing high quality design)
DP25 (Conserving Camden's heritage)
DP26 (Managing the impact of development on occupiers and neighbours)

Camden Planning Guidance 2011/2013 – CPG1 Design; CPG6 Amenity, CPG7 Transport

Assessment

1. Background:

Planning permission was granted for a similar extension in 2007 (Ref 2007/2053/P). The creation of two flats into one maisonette and the alterations to the ground and lower ground floor rear windows on the host property were not part of that application.

2. Proposal:

Conversion of the existing garage into habitable accommodation, the erection of a first floor side extension above the garage and combining the lower ground and ground floor flats into one single residential unit. The conversion of the existing car garage is considered acceptable on account of the hardstanding on the front curtilage of the site.

3. Design:

The exterior design and impact of the proposed first floor side extension above the existing garage would be considered acceptable. The extension is set back from the principal elevation by approximately 12.5m, modest in size and does not extend above the porch line of the host property, according with guidance in CPG1 (Design).

The increase in the length of the ground floor windows creating a glass balustrade would alter the existing fenestration on the building that is present on surrounding dwellings in the conservation area. The insertion of French doors on to the lower ground floor rear elevation would provide access to the rear garden. The Belsize CAAC have objected to the rear windows on the host property considering them to be out of character.

The alteration to the windows would represent a departure from the present fenestration on the rear of properties along the Road. The ground floor windows are more prominent than the lower ground floor windows which would be largely hidden from neighbouring buildings. The material impact on the setting and character of the conservation area as a result of the window alterations would be reasonable considering the rear of the property is not open to public views.

4. Neighbouring Amenity

The impact of the development is not considered to detrimentally impact the neighbouring amenity in terms of loss of light, overshadowing or privacy. There are no windows on the flank elevation to the neighbouring property, and the windows on the side and rear elevation will not result in any increased level of overlooking that would materially impact on the residential amenity enjoyed by other properties.

5. Parking Implications

The Council would often request a Car free development enforced by a S106 agreement. Details in CPG7 (Transport planning guidance) outlines when the Council seeks to we seek car-free. In general the position is that our car-free policy is in relation to the creation of new dwellings, whether newly built, or created by a conversion or change-of-use. The application development is the conversion of two properties to one and would not be considered a new dwelling.

The removal of an off street parking space can often result in an increased level of parking demand in a location contrary to planning policy DP19 "development that would add to on-street parking demand where on street parking spaces cannot meet existing demand, or otherwise harm existing on street parking conditions".. However the existing garage space is not required to satisfy off street parking standards as there is a hardstanding to the front of the building that is of an adequate size to accommodate a minimum of two vehicles. As such, there is no objection to the loss of the garage to enable its conversion to habitable accommodation.

Conclusion

Policies DP2 and CS6 of the LDF seek to protect existing housing by resisting development that would involve the net loss of two or more homes. As the proposal would not result in the net loss of residential floor space

and would only involve the loss of one residential unit it is considered to comply with these policies. The proposed first floor extension is small and appears subordinate to the host property. The fenestration changes to the rear of the building are a departure from the general surrounding style however it is not considered that the changes would detrimentally impact the character and setting of the Conservation Area. The conversion of garages to habitable space can often result in greater demand for on street parking. The existing occupiers have a parking permit and with adequate hardstanding on the front curtilage of the site it is considered no additional parking or highway harm would result from the garage conversion.

Recommendation: Approve Planning permission

DISCLAIMER

Decision route to be decided by nominated members on *Monday 16th March 2015*. For further information please go to www.camden.gov.uk and search for 'members briefing'