

DISCLAIMER

Decision route to be decided by nominated members on Monday 15th February 2010. For further information see

<http://www.camden.gov.uk/ccm/navigation/environment/planning-and-built-environment/planning-applications/development-control-members-briefing/>

Delegated Report (MEMBERS BRIEFING)		Analysis sheet	Expiry Date:	12.2.10
		N/A	Consultation Expiry Date:	5.2.10
Officer		Application Number(s)		
Jennifer Walsh		2010/0037/P		
Application Address		Drawing Numbers		
49 - 49A Allcroft Road London NW54NB		Please refer to draft decision notice		
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature	
Proposal(s)				
Change of use from shop (Class A1) to 3 additional non-self contained bedsits as part of the existing House in Multiple Occupation (Sui Generis use), and installation of a new window to front elevation and new doors and windows to rear elevation in association with creation of courtyard space to rear.				
Recommendation(s):		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	45	No. of responses	01	No. of objections	01
			No. electronic	00		
Summary of consultation responses:	A site notice has been displayed from 15/01/2010 -05/02/2010 One objection received from 88a Queens Crescent- noise nuisance, traffic and parking issues; loss of daylight, sunlight and privacy of neighbours; 2 developments have taken place in last 3-4 years which have damaged his building by movement and vibration <i>(see amenity and parking in Assessment below; issues of noise and damage can be addressed by other legislation as advised by informatives)</i>					
CAAC/Local groups comments:	N/A					

Site Description

49 – 49a Allcroft road is a ground floor unit in A1 use. It has a garage door frontage and is next to an existing HMO unit which is at 49 Allcroft Road at part ground floor and upper floor levels. The unit wraps behind this HMO unit, has a flat roof extension, and has been vacant for over 1 year. The site is not listed and is not located within a conservation area.

Relevant History

PEX0000504: The erection of a mansard roof extension, a rear stair enclosure, opening up of the front area, the demolition and rebuilding of the ground floor and change of use from shop, workshop and non-self contained residential uses to four residential units. **REFUSED 03/04/2001**

2007/2654/P: Erection of a roof extension to provide two additional bedrooms in connection with existing house in multiple occupation. **GRANTED 10/09/2007**

Relevant policies

Camden Unitary Development Plan 2006

SD2 Planning Obligations

SD6 Amenity for Occupiers & Neighbours

B1 General design principles

B3 Extensions and Alterations

H1 New Housing

H7 Lifetime Homes and wheelchair Housing

R7c Protection of shopping frontages and local shops

T3 Pedestrians and cycling

T12 Works affecting highways

Camden Planning Guidance (2006)

Assessment

Proposal

This application seeks the change of use from a ground floor shop (Class A1) to 3 additional House in Multiple Occupation bedsits (Sui Generis) as an extension to the existing HMO unit above.

External alterations include the removal of the existing garage door to be replaced with a window to the front unit and the installation of a lightwell in the flat roofed section to the rear of the site. Three double windows are proposed on the rear elevations facing the lightwell. It is proposed that each HMO unit has its own cooking facilities, but that 3 shared toilets are provided within the communal lobby.

Assessment

Land use policy

Policy R7c generally seeks to protect shops and service uses within the Borough. In this case the application site is located just outside a Neighbourhood Centre. The UDP states that permission will only be granted outside the designated Centres that involves a net loss of shopping floorspace (Use Class A1) provided that alternative shopping is available within walking distance. In this case, the site lies directly next to Queens Crescent shopping centre.

Supporting information has been submitted stating that the A1 unit has been vacant for several years and given its location behind a shopping parade and is in a residential street, it is considered that residential units would be appropriate for this redundant unit.

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 3 additional bedsits to the existing HMO and as such complies with policy H1. In terms of an extension to the existing HMO above, it is considered that the change of use to HMO accommodation is acceptable in this location, as it provides a form of affordable accommodation at sub-market levels.

The proposed use would comprise 3 single person bedsits. Each unit would provide approximately no less than 21.5m² of floor space. The Council's minimum HMO standards (Dec 2008) for a double room with Kitchen is 14m². Therefore, each of the bedsits would comply with the minimum floor area standards for a single and double room. The only shared facilities are 3 toilets in the communal lobby. Given that it would be relatively easy to incorporate these later within the bedsits themselves, it is important to attach a condition to ensure that they remain and that the bedsits are not occupied as self contained dwellings (Class C3), as the units are below Camden Planning Guidance space standards for 1 person studios.

All new homes, whether new build conversions or change of use, should comply with Lifetime Homes criteria as far as possible, in line with Policy H7. The applicants have submitted details outlining how the proposals address the 16 criteria of the assessment. Not all of the criteria have been achieved, but it is acknowledged that in conversion schemes such as this the existing fabric of the building provides a significant constraint to meeting all of the criteria. In light of this, the proposals are broadly acceptable within the context of H7.

Design

The alterations proposed are as followed:

- Creation of rear patio to ground floor flat, with 3 double windows
- Removal of existing Garage style door and replacement with a single front casement window
- Installation of eight obscured glazed rooflights to provide light into the units

There is a solid flat roof which extends over the whole of the application site at the rear. Within the application it is proposed to create a patio at the rear of the site. The patio would be 3.4 metres in depth (from the rear elevation) and 7.1 metres in width. This would provide amenity space for the proposed rear HMO units. There is an existing high wall which surrounds the site. This is to remain and therefore the design would not be visible from the public realm. The obscured glazed rooflights are not considered to have a detrimental impact on the host building or the wider area due to their size and detailed design.

The alterations are considered acceptable as they respect the detailed design of the existing host building. The proposed alterations to the front elevation are considered to have a positive effect upon the character and appearance of the building. The proposed works to both the front and rear elevations have been appropriately sited and designed and through the use of high quality of the materials the alterations maintain the integrity of the host building and the wider surrounding area.

Amenity

As there is no increase in floor space, it is not considered that there would be any adverse impact on the amenity of the surrounding residents with regard to access to sunlight, daylight, overlooking, visual bulk or sense of enclosure, and thus is considered to be consistent with Policy SD6 of the UDP. There will be no increase in bulk or height of the rear extension above the existing one as the existing roof is being replaced by a new one and a courtyard inserted in one corner. The surrounding high walls will be maintained with no new windows created in it, thus retaining privacy to neighbours.

Due to the double windows and the rooflights being proposed as well as the addition of the proposed window to the front elevation, it is considered that the units would receive an adequate amount of sunlight to the bedsits. The windows would also provide the rooms with adequate ventilation and therefore the alterations are considered appropriate in this location.

Parking

Cycles

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 space is required. The applicant has included two Sheffield stands for 3 cycles to be located in front of the proposed window. However, although the proposals are not covered, the two Sheffield stands are considered acceptable within this location.

Carparking

UDP Policy 9 states that *"The Council will not grant planning permission for development that would harm on-street parking conditions or add to on-street parking where existing on-street parking spaces cannot meet demand."* This application proposes to remove a garage and associated vehicular crossover to convert this area to residential space. It also appears that the forecourt directly in front of 49 Allcroft Road is being used as informal parking. This forecourt will be used for refuse and recycling bins, effectively preventing car parking by design. It is considered that this loss of off-street parking will not have an overly adverse impact on on-street parking in the area. The site is located in the CA-L (West Kentish Town) Controlled Parking Zone, which is not

stressed, and access to public transport is moderately good (the site has a PTAL of 3 – moderate). Therefore, the loss of off-street parking is acceptable in this instance and the new units do not need to be made car-free.

Highways Works Immediately Surrounding the Site

The existing site has a crossover associated with the driveway, however as the development removes the requirement for access to the garage, the crossover will no longer be required. A financial contribution should be required to repave the footway adjacent to the site and remove the vehicular crossover.

This work and any other work that needs to be undertaken within the highway reservation will need to be secured through a Section 106 (Town and Country Planning Act 1990) Agreement with the Council. The Council will undertake all works within the highway reservation, at the cost to the developer. An estimate for the cost of this work is £2500.00

An added benefit of the highways works is that damage caused to the highway in the area of the proposed highways works during construction can be repaired.

This s106 obligation 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 (carriageway, footway and/or verge) to levels it considers appropriate. There is an existing gully running along the pavement. The estimate includes a contribution for the works to the gully but if this is not required then any part of the contribution that's not spent will be returned to the developer.

Recommendation: Grant Planning Permission subject to a S106 Agreement for Highways Contribution.