

Delegated Report		Analysis sheet		Expiry Date:	09/06/2017
		N/A		Consultation Expiry Date:	13/04/2017
Officer			Application Number(s)		
Evelyn Jones			2017/1157/P		
Application Address			Drawing Numbers		
98 Fleet Road London NW3 2QX			See Decision Notice		
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature		
Proposal(s)					
Conversion of 4 bed maisonette into 2x2 bed flats and associated first floor rear extension.					
Recommendation(s):		Refuse Planning Permission			
Application Type:		Full Planning Permission			

Conditions or Reasons for Refusal:	Refer to Decision Notice					
Informatives:						
Consultations						
Adjoining Occupiers:	No. notified	00	No. of responses	00	No. of objections No. of support	00 00
Summary of consultation responses:	<p>A site notice was erected 17/03/2017 (consultation end date 07/04/2017) A press notice was released 23/03/2017 (consultation end date 13/04/2017)</p> <p>No comments were received.</p>					
CAAC/Local Residents Groups	<p><u>The Mansfield Conservation Action Committee objected on the following grounds:</u></p> <p>Object to two rear dormers, one would be sufficient. The first floor extension is not acceptable and contrary to the CA appraisal. An approval would bring more development pressure on the area.</p> <p><i>Officer Response:</i></p> <p><i>Alterations to the roof have been omitted from this application following officer advice.</i></p> <p><i>Issues relating to the first floor extension are addressed in paragraph 3.3 – 3.5</i></p>					

Site Description

The subject site is a mid-terrace three storey building on the northern side of Fleet Road close to the junction with Cressy Road. At ground floor there is a retail (Class A1) unit and the upper floors are in residential (Class C3) use.

The site is located within the Mansfield Conservation Area, but the property is not listed.

Relevant History

8702759 – Erection of a rear extension on ground first and second floors and the installation of a new shopfront. **Granted 23/09/1987**

8602084 – The extension of restaurant facilities incorporating extensions at ground, first and second floor levels together with the provision of a new shop front. **Refused 26/02/1987**

26096 – Installation of a new shopfront and the erection of a single storey rear extension. **03/05/1978**

CA3029/AD601 – The erection of an internally illuminated fascia sign measuring 13'6" by 1'9" (4.1m x 0.5m) at a height of 9'5" (2.9m) above ground level. **Granted 18/07/1977**

14794 – Installation of a new shopfront at 98 Fleet N.W.3. **Granted 17/11/1972**

Relevant policies

London Borough of Camden Local Plan 2017

A1 Managing the impact of development

D1 Design

D2 Heritage

H1 Maximising housing supply

H7 Large and small homes

CC5 Waste

T2 Car-free development and limiting the availability of parking

Camden Planning Guidance

CPG1 Design (2015)

CPG6 Amenity (2011)

CPG8 Planning Obligations (2015)

Camden Town Conservation Area Appraisal and Management Strategy 2007

Assessment

1.0 Proposal

1.1 The applicant seeks permission for the following:

- The addition of a first floor infill extension measuring 6m deep to be flush with the existing rear outrigger.
- The conversion of 4 bed maisonette into 1x 2 bed maisonette measuring 71.8 sqm and 1x2 bed flat measuring 65.6 sqm

2.0 Assessment

2.1 The main planning considerations in the assessment of this application are:

- Design (the impact that the proposal has on the character of the host property as well as that of the Mansfield Park Conservation Area);
- Amenity (the impact of the proposal on the amenity of adjoining occupiers)
- Quality of accommodation (the standard of accommodation for occupiers of the new dwellings)
- Transport and servicing

3.0 Design and Conservation

3.1 The Council's design policies are aimed at achieving the highest standard of design in all developments. The following considerations contained within policy D1 are relevant to the application: development should consider the character, setting, context and the form and scale of neighbouring buildings and the quality of materials to be used. D2 states that within conservation areas, the Council will only grant permission for development that 'preserves and enhances' its established character and appearance.

3.2 The application is for the addition of a first floor rear infill extension. The extension would have a pitched roof and three rooflights and would be in subordinate in scale and of a similar form to other extensions within the terrace.

3.3 The Mansfield Conservation Area Appraisal and Management Strategy states that the original historic pattern of rear elevations within a street or group of buildings is an integral part of the character of the area and as such rear extensions will not be acceptable where they would diverge significantly from the historic pattern. In this instance, given the context of the site and surrounding terrace, the addition of a first floor infill extension is not considered to further harm the pattern of rear elevations of the terrace.

3.4 The terrace consists of properties with a variety rear elevations. At the western end of the terrace, properties backing onto Byron Mews have two storey closet wings. Towards the eastern end of the terrace, where the subject property is sited, there is a mixture of single storey half width extensions, infill extensions and unaltered rear elevations. Given the lack of uniformity within the terrace, it is not considered the proposed extension would undermine any consistent pattern or form of rear elevations in the terrace. Due to its secluded and elevation position, the extension would be screened from views from the street.

3.5 The size, scale and bulk of the proposed extension is considered proportionate in the context of the existing property and would not detract from the character and setting of the host property and would not be visible from the public realm. The extension would be subordinate and modest in scale and would therefore be considered acceptable in design terms.

4.0 Amenity

4.1 The addition of three rooflights on the pitched roof and a window to the rear elevation of the extension are considered acceptable. There is an existing two-storey wall to the rear of the property and no neighbouring properties to the rear. There would be no impact on neighbouring amenity as a result of the proposal.

4.2 The proposed extension would be set off the boundary with 100 Fleet Road by 0.2m and would project 1m above the existing boundary wall at a fished height of 1.7m. Due to the low height on the boundary the extension would not result in any harm to neighbouring amenity with respect to loss of light outlook or privacy.

5.0 Quality of Accommodation

5.1 The maisonette would provide dual aspect accommodation for future occupants, and would exceed the internal space standards for a 2-bedroom 3 person property over 2 floors at 76.8 sqm (the minimum standard being 70 sqm), the unit would provide good natural light and outlook. The double bedroom would be 11.5 sqm and single bedroom 6.6 sqm both exceeding minimum standards.

5.2 The first floor flat would meet internal space requirements for a 2-bedroom 3 person property over one floor measuring 65.3 sqm (with the minimum internal standard being 61 sqm) and it considered to provide good quality accommodation for future occupiers. The bedrooms would meet minimum space standards and would have sufficient natural light and outlook.

6.0 Transport and Servicing

6.1 Two internal cycle parking spaces are proposed to be located within the ground floor stairwell which would meet the requirement set out in policy T1 of the Local Plan of one secure covered cycle space per unit.

6.2 Waste storage facilities have been located within the ground floor stairwell and accord with policy CC5 of the Local Plan

6.3 As per the requirement of Policy T2 of the Camden Local Plan, should planning permission have been recommended for approval, it would have been subject to a car-free legal agreement to ensure that future occupants of the development are aware that they are not entitled to on-street parking permits. Policy T2 seeks to ensure car-free development in low parking provision areas. In the absence of a legal agreement to secure the residential units as car-free housing, the proposal cannot be supported as this would contribute unacceptable to parking congestion in the surrounding area and promote the use of non-sustainable transport, contrary to policy T2 of the Camden Local Plan.

Recommendation:

Refuse planning permission