

<b>Delegated Report</b>		<b>Expiry Date:</b>	<b>05/09/2014</b>	<b>Officer:</b>	<b>David Peres Da Costa</b>
<b>Application Address</b>		<b>Application Number(s)</b>	<b>1<sup>st</sup> Signature</b>	<b>2<sup>nd</sup> Signature</b>	
489A Finchley Road London NW3 6HS		2014/4234/P			
<b>Proposal(s)</b>					
Conversion of existing residential accommodation to a 1-bed and 3-bed flat.					
<b>Recommendation(s):</b>		Grant planning permission subject to s106			
<b>Application Type:</b>		Full planning permission			
<b>Consultations</b>	<b>Date advertised</b>	<b>21 days elapsed</b>	<b>Date posted</b>	<b>21 days elapsed</b>	
<b>Press notice</b>	n/a		<b>Site notice</b>	n/a	
	<b>Date sent</b>	<b>21 days elapsed</b>	<b># Notified</b>	<b># Responses</b>	<b># Objections</b>
<b>Adjoining Occupier letters</b>	11/7/14	1/8/14	23	2	
<b>Consultation responses (including CAACs):</b>	<ul style="list-style-type: none"> <li>Concern that building materials should not be left in common areas and that scaffolding should not block the shopfront or entrance</li> <li>Concern over state of brickwork</li> </ul> <i>Officer's comment: these are not relevant planning considerations and therefore cannot form part of this assessment.</i>				
<b>Site Description</b>					
The site is a 4 storey property on the south side of Finchley Road (between the junction with West End Lane and Cannon Hill). The property is not in a conservation area and nor is it listed. The ground floor of the property is in retail use with residential on the upper floors. This application concerns the upper floor only.					
<b>Relevant History</b>					
8600774: Continued use of the lower ground and ground floors for showroom and ancillary office purposes. <u>Granted</u> 23/10/1986					

## Relevant policies

### LDF Core Strategy and Development Policies

CS1 (Distribution of Growth)

CS5 (Managing the Impact of Growth and Development)

CS6 (Providing quality homes)

CS11 (Promoting sustainable and efficient travel)

CS14 (Promoting High Quality Places and Conserving Our Heritage)

DP5 (Homes of Different Sizes)

DP6 (Lifetime homes and wheelchair homes)

DP16 (The transport implications of development)

DP17 (Walking, cycling and public transport)

DP18 (Parking standards and limiting the availability of car parking)

DP24 (Securing High Quality Design)

DP26 (Managing the Impact of Development on Occupiers and Neighbours)

### Camden Planning Guidance

London Plan 2011

NPPF 2012

## Assessment

**Proposal:** Permission is sought to convert the residential accommodation on the upper floors to a 1-bed flat at first floor and a 3-bed flat at 2<sup>nd</sup> and 3<sup>rd</sup> floor. No external alterations are proposed.

### Assessment:

#### Land use:

The information submitted with the application stated the upper floors were arranged as a single self-contained flat. However a site visit revealed that there were 2 kitchens and 2 bathrooms (at 1<sup>st</sup> and 2<sup>nd</sup> floor) and 6 rooms each with locks on. The builders indicated that the property had been occupied as 6 bedsits. The Council has policy DP9 – Student housing, bedsits and other housing which resists development that involves the net loss or self-containment of bedsit rooms or of other housing with shared facilities unless certain criteria are met. The Council's private sector housing team has confirmed that the property has never been a licensed HMO. As there is no formal record of how many people were sharing this property, it would be reasonable to assume that the property was occupied by 6 persons.

Six unrelated people sharing in bedsits may fall within the C4 Use Class. The Town and Country Planning (General Permitted Development) Order 2010 permits development consisting of a change of use of a building to a use falling within Class C3 (dwellinghouses) of the Use Classes Order from a use falling within Class C4 (houses in multiple occupation). As the conversion from C4 (HMO) to C3 (dwelling house) is permitted development, policy DP9 would not be applicable to the conversion. The Council does not resist the sub-division of C3 dwelling houses and the conversion of a small scale HMO (6 persons or less) to a single dwelling house does not require planning permission as it falls within permitted development.

#### Mix of units

With regard to housing mix, Policy DP5 (Homes of different sizes) seeks to secure a range of unit sizes within developments, including large and small units, in order to address housing need in the Borough. The Dwelling Size Priorities Table states that 3 bedroom market units are a medium priority and 1-bed flats are a lower priority. Whilst the Council expect proposals to include some dwellings that meet the very high priorities wherever it is practicable to do so. It is accepted. in this instance, the provision of a 2-bed flat would not be practical due to the constraints of the existing property.

**Quality of accommodation**

The 1 bed flat provides 51.2sqm of floorspace which exceeds the minimum floorspace requirement for a flat for 2 persons (48sqm). The 3-bed flat would have a floorspace of 105sqm which exceeds the minimum floorspace requirement for a flat for 6 persons (93sqm). The bedrooms are all in excess of 11sqm. The size of the flats is therefore considered acceptable. The 3 bed flat would have access to an existing roof terrace.

**Lifetime Homes**

The applicant has submitted a lifetime homes statement in support of the application. This confirms the criteria that could be met and those which are not applicable. The development achieves the all relevant criteria. Given that the proposal relates to a conversion scheme, it is accepted that not all the lifetime homes criteria are relevant. A condition would be included to ensure that all the Lifetime Homes features are provided in accordance with the Lifetimes Homes statement.

**Transport**

The site has a PTAL of 5 (very good) and is less than 500m from the Finchley Road / Swiss Cottage Town Centre. Policy DP18 requires development in areas with high public transport accessibility and in the town centres to be car free. CPG 7 Transport states that car-free housing may be sought wherever development involves the creation of one or more additional dwellings – whether newly built, or created by a conversion or change-of-use. In this case, the two new units being created should be secured car free by legal agreement.

*Cycle Parking*

The planning statement indicates that cycle could be stored within each of the flats. Given the constraints of the site it would not be possible to provide cycle parking on site. A development of this scale would require the provision of 3 cycle spaces. As these can be accommodated internally no objection is raised and is considered acceptable.

**Amenity**

The proposal does not involve any alteration to the external appearance of the property. Therefore there would be impact on neighbouring amenity.

**Refuse**

CS18 and DP26 seek to ensure that appropriate storage for waste and recyclables is provided in all developments. CPG1 also provides further detailed guidance on this issue. The guidance does not specifically apply to this type of development as it is not a new build, does not increase the amount of floorspace and would not be considered to be an activity that would significantly increase the amount of waste generate on-site. Notwithstanding this, each flat would have sufficient space for bin storage.

**Recommendation:** Grant planning permission subject to s106 to secure car free housing