

<b>Delegated Report</b>		<b>Analysis sheet</b>	<b>Expiry Date:</b>	12/03/2013
		N/A	<b>Consultation Expiry Date:</b>	N/A
<b>Officer</b>			<b>Application Number(s)</b>	
Adrian Malcolm			2013/0341/P	
<b>Application Address</b>			<b>Drawing Numbers</b>	
Site bounded by Hampstead Road, Drummond Street and Triton Square (a.k.a. North East Quadrant), Regents Place London NW1			See 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>				
Details pursuant to condition 6 (cycle parking) of planning permission dated 25/03/09 (Ref: 2007/0823/P) for the redevelopment involving demolition of remaining buildings, basements and structures and the erection of 26 storey block comprising 101 private residential units plus an 8 storey block comprising 70 affordable units (Class C3) -both blocks positioned on top of a one storey plus mezzanine level podium-; a part 16, part 11, part 9 storey block comprising 47,168sqm Class B1 office floorspace, plus retail/financial & professional services/restaurant/pub or bar/community (Class A1/A2/A3/A4 and D1) uses at ground floor, provision of basement and lower basement levels together with associated access, parking (comprising 182 parking spaces), servicing, open areas and landscaping, alterations to and enlargement of Triton Square.				
<b>Recommendation:</b>		Discharge condition		
<b>Application Type:</b>		Approval of Details		

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice					
Informatives:						
Consultations						
Adjoining Occupiers:	No. notified	00	No. of responses	00	No. of objections	00
			No. electronic	00		
Summary of consultation responses:	None					
CAAC/Local groups comments:	None					

## Site Description

The site (known as NEQ) stands to the north of the junction of Euston Rd/ Hampstead Rd/ Tottenham Court Rd (a.k.a. Euston Rd Underpass junction) adjacent to the Euston Tower on the commercial estate owned by the applicants known as Regent's Place. It is broadly an L-shaped site of around 1 hectare in size bounded by Drummond St, Hampstead Rd, Euston Rd and office buildings on the Regent's Place commercial estate.

The previously existing buildings have already been demolished from the site and the proposed development is currently under construction.

## Relevant History

*Original planning application which this application relates to:*

**2007/0823/P** – Planning permission was granted on 25/03/2009 (subject to S106) for the redevelopment involving demolition of remaining buildings, basements and structures and the erection of 26 storey block comprising 101 private residential units plus an 8 storey block comprising 70 affordable units (Class C3) -both blocks positioned on top of a one storey plus mezzanine level podium-; a part 16, part 11, part 9 storey block comprising 47,168sqm Class B1 office floorspace, plus retail/financial & professional services/restaurant/pub or bar/community (Class A1 / A2 / A3 / A4 and D1) uses at ground floor, provision of basement and lower basement levels together with associated access, parking (comprising 182 parking spaces) , servicing, open areas and landscaping, alterations to and enlargement of Triton Square.

*Other relevant applications:*

**2010/3902/P** – Non-material amendments approved on 13/08/2010 for the alterations to approved development (yet to be constructed) including - alterations to approved 26 storey residential block including increasing height by 830mm, changes to lobby footprint, squaring off footprint of residential tower from previously approved offset arrangement (over second floor level), reducing double lane ramp to single lane ramp on upper and lower basement floor levels, alterations to office building including increasing roof height of east wing by 1.5m, adding external columns and different style doors and openings to south elevation as non-material amendments to planning permission granted (subject to S106) on 25/03/2009 (ref: 2007/0823) for major redevelopment to provide 101 private residential units plus 70 affordable units (Class C3), 47,168sqm Class B1 office floorspace, plus retail/financial & professional services/restaurant/pub or bar/community (Class A1 / A2 / A3 / A4 and D1 uses) at together with associated access, parking, servicing and landscaping.

**2010/5011/P** – Planning permission (subject to deed variation of S106) was granted on 16/11/2010 for the internal alterations to approved residential tower (yet to be constructed) to reduce the number of private residential units from 101 to 88 (with mixes of 15 studios, 20 x 1 bedroom, 38 x 2 bedroom, 12 x 3 bedroom and 3 x 4 bedroom units) as revisions to planning permission granted (subject to S106) on 25/03/2009 (ref: 2007/0823) for major redevelopment to provide 101 private residential units plus 70 affordable units (Class C3), 47,168sqm Class B1 office floorspace, plus retail/financial & professional services/restaurant/pub or bar/community (Class A1 / A2 / A3 / A4 and D1 uses) at together with associated access, parking, servicing and landscaping.

**2011/2282/P** – Planning permission was granted on 24 June 2011 for alterations to approved development (yet to be constructed) including - addition of three external columns to ground floor Drummond Street frontage, increasing roof height of affordable residential block by 0.5m, omission of balconies on southern end of affordable residential block, reducing height of balcony fins by 1m and alterations to shopfronts on Hampstead elevation, alterations to entrance canopies of office block and private residential block on Brock Street (south) elevation, enlargement of office roof plant enclosure by 1.5m in depth and width and two new roof terraces between the three fingers of office block at levels nine and eleven, as non-material amendments to planning permission granted (subject to S106) on 25/03/2009 (ref: 2007/0823) for major redevelopment to provide private and affordable residential units (Class C3), Class B1 office floorspace, plus retail/financial & professional

services/restaurant/pub or bar/community (Class A1 / A2 / A3 / A4 and D1 uses) at together with associated access, parking, servicing and landscaping.

Planning permission was also granted on 28 March 2012 subject to deeds variation to the legal agreement for the following applications to amend the planning permission to redevelop the site (S106 yet to be signed to effect the granting of the planning permission):

**2011/2345/P:** Planning permission was granted on 24 June 2011 Insertion of partial mezzanine above ground floor level to the office building for use as ancillary storage (Class B1) as an amendment to planning permission (ref: 2007/0823/P) granted 24/03/09 (as amended by planning permission granted 16/11/10 - 2010/5011/P) for redevelopment to provide residential and affordable units (Class C3), offices (Class B1) plus retail/financial & professional services/restaurant/pub or bar/community (Class A1/A2/A3/A4 and D1 uses) together with associated access, parking, servicing and landscaping.

**2011/2500/P** Internal alterations to approved residential tower (yet to be constructed) to increase the number of private residential units from 88 to 94 (41 x 1 bedroom, 38 x 2 bedroom, 12 x 3 bedroom and 3 x 4 bedroom units) and to reduce the number of affordable units from 70 to 68 (20 x 1 bedroom, 38 x 2 bedroom, 10 x 3 bedroom) as revisions to planning permission granted (subject to S106) on 25/03/09 (ref: 2007/0823) as amended by planning permission granted on 16/11/10 (2011/5011/P).

Various applications have been received for discharge of conditions relating to planning permission ref 2007/0823/P, including application 2012/3682/P for discharge of condition 6 which was withdrawn due to the need to clarify a number of details of the proposed cycle parking arrangements.

### **Relevant policies**

#### **LDF Core Strategy and Development Policies**

CS11 (Promoting sustainable and efficient travel)

DP17 (Walking, cycling and public transport)

Camden Planning Guidance 7 -Transport

## Assessment

Condition 6 reads as follows:

*'All cycle parking areas shown on the plans hereby approved shall be provided and retained for as long as the development remains in existence. Details of cycle parking bays including racks/housings shall be submitted to and approved by the local planning authority and implemented in accordance with such approved details.'*

*Reason: To ensure sufficient provision is made for the storage of cycles in order to encourage use of this sustainable mode of transport, in accordance with Policy T3 of the Camden Replacement UDP 2006.'*

The basic provision of cycles approved under the planning permission and now proposed (including visitor spaces) are set out below:

	<u>2007/0823/P approval</u>	<u>Now proposed</u>
Office	202	210
Community	8	24
Retail	16	20
Residential		
-Private	112	155
-Affordable	83	116
Cycle Station	72	0
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TOTAL	493	525
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### *Office cycle provision*

Areas serving the two main blocks of offices are proposed at basement level and would comprise 172 Josta spaces, 4 Sheffield stand spaces, 16 Autopa spaces and 18 Josta wall hook spaces. These would be provided at basement level.

### *Community cycle provision*

8 Sheffield stand spaces would be provided at basement level, plus 16 Sheffield visitor stand spaces in the public area adjacent to the crèche on Longford Square.

### *Retail cycle provision*

12 Sheffield stands would be provided at basement level (Camden Transport Planners agreed that spacing of 0.8m between these proposed racks is permissible, due to limitations of the space available), plus 8 visitor spaces close to the retail units on Drummond St, close to the Hampstead Rd junction.

### *Private Residential cycle provision*

It should be noted that the number of private residential units has been reduced as a result of revisions to the scheme referred to in the history section from 101 to 94 units. These would be served by 148 Josta stand spaces and 7 Sheffield stand spaces in a dedicated internal cycle storage area at ground floor level.

### *Affordable Residential cycle provision*

It should be noted that the number of affordable residential units has been reduced as a result of revisions to the scheme referred to in the history section from 70 to 68 units. These would be served by 106 Josta stand spaces and 10 Sheffield stand spaces at ground floor and basement levels.

### *Cycle station*

This has been deleted from the scheme, as the Mayor's cycle hire scheme has come into operation since planning permission was granted for this scheme (a deed of variation to the legal agreement attached to the planning permission is being arrangement to delete the requirement to provide a cycle

station).

Assessment

The proposed arrangements have been discussed in detail by the applicant with the Council's Transport Planners who have confirmed that they now have no objection to the proposed arrangements. Substantial overall provision of 525 cycle storage spaces are proposed, the vast majority of which (491) are to the Council's guidance preferred types and often exceeding the minimum number of spaces required.

Although the number of office cycle parking spaces proposed (210) would exceed the number required overall, the number of spaces proposed that would be the types preferred by the Council (176 Sheffield and Josta stands) would be 6 spaces short of the guidance minimum standard, with the balance being Autopa stands or Josta hook and hang stands, again due to the limitations of available space. This minor shortage of Council preferred stands in the context of substantial overall provision is not considered to be significant and no objections have been raised by the Council's Transport Planners.

It is therefore recommended that this condition be discharged.

Recommendation: Discharge condition

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