

Delegated Report		Analysis sheet		Expiry Date:	14/10/2011
		N/A / attached		Consultation Expiry Date:	29/09/11
Officer			Application Number(s)		
Angela Ryan			2011/4013/P		
Application Address			Drawing Numbers		
De Montfort House 101 King's Cross Road London WC1X 9LP			Refer to decision notice		
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature		
Proposal(s)					
Change of use from offices (Class B1) to 2 bedroom residential dwelling (Class C3) on all floors, plus installation of perimeter railings on roof to create a roof terrace.					
Recommendation(s):		Grant Planning Permission subject to a S106 for car free development			
Application Type:		Full Planning Permission			

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice					
Informatives:						
Consultations						
Adjoining Occupiers:	No. notified	1	No. of responses	0	No. of objections	0
			No. electronic	0		
Summary of consultation responses:	A site notice was displayed from 02/09/11 to 21/09/11 and a press advert displayed from 08/09/11 to 29/09/11. No comments/objections have been received as a result of the consultation process.					
CAAC/Local groups* comments: <small>*Please Specify</small>	<p>TFL: Considers that the site has excellent transport accessibility, therefore residents should be exempted eligibility for local parking permits and a S106 agreement for car-free should be entered into. It is also requested that one cycle parking space should be provided within the site which is consistent with the London Plan 2011 standards.</p> <p>No objections are raised provided that servicing is consistent with the existing arrangement and adhered to; the carriageway/footway is not blocked during construction and maintenance of the development, temporary obstructions are kept to a minimum and do not interfere with the free flow of traffic or obstruct the footway and that construction vehicles associated with the proposal shall park/stop/load and unload away from the TLRN.</p> <p>Bloomsbury CAAC- no response received</p>					

Site Description

The property is a four storey plus basement mid terrace triangular shaped Victorian building that is located on the east side of King's Cross Road. It lies within a terrace of four to six storey buildings with a mixture of commercial and residential use. The commercial uses are typically located at ground floor level with residential situated above. The adjoining building to the north of the site at 101a-101b is a two-storey vacant commercial unit. On the opposite side of the road lies a police station and nos. 66-77 King's Cross Road also on the opposite side comprises a terrace of houses.

The building is not listed, but lies within the Bloomsbury conservation area. The Conservation Area Appraisal and Management Strategy states that the majority of properties in this area, if part of the Conservation Area, would be positive contributors.

Relevant History

There is no relevant planning history relating to the application site.

Relevant policies

LDF Core Strategy and Development Policies

Core Policies:

CS1 – (Distribution and growth)

CS6- (Providing quality homes)

CS8- (Promoting a successful and inclusive Camden economy)

CS9- (Achieving a successful Central London Borough of Camden)

CS11 – (Promoting sustainable and efficient travel)

CS14 – (Promoting high quality places and conserving our heritage)

Development Policies:

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

DP5 – (Homes of different sizes)

DP6- (Lifetime homes and wheelchair homes)

DP9- (Student housing, bedsits and other housing with shared facilities)

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)

DP25- (conserving Camden's heritage)

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

Camden Planning Guidance 2006

Camden Planning Guidance (2011 Phase 1)

Bloomsbury Conservation Area Appraisal and Management Strategy (2011)

Assessment

Proposal:

The applicant proposes to change the use of the entire building from B1a office use to C3 residential use. The building will accommodate a 2 bedroom unit, which is considered to be of a high priority within the borough in terms of housing need. No external alterations are proposed to the fabric of the building however, 1.1m high metal railings will be installed at roof level to provide boundary treatment for the existing roof terrace.

The issues to therefore consider are:

- The principle of the change of use
- The impact of the development on the character of the building and the character and appearance of the conservation area;
- Amenity
- Transportation

Land Use:

Core Strategy policy CS8 stipulates that the Council will support its industries by safeguarding existing employment sites in the borough that meet the needs of modern industry and other employers, but also states in para 8.8 that the future supply of offices in the borough can meet future demand and therefore the Council will consider proposals for other uses of older office premises if they involve the provision of permanent housing and community uses. Development policy DP13 further states that the Council will retain land and buildings that are suitable for continued business use and will resist a change to non business uses unless it can be demonstrated to the Council's satisfaction that the site or building is no longer viable for existing business use.

The application site is of a very domestic scale with an irregular triangular shape and very shallow floor plates. There is no lift access to the upper floors which are accessed via a very narrow and steep staircase. There is also no facility for servicing on this heavily trafficked road and no parking facility, and the surrounding roads are subject to controlled parking. The site constraints render the building unsuitable for continued office use.

The property has been vacant since 2007 and in the past year and a half has been temporarily used for two art/design exhibitions each lasting four weeks. The property has been marketed, which is verified by a letter from the marketing agent. A site visit ascertained that an estate agents board marketing the property was still erected on the application site. Although the initial responses have been positive, potential tenants have been put off by the limited sizes of the floorplates. Given the above, the principle of residential development is considered to be acceptable in land-use terms.

Residential development standards:

The main bedroom located at basement level is exceptionally large measuring approximately 23m² and the second bedroom, living and dining areas measuring approximately 8.5m², which complies with the Council's residential development standards. The unit size exceeds the Council's standards for a 2 bedroom 3 person dwelling at 68m² (Council's standard 61m²) although the arrangement and shape of rooms is unusual given the very constrained floorplates. On balance the proposal is considered appropriate and would provide a quaint residential unit. Although the basement would receive limited light via a ground floor window and void, it is considered acceptable in the context of this unusual layout and the availability of other bedroom spaces in the unit.

Lifetime Homes: All but two of the lifetime home standards are capable of being met, given the constraints of the site. The criterion relating to car parking cannot be met due to the site constraints such as the site forming part of the Transport For London Network where no car parking is permitted and the surrounding streets being subject to controlled parking.

Design:

The only intervention proposed is a metal railing to be erected at roof level to provide a secure enclosure for the flat roof which is accessed for maintenance purposes by a roof hatch but is not

formally used as an amenity roof terrace. No other external/internal alterations are proposed to the building fabric as a result of the development. Railings around roof terraces are a characteristic of the area, including one to the adjoining lower property. In addition the railing would sit comfortably against the higher block to the left which has a mansard roof profile. It is considered that this element of the proposal would not adversely affect the character of the existing streetscape or the character and appearance of the conservation area.

Amenity:

In terms of the proposed use it is considered that a satisfactory level of residential amenity has been provided in terms of sunlight/daylight, internal layout, room sizes and dwelling size. Amenity space is provided via an existing roof terrace, which is a characteristic in the locality. In terms of its impact on neighbouring amenity, it is considered that it would not unduly affect residential amenity by way of the creation of overlooking into adjoining/surrounding properties as it is of a sufficient distance away, and the juxtaposition of the adjoining buildings and their designs at roof levels, e.g. roof extension and chimney pots, also pre-empt this.

Transportation:

The applicant has agreed to enter into a S106 legal agreement for car-free housing, therefore it is envisaged that the proposal would not result in having any adverse impact on the free flow of traffic or on existing parking conditions.

No cycle storage has been provided in line with current London Plan policy; however, it is considered that this can be accommodated within the building and there is sufficient space shown on the plans for storage of a bicycle.

Recommendation: Approve subject to a S106 for car-free housing

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