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| Delegated Report | | Analysis sheet | | Expiry Date: | | 06/05/2019 | | | |
| | | N/A / attached | | Consultation Expiry Date: | | 13/04/2019 | | | |
| Officer | | | | | | Application Number(s) | | | |
| Thomas Sild | | | | | | 2019/1310/P | | | |
| Application Address | | | | | | Drawing Numbers | | | |
| 49 Pratt Street London NW1 0BJ | | | | | | See decision notice | | | |
| PO 3/4 | | Area Team Signature | | C&UD | | Authorised Officer Signature | | | |
| | | | | | | | | | |
| Proposal(s) | | | | | | | | | |
| Conversion of single dwellinghouse to 2 self-contained flats (2 x 2 bed) and erection of ground, first and second floor rear extension including re-siting of ground floor rear window. | | | | | | | | | |
| Recommendations: | | Refuse planning permission | | | | | | | |
| Application Type: | | Full Planning Permission | | | | | | | |
| Conditions or Reasons for Refusal: | | Refer to Draft Decision Notice | | | | | | | |
| Informatives: | | | | | | | | | |
| Consultations | | | | | | | | | |
| Adjoining Occupiers: | | No. of responses | | 00 | | No. of objections | | 00 | |
| Summary of consultation responses: | | Site notices x 2: 20/03/2019 – 13/04/2019 No responses | | | | | | | |
| CAAC comments: | | N/A | | | | | | | |

Site Description

49 Pratt Street is a four-storey 19th century mid-terrace townhouse. The house forms part of a locally listed group running across 41a-55 Pratt Street and sits adjacent to other locally listed groups to the side and rear at 85-93 Camden Street and St Martin's Close.

Relevant History

20 September 2018 – 2018/1575/P granted permission subject to S106 legal agreement for conversion of single dwellinghouse into 2 self-contained flats (2 x 2 bed). Erection of single storey rear extension at ground floor. Replacement of 1 window on Western elevation

6 May 1983 - 33216/R2 granted permission the erection of a roof extension to provide an additional habitable room to the existing dwelling house.

Relevant policies

National Planning Policy Framework 2019

London Plan 2016

Camden Local Plan 2017

Policy A1 Managing the impact of development

Policy D1 Design

Policy D2 Heritage

Policy G1 Delivery and location of growth

Policy H1 Maximising housing supply

Policy H3 Maximising the supply of self-contained housing from mixed-use schemes

Policy H6 Housing choice and mix

Policy H7 Large and small homes

Policy T2 Parking and car free development

Policy T4 Sustainable movement of goods and materials

Camden Planning Guidance

CPG Altering and extending your home (2019)

CPG Amenity (2018)

CPG Design (2019)

CPG Housing (2019)

CPG Interim Housing (2019)

CPG Transport (2019)

Camden's Local List (January 2015)

Assessment

1 The proposal

- 1.1 Planning permission is sought for the conversion of the existing 5 bedroom dwellinghouse to 2 x 2 bedroom self-contained flats with rear extensions at ground, first and second floor levels.

The main considerations with this application are:

- Land use
- Affordable housing
- Living standards for future occupiers
- Design and heritage impact
- Impact on neighbour amenity
- Transport

2 Land use

- 2.1 The principal of the change of use from a single family dwelling house to 2 x 2 bedroom units was assessed under planning application 2018/1575/P and granted permission in September 2018. The permission has not yet been implemented.
- 2.2 The change of use involves the conversion of the existing single family dwellinghouse into 2 x 2 bedroom self-contained flats. The net increase in the number of residential units meets a priority land use of Camden's Local Plan. The 2 x 2 bedroom flats are identified as a high priority housing type (Policy H7). The principle of providing additional residential accommodation at the site and maximising the supply of additional homes in the borough is therefore considered appropriate.
- 2.3 The proposed development is considered acceptable in principle, subject to the detailed considerations below.

3 Affordable housing

- 3.1 Through Local Plan policy H4 the Council will expect a contribution to affordable housing from all developments that provide one or more additional homes and involve a total addition to residential floorspace of 100sqm GIA or more.
- 3.2 The proposals would create one additional home however given there would be only c20sqm additional floorspace, an affordable housing contribution would not be required.

4 Living standards for future occupiers

- 4.1 Both flats would comply with Camden's Planning Guidance and national space standards with GIAs of approximately 96sqm for the ground and first floor flat and 79sqm for the 2B3P at second/third floor level. All habitable rooms would comply with recommended size standards. Both flats would be dual aspect, which would ensure they received an adequate amount of daylight and natural ventilation.
- 4.2 The proposal development would be considered to offer an acceptable standard of accommodation for future occupiers.

5 Design and heritage impact

- 5.1 Through Local Plan policy D1 the Council will seek to secure high quality design in development

that respects local context and character and preserves the historic environment and heritage assets in accordance with policy D2 *Heritage*. The Council will expect developments to consider the character, setting, context and the form and scale of both the host building and neighbouring buildings, as well as the prevailing pattern, density and scale of surrounding development. Development should consider the impact on existing rhythms, symmetries and uniformities in the townscape. Under policy D2 *Heritage* the Council will seek to protect other heritage assets including non-designated heritage assets (including those on and off the local list).

- 5.2 Camden's Local Plan Document is supported by Supplementary Planning Guidance *Design and Altering and extending your home*. Good design should ensure buildings do not significantly overshadow existing outdoor spaces or amenity areas, and consider the degree of openness of an area.
- 5.3 Camden Policy Guidance on *Altering and extending your home* advises that extensions that are higher than one full storey below roof eaves/parapet level, or that rise above the general height of neighbouring projections and nearby extensions, will be strongly discouraged. This is because such extensions no longer appear subordinate to the building.
- 5.4 The proposed infill extension at ground floor level has been deemed acceptable through planning permission ref 2018/1575/P granted 20/09/2018 and no objection is raised to this component of this application.
- 5.5 There is a prevailing development pattern along the rear elevation of the adjoining terrace (nos. 41-55) for the principal building with two storey closet wings forming a consistent building line above first floor level. There are no extensions or rear wings above first floor level. Furthermore nos. 45-55 retain matching pitched roof topped rear wings at a consistent first floor depth at first floor level.
- 5.6 It is noted that no. 49 enjoys an unsympathetic 1980s built roof extension/alteration above the original rear parapet level, which has failed to retain the original parapet form. However, the proposed rear extension would fail to retain one full storey below the established eaves/parapet level of the terrace as a whole and would rise significantly above the general height of nearby extensions, removing the characteristic pitched roof above the existing wing. This would unbalance and destroy the existing symmetry between the rear wing of no. 49 and the adjoining no. 51. The bulk and mass of the extension would be visually intrusive and overbearing in the context of the terrace and fail to respect established character and development pattern.
- 5.7 Likewise, extending the rear wing at first floor level would be distinctly at odds with the consistent depth of the adjacent, matching wings across 45-55. This would disrupt the established rhythm and harm the recognisable historic built pattern of the group.
- 5.8 Overall the proposal fails to consider the character, context, scale and form of the surrounding development, causing harm to the character and appearance of the host building and adjoining locally listed terrace contrary to policies D1 and D2 of the Camden Local Plan.

6 Impact on neighbour amenity

- 6.1 Policy A1 seeks to protect the quality of life of occupiers and neighbours by only granting permission for development that does not cause harm to amenity. Factors to consider, and which are particularly relevant in this case, include sunlight, daylight, outlook, visual privacy and overlooking. Camden Planning Guidance on *Amenity* states that development should ensure that the proximity, size or cumulative effect of any structures avoids having an overbearing and/or dominating effect that is detrimental to the enjoyment of their properties by adjoining residential occupiers.

- 6.2 The proposed extension at second floor level would remove the existing pitched roof form and extend up 1.6m higher alongside the neighbouring window at no. 51 to a depth of 3.7m. The use of this window has not been confirmed and the absence of evidence to show this is not a habitable room window means the impact on outlook is considered to be significantly detrimental.
- 6.3 The space to the rear of the houses is significantly constrained with the principal rear building line of St Martin's Close situated just 14m from that of Pratt Street which lies to the south and acts as a barrier to direct sunlight. Roof extensions along Pratt Street have compounded the feeling of enclosure to the rear space. The proposed extension at first floor level would project 2.7m to full depth of the site up to the rear boundary with the garden space of no. 12 St Martin's Close at an increased height of 2.3m. This mass and bulk would overshadow the already constrained garden space of no. 12, resulting in an overbearing increase in sense of enclosure to the detriment of the occupants' amenity.

7 Transport

- 7.1 Policy T2 of the Camden Local Plan states that the Council will limit the availability of parking and require all new developments in the borough to be car-free, and parking will only be considered for new non-residential developments where it can be demonstrated that the parking provided is essential to the use or operation of the development. The development should therefore be secured as a car free development, restricting the ability of the future occupiers from obtaining on-street parking permits.
- 7.2 No on-site parking is proposed as part of the current proposal and the proposed unit would not be eligible for on street permits. The car-free requirement would be secured by a legal agreement if the scheme was otherwise considered acceptable. The absence of a legal agreement represents a reason for refusal.
- 7.3 The proposals indicate internal space for cycle storage. The proposed storage spaces are not fully in accordance with London Plan requirements, however this is considered acceptable in this instance given the constrained nature of the site and lack of space. It is noted that the ground/first floor flat could store a bike in the rear courtyard.
- 7.4 The proposals do not include below ground development and the overall scale of building, to create around 21sqm GEA would not require the provision of a Construction Management Plan.

8 Conclusion and recommendation

- 8.1 The proposed extension, by reason of its location, height, and bulk would appear as an overbearing and visually intrusive addition, which would fail to preserve or enhance the character and appearance of the host building, the adjoining locally listed terrace, nor the context of the adjacent locally listed building groups, contrary to policies D1 (Design) and D2 (Heritage) of the London Borough of Camden Local Plan 2017.
- 8.2 The proposed extension, by reason of its location, height, and bulk, would cause unacceptable harm to the amenity of the neighbouring residential occupiers by way of loss of outlook and increased sense of enclosure, contrary to policy A1 of the London Borough of Camden Local Plan 2017.
- 8.3 The proposed development, in the absence of a legal agreement for car-free housing, would be likely to contribute unacceptably to parking stress and congestion in the surrounding area, contrary to policies T1 (Prioritising walking, cycling and public transport), T2 (Parking and Car Parking) and A1 (Managing the impact of development) and DM1 (Delivery and monitoring) of the Camden Local Plan 2017.

Recommendation: Refuse planning permission for the reasons outlined above.