

Delegated Report (Members' Briefing)		Analysis sheet		Expiry Date:		25/10/2012	
		N/A / attached		Consultation Expiry Date:		26/09/2012	
Officer				Application Number(s)			
Rob Tulloch				2012/4610/P			
Application Address				Drawing Numbers			
Ground floor premises 107A York Way London N7 9QE				See decision notice			
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature				
Proposal(s)							
Change of use of ground floor premises from business (Class B1) to 1x 3-bed self-contained flat (Class C3) and alterations to front elevations at ground floor level on York Way and Camden Park Road.							
Recommendation(s):		Grant Planning Permission Subject to A Section 106 Agreement					
Application Type:		Full Planning Application					
Conditions:		Refer to Draft Decision Notice					
Informatives:							
Consultations							
Adjoining Occupiers:		No. notified	24	No. of responses	02	No. of objections	01
Summary of consultation responses:		<p>Flat 5 107a York Way objects to potential noise. The existing flats create a noise nuisance and the landlord is unwilling to take any action.</p> <p>Officer comment: Soundproofing is dealt with by the Building Regulations, see section 6.2.</p> <p>14 City of London Point, 107 York Way comment that the existing flats at 107A York Way have no bin store so unsecured rubbish is left outside the building and scattered around. They request that a condition require part of the ground floor premises to provide a bin store.</p> <p>Officer comment: The plans have been revised to include a bin store for the proposed flat, see section 6.2.</p>					
CAAC/Local group comments:		N/a					
Site Description							
The site comprises a four storey building with elevations on both York Way and Camden Park Road. The upper floors comprise 7 residential units with vacant B1 space on the ground floor. The site is not within a conservation area, but is adjacent to the Camden Square Conservation Area.							

Relevant History

2006/3525/P Change of use from offices (Class B1) to four (Class A1) retail units, and installation of new shopfronts. Granted 10/01/2007

PE9800802 Redevelopment to provide a new 4 storey building with B1 accommodation on the ground floor with 7 residential units above on first, second and third floors. Granted 16/11/1999

8600666 Demolition of a single-storey structure and erection of a 3-storey building for car repairs and as a maintenance workshop. Granted 14/08/1986 (not implemented). Three subsequent applications were submitted for a building in B1 Use in 1989, but withdrawn after failure to sign Section 106 Agreements to safeguard light industrial use at basement and ground floor level.

Relevant policies

LDF Core Strategy and Development Policies

CS5 Managing the impact of growth and development

CS6 Providing quality homes

CS8 Promoting a successful and inclusive Camden economy

CS11 Promoting sustainable and efficient travel

CS14 Promoting high quality places and conserving our heritage

DP2 Making full use of Camden's capacity for housing

DP6 Lifetime homes and wheelchair homes

DP13 Employment sites and premises

DP17 Walking, cycling and public transport

DP18 Parking standards and limiting the availability of car parking

DP24 Securing high quality design

DP26 Managing the impact of development on occupiers and neighbours

Camden Planning Guidance 2011

NPPF 2012

Assessment

1 Proposal

1.1 Consent is sought for the change of use of the ground floor from office (B1) to a 3-bedroom flat. The application has been revised following officers' concerns about recessed openings and their impact on the appearance of the building and on community safety. The revised scheme has also included cycle and refuse storage. The main issues are:

- Land use
- Standard of proposed accommodation
- Design
- Transport
- Amenity

2 Land use

2.1 Permission was granted in 1999 for the development of the site to provide a four storey building with flats on the upper floors and 184sqm of B1 floorspace on the ground floor. Prior to this the site had been vacant for ten years with previous applications to redevelop the site, and retain a business use, being unsuccessful. The 1999 permission considered the provision of business floorspace acceptable and office use likely due to the proximity of neighbouring residential uses.

2.2 The ground floor unit has never been occupied. Planning permission was granted in 2007 for a change of use of the ground floor from office to retail (Class A1), and the loss of business

floorspace was considered acceptable as the premises had been vacant for six years and were not considered to be suitable for any use other than office.

- 2.3 There is a general presumption within the LDF to protect business floorspace where there is potential for that use to continue, unless it can be shown that a site is no longer suitable for a continued, or alternative, business use. Policy DP13 also requires evidence to show that a site has been properly marketed for at least two years. The applicant has indicated that the premises have been marketed for both retail and commercial use since December 2008, but has not provided a thorough marketing assessment.
- 2.4 The shape of the B1 space is awkward; as it is effectively four spaces linked by narrow gaps between the accesses to the upper floors. There do not appear to be any specific design features that would allow for a flexible use, the building does not provide a suitable layout for the use of machinery, wide doors/corridors, or turning/parking space for large vehicles. The ceiling heights do not exceed 3m and there is limited flexibility inherent in the space. As such, it is considered that the site is only suitable for office use. Despite the lack of marketing information, as the site has now been vacant for 11 years, and the Council previously accepted the loss of the business use, there is no objection in this instance to the loss of commercial floorspace.

Provision of residential floorspace

- 2.5 Housing is the priority of the LDF and the provision of new residential floorspace is welcomed as long as it complies with other policies and guidance.

3 Standard of proposed accommodation

- 3.1 The proposal would provide a self-contained three bedroom flat with approximately 182sqm of floorspace. It would be dual aspect, with adequate access to sunlight, daylight and natural ventilation. The flat would be lit by large sliding windows with internal shutters to protect privacy. Most rooms would be regular shaped and reasonably sized, and the dwelling would exceed Camden's, and the London Plan's, residential floorspace standards in terms of bedroom sizes and overall floorspace. There is no external amenity space proposed, but given the constraints of the site this is considered acceptable in this instance.

Lifetime Homes

- 3.2 Policy DP6 requires all new residential accommodation, including conversions, to meet Lifetime Homes standards. The applicants have provided a Lifetime Homes Statement which indicates that the proposal would comply with the relevant Lifetime Homes criteria. Corridors would have sufficient width, the dwelling would have level access, and the size of the rooms would allow wheelchair use. As the flat is at ground floor level it would have an entrance level W.C and living room/bedroom.

4 Design

- 4.1 The ground floor unit has four openings, two on York Way and two on Camden Park Road, with each pair separated by entrances to the flats above. The openings have been boarded up since the development was completed. The proposal would install shopfront type frontages with low stallrisers and sliding windows to three of the openings. The remaining opening would form the entrance to the flat.
- 4.2 The design has been revised to bring the façade flush with the building line. The large windows would be timber framed and painted grey, relating to the windows above and similar to the ground floor treatment of the York Way elevation of the neighbouring building. As such, the proposed alterations are not considered to harm the appearance of the host building or street

scene.

5 Transport

Cycle storage

- 5.1 As the proposal is for a three bedroom dwelling, two cycle storage/parking space are required. The proposal indicates internal storage space for two cycles next to the entrance on Camden Park Road. The space measures 1.5m 1.8m which would comply with Camden Planning Guidance.

Car-free Development

- 5.2 The site has a Public Transport Accessibility Level of (PTAL) of 4 (good) and is within the Camden Square (CA-N) Controlled Parking Zone which operates Mon-Fri 08:30 - 18:30. Not making the development car-free would increase demand for on-street parking in the Controlled Parking Zone (CPZ) the site is within. The London Plan 2011 and Camden's LDF Development Policies (policy DP18) identify that car-free and car-capped should not only be sought for housing, but also for developments in general and should be ensured by Boroughs in areas of high public transport accessibility. Therefore, this development should be made car-free through a Section 106 planning obligation.

6 Amenity

- 6.1 No extensions are proposed so there would be no impact on light to adjoining properties. The floors above and the site next door are in residential use, and an additional unit is not considered to harm the amenity of any neighbouring occupiers.
- 6.2 A neighbour has referred to existing noise being a problem, however the change of use will require compliance with the Building Regulations and part E covers soundproofing. A comment has also been made about the lack of existing refuse storage. The plans show an external bin store for the new unit. The flats above are in separate ownership to the ground floor unit so it would not be possible, or reasonable, to require the ground floor premises to provide a bin store for the flats above.
- 6.3 As such the proposal is not considered to harm the amenity of adjoining occupiers and would comply with policies CS5 and DP26 of the LDF and Camden Planning Guidance.

7 Community Infrastructure Levy (CIL)

- 7.1 The proposal would be liable for the Mayor of London's CIL as the proposals is for an additional unit of residential accommodation. Based on the Mayor's CIL charging schedule and the information given on the plans, the charge is likely to be £9,100 (182sqm x £50)

- 8 Recommendation:** Grant Planning Permission Subject to a Section 106 Agreement for Car-free housing

DISCLAIMER

Decision route to be decided by nominated members on Monday 22nd October 2012.
For further information please click [here](#).