

Delegated Report		Analysis sheet		Expiry Date:		03/04/2015	
(Members Briefing)		N/A / attached		Consultation Expiry Date:			
Officer				Application Number(s)			
James Clark				2015/0608/P			
Application Address				Drawing Numbers			
12 B Princess Mews London NW3 5AP				003.200_PL1, 004.200PL1, 004.300PL1, 003.000PL1 & 004.100PL1			
PO 3/4		Area Team Signature		C&UD		Authorised Officer Signature	
Proposal(s)							
Conversion of an integral Garage to a habitable room.							
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	11	No. of responses	1	No. of objections	1
				No. Electronic	00		
Summary of consultation responses:		A site notice was displayed from 13/02/2015 (expiring 6/03/2015) and a public notice was published in and Ham & High from 19/02/2015 (expiring 12/03/2015). One comment has been received from the resident of No 2 Princes Mews, concerning the times and days of construction.					
CAAC/Local groups comments:		The Belsize Conservation Area Advisory Committee (CAAC) were formally consulted and have objected to the development on the 12 th of March 2015. Objections: <ul style="list-style-type: none"> • Object to loss of garage and consequent additional street parking. This mews was car free and looks like a car park. • Object to the front door design (Fully glazed) which is out of character with the other houses 					

Site Description

The application site is a four storey Mews property located off Belsize Crescent. The site was developed in 1986 to be converted to flats and is part of wider developments that took place between 1978 & 1986 in the Mews. The site is within the Belsize Conservation Area and both the Mews and adjacent roads are controlled parking areas.

Relevant History

- 4 Princess Mews – Approved with Conditions
2007/0957/P - Alteration to the rear roof pitch and associated enlargement of roof terrace, enlargement of the window on the rear roof slope and repositioning of the access to the roof, plus conversion of integral garage to create additional habitable space for the dwelling house.
- 3 Princess Mews – Approved with Conditions
2004/1976/P - Conversion of garage to habitable room and associated alterations to front elevation at ground floor level; erection of staircase enclosure on the roof in connection with the continued use of the flat roof at 2nd floor level as a roof terrace; and installation of replacement front windows.
- 12 Princess Mews – Approved with Conditions
8600735 – Alterations and extensions to form two part three-storey, part four-storey mews cottages as shown on drawing nos. 860405/P1 P2 P3 P4 P6 and P8A revised 9th July 1986.
- 2 Princess Mews – Approved with Conditions
26081 - Alterations and additions for conversion of the premises into 3 self-contained 3-storey houses.
- No 2, 3 & 4 Princess Mews – Approved with Conditions
14484 - The conversion of Nos.2, 3 & 4 Princess Mews, N.W.3, into three, 3-storey houses with integral garages.

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 in 1986 under planning application 8670159 for the existing set of flats including 12B. A condition was attached to the development stating that the integral garage was to remain used for the storage of vehicles ancillary to the dwelling only. The occupier has a residents parking permit and the Mews is a controlled parking zone. The Mews has witnessed a number of garage conversions in the last 10 years (see relevant history) resulting in increased parking of cars outside the dwellings along the Mews.

2. Proposal:

The application proposes the conversion of the integral garage to a habitable room and alterations to the front elevation to include 2no windows.

3. Design:

The exterior design and impact of the proposed garage conversion will be modest. The existing garage door will be removed and two full depth windows inserted alongside a larger entrance door. The large windows inserted would greatly increase the proportion of glass opposed to timber representing a departure from the general trend along the Mews. However the Mews has a range of different front elevation styles with no dominant style. The site is located at the entrance of the Mews off Belsize Crescent but is not considered prominent within the Mews owing to its small footprint.

4. Neighbouring Amenity:

The impact of the development is not considered to alter the existing amenity conditions.

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 as 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 not a new dwelling but an in-fill of a garage as part of the existing building. The Council is restricted in relation to the legal position as existing parking rights can normally be maintained on development sites, where the existing occupiers are returning.

The loss of an off street parking space could be considered contrary to Policy DP19, which states, "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". In practice the integral parking space is not usable for modern vehicles and appears not to be used primarily as storage opposed to car storage. The location of the dwelling adjacent the entrance to the Mews and the size of the integral garage are considered to be a major hindrance for use as a fully functioning car parking space.

Considering the existing context of the site the potential increase in harm created by additional on-street car parking is questionable. Recent development of neighbouring units converting their respective garages and retaining their parking permit would be difficult to substantiate a different approach in this case.

In conclusion the fact the dwelling has a parking permit and the existing garage does not appear to be used for its allotted purpose the harm to highway safety and street scene would be modest and considered acceptable.

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'