

Delegated Report		Analysis sheet		Expiry Date:		21/12/2012	
		N/A / attached		Consultation Expiry Date:		N/A	
Officer				Application Number(s)			
Neil McDonald				2012/5703/P			
Application Address				Drawing Numbers			
Site at Former Esso Petrol Station 29-33 Chalk Farm Road London NW1 8AJ				110910-A(90)001.			
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature				
Proposal(s)							
Details of cycle storage required by condition 13 of Planning Permission Ref: 2012/0974/P dated 09/10/2012 for redevelopment of existing petrol filling station site with a basement plus 4-storey mixed-use building, comprising 6x retail units (Class A1/A3) at basement and ground floor level and 40 student residential units (Sui Generis) at mezzanine, first, second and third floor level with cycle storage in the basement.							
Recommendation(s):		Granted					
Application Type:		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:		N/A					
CAAC/Local groups* comments: <small>*Please Specify</small>		N/A					

Site Description

The site was formerly occupied by an Esso petrol filling station which has now been cleared and de-contaminated. It is situated on the north side of Chalk Farm Road and is included within the LDF designated area for Camden Town Centre. The site has corner frontage onto Hartland Street to the east. To the north and west it adjoins the site of 2-12 Harmood Street which is being developed for 192 rooms of student accommodation pursuant to planning permission (ref 2008/2981/P) granted on 23/09/2008.

Development is due to commence on the site for a scheme comprising 67 student bedspaces with A1 retail and A3 restaurant uses on the ground floor fronting Chalk Farm Road following permission (ref 2012/0974/P) granted on 09/10/2012. The student housing of this scheme is intended to be conjoined with the student housing being developed at Harmood Street.

The site is not in a conservation area, the nearest being the Harmood Street Conservation Area, the boundary of which commences a short distance to the north of the site. There are no listed buildings on or bounding the site.

Relevant History

2012/0974/P – planning permission GRANTED 09/10/2012 for Redevelopment of existing petrol filling station site with a basement plus 4-storey mixed-use building, comprising 6 x retail units (Class A1/A3) at basement and ground floor level and 40 student residential units (Sui Generis) at mezzanine, first, second and third floor level with cycle storage in the basement.

As of the date of consideration of this application conditions 3a-e (details of various parts of the elevations and materials), 4 (design and method statements for underground structures), 8 (fume ventilation), 9 (sound insulation), 11 (privacy screens), 14 (green roof details), 15 (green wall details) and 17 (location and extent of pv cells) of planning permission 2012/0974/P (granted 09/10/2012) are outstanding and require details to be submitted and approved.

Details pursuant to condition 16 (biodiverse features) have been received by the Council and are under consideration.

Relevant policies

LDF Core Strategy and Development Policies

CS11- sustainable travel, DP17 - walking, cycling and public transport, DP18 - parking standards.

Assessment

Condition 13 states:

Before the development commences, full details of the proposed cycle storage area for 63 cycles (for the student accommodation) and 85 cycles (for the adjacent Harmood Street development) shall be submitted to and approved by the Council. The approved facility shall thereafter be provided in its entirety prior to the first occupation of any of the student units, and thereafter permanently maintained and retained thereafter.

Reason: To ensure the development provides adequate cycle parking facilities in accordance with the requirements of policy CS11 of the London Borough of Camden Local Development Framework Core Strategy and policy DP17 of the London Borough of Camden Local Development Framework Development Policies.

DP18 requires development to sufficiently provide for the needs of cyclists, which are contained in Appendix 2 of the Development Policies document. The London Plan also provides guidance on cycle parking standards, these are outlined in Table 6.3 of The London Plan 2011. Although the space between the cycle stands proposed (400mm) doesn't meet the requirements of CPG7 for a ceiling height of below 2700mm, the 2685mm ceiling height in this case is sufficiently close to the required standard to be deemed acceptable in this instance.

The ramp and disabled/service platform fulfils the requirement stated in CPG7 that "the route to cycle parking from street level should be step free. Cycle parking inside buildings should be at the entrance level of the building or accessible by a ramp or lift from street level that can accommodate a bike".

The details are therefore considered acceptable.

Recommendation: Approve details and discharge condition 13

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