

2A Fleet Road, London, NW3 2QS

Planning Statement

Firstplan Ref: 22370/MS/gc

Date: September 2022

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Section 1 Introduction

1.1 This Planning Statement has been prepared by Firstplan in support of an application at 2A Fleet Road, London, NW3 2QS, seeking consent for the following development:

“Erection of a single storey roof extension in order to facilitate conversion of existing flat at first and second floor levels into 3 no. 2-bedroom flats”

1.2 The site is located in Hampstead at the intersection of Fleet Road and Agincourt Road. It comprises a three-storey corner plot building, with an estate agents based at ground floor level and a poor-quality residential flat across first and second floor levels. The proposal seeks to convert and reconfigure the site by replacing the disjointed flat on the upper floors of the building with three no. new 2-bedroom units, each exceeding minimum space standards and benefiting from their own private balconies/terrace spaces. This will be achieved through reconfiguring the internal layout at first and second floor levels, and through the addition of a single storey extension on top of the existing butterfly roof.

1.3 The scheme will optimise the development potential of the site by enhancing the existing, poor quality, residential accommodation. Importantly, it will maximise the efficient use of the site in line with National Planning Policy Framework and London Plan guidelines, providing much needed additional residential accommodation in the form of 3 new flats, as well as delivering a high-quality piece of architecture which will upgrade and enhance the appearance of the corner plot building and wider Mansfield Conservation Area, as is demonstrated within the following sections of this report.

1.4 This statement assesses the acceptability of the application proposals in planning terms, and is set out as follows:

- **Section 2** - provides a description of the relevant background information, including a description of the site and surrounding area, and details of relevant planning history;
- **Section 3** - provides detail of the application proposals;
- **Section 4** - assesses the relevant policy context;
- **Section 5** - provides the planning and heritage assessment; and
- **Section 6** - draws conclusions.

Section 2 Site Background

a) Site Description

- 2.1 The application site comprises of a three-storey corner plot building, sitting on the corner of Fleet Road to the South and Agincourt Road to the West. It is separated from the main terrace of residential properties to the west by an alleyway and is only connected to the properties along Agincourt Road at ground floor level, therefore forming an Island site with no connected properties on the upper floors.
- 2.2 The building is occupied by an estate agents at ground floor level, and a poor-quality residential flat at first and second floor levels. Externally, it features a traditional shopfront at street level, a white stucco façade with sash windows on the upper floors, and a butterfly roof that is concealed from street view by a raised parapet along the north and south boundaries.
- 2.3 The property is the only building within this stretch of Fleet Road which has not been significantly altered at roof level. All of the neighbouring properties feature an additional storey within a mansard extension, as can be seen below at Image 1.



Image 1: Site and surrounding properties

- 2.4 The surrounding area is primarily residential consisting of large family homes and mixture of Victorian villas and smaller flats
- 2.5 The site is located within a highly accessible location with bus stops located immediately outside of the property and Belsize Park, Hampstead Heath and Gospel Oak train stations located within walking distance to the north and west respectively.
- 2.6 The property is not listed, however it is located within the Mansfield Conservation Area. The site is not however subject to any other designations within the Councils proposals map.

b) Planning History

i. The Site

- 2.7 In 2013, a certificate of lawfulness was attained for the continued use of the first-floor flat roof as a terrace ancillary to the existing residential maisonette (ref: 2013/6366/P). This allowed for the use of the flat roof area in the northwest of the site for external amenity space, and established the principle of terraces/balconies within this section of the site.
- 2.8 The most recent planning history at the site dates back to 2016, when the current applicant sought permission for the erection of a mansard roof extension, and the reconfiguration of the existing HMO occupying the first and second floors to provide 6 additional bedsit units (ref: 2016/6604/P). This included a mansard extension similar to what is currently being proposed, and would have increased the provision of bedsit units at the site from 6 to 11.
- 2.9 The application was considered acceptable from a design perspective and the provision of additional residential accommodation was also welcomed. The application was due to be approved, with the Council issuing a draft approval letter, but the application was never formally signed off. The applicant was not at the time ready to commit to the investment required to regenerate the site and withdrew their application, however they are now fully committed to investing in the site and delivering much needed additional residential accommodation. The focus of this updated application is to provide 3 no. two-bedroom units as opposed to the large-scale HMO previously proposed, which is preferable when assessed against Camden's policies on housing (as detailed within the following sections of this report).

ii. Surrounding Area

- 2.10 All of the neighbouring properties within this stretch of Fleet Road feature Mansard extensions. They were mostly constructed many years ago and therefore do not have corresponding planning applications available online, however permission was recently granted at 62 Fleet Road for the erection of a mansard extension (ref: 2019/5819/P). In determining this application, officers commented on the varied roofscape within the area and that the extension would help to unify the neighbouring buildings. It is therefore acknowledged by the Council that there are a range of roof extensions within the street and that this is a prevailing characteristic of the area. In the case of the proposal site, the mansard is no larger than what has been permitted on the neighbouring buildings and should therefore be welcomed.
- 2.11 In the wider context, there are numerous examples of small sites like this, both in Camden and across London, which have been redeveloped to provide additional residential accommodation at roof level and reconfigured internally to provide additional residential units. They are particularly common within Camden, owing to its inner London location and shortage of new sites for residential development.

17 Monmouth Street

- 2.12 An example of a similar development which has been allowed elsewhere within Camden, maximising the potential of its upper floors, is 17 Monmouth Street. This site is not a corner plot, but like the application site included an inefficiently laid out flat on the upper floors which had not been extended at roof level.
- 2.13 In 2020, permission was granted at the site for the erection of a single storey roof extension, and the conversion of the existing 3-bedroom flat to provide two new flats (1 no. 1-bedroom flat and 1 no. 2-bedroom flat) at first, second, third and fourth floor level (ref: 2020/0599/P).
- 2.14 In determining the application, officers found the principle of losing a larger 3-bedroom unit and replacing it with two smaller units to be acceptable, noting that a 'high priority' 2-bedroom flat would be retained at the site and is therefore acceptable. Officers also noted that the proposal would create an additional residential unit helping the Council to maximise their housing supply in accordance with the requirements of policy H1. The same conclusions can be drawn when assessing this current application, which similarly involves replacing a larger flat with smaller units, however rather than providing 1 no. 1-bedroom unit and 1 no. 2-bedroom unit, this current scheme includes 3 no. 2-bedroom units which are a 'high priority' housing type as set out within Camden's Local Plan 2017. The

proposal would also result in two new dwellings therefore providing a more valuable contribution to the Councils housing stock. The mix of dwelling types and additional flats at the site should therefore be welcomed.

- 2.15 The proposal was also considered to be acceptable from a design perspective, with officers welcoming the mansard extension on the basis it would be a subordinate addition that would not harm the building original proportions. In reaching this conclusion it was acknowledged that the surrounding properties had a range of mansard roof extensions of varying sizes and designs and that this was an established characteristic of the area. It was deemed that the extension would continue the pattern of development and help to reunite the group of buildings and wider townscape. The exact same conclusions can be drawn when assessing the mansard extension at the application site, which will align the property with the neighbouring mansard extensions.

Section 3 Application Proposals

- 3.1 Planning permission is sought for the conversion of the existing flat occupying the first and second floors of the building to form 3 no. 2-bedroom flats. Permission is also sought for the erection of a single storey mansard roof extension to facilitate the conversion works.
- 3.3 It is proposed that the existing flat occupying the first and second floors will be divided into two 2-bedroom flats, with each flat occupying their own floor, and that a new 2-bedroom flat will be provided at third floor level within the mansard extension. In order to ensure an efficient layout of the site is achieved, it is proposed that each flat will feature similar layouts, with their toilets, kitchens, bedrooms etc. positioned directly on top of each other.
- 3.4 Each dwelling will feature a large, dual aspect kitchen/living space along the southern edge of the property, a large double bedroom positioned centrally, and a smaller single person bedroom at the western end of their floorplate. They will all exceed London plan minimum space standards, as is demonstrated within the table below detailing the proposed floor areas.

Floor	GIA	Type
First Floor	67.9	2b/3p
Second Floor	67.9	2b/3p
Third Floor	68.4	2b/3p

Table 1: Proposed Floor Areas

- 3.5 The flats will also each benefit from their own private amenity space, with the first floor flat utilising the existing roof terrace in the north-west corner of the plot, and the second and third floor flats featuring smaller 5 sqm balconies stacked above this.
- 3.5 Access to the flats will be from the existing entrance point in the centre of the property on Agincourt Road, and they will share the existing stair core which is positioned centrally.
- 3.5 At roof level, it is proposed to replace the butterfly roof with a new single storey mansard extension. The massing of the proposed design is deliberate, stepping back from the main façade so that the mansard is less visible from street level and does not disturb the pattern of the established roof line. It will be no taller than the mansards on the properties to the west of the site along Fleet Road, and instead will match the established building height ensuring consistency between the properties. It will

also be constructed with slate tiles and feature Velux rooflights to mirror the design of the neighbouring properties within the Conservation Area.

- 3.6 No changes proposed to the commercial unit at ground floor level.
- 3.7 The proposed layout for each unit can be seen below and within the accompanying plans prepared by Rosenfelder Associates.

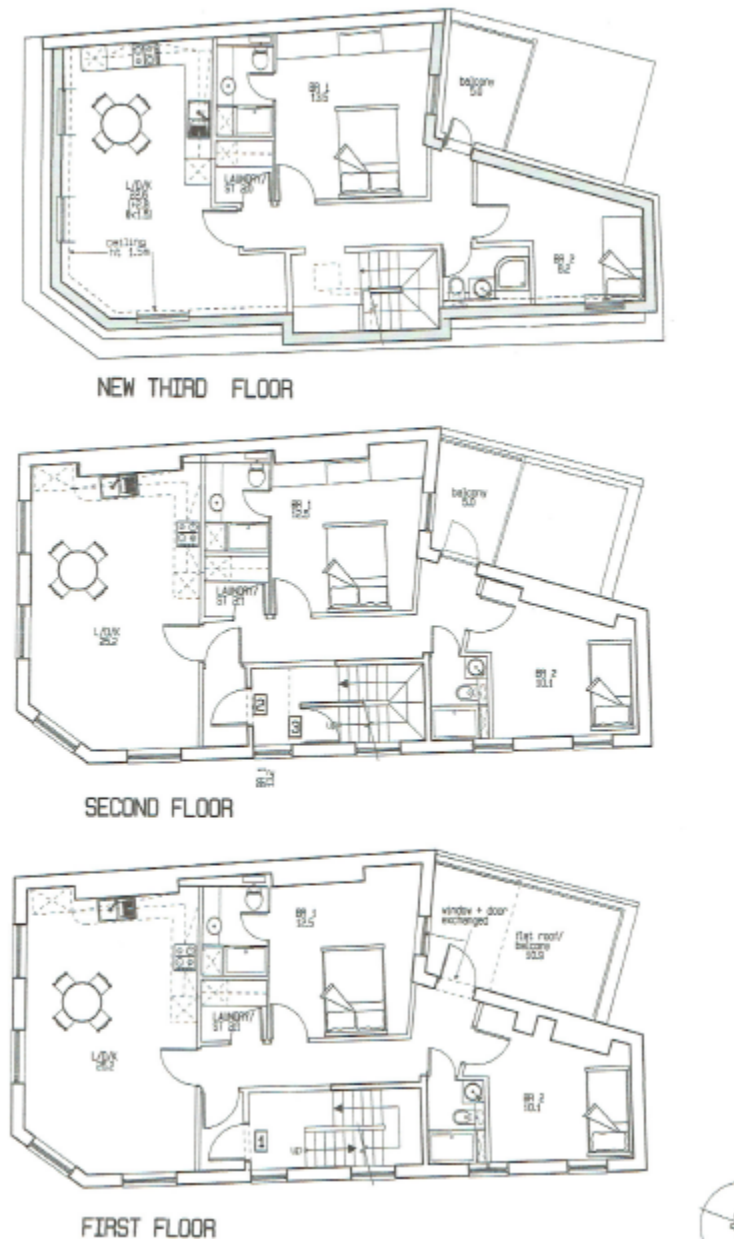


Image 4: Proposed Layout for each flat

Section 4 Relevant Planning Policy

- 4.1 This section summarises the key guidance, and national and local planning policies relevant to the proposals.
- 4.2 The statutory Camden development plan consists of the London Plan (2021), the Camden Local Plan (2017), the Proposals Map (2017) and the Camden Planning Guidance. The National Planning Policy Framework (NPPF) (2021) is also relevant.
- 4.3 The Camden Proposals Map (2017) designates the site as within the Mansfield Conservation Area. Accordingly, the Mansfield Conservation Area Area Statement (XX) forms the relevant heritage guidance for consideration in this application.

a) National Planning Policy Framework (2021)

- 4.4 The latest National Planning Policy Framework (NPPF) was adopted in 2021 and provides the Government's overarching economic, environmental and social planning policies for England.
- 4.5 Paragraph 119 sets out that planning policies and decisions should promote an effective use of land in meeting the needs for homes and other uses, whilst safeguarding and improving the environment and ensuring safe and healthy living conditions.
- 4.6 Paragraph 120 expands on this, setting out that planning policies and decisions should '*promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure)*'. The text goes on to note at part e that policies should '*support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well designed (including complying with any local design policies and standards), and can maintain safe access and egress for occupiers*'.
- 4.7 Paragraph 130 sets out the design principles that planning policies and decisions should adhere to, noting that they should ensure developments function well and add to the overall quality of the area,

not just for the short term but over the lifetime of the development, are that they should be visually attractive as a result of good architecture, and be sympathetic to local character and history.

4.8 The pre-application proposal seeks to optimise the development potential of the site and provide high-quality residential accommodation in line with these objectives.

b) The London Plan (2021)

4.9 The London Plan is the overall spatial development strategy for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20 – 25 years. The overall strategy is for ‘Good Growth’ to promote sustainable development – including the use of previously developed land and buildings in a design-led approach, ensuring development is accessible and takes into account physical constraints.

4.10 Policy GG2 ‘Making the Best Use of Land’ seeks to maximise the development of brownfield land, utilising small sites which are well-connected by public transport. The policy encourages decision-makers to proactively explore the potential to intensify the use of land to support additional homes.

4.11 Policy GG4 ‘Delivering the Homes Londoners Need’ sets out that those involved in planning development must ensure that more homes are delivered, at the same time creating mixed and inclusive communities with high standards of design.

4.12 Policy D1 relates to local character. It notes that development should specifically have regard to the “*characteristics, qualities and value of different places*”, in particular the urban form and structure, housing type and tenure, and transport networks.

4.13 Policy D3 supports development that takes a design-led approach, with architecture that makes a positive contribution to a coherent public realm, streetscape, and wider cityscape. It should incorporate the highest quality materials and design appropriate to its context. Part B of this policy sets out that developments should: (*inter alia*)

- be of high quality, with architecture that pays attention to detail;
- enhance local context;
- provide active frontages;
- respond to local distinctiveness through their layout, orientation, scale, appearance, and shape;
- encourage and facilitate active travel;

- aim for high sustainability standards and take into account the principles of the circular economy;
- provide conveniently located green and open spaces for social interaction, play, relaxation and physical activity; and
- achieve safe, secure and inclusive environments.

4.14 Policy D4 indicates that Design and Access Statements submitted with planning applications should demonstrate that the proposal meets the design requirements of the London Plan.

4.15 Policy D6 states that Housing development should be of high-quality design and provide adequately sized rooms (see Table 3.1) with comfortable and functional layouts which are fit for purpose. Policy D6 also sets out the minimum space standards for new homes.

4.16 Policy H1 refers to table 4.1 which sets out ten-year targets for net housing completions that each local planning authority should plan for. The target for Camden is 10,380 new homes. Policy H1 requires boroughs to encourage development on appropriate windfall sites and to optimise the potential for housing delivery on all suitable and available brownfield sites through planning decisions, especially the following sources of capacity:

- Sites with existing or planned public transport access levels (PTALs) 3-6;
- Housing intensification on other appropriate low-density sites in commercial, leisure and infrastructure uses;
- Small sites.

4.17 Policy H2 requires boroughs to pro-actively support well-designed new homes on small sites (below 0.25 hectares in size) in order to significantly increase the contribution of small sites to meeting London's housing needs, diversify the sources, locations, type and mix of housing supply and to support small and medium-sized housebuilders. Camden has a ten year target of 3,280 new homes on small sites as per table 4.2.

4.18 The supporting text sets out these developments can take a number of forms such as: new build, infill development, residential conversions, redevelopment or extension of existing buildings, including non-residential buildings and residential garages, where this results in net additional housing provision. It states that these developments should generally be supported where they provide well-designed additional housing to meet London's needs.

- 4.19 Car and cycle parking standards are detailed in Policy T5 Cycling and Policy T6 Car Parking. All development must provide secure, integrated and accessible cycle parking facilities in line with minimum standards, as set out in Table 10.2 of the London Plan. The table requires residential developments to provide 1 cycle space per 1 person, 1 bedroom dwelling; 1.5 spaces per 2 person, 1 bedroom dwelling; and 2 spaces per all other dwellings.
- 4.20 Car parking maximum standards are set out in Table 10.3.

c) Camden Local Plan (2017)

- 4.21 **Policy H1** seeks to maximise housing supply within the borough, setting a target of 16,800 additional homes from 2016/2017 to 2031/2031, including 11, 130 additional self-contained homes. The supporting text sets out that the Councils preference for new accommodation is self-contained units whereby residents have their own doors, kitchens and amenity spaces (rather than shared living).
- 4.22 The supporting text for policy H1 goes on to explain that the Council will target and prioritise self-contained homes, specifically stating *“Self-contained homes have the greatest potential to provide for a variety of household types with a reasonable standard of privacy and amenity. They generally have the space and flexibility to provide for people whether they are young or old, single people (often sharing), couples or families, and disabled people or people who need a carer for certain activities or overnight. Non self-contained housing with shared facilities is generally aimed at a particular group or household type (e.g. students or single people). This accommodation can be the best way of tailoring facilities or support to suit the characteristics of a particular group, but provide less flexibility for alternative occupiers and can create a greater risk of conflict between people with different cultures and lifestyles”*.
- 4.23 **Policy H3** seeks to protect existing homes, noting that the Council will resist proposals that result in a net loss in residential floorspace or would result in the net loss of two or more homes (from individual or cumulative proposals).
- 4.24 **Policy H4** seeks to maximise the supply of affordable housing. The policy states that the Council will require a contribution to affordable housing from all developments that provide one or more additional homes, however with regards to converting existing homes the policy goes on to state:

“For schemes which involve one or more additional homes, we will assess their overall capacity for additional homes, starting from the proposed addition to

floorspace. Having regard to the nationally described space standard (London Plan Table 3.3). We will generally assess an additional 100 sqm GIA residential floorspace as having capacity for one additional home.

In order to avoid determining small extensions to existing residential blocks and or deterring the size of the dwellings within them, we will not seek an affordable housing contribution from developments that involve less than 100sqm of additional residential floorspace, including:

- Schemes that involve the subdivision of existing housing to create more homes;
- Schemes that provide one home of 90 sqm GIA; and
- Schemes that provide two homes of 45 sqm GIA each.”

4.25 The proposal seeks to convert an existing flat into three dwellings and comprises a small roof extension that is less than 100m in size. The proposal is not therefore liable to paying an affordable housing contribution.

4.26 **Policy H6** of the Local Plan states that the Council will expect all self-contained homes to meet nationally described space standards.

4.27 **Policy H7** of the Local Plan states that the Council will seek to ensure that housing development and the conversion of existing homes contributes to meeting the priorities set out in the Dwelling Size Priorities Table, which is as follows:

Table 1: Dwelling Size Priorities

	1-bedroom (or studio)	2-bedroom	3-bedroom	4-bedroom (or more)
Social-affordable rented	lower	high	high	medium
Intermediate affordable	high	medium	lower	lower
Market	lower	high	high	lower

4.28 The table indicates that 2-bedroom dwellings are a high priority within the borough.

- 4.29 **Paragraph 3.197** of the supporting text sets out that the Council, when considering the proportion of large homes appropriate within a specific development, will take account of any features that make the development particularly suitable for families and children
- 4.30 **Policy T2** states that the Council will limit the availability of parking and require all new residential developments in the borough to be car free.
- 4.31 **Policy G1** outlines that the Council will support development that makes best use of its site, taking into account quality of design, its surroundings, sustainability, amenity, heritage, transport accessibility and any other considerations relevant to the site.
- 4.32 **Policy D1** confirms the Council will seek to secure high quality design in development. Specifically, it is required that development (inter alia):
- is sustainable in design and construction;
 - respects local context and character;
 - preserves or enhances the historic environment and heritage assets;
 - uses details and materials that complement the local character;
 - integrates well with the surrounding streets, and contributes positively to the street frontage;
 - preserves strategic and local views;
 - provides a high standard of accommodation for housing.
- 4.33 **Policy D2** seeks to protect and, where appropriate, enhance the character and appearance within conservation areas.
- 4.34 **Policy A1** states that the quality of life for both occupiers and neighbours will be protected. When assessing new applications, the Council will consider:
- Visual privacy and outlook.
 - Sunlight, Daylight and Overshadowing.
 - Artificial lighting levels.
 - Impacts of the construction phase.
 - Noise and vibration levels.

a) Camden Planning Guidance

i. Camden Planning Guidance 1: Design (2015)

- 4.35 The guidance requires that alterations to existing buildings take into account the character and design of the property and its surroundings.
- 4.36 Extensions and alterations to existing buildings should consider the character and design of the site and its surroundings. Additionally, windows, doors and all proposed materials should preserve the character of the property in terms of amount, appearance, type and proportions. Extensions should be subordinate to the original building in terms of scale. The document requires roof alterations to be appropriately designed to ensure no harm to the amenity of neighbouring properties.
- 4.37 Specifically regarding heritage assets, the document requires development to enhance and preserve an area of special architectural or historic interest, character or appearance.

ii. Camden Planning Guidance 6: Amenity (2011)

- 4.38 The guidance requires that all developments should seek to protect amenity and ensure adequate receipt of sunlight and daylight without adversely affecting surrounding buildings.
- 4.39 New development should ensure:
- good outlook by occupants when looking out of their windows or from their garden;
 - ensure that outlook is reduced to an acceptable level; and
 - maximise the amount of sunlight into rooms without overheating the space and to minimise overshadowing.

d) Planning Policy Summary

- 4.40 There is a clear planning policy objective at national, London-wide and borough levels to maximise the use of well-located, accessible urban sites, and to provide additional housing wherever possible. New business floorspace is promoted in defined employment areas such as the application site, with residential use permitted where it is part of a mixed-use, business-led scheme.

Section 5 Heritage Statement

- 5.1 The application site lies within Mansfield Conservation Area, which falls within Gospel Oak and is the land between Hampstead, Maitland Park and Kentish Town on the edge of Hamstead Heath. The Conservation Area is an elongated diamond shape with through-roads running from east to west along the northern and southern boundaries, and shorter roads running from north to south on a loose grid pattern.
- 5.2 The building itself is not listed and none of the neighbouring villas within this part of the road are listed, however the property is located within the 'Fleet Road Sub Area 1', which is considered to make a positive contribution to the conservation area. The Conservation Area Appraisal provides the following description for the row of properties along Fleet Road in which the site sits:

“Nos. 2-30 is separated visually from the development to the west along Fleet Road by a school garden and a sharp bend in the road. This development dates from the mid 19th century and numbers 8-30 have been extensively modernised. The terrace is three storeys high with pairs of sash windows and incised stuccowork at ground floor level and decorative stucco surrounds to the upper floor windows. Nos. 4-30 have been extended at roof level. The small front areas are surrounded by decorative railings. Between Nos. 2 and 4 Fleet Road is an original break along the original Parish Boundary allowing access to the modern Agincourt Studios. In this location are three original shopfronts at Nos. 2, 4 and 6 Fleet Road”

- 5.3 As noted in the description, the site is separated from the main terrace of properties to the west along Fleet Road which have been significantly altered at roof level. There is the opportunity therefore to provide an additional storey, so that the property matches the height of the adjoining terrace and ensures consistency to the conservation area.
- 5.4 With regards to roof extensions, the Conservation Area Guidance estates that roof alterations or additions are likely to be unacceptable where its architectural style would be undermined by an addition. It then states the streets where this applies. Fleet Road is not included within this list, as the street contains a varied roofline (as is acknowledged within the earlier sections of the Conservation Area Appraisal). It is therefore suitable for a mansard extension, particularly noting it is the only

property not to feature a mansard extension and the Council have previously permitted one at the site (although it was never built out).

- 5.5 No works are proposed to the lower floors of the building as part of this application and the original shopfronts at ground floor level will not be disturbed. The proposals relate solely to the refurbishment of the roof space, where it is proposed to introduce a subtle mansard extension which matches the design of the neighbouring buildings.
- 5.6 The alterations will not alter the overall scale of the building or adversely affect the significance of the site within the Fleet Road character area. The replacement of the existing, butterfly roof, with a new mansard extension will improve the overall proportions of the roof, and ensure there is no adverse impact on significance, in accordance with national guidance and policy D2 of the Local Plan.

Section 6 Planning Assessment

6.1 This section assesses the proposed development in the context of relevant planning policy. The key issues arising for consideration in relation to the proposed scheme are:

- Principle of development (dwelling mix and quality of accommodation);
- Design of the scheme considerations
- Impact on amenity of future occupiers and neighbouring properties;
- Transport issues; and
- Other considerations.

6.2 These matters are discussed in turn below.

a) Principle of the Development

6.3 National, London-wide and Borough planning policies all indicate that developments should aim to make the most effective use of land. This is emphasised within the NPPF where it is stated that Councils should promote and support the development of under-utilised land and buildings where land supply is constrained and available sites could be used more effectively, and support opportunities to use the airspace above existing residential premises for new homes. The proposals adhere to this by maximising development at this underused site, introducing a mansard extension so that the existing dwelling can be converted into 3 generously sized 2-bedroom dwellings, each benefiting from their own private amenity space.

6.4 The upper floors of the building are currently occupied by a small HMO, which could be converted to a large flat under Class L of the permitted development schedule. The applicant could therefore convert the unit into a large family dwelling without the requirement of a planning application, however rather than do this they are seeking to ensure a more efficient use of the space by converting the space into 3 no. 2-bedroom units. When assessed in planning policy terms, this would result in the conversion of a 'high priority' 3 + bedroom unit as defined by Policy H7 of Camden's Local Plan into three 2-bed apartments, which are also considered to be a 'high priority' housing type. The proposal will therefore result in a net increase of 2 'high priority' dwellings when assessed against the Councils Local Plan policies and as a result should be welcomed.

- 6.5 The site as a whole has been in longstanding residential use, and is located in a predominantly residential area with good access to public transport schools, health facilities and amenities. The proposals will deliver 2 new residential dwellings in addition to the existing dwelling, therefore providing a valuable contribution to the Councils housing supply in accordance with policy H1 of the Local Plan. The Council have approved numerous similar applications to convert larger flats above ground floor units into smaller flats, including that at 17 Monmouth Street (ref: 2020/0599/P), so proposal should be considered acceptable.
- 6.6 The flats will occupy a floor each from first to third floor level, each benefiting from spacious living spaces, private external amenity space, and dual aspect living. They will be 67.9, 67.9 and 68.4 sqm in floorspace respectively, therefore comfortably exceeding the London Plan requirement of 61 sqm for 2-bedroom, 3 person units. Importantly, unlike many other properties in London, particularly within built up residential locations such as this, they will each benefit from their own private external amenity spaces. The first floor flat will utilise the existing approved terrace to the rear of the buildings, with the second and third floor flats featuring smaller balconies staggered above this so that there is no direct overlooking into the neighbouring properties. This will ensure a high standard of accommodation for any future occupants, going way and above beyond that provided across the overwhelming majority of London homes. The proposals are therefore consistent with Camden Local Plan policies H1, H2, H4 & H7 and should be welcomed.

b) Design

- 6.7 The site is an underdeveloped corner plot, with a white stucco façade and butterfly roof pitch. It sits at the end of a terrace which has been significantly reconfigured at roof level, with all of the neighbouring buildings featuring mansard extensions of varying heights and designs. The proposal seeks to introduce a subtle mansard extension with Velux windows, which will match the design of the mansards on the neighbouring properties and reunite the group of buildings and wider townscape.
- 6.8 Policy 4.6 of the Council's supplementary guidance document (Altering and Extending Your Home - 2019) describes mansards as: *"A traditional type of roof extension normally associated with Georgian or Victorian buildings which have a front parapet wall and valley roof or flat roof structure behind. Where mansards are an established feature within a group of buildings or townscape, they will be considered as an acceptable addition"*. The size and scale of the proposed single storey roof extension is considered to represent a subordinate addition that would not harm the original design and proportions of the host building. It is the only property within the terrace of properties along Fleet Road which does not feature a mansard extension at roof level, so the proposed addition will bring the roof

in line with the neighbouring properties and ensure a consistent appearance to the terrace to the benefit of the Mansfield Conservation Area.

c) Amenity

6.9 Policy A1 of Camden's Local Plan seeks to protect the amenity of residents by ensuring the impact of development is fully considered. It seeks to ensure that development protects the quality of life of occupiers and neighbours by only granting permission for development that would not harm the amenity of neighbouring residents, including privacy, overlooking, outlook and implications on daylight and sunlight. The proposals have been formulated within this policy in mind, with the mansard extension and reconfiguration of the lower floors carefully designed to ensure there is no impact on surrounding residential amenity.

6.10 Each flat will occupy a single floor and be neatly stacked on top of each other so that there is no material change to the function of the space. One additional flat is proposed at roof level within the new mansard extension, however the site is already flanked by buildings to the west that all have larger mansard extensions – meaning in this instance the provision of a mansard roof extension will not be an oppressive alteration that would harm the amenity of properties to the rear (particularly as the extension would still be set well below a lot of the neighbouring roof extensions and would not be significantly higher than the existing parapet). The orientation of the roof slope and positioning of the velux windows within the mansard will mirror the design of the flats on the floor below, therefore ensuring there will not be any direct overlooking of neighbouring properties and that they are not adversely impacted. Similarly, the balconies have been positioned to the rear within the recessed section of the elevation (above the existing approved terrace) where there will be no opportunities for direct overlooking of neighbours.

6.11 Given the above, the proposed alterations are considered to have an acceptable impact on neighbouring amenity in terms of light, outlook and privacy.

d) Transport Issues

6.12 The site is positioned within a built-up inner London location, with an excellent level of Public Transport Accessibility. There are numerous bus and train stations located in close proximity and as such it is proposed that the scheme will be car free. This aligns with policy T2 of the Local Plan, which states that the Council will limit the availability of parking and require all new residential developments in the

borough to be car free. This is indeed how the site currently operates, with residents of the flats making use of the excellent public transport links in the area, so we trust the same approach should be deemed acceptable for the updated scheme. The applicant is willing to commit to a Unilateral Undertaking confirming this.

Section 7 Conclusions

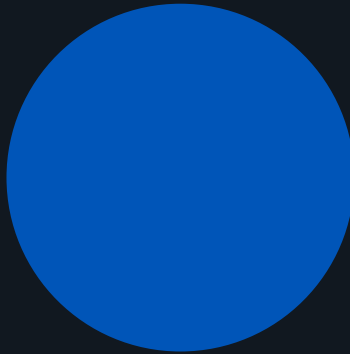
7.1 This Planning, Heritage and Design and Access Statement has been prepared by Firstplan in support of a planning application at 2A Fleet Road, London, NW3 2QS, seeking consent for the following development:

“Erection of a single storey roof extension in order to facilitate conversion of existing flat at first and second floor levels into 3 no. 2-bedroom flats”

7.2 This statement has demonstrated the following:

- The proposal will maximise the efficient use of this underused but highly accessible corner site, in accordance with national, London-wide and local planning policy objectives;
- The proposed upwards extension will significantly enhance the standard of the residential accommodation at the site, replacing the dated and disjointed HMO accommodation with 3 new 2-bedroom flats each with large internal amenity spaces, and private terraces/balconies exceeding minimum space standards;
- The development will provide an appropriate mix of dwelling sizes, with three 2-bedroom units which are a ‘preferred housing type’ of Camden. They will each provide a high standard of accommodation for future occupiers, whilst at the same time preserving the amenity of surrounding residents;
- The scheme comprises a carefully thought-out, high-quality and bespoke design which will serve to complement the character of the street scene and surrounding area and the bulk, mass and proportions of the proposed development are acceptable. It will mirror the design of the mansard extensions on the neighbouring properties, thus enhancing the character of the wider Mansfield Conservation Area.

7.3 The proposal should therefore be considered acceptable, and we would respectfully request that planning permission is granted.



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