

Delegated Report		Analysis sheet		Expiry Date:		21/12/2011	
		N/A / attached		Consultation Expiry Date:		08/12/11	
Officer				Application Number(s)			
Sara Whelan				2011/5314/P 2011/5463/L			
Application Address				Drawing Numbers			
The Lighthouse Block 283-297 Pentonville Road & 370-380 Gray's Inn Road London WC1X 8BB				Please see draft decision			
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature				
Proposal(s)							
Revisions to planning permission ref 2008/5358/P and listed building consent ref: 2008/5366/L granted 8 April 2009 including relocation of the secondary escape stair and refuse/recycling store from Grays Inn Road to Pentonville Road; relocation of the entrance to retail unit 1 towards the apex of the building; alterations to roof finish, raised parapet to 283 Pentonville Road, installation of timber double glazed sash windows, and alterations to basement layout and cycle storage.							
Recommendation(s):		Grant full planning permission subject to a section 106 agreement Grant listed building consent					
Application Type:		Full Planning Permission Listed building consent					
Conditions or Reasons for Refusal:		Refer to Draft Decision Notice					
Informatives:							
Consultations							
Adjoining Occupiers:		No. notified	79	No. of responses	00	No. of objections	00
				No. electronic	00		
Summary of consultation responses:		Site notice 10/11/11 – 1/12/11 Ham and High 17/11/2011 – 08/12/2011 No responses received					
CAAC/Local groups comments:		Kings Cross CAAC – no comments received London Borough of Islington – no comments received					

Site Description

The application site is known as the 'Lighthouse Block'. It stands prominently on an island site surrounded by a number of major roads, namely, Euston Road, Pentonville Road, Kings Cross Bridge and Grays Inn Road. The building is a 'flat iron' block of former shops with an uncertain mix of bedsits/residential/offices within the upper floors. It is Grade II Listed. It was built in 1875 to replace buildings destroyed in the construction of the Metropolitan Railway. The building is four storeys high, although it also includes accommodation at basement level. The top storey of the building is expressed as an attic storey and has a series of dormers on both the Pentonville Road and Gray's Inn Road frontages.

Relevant History

2008/5358/P Demolition of existing ground plus three storey building with retention and refurbishment of the facades and "lighthouse" structure at 285-297 Pentonville Road and 372-380 Gray's Inn Road; erection of a 5-storey building, partly behind retained facades, to provide either retail or restaurant uses (Class A1 or A3) at ground floor level, supporting services located at basement level, and Class B1 offices on the 1st- 5th floors; creation of retail 'kiosk' units at ground floor of 283 Pentonville Road and 370 Gray's Inn Road; rebuilding and alterations to 283 Pentonville Road and 370 Grays Inn Road and the replacement of all shopfronts at ground floor level – approved subject to Section 106 - 8 April 2009

2011/1413/A Display of hoarding at ground level and shroud covering the entire building with a 1:1 image of the proposed building on the buildings western apex and advertisements at first to roof level on the flank elevations – approved

Relevant policies

LDF Core Strategy and Development Policies

CS5 Managing the impact of growth and development
CS14 Promoting high quality places and conserving our heritage
CS 17 Making Camden a safer place
CS18 Dealing with our waste and encouraging recycling
CS19 Delivering and monitoring the Core Strategy
DP17 Walking. Cycling and public transport
DP21 Development connecting to the highway network
DP24 Securing high quality design
DP25 Conserving Camden's heritage
DP26 Managing the impact of development on occupiers and neighbours
DP27 basements and lightwells
DP29 Improving access
DP30 Shopfronts

Camden Planning Guidance 2011

Kings Cross Conservation Area Statement

Assessment

This application seeks consent for the below changes following the grant of planning permission 2008/5358/P;

- Omission of basement link
- Omission of basement area underneath 370 Grays Inn Road
- Relocation of secondary escape stair and retail refuse/recycling store from Grays Inn Road to Pentonville Road
- Relocation of cycle store and change to cycle storage provision
- Relocation of retail entrance closer to the apex of the building
- Original cast iron columns have been exposed as a result the proposed decorative pilasters at the apex have been omitted
- For consistency the 600mm set back to reception from the street has been continued so that all of the reception is set back by 600mm
- The proposed roof finish has been changed from a standing seam zinc roof to a diamond tile zinc roof
- The existing timber sash are to be replaced with new timber sash windows to match with double glazed units through out.

Many of these changes are minor however the main impacts would be upon the character and appearance of the Kings Cross Conservation Area and special interest of the Listed Building as well as impacts on the amenity of the wider area and transport issues. The changes have resulted in further survey work being completed on the site which has resulted from the basement underneath 370 Grays Inn Road being severely reduced due to the height of the metropolitan line and the omission of a basement link corridor under the pavement lights on Penontonville Road due to the presence of existing wrought iron cross beams within the pavement vaults.

Design and Conservation issues

The special interest of the listed building only relates to the façade. The extant 2008 permission includes complete removal of the interior of the building. In this regard the reposition of the new stair, omission of the basement and changes to the cycle store would not impact on the special interest of the building nor upon the CA.

The relocation of the entrance towards the apex of the building is considered acceptable. The shop front would be all new (except the pilasters and frame). In this regard the repositioning of the entrances is not considered to impact on the special interest or character of the ground floor frontages. The design of all new shopfronts would be secured by a condition.

A glass balustrade is proposed on the main parapet, it would be set back from the main parapet. The Council has no objection to the balustrade on the Pentonville Road and Grays Inn Road elevations. An area of balustrade has been altered from glass material to metal as Officers were concerned that the reflective glass material would detract from the apex feature and would be visible in long views along Euston Road. Amended plans have been received confirming that metal would be used.

The existing windows are in a very poor state of repair and need to be replaced. Moreover the building is surrounded by very busy roads and there is a desire to improve the acoustic and environmental performance of the building. Furthermore the proposed windows are designed as one over one sash which can easily include double glazed units without harm to the frame size and reflective quality. It is not considered that the existing windows need to be retained and in fact there

would be substantial benefit to replacing the windows. Therefore the proposed replacement sash windows including double glazing are considered to be acceptable and would not harm the special interest of the listed building or the wider CA. A condition would be attached to any permission granted requiring the details of the double glazed windows to be submitted and approved in writing by the Council.

The zinc cladding on the main lighthouse structure is in a bad state of repair, however until it has been properly inspected it is important that consent is not given for their removal. Therefore a condition would be attached to any permission granted requiring a method statement for the protection and repair of the lighthouse structure shall be submitted to and approved in writing by the Council.

Transport

The site is located at the junction of Gray's Inn Road and Pentonville Road, both of which are TfL Red Routes. There is no vehicular access and access to public transport is excellent (PTAL 6b). The extant permission included 10 cycle parking spaces at basement level with scissor lift access. This was 8 less than prescribed by the cycle parking standards however at the time of the previous application the applicants advised that if the floorspace was designated to cycle parking at ground floor then the scheme would not be viable. Since the grant of planning permission in 2008 further investigations have been carried out on site and discovered that the height of the Metropolitan Line would preclude any feasibility to use the basement space. This has resulted in the cycle storage area for 10 spaces being deleted. The proposed alternative is to include 3 dedicated cycle storage spaces in the retail space. In addition a storage locker for 14 folding Brompton bicycles giving a total of 17 cycles is proposed. The lockers and Brompton bikes would be provided by the applicant with the intention that they are used by office staff during either during the working day or to commute to work. The application site is in a excellent location in relation to public transport and a large area of cycle storage is proposed at Kings Cross Station. The Lighthouse building is Grade II Listed and is on the buildings at risk register, the proposed works would bring the building back into use, therefore on balance the 17 cycle spaces, 3 in the retail unit and 14 Bromptons would be acceptable in this instance.

The new locker from the Brompton bikes would have a door opening inward, therefore having no impact upon pedestrian movement along Pentonville Road. The relocated refuse and recycling area is welcomed as this now links more closely with the existing on-street lay-by on Pentonville Road. The provision of sliding doors is welcomed to avoid doors opening outwards onto the public highway.

Amenity

The proposed alterations would not result in a intensification of use on the site or a form of development larger than previously approved. Therefore it is not considered that any detrimental impacts would occur upon the amenity of the wider area.

Recommendation –Grant full planning permission subject to a deed of variation and listed building consent

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