

CITY OF WESTMINSTER			
PLANNING APPLICATIONS SUB COMMITTEE	Date 24 April 2018	Classification For General Release	
Report of Director of Planning		Ward(s) involved Bryanston And Dorset Square	
Subject of Report	24 and 26 Huntsworth Mews, London, NW1 6DD,		
Proposal	Conversion of garages into habitable space, replacement of first floor windows and door and associated external alterations.		
Agent	Mr Andrew Ransome		
On behalf of	Bluston Securities Ltd		
Registered Number	18/01124/FULL	Date amended/ completed	8 February 2018
Date Application Received	8 February 2018		
Historic Building Grade	Unlisted		
Conservation Area	Dorset Square		

1. RECOMMENDATION

Grant conditional permission.

2. SUMMARY

The application site contains two adjacent two storey mews properties. Both properties are in use as single family dwellinghouses and they have one garage each.

Planning permission is sought for the conversion of the two garages into habitable floor space which includes the replacement of the existing garage doors with glazing in the upper half and timbered spandrel panel below. On the front elevation the proposal also includes the replacement of the windows and a door at first floor level and the repositioning of a ground floor door.

Comments have been received from the St. Marylebone Society who comment in relation to the provision of cycle parking, Westminster parking policy, and in relation to fenestration design. No objections have been received from neighbours.

The key issue in the consideration of this application are:

- * The impact of the change of use on parking in the local area;
- * The impact of the elevation alterations on the character and appearance of the area.

The proposals are considered to accord with City Council's adopted policies in the City Plan (November 2016) and the Unitary Development Plan (UDP) (January 2007) in land use, design,

amenity and highways terms. The application is therefore recommended for approval, subject to the conditions set out in the draft decision letter appended to this report.

3. LOCATION PLAN



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4. PHOTOGRAPHS



Front Elevation

5. CONSULTATIONS

THE ST MARYLEBONE SOCIETY:

- If permission is granted for the conversion of the garages into habitable space than provision should be made for internal cycle parking storage.
- Westminster's parking policy should be revised to encourage more residents to use shared forms of transport.
- The proposed garage doors are not compliant with Westminster's Mews Design Guidelines. This document suggests that if garage doors are to be replaced with windows then they should appear like the double garage doors that are characteristic of type found in this the local area.

HIGHWAYS PLANNING MANAGER:

No objection. The two existing garages are not compliant with modern garage standards. Due to the combination of the width of the street, the existing on-street car parking arrangement, the position of the garages doors and the internal dimensions of the garage spaces, it is considered that the two existing garages do not represent viable car parking spaces. Note that cycle parking spaces should be provided for the two residential units.

WASTE OFFICER:

Details of the proposed waste and recycling storage provision for the two dwellinghouses is required to ensure that they meet the necessary capacity.

ADJOINING OWNERS/OCCUPIERS

No. Consulted: 10

Total No. of replies: 0

PRESS ADVERTISEMENT / SITE NOTICE:

Yes

6. BACKGROUND INFORMATION

6.1 The Application Site

24 and 26 Huntsworth Mews are two adjacent two storey mews properties. Both properties are in use as single-family dwellinghouses and they have one garage each.

The application site lies within the Dorset Square Conservation Area and neither of the buildings are listed. There is however a row of Grade II listed terrace properties located to the east of the application site on Gloucester Place.

6.2 Recent Relevant History

18/02263/FULL

Erection of a roof extension with dormer windows at second floor level and alterations to the front windows and doors (Site includes 24-26 Huntsworth Mews).

Application Pending Consideration

18/02346/FULL

Conversion of garages into habitable space, erection of a mansard and external alterations to No 24 and 26 Huntsworth Mews.

Application Pending Consideration

03/02873/FULL

Internal and external alterations to reinstate property as two mews houses (Application C).

Application Permitted 02 February 2003

7. THE PROPOSAL

Planning permission is sought for the conversion of the two garages into habitable floor space. The existing garage doors are to be removed and the openings are to be infilled with glazing in the top half and timbered spandrel panels below. The existing ground floor door of No. 24 Huntsworth Mews is to be removed. The door to the existing ground floor meter cupboard at No. 24 Huntsworth Mews is to be replaced and it is to serve as the entrance to this property following internal alterations. The first floor windows on the front elevation of both properties and the first floor door on No. 24 Huntsworth Mews are all to be replaced.

8. DETAILED CONSIDERATIONS

8.1 Land Use

The change of use to additional habitable accommodation for the existing dwellinghouses is considered acceptable in land use terms and would accord with Policy S14 of the City Plan (November 2016) and Policy H3 in the UDP (January 2007). The impact in highways terms is discussed in section 8.4 of this report.

8.2 Townscape and Design

The relevant policies for consideration of this case are DES 1, DES 5, DES 6, and DES 9 of the adopted UDP 2007, S25 and S28 of the adopted City Plan 2016. The City Council's Supplementary Planning Guidance (SPG) 'Mews: A Guide to Alterations' (1992) is relevant to the proposal.

The existing garage doors are to be replaced with timber sashed windows in the top part of the opening and a timbered spandrel panel below. The local amenity society has commented in relation to the design of the replacement to the garage doors. The objection stated that the proposal was contrary the 'Mews: A Guide to Alterations' SPG, as the proposed windows should be designed to appear like the double garage doors. The 'Mews: A Guide to Alterations' SPG provides examples of the type of alterations to the front elevations of mews properties that are likely to be acceptable. Figs. 1A, 3, 4, and 5 provide examples of acceptable replacements to garage/stable doors. The examples include replacements to the doors which are glazed in the top part and have a timbered spandrel panel below. It is considered that the proposed replacement doors are

in keeping with the character of the mews and in accordance with the SPG and are therefore acceptable.

The existing windows and the door on the first floor of the front elevation are constructed from UPVC. The replacement windows are timber sash windows of the same size. The proposed replacement door is to be constructed from timber and it is to have glazing that matches the proposed windows. The design and materials of the proposed windows and door are considered to better respect the architectural integrity of the original mews properties than what they are replacing.

There is a row of Grade II listed terrace properties located to the east of the application site. As the proposed alterations are only on the front (eastern) elevation of the property, it is considered that they would not affect the setting of these listed buildings.

For the reasons stated above the proposals are considered to preserve and enhance the character of the Dorset Square Conservation and are therefore in accordance with policies DES 1, DES5, DES 6, DES 9 of the UDP, S25, S28 of the City Plan.

8.3 Residential Amenity

The proposed fenestration on the front elevation of the property overlooks the public highway and the front elevations of the adjacent properties. This overlooking is considered to be no worse than the overlooking from the existing windows on the front elevations of the properties.

The proposal does not increase the height or the bulk of the existing properties.

For these reasons it is considered that the proposal would not have a material negative impact on the amenity of the occupiers of neighbouring and adjoining properties as a result of a loss of outlook, a loss of daylight/sunlight, or a loss of privacy, and nor would it have an overbearing impact on these properties.

The proposal would not increase the habitable floor space of the existing properties to such an extent that it would cause the occupiers of neighbouring and adjoining properties to suffer a material loss of amenity as result of noise and disturbance from an increase in the number of occupiers on site.

The proposals are therefore considered in accordance with policies ENV 13 of the UDP and S29 of the City Plan.

8.4 Transportation/Parking

TRANS23 (A) states that “the permanent loss of any existing off-street residential car parking space will not be permitted other than in exceptional circumstances”.

Nos. 24 and 26 Huntsworth Mews were in use as a single dwellinghouse and permission was granted for their reinstatement as two separate dwellinghouses in 2003 under application 03/02873/FULL. This permission allowed the reduction in the size of the existing garages on the site. The two garages that exist on the application site are of the dimensions permitted through 03/02873/FULL (a minor discrepancy has been noted in

the shape of one of the corners of the existing garage at No. 24 Huntworth Mews but this is not considered to be material to the current proposal).

The City Council's Highways Planning Guide (April 2004) sets out the minimum space standards for parking spaces. It states that a single space garage should have a depth of 4.9 metres, a width of 2.8 metres, and an opening with a width of 2.3 metres. The existing garage at No. 24 Huntsworth Mews has a depth of 3.96 metres, a width of 2.52 metres and an opening with a width of 2.31 metres. The existing garage at No. 26 Huntsworth Mews has a depth of 4.5 metres, a width of 2.23 metres and an opening with a width of 2.09 metres. Therefore, neither of the existing garages meet the minimum space standards set out in the Highways Planning Guide (April 2004).

The applicant claims that the two existing garages do not function as off-street parking spaces and a swept path analysis has been submitted to support this claim. The analysis shows that the shape and width of Huntsworth Mews, combined with the existing on-street parking arrangement, and the position of the existing garage doors, makes accessing the garages impractical. The difficulty of access combined with the substandard internal dimensions mean that the existing garages do not represent viable car parking spaces. For this reason it is considered that the proposal can be considered "exceptional circumstances" as stated in TRANS23 (A) so therefore the loss of the garages to create habitable floor space is considered acceptable.

The St. Marylebone Society and the Highways Planning Manager have requested that cycle parking space be provided to the two dwellinghouses on the application site. It is considered however, that as the proposal does not create any additional residential units, the requirement for the inclusion of cycle parking spaces would be beyond the remit of the application. However, the plans do indicate bike storage at ground floor level, which is welcomed.

A condition is recommended to ensure that the new entrance doors entrance doors do not open out over the highway.

8.5 Economic Considerations

No economic considerations are applicable for a development of this size.

8.6 Access

Access to the properties will be from the mews as existing.

8.7 Other UDP/Westminster Policy Considerations

Refuse /Recycling

Condition 6 of approved application 03/02873/FULL requires the details of waste and recycling storage are submitted to the City Council for approval and that waste and recycling materials are stored according to these details. There is no record of the required details ever being submitted to the City Council.

There is concern that if the existing garages are converted into habitable floorspace that the waste and recycling bins would be stored on the public highway which could cause an obstruction. In the Design and Access Statement, the agent confirmed that both units will have one 90 litre dustbin for waste and three 44 litre containers for dry recyclable material. These will be located inside the dwellinghouses in under-counter units. The quantity of the waste and recycling storage that is proposed is compliant with the requirements of Westminster's Recycling and Waste Storage Requirements Guide and the fact that it is to be stored internally is acceptable. A condition is however recommended for the submission of a drawing to demonstrate that the under the counter storage can meet the required capacity.

8.8 London Plan

This application raises no strategic issues.

8.9 National Policy/Guidance Considerations

The City Plan and UDP policies referred to in the consideration of this application are considered to be consistent with the NPPF unless stated otherwise.

8.10 Planning Obligations

Planning obligations are not relevant in the determination of this application.

8.11 Environmental Impact Assessment

The proposed development is of insufficient scale to require an Environmental Impact Assessment.

8.12 Other Issues

None.

9. BACKGROUND PAPERS

1. Application form
2. Response from The St Marylebone Society, dated 12 March 2018
3. Response from Highways Planning Officer, dated 29 March 2018
4. Response from Cleansing Officer, dated 29 March 2018

(Please note: All the application drawings and other relevant documents and Background Papers are available to view on the Council's website)

IF YOU HAVE ANY QUERIES ABOUT THIS REPORT PLEASE CONTACT THE PRESENTING OFFICER: **RUPERT HANDLEY** BY EMAIL AT rhandley@westminster.gov.uk.

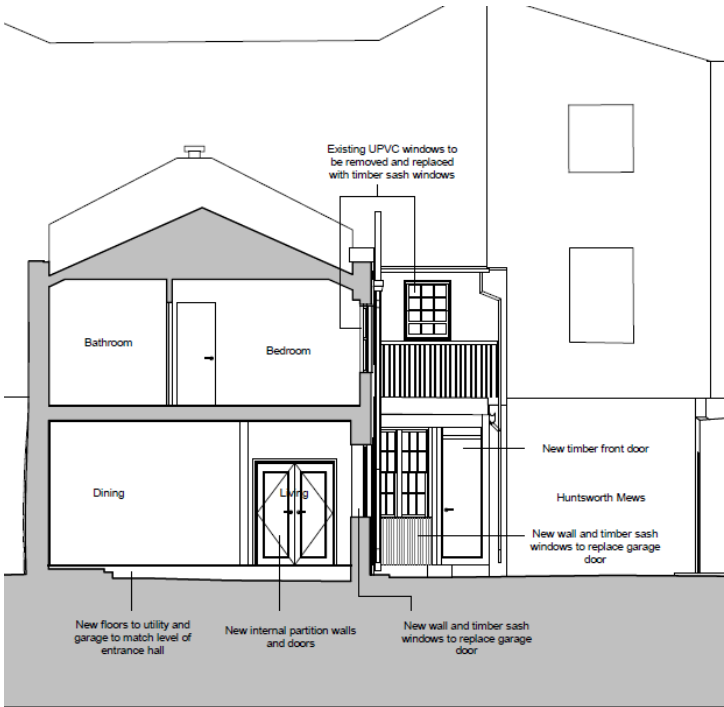
10. KEY DRAWINGS



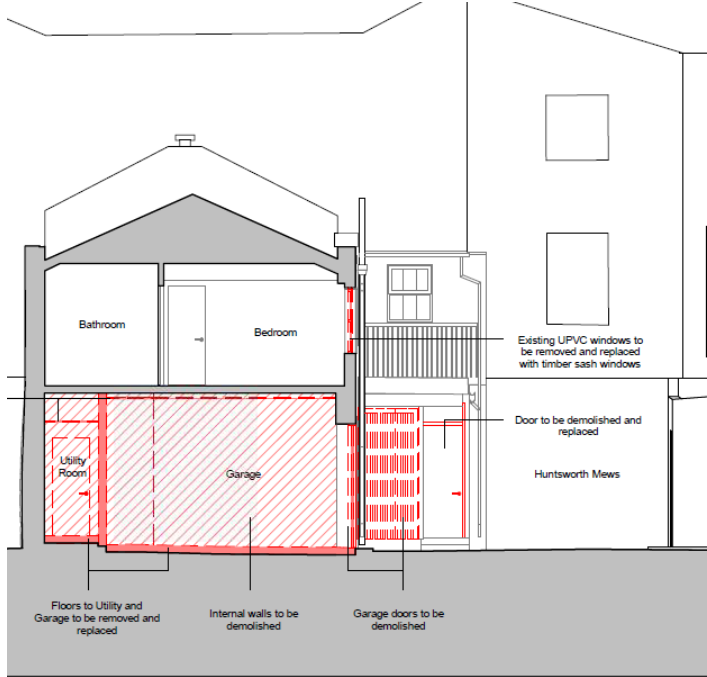
Existing Front (Western) Elevation



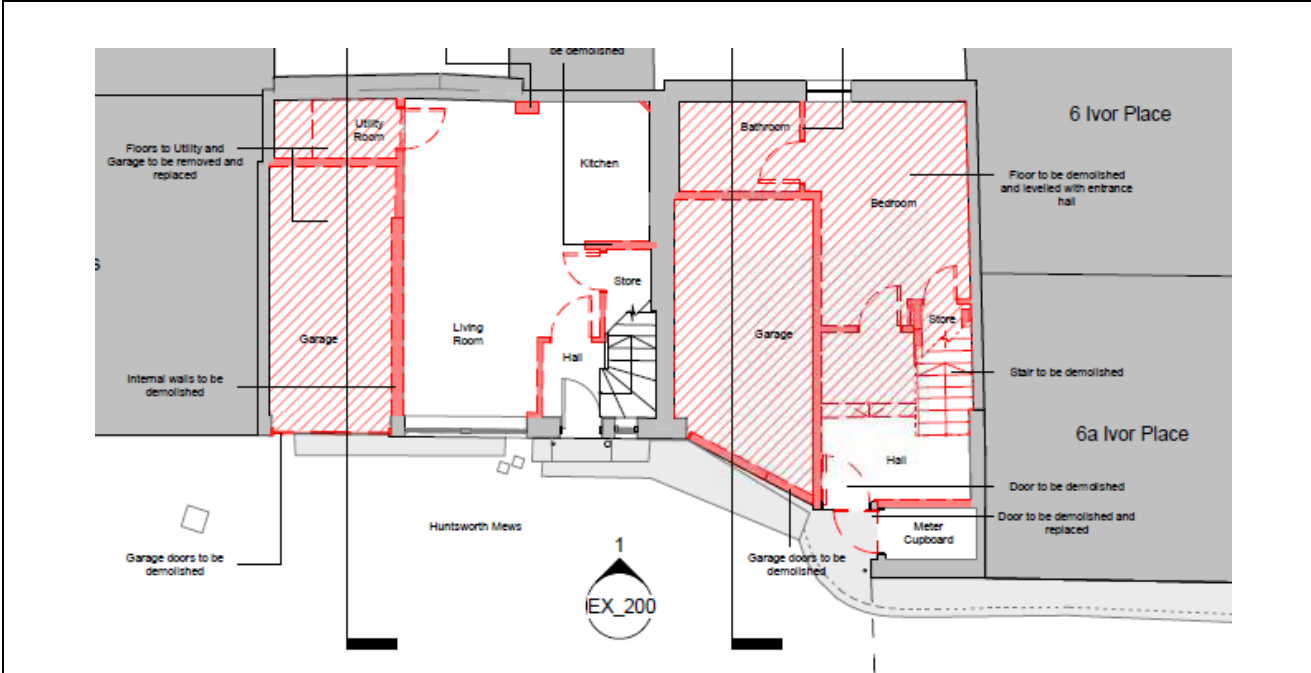
Proposed Front (Western) Elevation



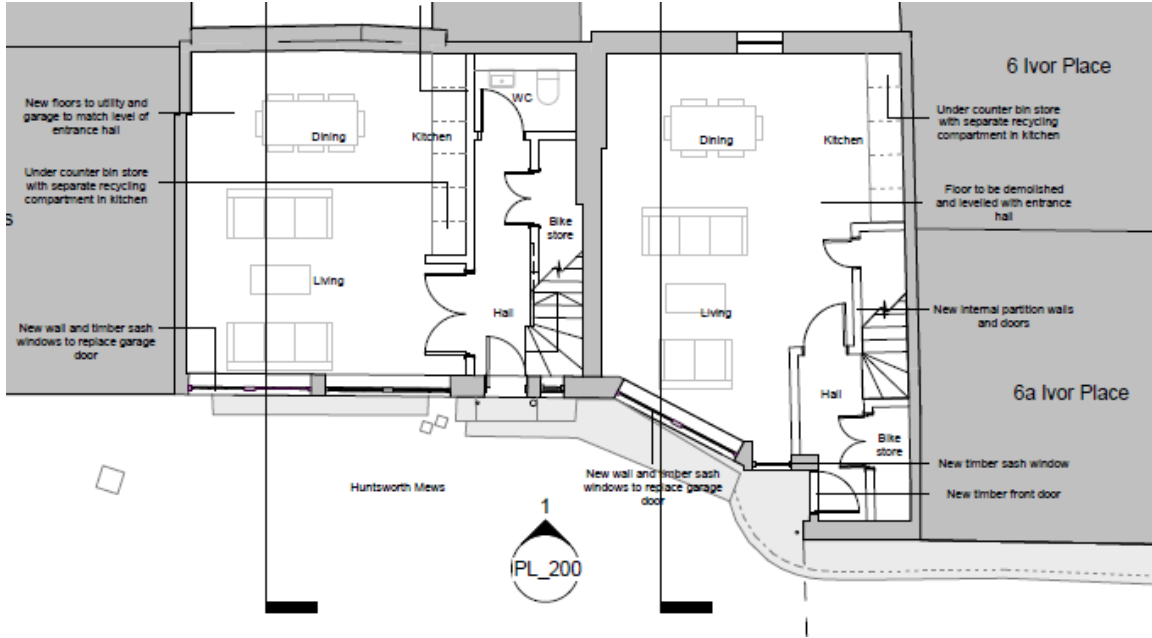
Existing Northern Flank Wall



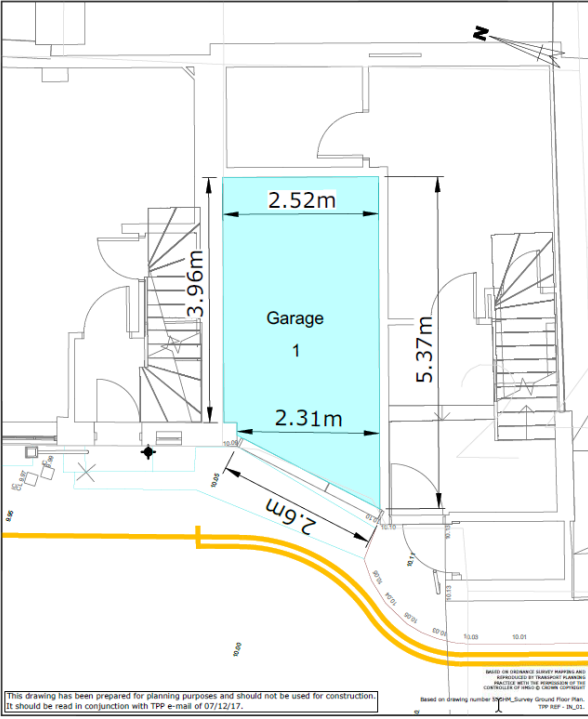
Proposed Northern Flank Wall



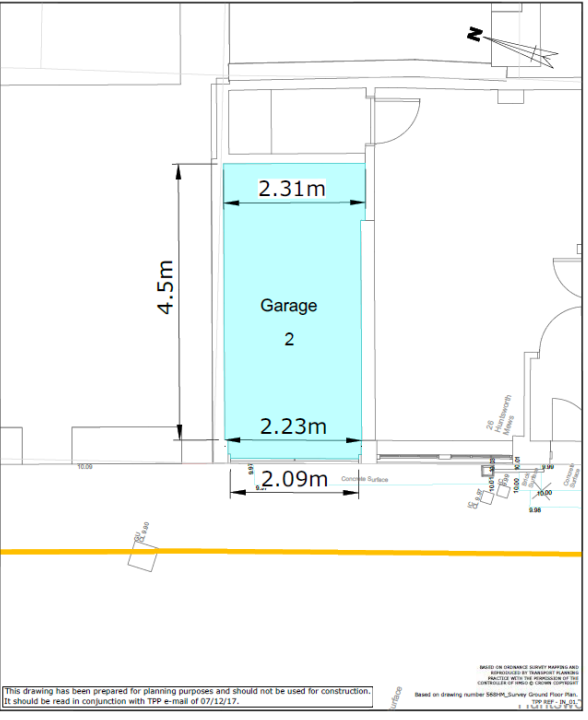
Existing Ground Floor Plans



Proposed Ground Floor Plans



Existing Garage No. 24 Huntsworth Mews



Existing Garage No. 26 Huntsworth Mews

DRAFT DECISION LETTER

Address: 24 And 26 Huntsworth Mews, London, NW1 6DD,

Proposal: Conversion of garages into habitable space, replacement of first floor windows and door and associated external alterations.

Plan Nos: EX_011 rev. P1, EX_100 rev. P1, EX_200 rev. P1, EX_300 rev. P1, PL_100 rev. P1, PL_200 rev. P1, PL_300 rev. P1, EX_010 rev. P1. For information: Design and Access Statement 24 & 26 Huntsworth Mews dated 05.02.18, Statement of Community Involvement: Alterations to No 24 and 26 Huntsworth Mews dated February 2018, Planning Statement: Conversion of garages into habitable space and external alterations at No 24 and 26 Huntsworth Mews dated February 2018, Note on Existing Garages: 24 & 26 Huntsworth Mews by Transport Planning Practice dated December 2017.

Case Officer: William Philps

Direct Tel. No. 020 7641 3993

Recommended Condition(s) and Reason(s) or Reason(s) for Refusal:

- 1 The development hereby permitted shall be carried out in accordance with the drawings and other documents listed on this decision letter, and any drawings approved subsequently by the City Council as local planning authority pursuant to any conditions on this decision letter.

Reason:

For the avoidance of doubt and in the interests of proper planning.

- 2 Except for piling, excavation and demolition work, you must carry out any building work which can be heard at the boundary of the site only:
 - o between 08.00 and 18.00 Monday to Friday;
 - o between 08.00 and 13.00 on Saturday; and
 - o not at all on Sundays, bank holidays and public holidays.

You must carry out piling, excavation and demolition work only:

- o between 08.00 and 18.00 Monday to Friday; and
- o not at all on Saturdays, Sundays, bank holidays and public holidays.

Noisy work must not take place outside these hours unless otherwise agreed through a Control of Pollution Act 1974 section 61 prior consent in special circumstances (for example, to meet police traffic restrictions, in an emergency or in the interests of public safety). (C11AB)

Reason:

To protect the environment of neighbouring occupiers. This is as set out in S29 and S32 of Westminster's City Plan (November 2016) and ENV 6 of our Unitary Development Plan that we adopted in January 2007. (R11AC)

- 3 All new work to the outside of the building must match existing original work in terms of the

choice of materials, method of construction and finished appearance. This applies unless differences are shown on the drawings we have approved or are required by conditions to this permission. (C26AA)

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of this part of the Dorset Square Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan (November 2016) and DES 1 and DES 5 or DES 6 or both and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007. (R26BE)

- 4 You must apply to us for approval of details of how waste is going to be stored on the site and how materials for recycling will be stored separately. You must not start work on the relevant part of the development until we have approved what you have sent us. You must then provide the stores for waste and materials for recycling according to these details, clearly mark the stores and make them available at all times to everyone using the . (C14EC)

Reason:

To protect the environment and provide suitable storage for waste as set out in S44 of Westminster's City Plan (November 2016) and ENV 12 of our Unitary Development Plan that we adopted in January 2007. (R14BD)

- 5 You must hang all doors or gates so that they do not open over or across the road or pavement. (C24AA)

Reason:

In the interests of public safety and to avoid blocking the road as set out in S41 of Westminster's City Plan (November 2016) and TRANS 2 and TRANS 3 of our Unitary Development Plan that we adopted in January 2007. (R24AC)

Informative(s):

- 1 In dealing with this application the City Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies in Westminster's City Plan (November 2016), Unitary Development Plan, Supplementary Planning documents, planning briefs and other informal written guidance, as well as offering a full pre application advice service, in order to ensure that applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant at the validation stage.
- 2 Under the Highways Act 1980 you must get a licence from us before you put skips or scaffolding on the road or pavement. It is an offence to break the conditions of that licence. You may also have to send us a programme of work so that we can tell your neighbours the likely

timing of building activities. For more advice, please phone our Highways Licensing Team on 020 7641 2560. (I35AA)

- 3 You are encouraged to join the nationally recognised Considerate Constructors Scheme. This commits those sites registered with the Scheme to be considerate and good neighbours, as well as clean, respectful, safe, environmentally conscious, responsible and accountable. For more information please contact the Considerate Constructors Scheme directly on 0800 783 1423, sitenquiries@ccscheme.org.uk or visit www.ccscheme.org.uk.