

Delegated Report		Analysis sheet		Expiry Date:		30/11/2006	
		N/A / attached		Consultation Expiry Date:		07/11/2006	
Officer				Application Number(s)			
Victoria Lewis				2006/4575/P			
Application Address				Drawing Numbers			
187 Camden High Street & 1A Parkway London NW1 7JY				See decision.			
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature		Date:		
Proposal(s)							
Change of use of existing offices at first, second, third and fourth floor level (Use Class B1a) and maisonette at second and third floor levels (Use Class C3) to provide an enlarged maisonette and 4 additional self-contained flats (Use Class C3).							
Recommendation(s):		Granted Subject to a Section 106 Legal Agreement					
Application Type:		Full Planning Permission					
Conditions or Reasons for Refusal:		Refer to Draft Decision Notice					
Informatives:							
Consultations							
Adjoining Occupiers:		No. notified	06	No. of responses	01	No. of objections	00
Summary of consultation responses:		One representation has been received from Camden Town Unlimited in support of the proposals.					
CAAC/Local groups* comments: <small>*Please Specify</small>		Camden Town Conservation Area Advisory Committee No objection.					

Site Description

The application site comprises the upper floors of 187 Camden High Street and 1a Parkway. 187 Camden High Street occupies a prominent corner position at the junction with Parkway and ranges between 3 and 5 storeys in height. The building is late Victorian and constructed of red brick with limestone dressings. The ground floor is a vacant retail unit with vacant offices above (Use Class B1a).

1a Parkway is a 4-storey building the ground floor of which is occupied by the flight centre (Use Class A1) with an office on the first floor and a vacant maisonette on the second and third floors. Its front elevation is rendered with limestone window surrounds and string courses. Access to the upper floors of both buildings is through 1 Parkway via a separate door next to the shopfront.

Both buildings form part of the Camden Town conservation area and Camden town centre.

Relevant History

TP/24737/NW - conversion of the Britannia Public House for use as shops on the basement, ground and first floors, offices on part second and part third floors and a maisonette on part second and part third floors – GRANTED. The electoral register details show a residential property at this address, indicating the permission was implemented.

A number of applications for advertisement consent and shopfront alterations have been submitted and approved, relating to both 187 Camden High Street and 1 Parkway.

Relevant policies

Set out below are the UDP policies that the proposals have primarily been assessed against, together with officers' view as to whether or not each policy listed has been complied with. However it should be noted that recommendations are based on assessment of the proposals against the development plan taken as a whole together with other material considerations.

S4 & S6 – Housing
SD2 – Planning Obligations
SD6 – Amenity for occupiers and neighbours
B1 – General design principles
B3 – Alterations and extensions
B7 – Conservation areas
E2 – Retention of existing business uses
H1 – New Housing
H7 – Lifetime Homes
H8 – Mix of units
T3 – Pedestrians and cyclists
T8 – Car free and car capped housing
T9 – Impact of parking
Supplementary Planning Guidance (July 2002)
Camden Planning Guidance Consultation Draft 2006

Assessment

Overview

Planning permission is sought for change of use of the upper floors of 187 Camden High Street and 1a Parkway from vacant offices and a maisonette to an enlarged maisonette and an additional 4 flats. The mix of units would be as follows:

1-bed = 2 unit
2-bed = 2 units
3-bed = 1 unit

Access to the building would be as existing and no external alterations are proposed.

Amended Plans

The plans have been revised to provide internal cycle parking at first floor level and storage space for refuse and recyclable materials.

Change of use

Policy E2 of the UDP seeks to retain existing business uses. It states that where the Council considers that a site does not have potential for continuation of the existing business use, preference will be given to maintaining an alternative business use, with a higher priority to B1(c) and B8 than to B1(a) offices.

The reasoned justification to policy E2 sets out design features which can indicate whether a property would be suitable of accommodating an alternative B-class use such as floor loadings capable of supporting machinery and storage uses, ceiling heights with sufficient headroom for the use of machinery and hoists, provision of goods lifts, provision of wide doors/corridors and adequate turning/parking space for goods vehicles. The site does not incorporate any of these features and to provide them would require substantial modification. In light of this and because the property has been vacant since early 2006 with marketing undertaken which has not resulted in a new lease, the proposed change of use to residential is considered to be acceptable in principle.

Policy H8 seeks to ensure that an appropriate mix of units is provided in residential developments. The proposal would include 2 x 1-bed unit, 2 x 2-bed units and 1 x 3-bed unit which is considered to be an acceptable mix. All of the units would comply with minimum floorspace requirements set out in the SPG and would include separate space for the storage of refuse and recyclable materials. A condition that these facilities are retained is recommended.

No amenity space would be provided to serve the flats and because there is an existing maisonette on site with a net increase of only 4 units, the proposal does not attract any section 106 obligations in terms of open space or education contributions or a BREEAM assessment. The nearest public open space provision is at St Martin's Gardens which is located at the rear of numbers 108-114 Camden High Street, is publicly accessible and within easy walking distance of the site. In terms of sustainability, the proposal would make use of an existing, vacant building in accordance with PPG3 and is well located for shops, services, public transport and employment opportunities.

Transport and Movement

No off-street parking is proposed to serve the development. Cycle parking would be provided at first floor level and whilst not ideal, there is no scope to provide it at ground floor level. A condition that the cycle parking is retained for this purpose is recommended.

The site is very well served by public transport, being located approximately 50 metres from Camden Town tube station and approximately 1km from Camden Road Railway station. There are regular bus services in this area, with bus stops in close proximity to the site.

The site is located with the Camden Town North Controlled Parking Zone which allows parking by permit Monday – Friday 08:30 – 18:30 and Saturday and Sunday 09:30 – 17:30. The CPZ has a ratio of parking permits to parking spaces of 1:13 which means that there are more parking permits issued than spaces available. In light of this a Section 106 agreement is required to ensure the development will be car-free i.e. that future occupiers of the flats will not be eligible for on-street parking permits and the agreement has been duly completed.

Accessibility

Policy H7 of the UDP encourages all new housing developments to be built to Lifetime Homes standards and 10% must be accessible to wheelchair users. The applicant has submitted an access statement setting out how the proposal complies with the 16 Lifetime Homes standards. The main barrier in terms of accessibility is that the flats can only be accessed by using the stairs and it is not proposed to alter the existing staircase, as this would require substantial modification. Notwithstanding this, all other Lifetime Homes standards have been incorporated where possible and applicable, and it is considered that the proposal would comply with the provisions of policy H7.

Recommendation

That planning permission is granted, subject to conditions.

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