

Delegated Report		Analysis sheet		Expiry Date:		24/09/2009	
		N/A / attached		Consultation Expiry Date:		09/09/2009	
Officer				Application Number			
Hannah Parker				2009/2785/P			
Application Address				Drawing Numbers			
145 Iverson Road West Hampstead London NW6 3RA				See Decision Notice			
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature				
Proposal							
Conversion of hostel (Class Sui Generis) to four self contained flats (Class C3), including the erection of 3 dormer windows and 3 rooflights at roof level, 3 windows and a set of doors at ground level and bike shed in the garden area.							
Recommendation:		Grant Permission subject to a S.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:		No responses to date					
CAAC/Local groups comments:		No responses to date					
Site Description							
<p>The application site relates to a 3 storey end of terrace property which is located on the junction of Iverson Road and Maygrove Road.</p> <p>The house has three main elevations the South elevation which fronts Iverson Road, the east elevation which faces the junction of Iverson Road and Maygrove Road and the north elevation which fronts Maygrove Road.</p> <p>The application site is currently vacant. It was previously used as a Council owned hostel which contained six non self-contained rooms. The Council sold off the property. The property is not located in a conservation area.</p>							
Relevant History							
None							

Relevant policies

Replacement Unitary Development Plan 2006

H1 – New Housing
H7 – Lifetime Homes
H8 – Mix of Units
H9 - Hostels
B1 - General Design
B3 - Additions and Alterations
T8 - Car free housing and car capped housing
T9 - Impact of Parking
T3 – Pedestrians and Cycling
SD6 – Amenity for Neighbours and Occupiers
SD9 – Resources and Energy

LDF

DP8 Accommodation for homeless people and vulnerable people
DP3 Contributions to the supply of affordable housing
DP2 Making full use of Camden's capacity for housing

Camden Planning Guidance

Assessment

Proposal

The conversion of a hostel into four self contained dwellings. The proposal also includes the introduction of dormer windows and a roof light, 3 windows on the elevation alongside Maygrove Road and a set of doors on the east elevation. A private garden space will be created for use by the family sized unit and the bike shed will occupy land within the communal space.

Amendments: Originally it was proposed for there to be five units.

The principal considerations material to the determination of this application are summarised as follows:

- Principle of change of use
- Mix of Units
- Standard of Accommodation
- Impact on host building
- Neighbourhood Amenity
- Transport

Principle of change of use

In terms of the provision of new housing, the Council's policy H1 seeks the fullest use of underused sites and buildings for housing, provided that the accommodation reaches acceptable standards. This proposal would provide 4 residential units and as such complies with policy H1.

Loss of Hostels; Policy H9 of Camden Unitary Development Plan does not support planning permission for proposals for the loss, without adequate replacement, of hostel accommodation.

145 Iverson Road was previously was used by the Temporary Accommodation Group as six non self-contained rooms for homeless people for many years. The hostel was not relocated but the hostel became surplus to requirements. The Council no longer has a need for that type of hostel accommodation so it was decanted. The residents were found permanent accommodation, moved to one of our larger hostels or helped to find suitable accommodation in the private sector. The Council's Executive granted delegated authority to the Director of Housing and Adult Social Care to decide which properties meet the disposals criteria set out in the Investing in Camden's Homes report of December 2007.

The Council has sold off 145 Iverson Road and other hostels for a number of reasons which included the fact that they were poor value for money. The hostel was deemed as financially unviable. Better ways to house the homeless have been found and have been investigated. All information has been confirmed by the Disposals Project Manager from the Housing and Adult Social Care Division of Camden Council.

In March 2005, the Government issued its 'Sustainable Communities' strategy, which set a target for local authorities to halve the number of households in temporary accommodation by 2010. For Camden, this involves a reduction of 967 households previously in temporary accommodation. Camden has responded with initiatives to prevent homelessness, and a number of pathways which assist people into more settled accommodation. Camden met its target in mid-2009. Consequently, far fewer hostel places are needed, and different types of spaces are needed to operate the pathways model.

The changes in approach to temporary accommodation post-dated preparation of the Replacement UDP, and the substantial reduction in requirements came after adoption in 2006. However, the Government's Sustainable Communities strategy and the Council's Housing Strategy are material considerations, along with the report to the Executive in July 2009 indicating that Camden had met the target of a 50% reduction in households and corporately agreed to decommission 4 large hostels.

This is an instance where the LDF may be of limited but significant weight, as:

- there are gaps in existing UDP provision
- the LDF is in line with Government guidance (the Sustainable Communities strategy)
- there were no objections to Proposed Submission Development Policy DP8 'Accommodation for homeless and vulnerable people'
- the Inspector examining the LDF does not propose to discuss DP8 at the scheduled Examination hearings

The Development Policies document fully acknowledges the Council's strategies relating to homeless and vulnerable people, and the anticipated release of some hostel sites. Where hostel space is not required for homeless, vulnerable or older people, policy DP8 indicates that it should be used for permanent housing in Use Class C3, including an appropriate amount of affordable housing, having regard to policy DP3.

Policy DP3 is equivalent to UDP policy H2, and includes a threshold of 10 or more additional dwellings, interpreted as 1,000 sq m of additional floorspace. This proposal falls far below the threshold.

In this instance, there needs to be some acknowledgement of the wider context in terms of the overall Council strategy for hostels. Although it is acknowledged that this is not explicit in the UDP, but the Government policy and the Council's strategies are material considerations. The LDF gives a clear idea as to how the Council should approach applications that involve the loss of hostels in future. With this in mind it is considered unreasonable to refuse permission in this instance based solely on H9b considering the emerging policies, strategies and approach to sites such as this.

Mix of Units

Policy H8 requires that new residential schemes provide a mix of unit sizes, large and small. The policy does not give any indication as to the percentage of accommodation which should provide family sized accommodation. However, it states that, when assessing the appropriate mix for units within a housing scheme, the Council should have regard to Camden's Housing Needs Survey (2004), the site conditions and general locality. The Survey shows that there is a shortage of all sizes of homes within the Borough. The provision of the development as proposed offers a variety of accommodation thereby complying with policy H8. The proposed mix is, 2 x 1 bed, 1 x 2 beds and 1x 3 bed.

Standard of Accommodation

The proposed residential units are well proportioned. All of the bedrooms meet the Council's expectation of 11m² for a first or double bedroom and 6.5m² for single bedrooms.

The ground floor three bedroom flat would be 75sqm and consist of one double and two single bedrooms equating to a 4 person dwelling. This flat also has access to a private garden making this ideal family accommodation.

The first floor consists of two flats of 2 bedrooms and has a net area of approx 58sqm. Although slightly below the space standards for a three person unit the layout is considered satisfactory. The second floor flat would consist of 1 bedroom and a study with a net area of 53sqm; the layout is a generous 2 person unit. The third floor flat is again a large one bed at 48.8sqm and meets the requirements for a 2 person. All proposed units are considered acceptable in size terms.

The proposed dwellings will all receive adequate natural light and ventilation. The windows have been appropriately sited within the development to ensure a good level of amenity for each new dwelling, and to ensure that there is no overlooking between the new dwellings proposed as part of the development. The CPG encourages the provision of open space for new residential developments. The family sized dwelling will have access to some private outside space which is encouraged.

Lifetime Homes and Wheelchair Housing

Policy H7 encourages all new dwellings to be designed to Lifetime Homes Standards and 10% to be wheelchair accessible or easily adaptable for residents who are wheelchair users. An informative will be placed on the decision advising that all efforts should be made to meet Lifetime Home Standards in the conversion building.

Impact on host building

Works to the roof: The introduction of the dormer windows are considered acceptable. The size and proportions of the windows comply with Camden's guidance and have been set in approximately 500mm from the roof ridge and hip to maintain an acceptable degree of separation which allows it to sit subordinately within the roof slope. There are numerous examples of roof dormers of varying standards and styles along Iverson Road and Maygrove's Road. The introduction of the dormer windows will not look out of place and will not have a detrimental impact on the street scene. The roof lights are also acceptable as they are subordinate both in size and number within the roof slope.

Windows: The first four properties along Maygrove Road are the rears of the houses which front Iverson Road. Although the additional windows would abut the pavement, the addition of the windows would break up a rather large and stark piece of wall, improving the appearance of the dwelling from the public realm. A set of doors facing the private garden will be added to provide additional lighting to the ground floor flat and access to the garden. The works are not considered to be detrimental to the host dwelling.

Bike shed: The introduction of the bike store on the ground floor is also considered acceptable. The bike shed is screened behind a mature hedge and would not be over-dominant in the street scene, despite it's location on the corner of two streets. The existing hedge which provides screening to the garden area will not be affected by the proposal.

Neighbourhood Amenity

The works to the roof are not considered to significantly impact amenity. The dormer windows to the front/south elevation are situated approximately 20m away from the nearest direct facing habitable room. Camden's standard prefers a distance of 18m between the windows of habitable rooms and different units that face each other which complies with this standard. To the rear the property overlooks commercial land and will not impact any properties amenity. Due to the dormers modest proportions they will not adversely impact the adjoining property in terms of access to light/ overshadowing.

Refuse and Recycling

Although the proposal does not indicate bin storage but there is plenty of room on site for provision. For this property, 7x 55 litre green kerbside boxes provided by Camden Council or 3x 360 litre wheelie bins purchased by the owner would be needed.. Boxes or wheelie bins must be available for collection at ground/street level on the boundary of the property no more than 15 metres from where waste vehicle can stop. Full details will be conditioned as part of the scheme.

Transport

Cycle Parking: Camden's Parking Standards for cycles, states that 1 storage or parking space is required per residential unit. The proposal is for 4 residential units; therefore 4 cycle storage/parking spaces are required. The applicant has included provision for cycle parking in the front yard in a large shed. However, the lay out of the Sheffield Stands do not provide best use of the space. However, the space and design of the shed is sufficient. Therefore, plans will need to be submitted and approved demonstrating that cycle parking that is sufficiently details will need to be submitted and approved, and approval should be reserved by condition.

Car free: The site has a Public Transport Accessibility Level (PTAL) of 5 (very good). Kilburn (CA-Q) CPZ operates Mon-Fri 08:30-18:30 and 89 parking permits have been issued for every 100 estimated parking bays within the zone. This means that this CPZ is very close to being highly stressed. On this basis and in accordance with Policy T8 of the UDP, the four units should be car free. 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 CPZs that are highly stressed where overnight demand exceeds 90%.

Construction Management Plan (CMP): The site involves the conversion of the existing building and a ground floor extension. The scale of these works are not of a large scale and given that there is space for construction vehicles to stop on single yellow lines on Maygrove Road, there will not be a significant impact on the local transport network. Therefore a CMP is not needed.

Highway contributions: In order to tie the development into the surrounding urban environment, a financial contribution should be required to remove redundant vehicular crossovers and to repave the footway adjacent to the site on the Maygrove Road frontage only. An added benefit of doing this is that any damage caused to the highway during construction can be repaired. This work and any other work that needs to be undertaken within the highway reservation will need to be secured through a S.106 Agreement. This should also require plans demonstrating interface levels between development thresholds and the Public Highway to be submitted to and approved by the Highway Authority prior to implementation. The Highway Authority reserves the right to construct the adjoining Public Highway to levels it considers appropriate. The Council will undertake all works within the highway reservation, at the cost to the developer. £6911.21 will be sought from the applicant.

Other Issues

An Ecohomes assessment was submitted with the application. The Ecohomes Report confirms that the applicant can achieve a 'very good' rating which is the equivalent of level 3 of the Code. Camden Planning Guidance states that Ecohomes Assessments should demonstrate that 60% of credits can be achieved in energy and water and 40% in materials. The report submitted by the applicant confirms that 58% in energy, 50% in water and 70% in materials. Whilst the report indicates that the development will slightly underperform in terms of energy and water it will exceed the target in materials. It is considered that due to the overall very good rating the eco homes assessment is acceptable and that a Sustainable Code 3 dwelling is achievable. A requirement for a Post-Construction Review would be secured by S.106 agreement.

Recommendation Grant Permission

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