

Delegated Report		Analysis sheet		Expiry Date:		31/03/2015	
		N/A		Consultation Expiry Date:		15/04/2015	
Officer				Application Number(s)			
Nanayaa Ampoma				2014/7937/P			
Application Address				Drawing Numbers			
149 Fordwych Road London NW2 3NG				See Draft Decision			
PO 3/4		Area Team Signature		C&UD		Authorised Officer Signature	
Proposal(s)							
Conversion of residential dwelling house (Class C3) to 2 x 1 bed, 1 x 2 bed and 1 x 3 bed flat (Class C3) with rear extension.							
Recommendation(s):		Grant Planning Permission subject to S106					
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	00	No. of objections	00
				No. electronic	00		
Summary of consultation responses:		Neighbouring properties were notified via direct letters. No neighbour objections have been received.					
CAAC/Local groups* comments: <small>*Please Specify</small>		No comments have been received from local groups.					

Site Description

The application site relates to a two storey residential dwelling west of the borough. The property is not listed and is not in a conservation area.

Relevant History

There is no planning history for the site.

Relevant policies

National Planning Policy Framework (2012)

London Plan [March 2015], consolidated with alterations since 2011

LDF Core Strategy and Development Policies (2010)

CS5 Managing the impact of growth and development

CS6 Providing quality homes

CS14 Promoting high quality places and conserving our heritage.

CS18 Dealing with our waste and encouraging recycling

CS19 Delivering and monitoring the Core Strategy

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

DP17 Walking, cycling and public transport

DP18 Parking standards and the availability of parking

DP19 Managing the impact of parking

DP20 Movement of goods and materials

DP22 Promoting sustainable design and construction.

DP24 Securing high quality design

DP26 Managing the impact of development on occupiers and neighbours

Supplementary Planning Policies

CPG1 (Design) 2014

CPG2 (Housing) 2013

CPG3 (Sustainability) 2013

CPG6 (Amenity) 2011

CPG7 (Transport) 2011

CPG8 (Planning Obligations) 2011

Assessment

Proposal

The application seeks planning permission for:

- The conversion of the existing two flats into four units. This would lead to the creation of 2x one bedroom flats and 2x two bedroom flats.
- Erection of rear extension. The proposed extension will measure 2.4 metres to the eaves and 3.6 metres overall. The proposed depth is 4 metres. Matching bricks to the existing building are proposed.

The main areas for consideration are:

- Principles of use
- Design
- Space Standards and Standards of Proposed Accommodation
- Amenity
- Sustainability
- Transport

Principle of use

Core Strategy policy CS6 states that the Council seeks to maximise the supply of homes and minimise their loss, as housing is considered to be a priority land use of the Camden Local Development Framework. This is further supported by Development Policy DP2. This looks to protect the borough's housing stock by resisting developments that would lead to a net loss of more than two units and also with the loss of any significant amount of housing floor space. The Council does not seek to resist schemes that would lead to the loss of only one unit.

In this particular case, whilst the development would lead to the loss of an existing four bedroom flat at first floor it would increase the overall number of units on the site by two. In principle, the development is therefore considered to be acceptable as it proposes a satisfactory mix of units and would increase the existing housing stock.

Design

Policies CS14 of the Core Strategy and DP24 of the Development Policies state that the Council will require all developments to be of the highest design standards in terms of the character, sitting, context, form and scale to the existing building and the general area. Aside of the proposed rear extension there would be no change to the character of the property.

At present there is an existing half width extension close to the boundary with No.150 Fordwych Road that is 4 metres deep, 2.1 metres to the eaves and 3.6 metres overall. The proposed extension would infill the gap between no.149 and 147 Fordwych Road. There is currently a fence of 1.6 metres at this boundary as well as a high wall extending from the rear wall of the host building. This wall is 2.7 metres deep and 3.7 metres at its highest. The roof of the proposed extension would sit slightly below the height of this boundary wall. The extension has been designed with a lean-to roof and matching materials. No windows are proposed at the side elevation of the extension. On the opposite neighbouring side there is a distance of around one metre to the boundary with No.150 Fordwych Road.

The proposed infill extension would fall within the footprint of the existing property. It would not be any deeper than the current rear projection and would be built using similar materials. Furthermore, its proportions in terms of its height, roof design and depth are almost identical to the existing rear extension. In light of this, it is considered that the proposed extension would be sympathetic to the

character of the host property and surrounding area and would be in accordance with Council policy.

Standard of Proposed Accommodation

Policy DP5 seeks to provide a range of unit sizes to meet demand across the borough. In order to define what kind of mix should be provided within residential schemes, Policy DP5 includes a Dwelling Size Priority Table. The Council will seek to ensure that all residential development contributes to meeting the priorities set out in the dwelling size priorities tables and expect a mix of large and small homes in all residential developments.

Two bedroom properties are considered very high priority at present as there is greater demand for these forms of units. Guidance states that 40% of market homes should be 2 bedroom dwellings. The proposal includes 2x two bedroom units and 2x one bed units. This mix of units are welcomed and respond to the aims of mixed use development and the demands of the housing market as highlighted by Policy DP5.

In line with polices CS5, CS6, CS14 of the Core Strategy and polices DP6 and DP26 of the Development Plans, supplementary guidance CPG2 (section 4) provides details on the required residential development standards as highlighted in the London Plan for all new residential units. In relation to the current development, the breakdown of minimum floor space is as follows:

- all 1 bed one person flats (*ground floor apartment*) = 37sq metres (*as a minimum*)
- all 1 bed two person flats (*first floor*) = 50sq metres
- all 2 bed three person flats (*first floor*) = 61sq metres
- all 2 bed four person flats (*ground floor*) = 70sq metres

Policy 3.5 of the London Plan (Table 3.3) also stipulates the following minimum GIA minimum space standards for the proposed development:

Dwelling Type (bedroom (b) / persons-bed spaces (p)) GIA (sq. metres)

- 1p = 37sq. metres
- 1b2p 50sq. metres
- 2b3p 61sq. metres
- 2b4p 70sq. metres
- 3b4p 74sq. metres
- 3b5p 86sq. metres

Detailed submitted with the application demonstrate that all four units would meet the London Plan Space standards and Camden Council guidance and therefore meet the minimum requirements.

The standard of accommodation in terms of outlook and light to the property is also an important factor. When assessing applications of this kind, policy DP26 requires the consideration of the following:

- a) visual privacy and overlooking;
- b) overshadowing and outlook;
- c) sunlight, daylight and artificial light levels;
- d) noise and vibration levels;
- e) odour, fumes and dust;
- f) microclimate;
- g) the inclusion of appropriate attenuation measures.
- h) an acceptable standard of accommodation in terms of internal arrangements, dwelling and room sizes and amenity space;
- i) facilities for the storage, recycling and disposal of waste;
- j) facilities for bicycle storage (see Highways section); and
- k) outdoor space for private or communal amenity space, wherever practical.

It is considered that the proposed design and layout of the units would receive sufficient levels of natural daylight. All flats would have dual aspects and natural ventilation and all units are considered to be of an acceptable quality.

Waste has been identified as being housed at the front of the property like the majority of properties in the area. However, a condition requiring further details on waste and recycling provision will be attached in the event of an approval.

Amenity

Under planning guidance CPG6, all developments are required to have some regard for the amenity of existing and future occupants. Policies CS5 (Core Strategy) and DP26 (Development Policies) state that the council will protect the quality of life of existing and future occupiers and neighbours by only granting permission for those developments that would not have a harmful effect on amenity. Such issues include visual privacy, overlooking, overshadowing, outlook, sunlight, daylight and artificial light levels.

Although the number of units proposed would increase overall noise levels on-site, this would not be detrimental to nearby residents. Especially in light of the fact that the property was previously used as an HMO. The main issue is the impact of the proposed rear extension.

No objections have been received by neighbouring residential properties in connection with the proposed development. Given the boundary treatment at present (a 3.7m high wall of over 2 metres deep) the proposed extension would create a further 2 metres in depth at the boundary with No.147. At this boundary there is also currently heavy planting to shield the properties. This neighbour also has an existing rear extension of around 2 metre at this boundary. This proposed rear infill would therefore not lead to any significant loss of light, increased sense of enclosure, loss of privacy or overshadowing. The proposal is therefore considered to be acceptable on amenity grounds.

Access and Sustainability

Policy DP6 requires all new housing developments comply with Lifetime Homes requirements as far as is reasonable. The proposed measures adequately address the 16 criteria set out in Lifetime Homes and is in accordance with Council policy.

The applicant has also submitted a Sustainable Homes Statement that demonstrates the energy efficiency of the development in line with Council policy.

Transport

The Council's Transport Section has recognised that there are significant pressures on the current parking and road network facilities throughout the borough, especially in dense residential areas. In the interest of sustainable transport practices, the Council has established highway's policies that strongly discourage the use of private motor vehicles and aim to control any future unnecessary increase in off street parking (CS11 – Core Strategy, also DP16, DP17, DP18, DP19 and DP22 – Development Policies).

Policy DP18 states that the Council expects new developments in areas of high on-street parking stress to be either car free or car-capped in the event that they would add greater pressure to the highways. The reasons for this are to facilitate sustainability, help promote alternative, more sustainable methods of transport and stop the development from creating additional parking stress and congestion. This is also reiterated in policies CS11, CS19, DP18 and DP19.

The site is located within the Kilburn Controlled Parking Zone (CA-Q). All CPZ's and Clear Zone Regions have been identified as suffering from a high level of parking stress with more than 100

permits issued for every 100 parking bays and overnight demand exceeding 90%. The application site has a Public Transport Accessibility Level of (PTAL) of 4 (Good). Due to the good PTAL rating and the area being identified as suffering parking stress it is recommended that the applicant enters into a S106 agreement for the development to be car free.

In accordance with the London Plan, cycle storage that is covered and secure should be provided at a ratio of 1 space per one bed unit and two spaces per two bedrooms or more. This gives a requirement of 6 cycle spaces. A condition will be attached to any permission granted requesting that further details are submitted to demonstrate that adequate cycle storage would be provided.

In accordance with policies DP16 and DP21, the Transport Officer has determined that contributions to mitigate the impact of the development on the highways would be as follows:

- £5449.18: repaving and other works of making the pavement good. This would be secured through a S106 agreement.

RECOMMENDATION: APPROVE PLANNING PERMISSION SUBJECT TO A S016 AGREEMENT