

Date 01/04/2020

Our reference: 2020/0831/PRE

Contact: Josh Lawlor

Email: Josh.lawlor@camden.gov.uk

Dear Adam Beamish

Town and Country Planning Act 1990 (as amended)

Re: 4 Delancey Passage, London, NW1 7NL

Thank you for your pre-application enquiry and fee of £989.02 received on the 18/02/2020, regarding the conversion of 1 x 3 bed dwelling house over first, second and third floor to 2 x 1 bed self-contained residential flats (Class C3).

Submitted Documents:

- Pre-application advice request – cover letter 18th February 2020
- OS plan
- Sketch existing floor plans

1. Site description

- 1.1. The pre-application building fronts Camden High Street, though it is accessed from Delancey Passage which runs parallel to the High Street. It comprises a 3 bedroom property over first, second and third floor. The ground floor (107 Camden High Street) is designated as primary shopping frontage, and forms part of a larger unit (103 to 109 Camden High Street) currently in use as an amusement arcade (Sui Generis).

2. Relevant Planning History

3-7 Delancey Street & 3-4 Delancey Passage

2006/2680/P Demolition of existing buildings and redevelopment of the site to provide a cafe/restaurant (Class A3) with an internal courtyard to link with a

music/recital/practise hall (Sui Generis), and residential use (Class C3) to provide three 1-bed self-contained units. Granted 19/03/2007

3. Relevant Policies and Guidance

National Planning Framework (2019)

The London Plan (2016) as amended

The London Plan intended to publish 2019

Camden Local Plan (2017)

- G1 Delivery and location of growth
- A1 Managing the impact of development
- D1 Design
- D2 Heritage
- H1 Maximising Housing supply
- H3 Protecting existing homes
- H6 Housing choice and mix
- H7 Large and small homes
- T1 Prioritising walking, cycling and public transport
- T2 Car free development

Camden Planning Guidance

- CPG Design (March 2019)
- CPG Amenity (March 2018)
- CPG Altering and extending your home (March 2019)
- CPG Transport (March 2019)
- CPG 2 Housing - as amended March 2019

Camden Town Conservation Area Appraisal (2007)

4. Assessment

4.1. The primary considerations in the assessment of such a proposal are as follows:

- The principle of the conversion of a single flat into two dwellings
- Design (impact on the character and appearance of the host building and Camden Town Conservation Area)
- Standard of residential accommodation
- Impact on neighbouring amenity
- Transport considerations
- Planning obligations

5. Principle of conversion

- 5.1. Housing is regarded as the priority land-use of the Local Plan, and the Council will make housing its top priority when considering the future of unused and underused land and buildings. As such the creation of a new residential unit is compliant with policy H1 (maximising housing supply) as long as it meets the Council's residential development standards and does not harm local amenity.
- 5.2. Policy H7 (Large and small homes) seeks to ensure a range of homes for different sizes that will contribute to the creation of mixed, inclusive and sustainable communities, and seeks to ensure that all residential development contributes to meeting the priorities set out in the Dwelling Size Priority Table. The table identifies 2 and 3 bedroom market housing units as being very high priority and 1 and 4 bedroom units as lower priority.
- 5.3. The Council acknowledges that there is need and / or demand for dwellings of every size. We expect most developments to include some homes that have been given medium or lower priority level. Policy H7 states that the Council will seek to ensure that all housing development, including conversion of existing homes contributes to meeting the priorities set out in the Dwelling Size Priorities Table (DSPT). Policy H7 criterion e states that the Council will take a flexible approach to assessing the mix of dwelling sizes proposed in each development having regard to the character of the development, the site and the area.
- 5.4. The proposal would result in the loss of a 3 bedroom dwelling of high priority, to create two one bed units which are of lower priority. Paragraph 3.196 of the Local Plan states that the Council will seek to minimise the loss of market homes with 3 bedrooms, particularly where they have access to outside space. In this instance, the unit does not have any external amenity space and has quite an awkward and illegible access arrangement via Delancey Passage and an elevated walkway. As such, the unit is not considered ideal family accommodation and a more flexible approach could be offered.

6. Design

- 6.1. The proposals do not involve any external alterations and therefore would not have any impact on the character and appearance of the host building or wider Camden Town Conservation Area.

7. Standard of residential accommodation

- 7.1. The Council expects development to provide high quality housing that provides secure, well-lit accommodation that has well-designed layouts and rooms. The DCLG sets out national described space standards which all new dwellings, including conversions of existing residential units, must meet.
- 7.2. There have been no proposed floor plans provided as part of the pre-application submission, therefore this does not allow a detailed assessment of the standard of accommodation. The cover letter advises that the floorspace over first, second and third floor would provide 110sqm which would provide adequate floor space for 2 x 1 bed residential units.
- 7.3. It is noted that the third floor is accommodated by a mansard roof extension. To be counted towards floorspace, the minimum floor to ceiling height should be at least 2.4m. Adequate floor to ceiling height should be provided across at least 75% of the Gross Internal Area. This would need to be demonstrated on section drawings at application stage.
- 7.4. A site visit indicates that it would seem possible to provide dual aspect units with adequate light and ventilation. Although there would be no outdoor amenity space provided, this is considered acceptable given the fact the development involves a conversion of an original building and the existing flat has no amenity space at present.
- 7.5. The proposed residential standards are likely to be acceptable but would need to be demonstrated on scaled plans at application stage. The provision of good quality accommodation will be an important factor in reaching a balanced decision on the acceptability of the loss of the 3-bed unit.

8. Transport

- 8.1. Local Plan Policy T1 aims to promote walking, cycling and public transport use, and requires any new dwelling to provide secure, covered cycle parking. At least two covered, secure, fully enclosed and easily accessible cycle parking spaces would need to be provided in accordance with Policy T1, CPG Transport and Table 6.3 of the London Plan. Local Plan Policy T2 aims to mitigate impact of new development on the transport network, and requires any new dwelling to be designated car-free, with a Legal Agreement signed to waive occupiers rights to on-street and off-street parking.
- 8.2. There have been no details submitted in relation to cycle parking provision. Cycle parking should be provided off-street, within the boundary of the site and close to the site entrance. Cycle parking needs to be accessible (in that everyone who uses a cycle can easily store and remove it from the cycle parking) and secure (in that both wheels and the frame can easily be locked to the stand). If it is not possible to provide it within the demise of

the building, a financial contribution may be sought towards an on-street facility.

- 8.3. The proposed units would need to be car-free in accordance with Policy T2. This would be secured via a legal agreement if any subsequent planning application were to be granted. The impacts of the development upon the Borough's transport network would be acceptable subject to the applicant entering into a Section 106 Legal Agreement with the Council for the development to be car free, in doing so waiving the rights to on-street and off-street parking.

9. Amenity

- 9.1. Due to the nature of the proposal there would be no adverse impact on neighbouring amenity.

10. Sustainability

- 10.1. The Council will require all development to minimise the effects of climate change and encourage all developments to meet the highest feasible environmental standards that are financially viable during construction and occupation.
- 10.2. The Council will expect all developments to optimise resource efficiency. The proposal should maximise resource efficiency during construction and occupation through:
- reducing energy and water use during construction;
 - waste reduction;
 - minimising materials required;
 - using materials with low embodied carbon content; and
 - enabling low energy and water demands once the building is in use (110 litres per person per day)

11. Community Infrastructure Levy

- 11.1. The proposal will be liable for the Mayoral CIL and the Camden CIL as a new residential unit is being created. This would be collected by Camden after the scheme is implemented and could be subject to surcharges.

12. Conclusion

12.1. The proposal would result in the loss of a 3 bedroom dwelling of higher priority, to create two 1 bedroom units which are of lower priority. However, it is noted that units of all sizes are a priority and the proposal would involve the provision of an extra dwelling. Particular attention is given to the protection of market homes with 3 bedrooms in Paragraph 3.196 of the Local Plan states; however, in this instance the unit has no external amenity space and has quite an awkward and illegible access arrangement. As such, the unit is not considered ideal family accommodation and flexibility could be offered, subject to the standard of residential accommodation.

12.2. It has not been possible to provide a detailed assessment of the standard of accommodation as proposed plans and sections have not been provided. However based on a site visit and the existing plans it would appear that the new units are capable of achieving a good standard of accommodation.

12.3. A section 106 would be required to secure the units as car free.

Planning application forms can be completed online through the National Planning Portal www.planningportal.gov.uk.

For a valid application, I would advise you to submit the following:

- A completed application form (Full planning)
- An ordnance survey based location plan at 1:1250 scale denoting the application site in red
- Elevations, floor / roof plans, sections labelled 'existing' and 'proposed' (with a scale bar on the drawing)
- The application fee (Full planning fee)
- A planning statement
- Please see [supporting information for planning applications](#) for more information. All pdfs submitted via the Portal should be labelled so it is clear what the drawing or document relates to without opening the pdf (e.g. existing front elevation).

We are legally required to consult on applications with individuals who may be affected by the proposals. We would notify neighbours by a site notice near the site and would advertise in a local newspaper. The Council must allow 21 days from the consultation start date for responses to be received.

This type of application may be determined under delegated powers, however, if more than 3 objections from neighbours or an objection from a local amenity group is received the application will be referred to the Members Briefing Panel.

This document represents an initial informal view of your proposals based on the information available to us at this stage and would not be binding upon the Council, nor prejudice any future planning application decisions made by the council.

If you have any queries about the above letter please do not hesitate to contact Josh Lawlor on 020 7974 2447 and josh.lawlor@camden.gov.uk

Thank you for using Camden's pre-application advice service.

Yours sincerely,

Josh Lawlor
Planning officer
Planning Solutions Team