

Delegated Report		Analysis sheet		Expiry Date:		05/10/2009	
				Consultation Expiry Date:		25/09/2009	
Officer				Application Number(s)			
Jenny Fisher				2009/3438/P			
Application Address				Drawing Numbers			
81 Kingsgate Road, London, NW6 4JY				Refer to decision letter			
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature				
Proposal(s)							
The change of use of the ground floor from a retail unit (Class A1) to a 1-bedroom self-contained flat (Class C3) and conversion of first and second floors from a 3-bedroom self-contained maisonette to a 1-bedroom self-contained first floor flat and a 2-bedroom self-contained second floor flat, together with minor changes to the front elevation.							
Recommendation(s):		Grant planning permission with conditions and a Section 106 Agreement					
Application Type:		Full Planning Permission					
Conditions:		Refer to Draft Decision Notice					
Informatives:							
Consultations							
Adjoining Occupiers:	No. notified	23	No. of responses No. electronic	00 00	No. of objections	00	
Summary of consultation responses:							
Local groups comments:	None received.						
Site Description							
The site is located on Kingsgate Road, close to the junction with Gascony Avenue. It is situated to the east of the Kilburn Town Centre and a considerable distance south of the West End Lane Town Centre. The site has a Public Transport Accessibility Level (PTAL) of 6a (excellent). The premises comprise a retail unit on the ground floor, with basement storage, and a 3-bedroom maisonette on the first and second floors. The property is within a designated area of Neighbourhood Renewal							
Relevant History							
<u>Other properties in Kingsgate Road</u>							
80/80A 18/09/2003 (2003/1214) planning permission for c/u from retail to residential use.							
78 08/07/2002 (PWX0202089) planning permission for c/u ground floor and basement from retail to a s/c maisonette.							
76 20/11/2001 (PWX0103385) planning permission for c/u basement and ground floor from retail to residential							
59 09/11/1999 (PW9902623) planning permission for c/u from retail to residential							
Relevant policies							
Replacement UDP: SD6; B1; B3; H1; H3; H7; H8; T3; T8; T9; R7							
Camden Planning Guidance: car-free; cycle storage; Lifetime Homes; residential development standards; town centres/retail							

Assessment

Proposed

The change of use of the ground floor retail to residential to provide a 1-bedroom self-contained flat. The basement is not proposed to be used, and will be sealed off [with an access hatch].

The conversion of first and second floors from a 3-bedroom self-contained maisonette to a 1-bedroom self-contained first floor flat and a 2-bedroom self-contained second floor flat.

Use change

The proposed change of use would result in the loss of a shop unit outside a designated shopping area. R7 allows such changes of use, provided the loss of the shop would not have an adverse impact on the character and function of the area, as well as on local amenity, environment and transport conditions.

In 2002 it was noted (application PWX0202089) that within the parade between Gascony Ave and Messina Ave only one A1 unit remained out of the 9 original shops, and that was a dry cleaners. There were many vacant units, boarded-up, and units with shop fronts, but no public access or obvious commercial use. It was apparent that the local parade no longer had a retail character or function and, as a result, a change of use was considered to be acceptable in principle. Moreover, the Council had recently granted permission for a similar change of use in the adjoining property (no. 76 – reference PWX0103385R2; dated 20/11/01), which acted as a precedent in this case.

Planning approval was granted for PWX0103385R2 and since then planning permission has also been granted for a change of use from retail to residential for nos. 80 and 80A (18/09/2003)..

Conversion of first and second floors

Policy H3 of the Replacement Unitary Development Plan states that the Council will not grant planning permission for development that would involve the net loss of two or more residential units. The conversion of the upper floors of this property from a single maisonette to two self-contained flats is considered acceptable because no units would be lost. As a consequence, the proposal accords with policy H3. Maximising the residential potential of this site is in line with policy H1. Room sizes and overall flat sizes comply with standards. Whilst the existing 3-bedroom unit on the upper floors is to be lost, the mix of unit sizes proposed is considered acceptable and best suited to site conditions in line with H8.

There is no front area within which a waste bin could be stored. An informative is recommended that requires the application of as many Lifetime Homes standards as possible in this conversion.

Design

Existing timber sash windows would be retained and refurbished. The existing main door would be retained as the main entrance to flats proposed. The existing door to the commercial unit would be sealed and redecorated. The shop window is currently clad in painted timber boarding. This would be removed and the window re-glazed. A film would be applied to the inside of the window to give a frosted glass appearance for the sake of privacy. It is considered that works proposed would improve the appearance of the building.

Parking

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. 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. The proposal is for 3 residential units; therefore 3 cycle storage/parking spaces are required. In this case the ground floor unit would have access to a small rear yard; flats on upper floors would not have access to the yard. It is considered that it would be unreasonable to refuse this application due to the lack of cycle parking for all units since it would not be possible to achieve such standards.

The two additional residential units 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.
- Although Kingsgate Road isn't, Gascony Avenue, which is just around the corner from this site, is listed in Camden's Planning Guidance as suffering from parking stress.

Recommend approval on condition that materials match existing and a S106 to secure a car free development.

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