

<b>Delegated Report</b>		<b>Analysis sheet</b>		<b>Expiry Date:</b>		19/01/2018	
		N/A / attached		<b>Consultation Expiry Date:</b>		20/12/2017	
<b>Officer</b>				<b>Application Number(s)</b>			
Robert Lester				2017/6066/P			
<b>Application Address</b>				<b>Drawing Numbers</b>			
21 Canfield Place London NW6 3BT				21CP/P100 (Existing/Proposed Plans)			
<b>PO 3/4</b>		<b>Area Team Signature</b>		<b>C&amp;UD</b>		<b>Authorised Officer Signature</b>	
<b>Proposal(s)</b>							
Conversion of single family dwelling into one studio flat and one 2 bed duplex flat, plus alterations to the front elevation to replace the garage door into a new window and doorway.							
<b>Recommendation(s):</b>		Refuse permission					
<b>Application Type:</b>		Full Planning Permission					
<b>Conditions or Reasons for Refusal:</b>		Refer to Draft Decision Notice					
<b>Informatives:</b>							
<b>Consultations</b>							
<b>Adjoining Occupiers:</b>		No. notified	0	No. of responses	0	No. of objections	0
<b>Summary of consultation responses:</b>		A site notice was displayed on the 29/11/2017 and the consultation period expired on the 20/12/2017.  No responses were received.					
<b>CAAC/Local groups* comments:</b> *Please Specify		N/A					

### Site Description

The site is located at 21 Canfield Place, which is a short cul-de-sac off Canfield Gardens running adjacent to Finchley Road Station. The application property is a 3-storey mid-terraced building located close to the western-end of the street. The submitted plans show that it has a garage and entrance hall on the ground floor and 3/4 bedrooms and living room above.

The building on the site is a late-Victorian mews-type building constructed from yellow stock brick with red brick arches, timber sash windows, timber garage doors with bressummer beam above, timber doorway with fanlight and turret dormer at roof level.

In terms of the surroundings, the building on the site is a mid-terraced building and the adjacent properties on this section of the mews are similar late Victorian buildings with timber garage doors at ground floor level. There is a modern single storey garage-block located opposite the site on the south side of Canfield Place. The eastern section of Canfield Place also contains 3 storey Victorian buildings; however mews-style timber garage doors are not characteristic of that section of the street.

The site is not located in a conservation area and does not contain any statutory or locally listed buildings.

## **Relevant History**

2013/1815/P - Extension to the front roofslope to provide a mansard roof on front elevation of single dwelling house (Class C3) – Refused - 30/05/2013

## **Relevant policies**

### National Planning Policy Framework (2012)

#### The London Plan (2016)

#### Camden Local Plan (2017)

H1 Maximising housing supply  
H6 Housing choice and mix  
H7 Large and small homes  
C6 Access for all  
A1 Managing the impact of development  
D1 Design  
T1 Prioritising walking, cycling and public transport  
T2 Parking and car-free development  
T3 Transport infrastructure  
T4 Sustainable movement of goods and materials  
DM1 Delivery and monitoring

### Camden Planning Guidance (CPG)

CPG1 (Design) – Sections 2, 4 and 10  
CPG2 (Housing) – Sections 4 and 5  
CPG6 (Amenity) – Sections 4, 6 and 7  
CPG7 (Transport) – Sections 5 and 9  
CPG8 (Planning obligations) – Section 10.

## **Assessment**

### 1. The Proposal

1.1 This application proposes the conversion of single family dwelling into a large studio flat and one 2 bedroom duplex flat, together with alterations to replace the garage door by a new window and doorway for the ground floor flat. The internal layout of the upper maisonette is retained but the 1<sup>st</sup> floor kitchen and bedroom are swapped around and a 2<sup>nd</sup> floor bedroom is relabelled as a TV room.

1.2 The main issues to assess on this application are the principle of development, housing mix,

design, amenity impact, housing quality and transport issues.

## 2. Principle of Development

2.1 The proposed development would increase housing supply in the borough in accordance with policy H1. The principle of the proposed conversion scheme is therefore accepted.

## 3. Housing Mix

3.1 Local Plan Policy H7 states that the Council will aim to secure a range of homes of different sizes that will contribute to the creation of mixed, inclusive and sustainable communities and reduce mismatches between housing needs and existing supply. The Council will seek to ensure that all housing development, including the conversion of existing homes and non-residential properties contributes to meeting the priorities set out in the Dwelling Size Priorities Table and includes a mix of large and small homes. The Dwelling Size Priorities Table is based on the Camden Strategic Housing Market assessment (SHMA) and sets out the priority need for 2 and 3 bedroom market units in the borough. Large homes are defined in the policy as homes with 3 bedrooms or more; small homes are studio flats, 1-bedroom and 2-bedroom homes. The supporting text to this policy states that the Council will expect proposals to include some dwellings that meet the high priorities wherever it is practicable to do so

3.2 The existing site contains 1 x 4 bed dwellinghouse. The development proposes to convert this into 1 x 2 person studio flat (with a bedroom alcove) and 1 x 4 person 2 bedroom duplex flat. The development would therefore provide a higher priority 2 bedroom unit as a part of the mix. It is noted that the development would not provide a 3 bed family sized unit as a part of the mix; however it is not considered practicable to do so on this site and moreover the new TV room could easily revert to a 3<sup>rd</sup> bedroom as it is used at present. The proposed 2 units would provide reasonable living conditions and any intensification to increase the number of bedrooms would compromise residential standards. It is therefore considered that there is no conflict with policy H7.

## 4. Housing Quality

4.1 The development would provide a studio flat with an internal floor area of 59 sq. m and a 2 bedroom duplex flat with an internal floor area of 98 sq. m; both are in accordance with the national minimum floorspace standards. The development would provide a reasonable standard of accommodation in other respects.

## 5. Design

5.1 The development proposes external alterations associated with the replacement of the garage by habitable accommodation for the ground floor flat. These would involve the removal of the existing timber garage doors at ground floor level and their replacement with a brick wall to match the elevation above and a window and door for the new flat to match the existing.

5.2 Local Plan Policy D1 requires development to be of the highest standard of design that respects local context and character and comprises details and materials that are of high quality and complement the local character.

5.3 Camden Planning Guidance 1 (Design) states that good design should positively enhance the character, history and nature of existing buildings on the site and other buildings immediately adjacent and in the surrounding area. CPG 1 also states that alterations should always take into account the character and design of the property and its surroundings.

5.4 The existing timber garage doors are considered to be an important element of the character of this mews-type property. The adjacent properties at no's 19, 23, 25 and 27 Canfield Place also have timber garage doors at ground floor level. This feature is therefore also considered to be an important characteristic feature of these mews-type properties at this end of Canfield Place. Although the site is not located in a conservation area, the garage doors are considered to be an important functional

element of the history of the site and are reflective of the workshop nature of mews-type properties.

5.5 The proposed garage conversion works, involving the removal and replacement of the garage doors and bressummer with a wall to match the elevation above and window and door to match the adjacent, would therefore fail to respect the local context and character of the site. These proposed alterations would be unsympathetic and incongruous alterations, which would result in an overly domestic residential facade and would harm the character of the existing building and the character of this section of the terrace on Canfield Place which has a mews-type character, contrary to policy D1 and CPG1.

5.6 It is noted that the properties on the eastern section of Canfield Place do not have garage doors. However, the Council feels that that part of the street has a different character to the western section, where the garage doors are an important part of the mews-type/functional character of the terrace.

5.7 In relation to the design of the proposed works, the proposed wall, door and window would match the design and style of the existing building. However, the detailed design is poorly considered- the existing historic arched lintels of the previously existing openings here are retained and one is retained for the new door, which is welcome, but the new window introduces a new arched lintel in a central location rather than using an existing one. The overall effect is incongruous, incoherent and lacking historical integrity. It is considered that the arrangement of window and doors would be better designed to reflect that at no. 19 (which has matching arches). Nevertheless, this does not overcome the harm caused by the alterations to remove the existing timber mews-garage doors and opening.

5.8 It is also noted that the submitted plans do not accurately show the existing elevation detail of the arches and brickwork above the garage door at ground level.

## 6. Amenity Impact

6.1 The proposed development would not result in any harm to the amenity of neighbouring residents in accordance with Local Plan Policies A1 and A4.

## 7. Transport

7.1 In accordance with Policy T2 the Council will limit the availability of parking and will require all new developments in the borough to be car-free. The Council will not issue on-street parking permits in connection with new developments and will use a s.106 legal agreement to ensure that future occupants are aware that they are not entitled to on-street parking permits. The occupiers of the house apparently will return to occupy the duplex maisonette once works are completed, thus in accordance with CPG guidance, only the new unit created needs to be car-free. Had the development been acceptable in other respects, the proposed additional studio flat would have been secured as car-free by s.106 agreement. As the application is to be refused on other grounds, this would be added as a reason for refusal, which could be overcome at appeal through a s.106 agreement.

7.2 Policy T1 states that the Council will seek to ensure that development provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan (Table 6.3) and design requirements outlined within our supplementary planning document Camden Planning Guidance 7. The development requires 3 cycle parking spaces which should meet the design and layout requirements in CPG7. The submitted plans show no cycle parking. However, given the constrained nature of the site, it is considered that there is insufficient space available to formally accommodate a cycle store. It is also considered that sufficient space exists within each flat to store a cycle if required.

## 8. Conclusion

8.1 Overall, the development is not considered to be acceptable at present for the following reasons:

1. The proposed external alterations, by reason of their detailed design, are considered to be unsympathetic and incongruous to the front elevation which would fail to respect the character and

context of the host building and would be harmful to the character and appearance of the host building, the streetscene and the wider area, contrary to Policy D1 (Design) of the Camden Local Plan 2017.

2. The proposed development, in the absence of a legal agreement securing car-free housing, would be likely to contribute unacceptably to parking stress and congestion in the surrounding area and fail to promote more sustainable and efficient forms of transport, contrary to Policy T2 (Parking and car-free development) of the Camden Local Plan 2017.