

Delegated Report		Analysis sheet		Expiry Date:		07/09/2012	
		N/A		Consultation Expiry Date:		23/08/2012	
Officer				Application Number(s)			
Gideon Whittingham				2012/3426/P			
Application Address				Drawing Numbers			
47 Falkland Road London NW5 2XB				Refer to draft decision notice			
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature				
Proposal(s)							
Change of use from an HMO to 3 self contained flats (Class C3) and associated works to widen existing front and rear dormers.							
Recommendation(s):		Grant planning permission subject to S106 agreement for car-free housing					
Application Type:		Full Planning Permission					
Conditions or Reasons for Refusal:		Refer to Draft Decision Notice					
Informatives:							
Consultations							
Adjoining Occupiers:		No. notified	08	No. of responses	00	No. of objections	00
				No. electronic	00		
Summary of consultation responses:		<p>A public notice was published in the local press (Ham & High) from 02/08/2012 (expiring on 23/08/2012)</p> <p>To date no representations have been received.</p>					
CAAC/Local groups comments:		<p>The South Kentish and Kentish Town CAAC were both formally consulted. No response has been received to date.</p>					

Site Description

This application relates to a three storey mid-terraced building, located on the North side of Falkland Road, within the Kentish Town Conservation Area.

The building is not listed but has been identified as making a positive contribution to the character and appearance of the conservation area in the Kentish Town Conservation Area Statement

The building is in use as an unlicensed HMO (C4 Use Class) at ground, first, second and third floor levels providing 4 bedsits.

The predominant character of the surrounding area is, like the application site, residential in nature.

Relevant History

47 Falkland Road:

- Ref: 35784 (09/05/1983) Pp Granted for the erection of a single-storey extension at rear first floor level to provide a bathroom.

53 Falkland Road:

- Ref:2009/1718/P (09/06/2009) Pp Granted for the erection of single storey rear extension (following the demolition of existing rear extension), alterations to front and rear dormer windows and new roof to front bay window to single family dwelling house (Class C3).

Relevant policies

LDF Core Strategy and Development Policies

Core Strategy:

CS1 (Distribution of growth)

CS5 (Managing the impact of growth and development)

CS6 (Providing quality homes)

CS11 (Promoting sustainable and efficient travel)

CS14 (Promoting high quality places and conserving our heritage)

CS19 (Delivering and monitoring the Core Strategy)

Development Policies:

DP2 (Making full use of Camden's capacity for housing)

DP5 (Homes of different sizes)

DP6 (Lifetime homes and wheelchair homes)

DP16 (The transport implications of development)

DP17 (Walking, cycling and public transport)

DP18 (Parking standards and the availability of car parking)

DP19 (Managing the impact of parking)

DP24 (Securing high quality design)

DP25 (Conserving Camden's heritage)

DP26 (Managing the impact of development on occupiers and neighbours)

Camden Planning Guidance 2011: CPG1 Design; CPG2 Housing; CPG6 Amenity; CPG7 Transport; CPG8 Planning Obligations;

London Plan 2011

NPPF 2012

Assessment

Proposal:

1.1 The application proposes:

- The change of use of the ground, first, second and third floor levels, currently used as an unlicensed HMO comprising 4 bedsits (1 on each floor), for the provision of 2 x 1 bed and 1 x 2 bed self-contained flats.
- Rebuild and widen the existing front and rear dormer windows. The existing dormer windows measure approximately 1.1m in width, the proposed dormers would measure approximately 1.9m in width

1.2 The application has since been revised upon officers advice including:

- Submission of accurate drawings relating to existing elevations

1.3 The main issues for consideration are:

- The loss of a low-cost form of housing, in this case an HMO
- The satisfactory provision of residential accommodation in this location;
- The impact of the proposal upon the character or appearance of the buildings and the surrounding conservation area and;
- The impact that the proposal may have upon the amenity of the occupiers of the neighbouring properties.

2. The conversion of an HMO, comprising 4 bedsits, for the provision of 3 self contained flats

2.1 In accordance with the Town and Country Planning (Use Classes) (amendment) (England) Order 2010 and the Town and Country Planning (General Permitted Development) (amendment) (England) Order 2010, a change of use from a house in multiple occupation comprising 3-6 unrelated occupants who share basic amenities, within class C4, to a dwellinghouse within class C3 is permitted without express consent.

2.2 The host building comprises 4 bedsit rooms, 3 of which (first, second and third floor levels) share basic facilities. The change of use of the host building from an HMO comprising 4 occupants, to a single family dwellinghouse would therefore be permitted development in this instance.

2.3 Although the Council, in accordance with Policy DP9, would typically resist development that involves the net loss or self-containment of bedsit rooms or of other housing with shared facilities, given that its change is already permissible, albeit to a dwellinghouse and not flats, the loss of the HMO in this instance would not resisted. The proposal would therefore consider the conversion of a single family dwellinghouse into 3 self contained flats.

2.5 In consideration of CS6 and meeting the priorities set out in the Dwelling Size Priorities Table, the provision of 2 bedroom flats are of a high priority, whilst 1-bedroom flats are of a lower priority. Although the proposal would therefore provide 2 units of a lower priority, 1 unit of highest priority would be provided by way of this proposal.

2.6 The Council, in accordance with CPG 2 (Housing), will expect a 1 bedroom unit designed to accommodate 2 persons to meet or exceed 48 sq m and a 2 bedroom unit designed to accommodate 3 persons to meet or exceed 61 sq m. The proposed second and third floor flat, capable of accommodating 3 persons would provide 69sqm of accommodation. The ground and first floor flats, each capable of accommodating 2 persons, would each provide 40sqm of accommodation. Although the ground and first floor level flats would not meet with the minimum recommended floorspace for 2 persons, on balance, it is considered the units would provide dual aspect accommodation of a satisfactory standard.

2.7 The applicant has submitted a Lifetime Homes statement identifying design features which would maximise accessibility and the site/building's constraints. The building's constraints limit its parking capability and the provision of an internal lift, whilst the space of the units also limits the provision of bathrooms capable of wheelchair accommodation. The proposal is capable of the remaining criteria

whereby the proposal has adequately met the terms of Policy DP6.

2.8 The applicant has not included provision for separate storage areas at ground floor level with sufficient space for both non-recyclable and recyclable waste receptacles. Due to the constrained nature of the property, there are limited opportunities for providing a dedicated area within the property, however a suitable storage area could be stored within the front yard or within individual flats.

3. Impact of the extensions upon the host building and surrounding conservation area

Along the North side of Falkland Road, in particular Nos.43-53 (odds), the roofline can be characterised by dormer windows to both the front and rear elevation. Each building within this terrace, other than the application site, features an enlarged front dormer similar to that proposed. Towards the rear, Nos.45 and 53 feature enlarged rear dormer windows, where No.53 was recently approved a similar proposal in 2009. It is considered that the extensions to both the front and rear dormers are suitably proportioned and do not dominate either elevation. Both the front and rear dormers, although larger than the existing are acceptable in terms of their bulk and width, particularly in context with the neighbouring properties. The proposed dormer windows, on account of their sympathetic design, scale and proportions and position on the elevations are deemed acceptable.

3.2 On the front elevation, it is also proposed to increase the existing opening by removing approximately 1m width of the solid wall. There are examples of this along the streetscene, and as such, the increase in size is not considered to have a detrimental impact on the host property or the wider conservation area.

4. Neighbour amenity

4.1 It is considered that no undue harm would be caused with regard to the amenity of the neighbouring properties in terms of access to sunlight, daylight, visual bulk or sense of enclosure. Due to the proposed dormers replacing existing ones, although the proposed are larger, it is considered that no additional harm would be caused by overlooking.

5. Local transport infrastructure

5.1 In consideration of Policy DP18, the Council will expect development to be car free in areas such as the central London and other areas with Controlled Parking Zones (CPZs) which are highly accessible by public transport. 'Highly accessible areas' are considered to be areas with a Public Transport Accessibility Level (PTAL) of 4 and above.

5.2 The site has a PTAL of 5, which indicates that it has a good level of accessibility by public transport. The new residential units should therefore be made car-free, secured by a Section 106 planning obligation.

5.3 In the absence of a legal agreement securing car-free housing, the proposal would likely contribute unacceptably to parking stress and congestion in the surrounding area, contrary to policy CS11 (Promoting sustainable and efficient travel) of the London Borough of Camden Local Development Framework Core Strategy and policies DP18 (Parking standards and the availability of car parking) and DP19 (Managing the impact of parking) of the London Borough of Camden Local Development Framework Development Policies. The applicant has accepted the principle of the car-free housing and payment of the Council's legal fees.

5.4 The applicant has not included provision for cycle storage/parking spaces in the proposed design. Due to the constrained nature of the property, there are limited opportunities for providing a dedicated area of cycle parking, however some cycles could be stored within the front yard or within individual flats.

Recommendation: Grant planning permission subject to S106 agreement for car-free housing

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