

<b>Delegated Report</b>		<b>Analysis sheet</b>		<b>Expiry Date:</b>		16/04/2010	
		N/A		<b>Consultation Expiry Date:</b>		17/03/2010	
<b>Officer</b>				<b>Application Number(s)</b>			
Jennifer Walsh				2010/0057/P			
<b>Application Address</b>				<b>Drawing Numbers</b>			
5-13 Leeke Street London WC1X 9HZ				Please refer to draft decision notice			
<b>PO 3/4</b>	<b>Area Team Signature</b>	<b>C&amp;UD</b>	<b>Authorised Officer Signature</b>				
<b>Proposal(s)</b>							
Change of use of side extension/garage of Class B1 building to create a two storey 1 bedroom house (Class C3).							
<b>Recommendation(s):</b>		Grant Planning Permission subject to a section 106 agreement					
<b>Application Type:</b>		Full Planning Permission					
<b>Conditions or Reasons for Refusal:</b>		Refer to Draft Decision Notice					
<b>Informatives:</b>							
<b>Consultations</b>							
<b>Adjoining Occupiers:</b>		No. notified	14	No. of responses	00	No. of objections	00
				No. electronic	00		
<b>Summary of consultation responses:</b>		A site notice was displayed from 24/02/2010 – 17/03/2010					
<b>CAAC/Local groups comments:</b>		No response has been received from Kings Cross CAAC					
<b>Site Description</b>							
The existing building is a small single storey building, currently used for office storage. It is located on the south of Leeke Street, in between Kings Cross Road and Wicklow Street. The building is not listed but it is located within the Kings Cross conservation area.							
<b>Relevant History</b>							
2009/3522/P: Replacement of existing single glazed windows and apertures behind roller shutters with new double glazed windows at ground floor level to Nos.9-13 (Class B1). GRANTED 20/10/2009							

## Relevant policies

### **London Borough of Camden Unitary Development Plan 2006**

SD6 – Amenity for occupiers & neighbours  
SD1 – Quality of life  
B1 – General design principles  
B3 – Alterations and additions  
B7 – Conservation Areas  
T9 – Impact of parking  
H7 - Lifetime Homes  
H8 – Housing mix  
E2 – Retention of existing business uses  
T3 – Pedestrians and cycles  
T8 - Car-free housing and car capped housing  
SD2 - Planning obligations  
H7 - Lifetime Homes and Wheelchair Housing

### **Camden Planning Guidance 2006**

#### **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.*

*The following policies in the draft LDF Core Strategy and Development Policies documents have been taken into consideration:*

CS1 - Distribution of growth  
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  
CS5 - Managing the impact of growth and development  
CS6 - Providing quality homes  
DP2 - Making full use of Camden's capacity for housing  
DP5 - Housing size mix  
DP6 - Lifetime homes and wheelchair homes  
DP26 - Managing the impact of development on occupiers and neighbours  
CS14 - Promoting high quality places and conserving our heritage  
DP24 - Securing high quality design  
DP19 - Managing the impact of parking  
DP25 - Conserving Camden's heritage  
CS8 - Promoting a successful and inclusive Camden economy  
DP13 - Employment sites and premises  
CS11 - Promoting sustainable and efficient travel  
DP18 - Parking standards and the availability of car parking  
CS19 - Delivering and monitoring the Core Strategy  
DP29 - Improving access  
CS11 - Promoting sustainable and efficient travel  
DP17 - Walking, cycling and public transport

## Assessment

### The Proposal

The application seeks permission for a change of use and associated alterations for a change of use from a self contained storage unit (Class B1) to a two storey residential unit. The existing unit is flanked by two large buildings either side of the application site which are two and three storeys in height. The existing building has a flat roof and a large roller shutter to the front elevation. Due to the height of the neighbouring buildings there are no other views of this property except from the front. The conservation area statement listed 5-13 Leeke Street as making a positive contribution to the area although it is likely that this is referring to the three storey building to the left rather than the garage structure.

It is noted that in 2009 planning permission was granted to replace the existing roller shutter with a timber door and glazed timber framed panels (2009/3522/P).

Revisions have been received to show a smaller Juliet balcony to the front elevation and the installation of a slate roof within the minimum incline of 22 degrees.

### The main issues to consider are:

- Design
- Impact on the amenity of the adjoining residents
- Standard of accommodation
- Policy Implications
- Transport issues

### Design

The proposed scheme seeks to raise the height of the building to line through with the adjoining building to the right, have a slate sloping roof and introduce windows and an entrance door to create a two storey residential property.

It is not considered that the existing front elevation which comprises of a roller shutter make any positive contribution to the conservation area so its replacement in principle is accepted. The increase in height is not objectionable. This is the lowest building in the street and the increased height will not draw any undue attention to the new building. A height of two storeys on the site is still proportionally appropriate to the narrow width of the building and therefore the proposal would not create a dominate addition within the streetscene. A rooflight is proposed to provide light over the staircase. Due to the pitch of the roof as well as the height of the neighbouring properties, it is not considered that the rooflight would have a negative impact on the streetscene. Although revisions have been received to show a sloping roof instead of a flat roof, it is considered that as the slope runs from east to west, with the lower part of the roof abutting that of the two storey building, the roof design would maintain the industrial feel of the street and would not an overbearing addition.

The proposed front façade would feature large expanses of Crittal windows. This glazing arrangement is reminiscent of that found on workshops on tight sites where window space was maximised to allow as much light in as possible due to the inadequacies of artificial lighting at the time. In the context of the street the informal and industrial appearance is considered to set comfortably. The front elevation would be the only windows on the site and therefore, as their design is sympathetic to the surroundings, the detailed design is considered appropriate in this location.

It is suggested that a condition should be attached requesting a sample panel of the proposed brickwork and pointing (including the brick cill) and either detailed drawings or a sample of the proposed window frames and glazing bars, to ensure that the character of the area is maintained throughout the proposal.

It is considered that due to the scale, height and bulk of the proposal, as well as the detailed design, the industrial appearance of the street will be maintained. The proposal would not have a detrimental impact on the neighbouring properties or the wider conservation area as it respects the buildings either side yet accommodating the elements required for a residential unit. The proposal is therefore considered acceptable in design terms.

### Impact on the adjoining properties

Although the proposed unit is one storey higher than the existing building, it is not considered that the proposals would have a detrimental impact on the amenity of neighbouring properties as the proposal does not

project further than the existing building lines in terms of height or depth. Therefore, due to the proposed extension being inline with the neighbouring property, it is considered that the works do not adversely impact on the amenity of the adjacent properties with regard to overlooking, visual bulk or sense of enclosure, and thus is considered to be consistent with Policy SD6 of the UDP.

#### Standard of accommodation

The proposed use would comprise a 1-bedroom (2-person) single dwelling. It would provide approximately 38 sq.m of floor space. The Council's minimum floor area requirements for a 2 persons dwelling is 48 sqm and for a 1 persons dwelling is 32sqm; however, it is considered that as the proposal includes a bedroom which measures 11.9 sqm, the scheme is considered to have enough internal space to accommodate two people.

Due to the bedroom being at the front of the property, this room benefits from having the large crittal windows. Therefore, it is considered that adequate sunlight and daylight will be received in the bedroom and the living area on the ground floor. Therefore the proposal would create an acceptable standard of accommodation in terms of natural lighting to each of the habitable rooms, and is therefore considered acceptable.

#### Policy implications

These proposals relate to an existing garage/storage unit located on the southern side of Leeke Street, within the Central London Area. It would appear that the unit is connected to a larger building along Leeke Street that is used as flexible gallery/workshop space (likely B1c use).

In normal circumstances Policy E2 seeks to protect flexible employment floorspace where there is potential for that use to continue. However the site is arranged over a relatively small footprint (38sqm) and the physical constraints of this building (narrow access, low floor to ceiling heights) would suggest that this is merely used as an annexe to the main building which is larger and has more flexible design features typical of the robust industrial buildings in this area. Given that garages are not normally considered to be business uses (i.e. they do not have businesses directly operating from them), and as it has been confirmed that the remainder of the building can operate viable for flexible B1c/B8 use, then the strict application of E2 would not be appropriate in this instance. Given the size and design features of the linked building, it would appear that the remaining space could continue to operate viably without the garage subject of this application as part of the site.

The provision of new residential accommodation is a priority of the UDP, and as such the proposals are welcomed in the context of Policy H1. The applicants have submitted a short assessment outlining how the unit can comply with the 16 criteria of the Lifetime Homes requirements. This is considered acceptable given the obvious constraints of a conversion scheme.

#### Transport issues

##### Cycle 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. 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. The proposal is for 1 residential unit; therefore 1 cycle storage/parking space is required. The applicant has not specifically included provision for the required amount of cycle storage/parking in the proposed design. However, the proposals are for a single dwelling house with ground floor access and a cycle could be stored under the stairs, or in the living room if required, and therefore it is considered that Camden's parking standards for cycles has been met.

##### Car-free and Car-capped Development

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, it is considered that 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 6b (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.

**Conclusion:** Grant Planning Permission Subject to a Section 106 Agreement to secure the unit as car free, and conditions.

**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***