

Delegated Report		Analysis sheet		Expiry Date:		24/05/2010	
		N/A		Consultation Expiry Date:		03/05/2010	
Officer				Application Number(s)			
Jennifer Walsh				2010/1395/P			
Application Address				Drawing Numbers			
39 Doughty Street London WC1N 2AA				Please refer to draft decision notice			
PO 3/4		Area Team Signature		C&UD		Authorised Officer Signature	
Proposal							
Change of use of ground, first, second and third floor levels from office (Class B1) to single dwelling house (Class C3) and internal additions and alterations to include the installation of kitchen to rear ground floor extension and bathrooms to first and second floor.							
Recommendations:		Grant Planning Permission subject to a section 106 agreement Grant Listed Building Consent					
Application Type:		Full Planning Permission Listed Building Consent					
Conditions or Reasons for Refusal:		Refer to Draft Decision Notice					
Informatives:							
Consultations							
Adjoining Occupiers:		No. notified	13	No. of responses	00	No. of objections	00
				No. electronic	00		
Summary of consultation responses:		A site notice was displayed from 07/04/2010 – 28/04/2010					
CAAC/Local groups comments:		No response from Bloomsbury CAAC has been received.					
Site Description							
The application site is a Grade II listed end of terrace building in the Bloomsbury conservation area, dating from 1792, currently in use as offices from ground to third floors. It is proposed to convert the building back into residential use. The basement level is currently a self contained residential unit.							
Relevant History							
PS9804328R4: Change of use and works of conversion of the basement from use within Class B1 (offices) to use as a self contained flat Class C3 (residential) together with associated alterations to the front basement area. GRANTED 15/10/1998							

Relevant policies

Camden Replacement UDP 2006

SD2 Planning Obligations
SD6 Amenity for occupiers
H1 New Housing
B1 General design principles
B3 Alterations and extensions
B6 Listed Buildings
B7 Conservation Areas
E2 Retention of existing business uses
T3 Pedestrians & Cycling
T8 Car free housing and car capped housing
T9 Impact of Parking
Appendix 6 Parking Standards

Camden Planning Guidance (2006)

Bloomsbury Conservation Area Statement

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
CS8 - Promoting a successful and inclusive Camden economy
CS11 - Promoting sustainable and efficient travel
CS14 - Promoting high quality places and conserving our heritage
CS19 - Delivering and monitoring the Core Strategy
DP2 - Making full use of Camden's capacity for housing
DP13 - Employment sites and premises
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

Assessment

The proposal

The application seeks planning permission and listed building consent for the change of use from office use (Class B1) to a single 3 bedroom residential unit (class C3) and associated alterations.

Very minor works of alteration are proposed in connection with the change of use, primarily the installation of up to date kitchen and bathroom services within existing areas, and the infilling of a door opening between the two rooms at second floor level. The existing pipe runs and drainage, power, data and heating systems will be reused. There are no external works proposed.

Land Use: Policy E2 – Retention of existing business use has a broad presumption against the loss of a business use on a site where there is potential for that use to continue. The applicants have submitted supporting text which does qualify that, and in this case paragraph 7.22 is particularly relevant. It states that as an exception to the general approach in E2, proposals for use of older office premises will be encouraged in appropriate locations if they involve the provision of permanent housing. The Council have previously considered Central London locations such as this to be appropriate locations given the surplus of office accommodation in and around Holborn. The building is Grade II listed, and general design principles encourage conversion of buildings back to their original intended use (in this case residential). The listed status of the building would also preclude the introduction of design features as outlined in paragraph 7.18 of the UDP that may allow conversion from straight office use, to flexible space for a range of employment uses.

In this case the applicants consider that a significant amount of refurbishment would be required to bring the offices up to modern day requirements. They have provided a statement which outlines the reasons as to why the property is unsuitable for conversion to a modern office. The building is also a listed building and therefore the building is subject to further conservation constraints which prevent it from being used as flexible office space. As a result the applicants contend that the building is not suitable for flexible business use, and by converting the building back to its original intended use, many original features can be restored and the modern alterations made for the office accommodation may be removed.

Policy H1 states that the Council will grant planning permission for development that increases the amount of land and floor space in residential use. Given that the building is unlikely to be suitable for continuation of any business use other than B1(a) offices, the loss is acceptable subject to a suitable use being proposed. The reinstatement of residential accommodation is welcomed and would comply with Policy E2 and H1 of the adopted Replacement UDP 2006.

Standard of accommodation: The proposed use would comprise a 3 bedroom (6-person) single residential dwelling. It would provide approximately 229 sq.m of floor space. Each of the bedrooms would comply with the minimum floor area standards for double rooms.

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 Design and Access Statement. 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 within a listed building.

Design

With the exception of the window shutters, the building retains few historic decorative features internally. However, the plan form appears to be broadly intact. Very minor works of alteration are proposed in connection with the change of use, primarily the installation of up to date kitchen and bathroom services within existing areas, and the infilling of a door opening between the two rooms at second floor level. The existing pipe runs and drainage, power, data and heating systems will be reused. There are no external works proposed.

The impact on the special architectural and historic interest of the building is very limited and is not considered to be harmful. The proposal is not considered to have a detrimental impact on the host property, and therefore is acceptable in design terms.

Amenity: The proposals are considered to provide a good level of amenity for future occupants of the site, bedroom and living areas are all generous in size and well proportioned would have good access to natural light and ventilation. The proposals are considered to have appropriate regard to the CPG and policy SD6 of

the Replacement UDP. Due to the proposal not including any extensions or external alterations, the proposed works do not raise any amenity concerns in terms of their impact on neighbours. It is therefore considered to adhere to policy SD6.

Transport issues : The site is located on Doughty St within the Clear Zone Region. There is no vehicular access to the site and none is proposed. The site has a Public Transport Accessibility Level (PTAL) of 6a (excellent).

UDP policy T3 requires development to sufficiently provide for the needs of cyclists, which includes cycle parking and UDP policy T7 states development must comply with Camden Parking standards. The London Plan also adopts the Transport for London cycle parking standards.

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, however for larger residential units (3+ beds), the London plan requires 2 cycle parking spaces per unit. The proposal is for 1 residential unit (3 bed); therefore 1 cycle storage/parking space is required. The applicant has not included provision for the required amount of cycle storage/parking in the proposed design.

However as the proposals only include minor internal alterations, the large single dwelling has ground floor access, and a cycle can easily be stored within it if required, Camden's parking standards for cycles has therefore been met.

Given that The London Plan Consolidated with Alterations since 2004 (February 2008) should be taken into consideration (policies 3C.1, 3C.17 and 3C.23) as well as the UDP (policies T1, T8 and T9) and to some extent Camden's Draft LDF Development Policies (draft policy DP18); car-free 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 for the following reasons:

- 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 unit is 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.

Recommendation:

Grant Planning Permission subject to Section 106 agreement

Grant Listed Building Consent

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