

Delegated Report		Analysis sheet		Expiry Date:		07/06/2010	
		N/A		Consultation Expiry Date:		13/05/2010	
Officer				Application Number(s)			
Jennifer Walsh				2010/1318/P			
Application Address				Drawing Numbers			
111 Guilford Street LONDON WC1N 1DP				Please refer to draft decision notice			
PO 3/4		Area Team Signature		C&UD		Authorised Officer Signature	
Proposal(s)							
Change of use of part of ground floor and first - third floors from 1 x four bedroom maisonette and retail ancillary storage to 4x1 bedroom flats (Class C3), and erection of rear first floor extension.							
Recommendation:		Grant Planning Permission subject to a section 106 agreement					
Application Type:		Full Planning Permission					
Conditions or Reasons for Refusal:		Refer to Draft Decision Notice					
Informatives:							
Consultations							
Adjoining Occupiers:		No. notified	37	No. of responses	00	No. of objections	00
				No. electronic	00		
Summary of consultation responses:		A site notice was displayed from 16/04/2010 – 07/05/2010.					
CAAC/Local groups comments:		No response from Bloomsbury CAAC has been received.					
Site Description							
<p>The application site relates to a five-storey building (including basement and loft levels) fronting Guilford Street and a single-storey building located at the rear, fronting Gray's Inn Road. The site is located in the junction of these two roads and is within Bloomsbury conservation area and the designated Central London area.</p> <p>The buildings are not listed but they are part of the late 18th century, early 19th century development of the area, and adjoin listed buildings at either side. They have been altered in the mid 19th century when the shopfronts were put in and the buildings were used as a pub. These buildings make a positive contribution to the character of the Conservation Area.</p> <p>The ground and basement floors have been last in use as an A1 unit, although it appears the property has been vacant for a number of years. The upper floors contain six rooms of residential accommodation, which are only accessible from inside the retail unit. The surrounding area is mixed residential and commercial in character.</p>							

Relevant History

2007/5296/P: Change of use of basement/ground level shop (Class A1) and upper floor flat (Class C3) to provide 4 additional self-contained residential units (4x 1-bedroom and 1x 2-bedroom) including the erection of a side extension on first floor with second floor roof terrace facing Grays Inn Road and excavation of 3 no. lightwells including new railings along Grays Inn Road and Guildford Street. GRANTED

Relevant policies

Replacement Unitary Development Plan 2006

SD1 (Quality of life)
SD2 (Planning obligations)
SD6 (Amenity for occupiers and neighbours)
H1 (New housing)
H7 (Lifetime homes and wheelchair housing)
H8 (Mix of units)
B1 (General design principles)
B3 (Alterations and extensions)
B4 (Shopfronts, advertisements and signs)
B7 (Conservation areas)
T3 (Pedestrians and cycling)
T8 (Car free housing and car capped housing)
T9 (Impact on parking)
R6 (Other town centre uses)
R7 (Protection of shopping frontages and local shops)
R8 (Upper floors and shopfronts)

LDF Core Strategy and Development Policies

As the draft LDF Core Strategy and Development Policies documents have now been published, they are material planning considerations. However, as a matter of law, limited weight should be attached to them at this stage.

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
CS15 - Protecting and improving our parks and open spaces & encouraging biodiversity
CS16 - Improving Camden's health and well-being
CS17 - Making Camden a safer place
CS19 - Delivering and monitoring the Core Strategy
DP2 - Making full use of Camden's capacity for housing
DP5 - Housing size mix
DP6 - Lifetime homes and wheelchair homes
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
DP29 - Improving access
DP30 - Shopfronts

Assessment

Planning permission is sought for the following elements:

- Change of use of part ground floor and upper floors to four self contained residential units
- A first floor extension (facing Grays Inn Road) with an associated roof terrace
- Alterations to north east elevation (Grays Inn Road) to incorporate windows and a new door opening
- Insertion of two dormer windows at roof level
- Reinstating A1 use to the basement and ground floor unit.

The principle of the change of use has been established under the earlier application on the site in 2007. The differences between the two proposals are that this current application retains the commercial uses at ground and basement levels and proposes the insertion of two dormer windows at roof level. As such the proposed residential units are reduced to 4. Many of the issues raised are very similar to the previous application.

New housing

The proposal would accord with housing policy H1 in the provision of four additional units to the housing stock. This policy seeks to increase residential use in buildings considered suitable for residential development.

Residential standards

There are 4x 1 bedroom flats which range in size from 40.3 sqm – 48.7sqm (being that of the maisonette), which would comply with the minimum size standards set in Camden planning guidance (2006) for units of 1 and 2 persons.

The third floor unit has a height of 2.2m, although again this is contrary to guidance, it is considered that as it is an existing residential unit, and due to site constraints, it is considered acceptable in this instance.

Lifetime homes standards: Policy H7 requires all new dwellings, including conversions, to be built to Lifetime Homes standards wherever possible. The applicants have submitted an assessment of Lifetime Homes compliance as part of their application. Given the constraints involved the detail submitted is acceptable, as it is unlikely that all of the 16 criteria can be met given this is a conversion.

Mix of units

The proposal would provide 4x 1-bedroom units in the form of three flats and one maisonette. This is in principle contrary to policy H8, which seeks the provision of a least one family unit in all residential developments. However, the site lacks any outdoor amenity space and therefore it is not particularly suitable for family accommodation.

Change of use

The application includes the proposed change of use of a small derelict retail unit to the north east elevation (fronting Grays Inn Road). The unit is derelict and is currently boarded up. The UDP generally resists the net loss of retail floorspace (A1) in the Central London area. However, policy R8 encourages the use of the upper floors above shops that were previously used as storage or as residences for staff, as is the case of this site, which does not have an independent entrance to the upper floors. The property appears to have been vacant for the past couple of years and housing is the priority use for underused upper floors. Increasing housing provision is also one of the key objectives of the *revised planning guidance for Central London (2007)*. There are a good number of retail units in the vicinity and therefore the application's unit cannot be considered essential for the function of the town centre. Due to the proposal retaining a large amount of retail use, the proposed residential use is not considered detrimental to the character, amenity, function, vitality and viability of the area and therefore the proposal overall complies with policies R6 and R7.

Design

The first floor extension was deemed acceptable in the previous application and therefore, it is not to be discussed in detail in this application. The proposed extension is to have three windows at first floor level facing Grays Inn Road, and two at ground floor level. The residential unit within the proposed extension is to have its own front door off Grays Inn Road. This is to sit aside the proposed door which would provide communal access to the other three flats above the retained A1 unit. The first floor extension is considered to be subordinate in design when viewed from the streetscene and is not considered to have a detrimental impact on the host property, nor the wider conservation area. There is an existing redundant shop front to the existing

signal storey rear/side extension. It is considered that its replacement with two windows and a door to accommodate the residential aspect, would have a positive impact on the streetscene and wider conservation area. The two proposed doors are to match the existing building in terms of scale and proportions. The first floor extension and the alterations to the fenestration details are ground floor level are considered acceptable. The two existing windows on the Grays Inn Road elevation are to be changed to sash windows with 4 bars, to match those within the proposed extension. These windows also match those further along Grays Inn Road and are therefore acceptable.

There is a flat roof to the proposed first floor extension. Due to the perceived impact that this could have on the host building and the wider area if this space was used as a roof terrace, a condition is advised to be added to the permission to state that such a roof could not be used as a roof terrace.

It is proposed to insert two new dormer windows at roof level to the application site. The two dormer windows are to match the existing dormer windows and are not considered to 'clutter' the roofscape. Whilst they are contrary to the planning guidance for dormer windows, they are not perceived to have a detrimental impact on the host property as they match the existing dormers which are already in situ. The one dormer which currently faces Guilford Street is to be removed and two dormers, which are to align with the windows below, are proposed. One window is also proposed on the Grays Inn Road elevation; also to align with the windows below. The proposed dormer windows are considered to be consistent with the design of the host building, as well as the wider conservation area as they will not be read as dominant additions.

The existing shop front which sits on the corner of Guilford Street and Grays Inn Road is to be refurbished and re-introduced after years of neglect. The reuse of vacant and redundant shops is welcomed by the Council.

Impact on neighbours

The application site adjoins property at no. 110 Guildford Street, to the west, which appears to be a HMO. There are two windows which include rear ground and first floor windows and its rear yard which are north facing and currently do not receive direct sunlight. As the previous application the proposed extension would be located to the northeast of this property and therefore any interfering with direct sunlight would occur only in the early hours of the morning. The proposed extension would reduce the level of daylight received on this property from the extension's side, although this reduction is not considered such as to justify a refusal, given that the property would still received a reasonable amount of daylight from the opposite side of the extension.

As noted within the previous application, the proposed flat roof new terrace at second floor level, may result in some loss of privacy to the adjoining neighbours, given its proximity to the rear windows of 110 Guilford Street. The introduction of screening would result in loss of light and therefore, it is considered that the terrace should be removed altogether by way of imposing a condition preventing the use of the flat roof of the extension to be used as terrace.

Parking

Camden's Parking Standards for cycles (*Appendix 6 of the Unitary Development Plan*), states that 1 storage or parking space is required per residential unit. No cycle parking is provided. Although it is considered that 1 storage space could be incorporated into the ground floor of the proposed unit, the proposal falls short of the requirement. However, as the application did not include such a provision in the previous application, this can not be used as a reason for refusal.

There is no vehicular access to the site and none is proposed. The site has a Public Transport Accessibility Level (PTAL) of 6a (excellent).

- The site has a Public Transport Accessibility Level of (PTAL) of 6a (excellent) and is within a Controlled Parking Zone.
- The site is within the "Clear Zone Region", for which the whole area is considered to suffer from parking stress.
- Not making the development car-free would increase demand for on-street parking in the Controlled Parking Zone (CPZ) the site is within. This is considered unacceptable in CPZ's that are highly stressed where overnight demand exceeds 90%. Kings Cross (CA-D) CPZ operates Mon-Fri 08:30-18:30, Sat 08:30-13:30 and 117 parking permits have been issued for every 100 estimated parking bays within the zone. This means that this CPZ is highly stressed.

For car free and car capped development, the Council will:

- not issue on-street parking permits;

- use planning obligations to ensure that future occupants are aware they are not entitled to on-street parking permits; and
- not grant planning permission for development that incorporates car parking spaces, other than spaces designated for people with disabilities, and a limited number of spaces for car capped housing in accordance with Council's Parking Standards.

Therefore, given the limited nature of parking availability within the area, in order to be acceptable in transport terms, this new residential units are recommended to be designated car-free, in that future occupiers will not be eligible for on-street parking permits. This shall be secured via a S.106 agreement.

Conclusion

Overall, due to the proposed development being very similar to that which was approved in 2007, the application broadly complies with current planning policies and guidance and providing that a section 106 agreement is signed to secure the development as car free it is considered acceptable.

Recommendation: Grant planning permission subject to subject to conditions and to the satisfactory conclusion of a Section 106 Planning Obligation covering the following heads of terms:

Four new additional residential units to be designated as car free.

Disclaimer

This is an internet copy for information purposes. If you require a copy of the signed original please contact the Culture and Environment Department on (020) 7974 5613