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| Delegated Report (Members Briefing) | | Analysis sheet | | Expiry Date: | | 07/01/2013 | |
| | | N/A | | Consultation Expiry Date: | | 12/12/2012 | |
| Officer | | | | Application Number(s) | | | |
| Hugh Miller | | | | 2012/5517/P | | | |
| Application Address | | | | Drawing Numbers | | | |
| 7 York Way London N1C 4BE | | | | Refer to draft decision notice | | | |
| PO 3/4 | | Area Team Signature | | C&UD | | Authorised Officer Signature | |
| | | | | | | | |
| Proposal(s) | | | | | | | |
| Removal of vehicular entrance on York Way and enclosure of ramp with dwarf wall and fence to provide secure parking area for 10 vehicles in connection with existing depot (Sui Generis use). | | | | | | | |
| Recommendation(s): | | Grant Planning Permission | | | | | |
| Application Type: | | Full Planning Permission | | | | | |
| Conditions or Reasons for Refusal: | | Refer to Draft Decision Notice | | | | | |
| Informatives: | | | | | | | |
| Consultations | | | | | | | |
| Adjoining Occupiers: | | No. notified | 0 | No. of responses | 0 | No. of objections | 0 |
| | | | | No. Electronic | 0 | | |
| Summary of consultation responses: | | A site notice was displayed on 21/11/12, expiring on 12/12/2012. No representations have been received as a result, | | | | | |
| CAAC/Local groups* comments: *Please Specify | | N/A | | | | | |

Site Description

The site comprises a Council depot located on the west side of York Way

The building is not listed; neither does it lie within a conservation area. The site is located within the King's Cross Opportunity Area which is an area that has been earmarked for future growth and development in the borough.

Relevant History

08/04/1994- Permission granted the erection of a one storey extension linking the covered parking area to the service workshops (Ref: 9400099)

01/12/1995- Temporary permission granted for the construction of 2 portakabins within the depot yard to be used for storage purposes for a limited period until January 1997. (Ref: 9501566)

Relevant policies

LDF Core Strategy and Development Policies

Core Strategy:

CS1 (Distribution of growth)

CS5 (Managing the impact of growth and development)

CS11 (Promoting sustainable and efficient travel)

CS14 (Promoting high quality places and conserving our heritage)

Development policies:

DP17 (Walking, cycling and public transport)

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

DP19 (Managing the impact of parking)

DP21 (Development connecting to the highway network)

DP24 (Securing high quality design)

DP26 (Managing the impact of development on occupiers and neighbours)

Camden Planning Guidance 2011:

CPG1-Design: Chapters 1, 2 & 4

CPG7- Transport: Chapter 7

London Plan 2011

National Planning Policy Framework 2012

Assessment

1.0 Proposal:

1.1 The scheme comprises a Council own Development. Permission is sought to:

- ✓ Remove a redundant vehicular entrance to the depot and enclose the existing ramp with a dwarf wall and fence
- ✓ Relocate existing pedestrian gate on York Way
- ✓ Creation a new parking area within the curtilage of the site

1.2 Ten new car parking spaces are proposed as part of the development proposals. The car spaces will be located in an area within the application site that is already used for parking of depot vans and will continue to be connected with the existing use. As such planning permission is not required for this element of the proposal.

1.3 The key issues to consider are;

- The impact on the character and appearance of the host building and area in general
- Impact on parking and on the highway network
- Impact on amenity

2.0 Impact on the character and appearance of the host building and area in general

2.1 The proposed enclosure to the redundant ramped vehicular entrance will comprise a 0.9m high dwarf wall, with a 1.8m high fence situated on the top. The relocated gate will be positioned to the north of the new dwarf wall and fence and will be 2.7m high and 1.7m wide. The dwarf wall is to be constructed of London Stock brick and the fence is proposed to be of a steel meshed design, to match the existing dwarf wall and fence enclosing the application site and will therefore be in keeping. As such it is considered that the proposed design is in keeping with the existing character and appearance of the site and is acceptable.

3.0 Impact on parking and on the highway network

3.1 The relocated gate would open inwards (away from the public highway), and is therefore considered to be acceptable. Vehicles will access the site via Freight Lane off York Road to the west. It is considered that the vehicular entrance would not have any adverse impact in terms of traffic management. Furthermore the Council's Transport Division supports this element of the proposal, and as such it is considered that the proposal would not have any significant adverse impact on parking in the location and on the existing highway network.

3.2 A financial contribution will be required to cover the costs of constructing a new footway as a replacement for the existing access. This is proposed to be sought via a S278 highway agreement and it is recommended that an appropriate condition is attached to the decision notice in order to ensure that the relevant funding is secured.

4.0 Amenity

4.1 It is considered that the proposal would not have any adverse impact on existing amenity given the nature of the use as a depot for parking cars and light vans, the proposal not forming part of a public highway and by virtue of site being located adjacent to railway embankment to the north, a private road (Freight Lane) to the south, the highway (York Way) to the east and a car park to the west.

Recommendation: Grant Planning Permission.

DISCLAIMER

Decision route to be decided by nominated members on Monday 7th January 2013.

For further information see

<http://www.camden.gov.uk/ccm/navigation/environment/planning-and-built-environment/planning-applications/development-control-members-briefing/>