

CITY OF WESTMINSTER			
PLANNING APPLICATIONS SUB COMMITTEE	Date 24 July 2018	Classification For General Release	
Report of Director of Planning		Ward(s) involved Church Street	
Subject of Report	Alexander House , 85 Frampton Street, London, NW8 8NQ		
Proposal	Erection of a roof extension at 5th floor level to create a three bedroom flat (Class C3).		
Agent	Willingale Associates		
On behalf of	Kenlyn Ltd		
Registered Number	18/03459/FULL	Date amended/ completed	30 April 2018
Date Application Received	27 April 2018		
Historic Building Grade	Unlisted		
Conservation Area			

1. RECOMMENDATION

Refuse permission – design, amenity and highways.

2. SUMMARY

The application site comprises a four-storey building. The building, known as Alexander House, is not listed and is not located within a conservation area. The site is located within the North Westminster Economic Development Area (NWEDA). The building is currently in use as residential flats (Use Class C3).

Planning permission is sought for the erection of a roof extension at fifth floor level to create a 3 bedroom flat.

The St Marylebone Society has also raised objection to the design of the proposals.

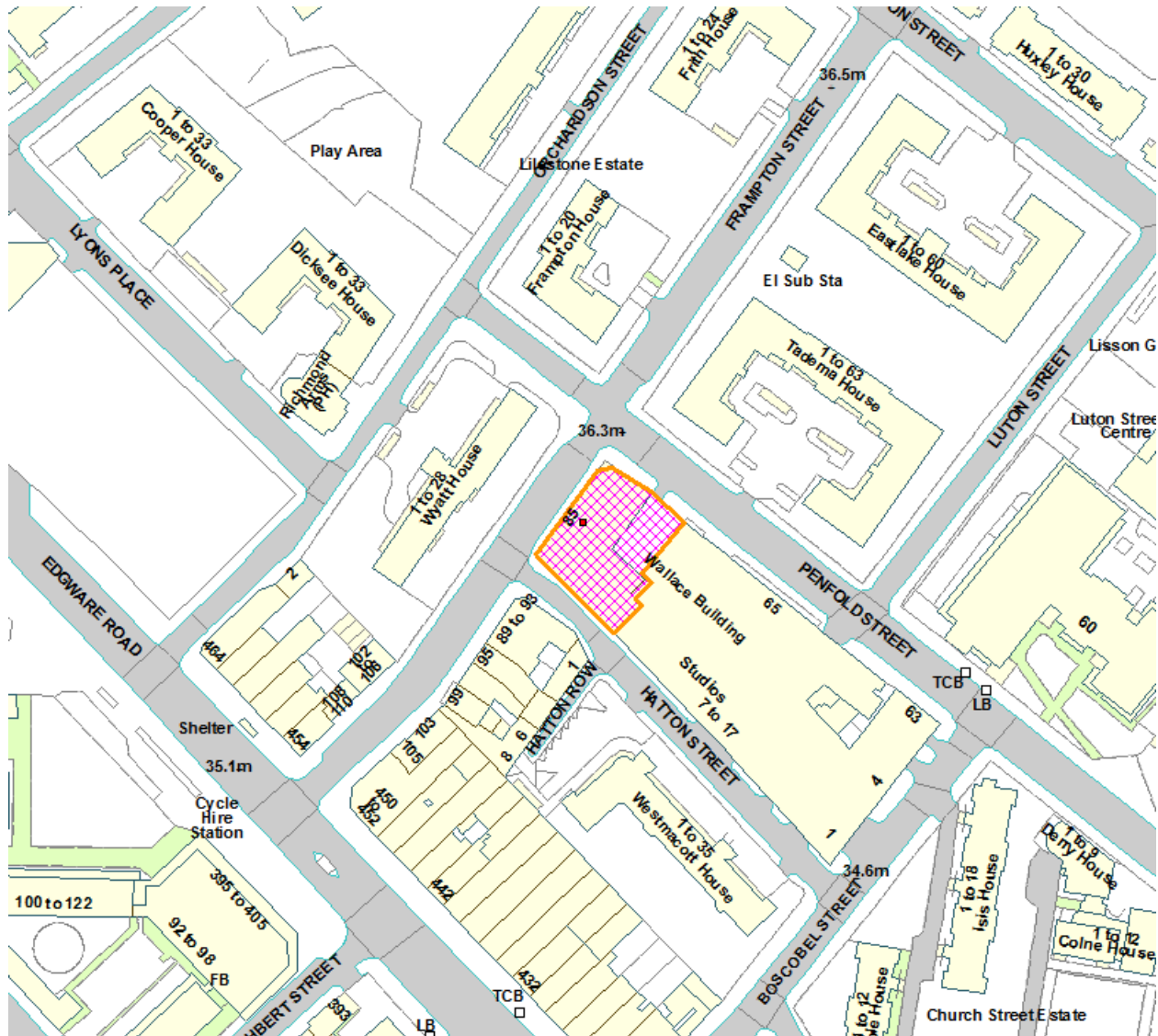
The key issues in this case are:

- The impact of the proposed development on the character and appearance of this part of the City.
- The impact of the proposal on the amenity of neighbouring residents.
- The impact on the surrounding highways network.

For the detailed reasons set out in this report, the design of the extension is considered unacceptable and insufficient on-site parking is proposed. The applicant has also failed to demonstrate that the

proposal would not result in unacceptable loss of light or noise nuisance for the occupiers of neighbouring properties. Accordingly, the proposed development is contrary to policies in the Unitary Development Plan adopted in January 2017 and Westminster's City Plan adopted in November 2016. The application is therefore recommended for refusal.

3. LOCATION PLAN



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4. PHOTOGRAPHS



Frampton Street Elevation



Penfold Street Elevation

with sheer storey and erection of new recessed roof storey at fourth floor level. Use as Class B1 office at ground, first and second floor levels and 9 residential flats (Class C3) at third and fourth floor levels. Provision of six car parking spaces accessed from Penfold Street.

More recently, planning permission was refused on 20 March 2018 (RN: 17/09459/FULL) for the following reasons:

1. Because of its location, height, scale and detailed design the roof extension to create a new fifth floor level with terraces would harm the appearance of this building and this part of the City. This would not meet S25, S28 of Westminster's City Plan (November 2016) and DES 1 and DES 6 of our Unitary Development Plan that we adopted in January 2007.
2. Your plans do not include enough on-site car parking to serve the new housing according to the standards set out in STRA 25 and TRANS 23 of our Unitary Development Plan that we adopted in January 2007. This means that the new development would increase the pressure for on-street car parking and this would affect people already living in the area.

7. THE PROPOSAL

Planning permission is sought for the erection of an additional floor at fifth floor level to create 1 x 3 bedroom flat. The flat would have a floor area of 99 sqm GIA. The additional floor would have a mansard form and include northern and southern terraces. A plant area would also be proposed adjacent to the extension.

8. DETAILED CONSIDERATIONS

8.1 Land Use

Policies H3 and H5 of Westminster's Unitary Development Plan and S14 of the City Plan encourage the provision of additional residential floorspace, particularly where it has three or more bedrooms. Accordingly, the proposed flat is acceptable in principle.

Policy 3.5 of the London Plan, Policy S29 of Westminster's City Plan and Policy ENV 13 of Westminster's Unitary Development Plan seek to ensure a satisfactory standard of accommodation for future occupiers. Minimum space standards are also set out in the Department for Communities and Local Governments (DCLG) Technical Housing Standards - Nationally Described Space Standards. These standards indicate that the minimum area required for a 3b6p flat over a single storey is 95sqm. The proposed flat measures 99 sqm and therefore is considered to provide an acceptable standard of accommodation for future occupiers.

8.2 Townscape and Design

The application site is a modern building, originally dating from the 1980s, but recently re-clad and altered and extended. It forms one end of a street block with facades facing

buildings are appreciated. The proposal would have a harmful impact on the significance of these non-designated heritage assets, disrupting the architectural integrity and proportions of Alexander House and eroding its resolved relationship with neighbouring buildings and in surrounding townscape views. Therefore, the proposal is contrary to DES 1 and DES 6 of the adopted UDP 2007; and S25 and S28 of the adopted City Plan 2016 and relevant advice set out in the NPPF, notably chapters 7 and 12.

8.3 Residential Amenity

The relevant policies are ENV 13 of Westminster's Unitary Development Plan and S29 of Westminster's City Plan. In terms of residential amenity, the impact of the proposed additional storey and terraces on the neighbouring occupiers must be considered.

With regards to an increased sense of enclosure, the proposals result in additional high level bulk, therefore will have an impact in terms of increased sense of enclosure to neighbouring windows. However, the building is largely separated from neighbouring properties by surrounding streets and the additional storey will be set back from all four elevations and therefore the proposal is not considered to result in such an increased enclosure to the windows of the neighbouring properties as to justify refusal.

The proposal includes the provision of two terraces to serve the 3 bedroom flat with one located on the Hatton Street end and one on the Penfold Street elevation, the terraces are significantly set back from the building line. There are existing terraces located on the lower levels and therefore it is not considered that the proposals will significantly worsen from the existing situation.

The applicant has not provided a daylight/sunlight report to support the current application which was provided previously in relation to the refused scheme. The plans also now indicate that there will be a plant room within the extension. However, an acoustic report has not been provided to demonstrate that this will be compliant with the City Council's relevant noise conditions.

It is therefore considered that insufficient information has been provided to demonstrate that the proposals would not result in an unacceptable level light loss or noise nuisance to the neighbouring occupiers contrary to Policies ENV 6, ENV 7 and ENV 13 of the UDP and Policies S29 and S32 of the City Plan. It is recommended that the application is refused on these grounds

8.4 Transportation/Parking

The existing building includes 9 residential units with 6 off-street parking spaces (in a stacker with associated turntable) the current application seeks to add an additional residential unit bringing the total to 10. The impacts of high parking demand are well known and include:

1. drivers being forced to circulate around an area seeking empty spaces which causes unnecessary congestion, environmental pollution and noise disturbance;
2. drivers being tempted to park in dangerous or inconvenient locations, such as close to junctions or on pedestrian crossing points;

3. drivers having no choice but to park some distance from their homes causing inconvenience and more serious problems for elderly or disabled residents.

Policy TRANS23 details an 80% on-street car park occupancy threshold above which the provision of additional vehicles to the on-street parking environment will result in an unacceptable level of deficiency. The addition of even one additional residential unit can have an adverse impact on parking levels in the area and this could lead to a reduction in road safety and operation.

The evidence of the Council's most recent night time parking survey in 2015 (Buchanan's) indicates that parking occupancy of ResPark bays within a 200 metre radius of the site is 93%. However, TRANS23 includes all legal parking spaces (eg Single Yellow Lines, Metered Bays, P&D, and Shared Use) as such with the addition of Single Yellow Line availability at night, the stress level decreases to 70%.

The evidence of the Council's most recent daytime parking survey in 2015 (Buchanan's) indicates that parking occupancy of ResPark bays within a 200 metre radius of the site is 86%. TRANS23 includes all legal parking spaces. During the daytime within the area, the only legal on-street spaces for permit holders are Residential and Shared Use Bays.

Whilst it is acknowledged that the site has a high level of public transport accessibility, households with 1 or more car in the Church Street Ward is 35% (2011 Census figures). Whilst this is lower than the borough average, the above data indicates that residents in the area do own cars, along with the fact that during the night & day Residential Bays have a high level of occupancy. It is therefore considered that the development is not consistent with TRANS23 and will add to existing on-street parking stress overall.

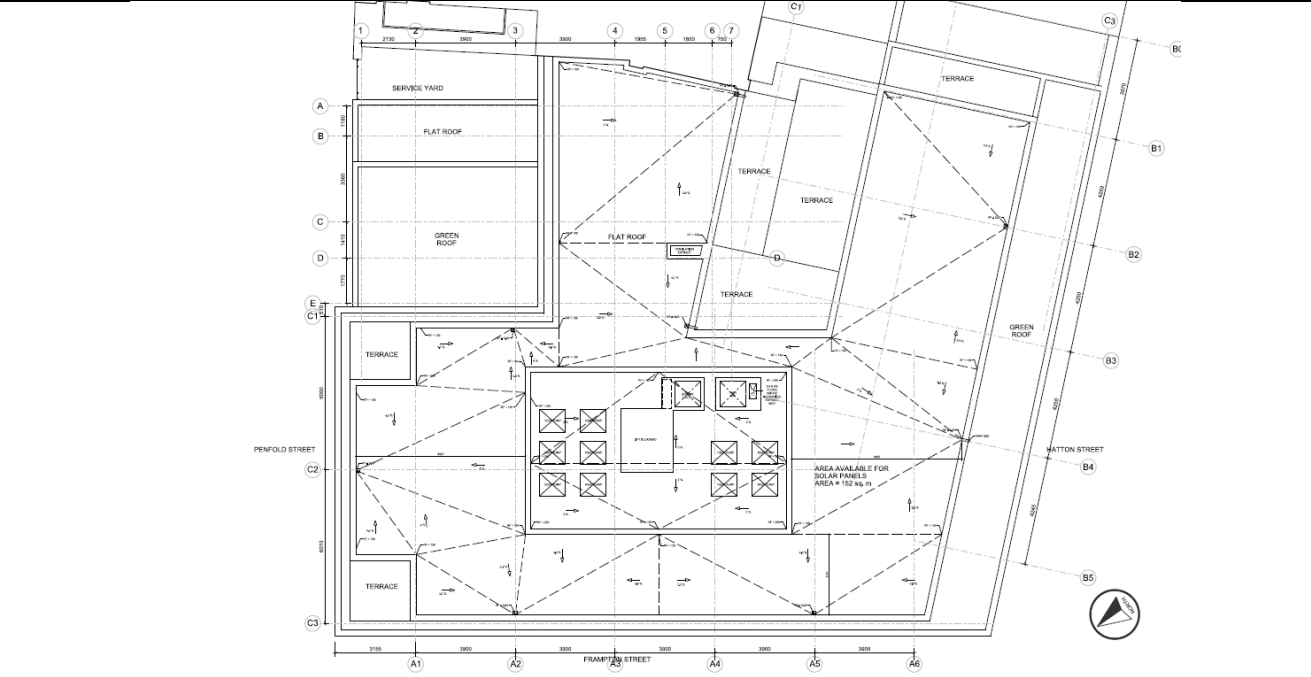
Both the Highways and Cleansing Managers have noted the lack of the provision of waste storage for the additional flat. Furthermore, objection has been received from adjoining occupiers on the basis that the additional flat will result in increased pressure on the existing waste and recycling storage facilities. If the proposal had been considered acceptable in all other respects details of waste and recycling storage would have been secured via a condition.

The Highways Manager noted the absence of cycle parking. However, it is considered in this instance that the flat would be of sufficient size to store cycles internally.

(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: NATHAN BARRETT BY EMAIL AT nbarrett@westminster.gov.uk

9. KEY DRAWINGS



Willingale Associates
ARCHITECTS & DEVELOPMENT CONSULTANTS

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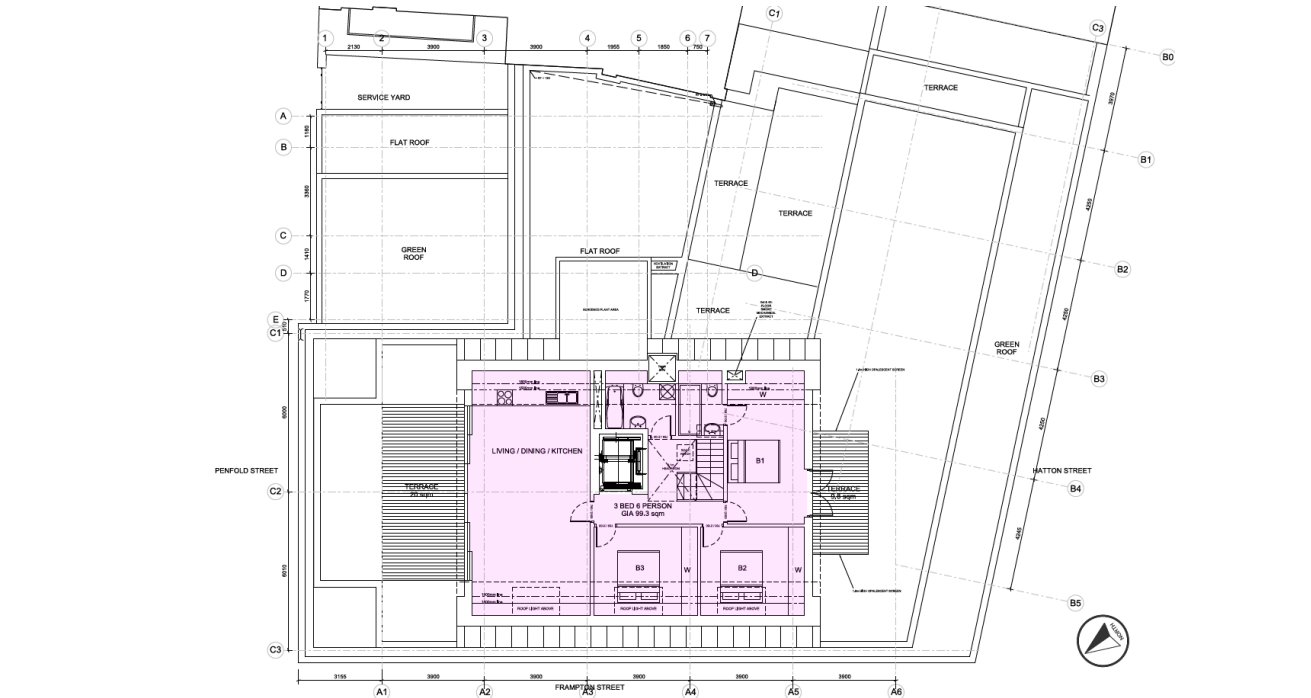
PROJECT:
85 FRAMPON STREET
LONDON, NW8
NW8_9F9S Consent No. 14/09381/FULL

TITLE:
EXISTING ROOF PLAN

DRAWING NUMBER:
NW8_9F9S_PL_R04
REV: F

DATE: SCALE:
21/01/2016 1:150@A3

Existing Roof Plan



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PROJECT:
85 FRAMPON STREET
LONDON, NW8
NW8_9F9S Consent No. 14/09381/FULL

TITLE:
PROPOSED FIFTH FLOOR PLAN

DRAWING NUMBER:
NW8_9F9S_PL_R04

DATE: SCALE:
19/04/2016 1:100@A3

Proposed Floor Plan



Willingale Associates ARCHITECTS & DEVELOPMENT CONSULTANTS	CONTACT DETAILS 56 Clarendon Road, London, EC1M 6PX www.willingale.com enquiries@willingale.com t: 0203-7866-0008	PROJECT 85 FRAMPTON STREET LONDON, NW5	TITLE EXISTING FRAMPTON STREET ELEVATION	DRAWING NUMBER NWS_BSF_PP10_U	DATE 29/09/2018 SCALE 1:100 (A3)
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Existing Frampton Street Elevation



Willingale Associates ARCHITECTS & DEVELOPMENT CONSULTANTS	CONTACT DETAILS 56 Clarendon Road, London, EC1M 6PX www.willingale.com enquiries@willingale.com t: 0203-7866-0008	PROJECT 85 FRAMPTON STREET LONDON, NW5	TITLE PROPOSED FRAMPTON STREET ELEVATION	DRAWING NUMBER NWS_BSF_PP10_U	DATE 17/04/2018 SCALE 1:100 (A3)
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Proposed Frampton Street Elevation



Willingale Associates
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PROJECT:
85 FRAMPTON STREET
LONDON, NW5

TITLE:
EXISTING PENFOLD STREET ELEVATION

DRAWING NUMBER:
NW8_RSF8_PP_12_0

DATE:
01/02/16 SCALE:
1:100@A3

Existing Penfold Street Elevation



Willingale Associates
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PROJECT:
85 FRAMPTON STREET
LONDON, NW5

TITLE:
PROPOSED PENFOLD STREET ELEVATION

DRAWING NUMBER:
NW8_RSF8_PP12_U

DATE:
17/04/2016 SCALE:
1:100@A3

Proposed Penfold Street Elevation

Item No.
6

Item No.
6

DRAFT DECISION LETTER

Address: Alexander House , 85 Frampton Street, London, NW8 8NQ

Proposal: Erection of a roof extension at 5th floor level to create a self-contained 3 bedroom flat (Class C3).

Reference: 18/03459/FULL

Plan Nos: NW8_85FS_PR_01 rev H; NW8_85FS_PR_02 rev G; NW8_85FS_PR_03 rev F; NW8_85FS_PR_04 rev G; NW8_85FS_PR_05 rev G; NW8_85FS_PR_06 rev F; NW8_85FS_PP_07_Q; NW8_85FS_PP_01_Q; NW8_85FS_PP_10_R; NW8_85FS_PP_11_R; NW8_85FS_PP_12_R; NW8_85FS_PP_13_R; NW8_85FS_PP_14_R; NW8_85FS_PP_15_R; NW8_85FS_PP_16_R; NW8_85FS_PP_17_R; NW8_85FS_PP_18_R; NW8_85FS_PP_01_J; NW8_85FS_PP_02_G; NW8_85FS_PP_03_F; NW8_85FS_PP_04_G; NW8_85FS_PP_05_K; NW8_85FS_PP_06_K; NW8_85FS_PP_07_K; NW8_85FS_PP10_U; NW8_85FS_PP11_U; NW8_85FS_PP12_U; NW8_85FS_PP13_U; NW8_85FS_PP16_U; NW8_85FS_PP15_U; NW8_85FS_PP14_U; NW8_85FS_PP17_U; NW8_85FS_PP20_U. Design and Access Statement; Transport Statement.

Case Officer: Victoria Coelho

Direct Tel. No. 020 7641 6204

Recommended Condition(s) and Reason(s)

- Reason:
1 Because of its location, height, form and detailed design the roof extension to create a new 5th floor level with terraces would harm the appearance of this building and this part of the City. This would not meet S25, S28 of Westminster's City Plan (November 2016) and DES 1 and DES 6 of our Unitary Development Plan that we adopted in January 2007.

- Reason:
2 Insufficient information has been submitted to demonstrate that the proposed development would not result in an unacceptable loss of light or noise nuisance to neighbouring properties. This would not meet S29 and S32 of Westminster's City Plan (November 2016) and ENV 6, ENV 7 and ENV 13 of our Unitary Development Plan that we adopted in January 2007.

- Reason:
3 Your plans do not include enough on-site car parking to serve the new housing according to the standards set out in STRA 25 and TRANS 23 of our Unitary Development Plan that we adopted in January 2007. This means that the new development would increase the pressure for on-street car parking and this would affect people already living in the area.

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 so far as practicable. 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. However, we have been unable to seek solutions to problems as the principle of the proposal is clearly contrary to our statutory policies and negotiation could not overcome the reasons for refusal.

Please note: the full text for informatives can be found in the Council's Conditions, Reasons & Policies handbook, copies of which can be found in the Committee Room whilst the meeting is in progress, and on the Council's website.