

Delegated Report		Analysis sheet		Expiry Date:		22/08/2012							
		N/A		Consultation Expiry Date:		N/A							
Officer				Application Number(s)									
Ben Le Mare				2012/3350/P									
Application Address				Drawing Numbers									
283-297 Pentonville Road & 370-380 Grays Inn Road London WC1X 8BB				Refer to decision notice.									
PO 3/4		Area Team Signature		C&UD		Authorised Officer Signature							
Proposal(s)													
Details pursuant to conditions 2, 6, 7, 9, 12, 14 (cycle storage, crime strategy, bat survey, brick cleaning and repointing, foundation arrangements and waste storage) of planning permission dated 8/04/2009 (2008/5358/P) for: demolition of existing ground plus three storey building with retention and refurbishment of the facades and "lighthouse" structure, and erection of a 5-storey building, partly behind retained facades, and rebuilding/replacing and alterations to all shopfronts at ground floor level.													
Recommendation(s):		Part Granted/Refused											
Application Type:		Approval of Details											
Conditions or Reasons for Refusal:		Refer to Decision Notice											
Informatives:													
Consultations													
Adjoining Occupiers:		No. notified		00		No. of responses		00		No. of objections		00	
						No. electronic		00					
Summary of consultation responses:		<u>London Underground Limited</u> The development would have a detrimental effect on their tunnels and structures in the short and long term and poses a potential risk to the safety of our structures, passengers and staff. <u>Metropolitan Police</u> No objection to the proposed security measures detailed in the submitted crime strategy.											
CAAC/Local groups comments:		N/A											

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 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.

The building is distinguished by the lead-sheeted beacon structure on its roof. This 'Lighthouse' structure is at the narrowest point of the building and is visible as a local landmark from all directions. The 'Lighthouse' feature can be seen in long views looking east along Euston Road, as well as local views around the junctions Euston Road, York Way, Pentonville Road and Grays Inn Road. Importantly the application sits in close proximity too and is read directly in line with the Kings Cross Terminus and the international train station of Kings Cross St Pancras.

The building is listed as being of historic interest mainly for its unusual lighthouse structure and retains some of its external Victorian detailing. The site is located within the Kings Cross Conservation Area as designated in 1986. The Lighthouse block falls within sub-area three (Euston Road) of the Conservation Area Statement. This area is dominated by King's Cross and St Pancras stations as well as St Pancras Chambers and Camden Town Hall.

The site is currently vacant and has been for approximately eight years. The last known occupation of the building was some ground and first floor commercial trading in 2000. The remaining elements of the building have been vacant since at least 1990. The building has been on English Heritage's 'Buildings At Risk' register since April 2003. The application site is in poor condition and could be considered to be a local eyesore. Squatters and a range of anti-social activities were once prevalent within the building, although since acquisition by the current applicant the security of the site has been greatly improved to prevent this.

The site adjoining the Lighthouse block extends eastwards to face opposite the Scala. It comprises single storey commercial accommodation and is considered to make a negative contribution to the character/appearance of the conservation area. Transport for London (TfL) manages the site. In 2000 the then owner of the Lighthouse Block and Camden officers tried to achieve a joint development at the adjacent site and the Lighthouse block; unfortunately this was not possible. One of the main constraints of a comprehensive development of the entire island site is that the London Underground tracks lie beneath the buildings on the eastern section of the island site which would make any new building on this eastern part of the block a considerable engineering challenge.

The site lies within the Central London Area and contains a Kings Cross/Euston Road Central London frontage in terms of ground floor commercial uses. It also is designated as Site 33 in the UDP Schedule of Land Use Proposals which states the preferred use to be a mixed use with retail and employment and replacement for existing residential.

Relevant History

2008/5358/P, 2008/5366/L, 2008/5367/C: 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 – Granted subject to a Section 106 Legal Agreement, 08/04/2009

2011/5314/P, 2011/5463/L: 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 – Resolved to grant permission subject to a Section 106 Legal Agreement being formally signed off.

2012/3407/L: Details pursuant to conditions 4, 5, 6, 8 of listed building consent dated 07/04/09 (2008/5366/L) and conditions 3 a) and b); 4; 5; 6 of listed building consent dated 21/12/2011 (2011/5463/L) (in order to safeguard the special architectural and historic interest of the building) for: demolition of existing ground plus three storey building with retention and refurbishment of the facades and "lighthouse" structure, and erection of a 5-storey building, partly behind retained facades, and rebuilding/replacing and alterations to all shopfronts at ground floor level – Pending determination

Relevant policies

LDF Core Strategy and Development Policies (2010)

- CS1 (Distribution of growth)
- CS5 (Managing the impact of growth and development)
- CS7 (Promoting Camden's centres and shops)
- CS8 (Promoting a successful and inclusive Camden economy)
- CS11 (Promoting sustainable and efficient travel)
- CS13 (Tackling climate change through promoting higher environmental standards)
- CS14 (Promoting high quality places and conserving our heritage)
- CS15 (Protecting and improving our parks and open spaces and encouraging biodiversity)
- CS16 (Improving Camden's health and well-being)
- CS17 (Making Camden a safer place)
- CS18 (Dealing with our waste and encouraging recycling)

- DP1 (Mixed use development)
- DP16 (The transport implications of development)
- DP17 (Walking, cycling and public transport)
- DP22 (Promoting sustainable design and construction)
- DP24 (Securing high quality design)
- DP25 (Conserving Camden's heritage)
- DP26 (Managing the impact of development on occupiers and neighbours)
- DP28 (Noise and Vibration)
- DP29 (Improving access)
- DP30 (Shopfronts)
- DP31 (Provisions of, and improvement to, open space and outdoor sport and recreation facilities)

Camden Planning Guidance (2011)

- CPG 1 (Design)
- CPG 5 (Town centres, retail and employment)
- CPG 6 (Amenity)
- CPG 7 (Transport)

London Plan (2011)

National Planning Framework (2012)

Assessment

The Proposal

This application has been submitted to discharge conditions associated with planning permission 2008/5358/P, which was granted for the demolition of existing ground plus three storey building with retention and refurbishment of the facades and "lighthouse" structure, and erection of a 5-storey building, partly behind retained facades, and rebuilding/replacing and alterations to all shopfronts at ground floor level at 283-297 Pentonville Road and 370-380 Grays Inn.

The application proposes to discharge the following:

- Condition 2: *Before the development commences, details of the proposed cycle storage area for ten cycles 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 new units, and thereafter permanently maintained and retained thereafter.*
- Condition 6: *Before the development commences, details of a crime strategy shall be submitted to and approved by the Council and the approved facility shall therefore be provided prior to the first occupation of any of the new units and permanently maintained and retained thereafter.*
- Condition 7: *Before the commencement of demolition and within 12 months prior to the commencement of demolition a bat survey shall be submitted to and approved by the Council prior to any demolition works being carried.*
- Condition 9: *A method statement for the cleaning and repointing of the bricks shall be submitted to and approved in writing by the Council before works are commenced. The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.*
- Condition 12: *Before the development commences, details of the proposed design and works to the foundation arrangements must be submitted to and approved by the Council and London Underground Limited. Development shall be carried out in accordance with the approved details.*
- Condition 14: *Before the development commences, details of the location, design and method of waste storage and removal (including recycled materials) shall be submitted to and approved by the Council and the approved facility shall therefore be provided prior to the first occupation of any of the new units and permanently maintained and retained thereafter.*

Assessment

The information supplied by the applicant is assessed below:

Condition 2

The proposal would provide a total of 17 covered and secure cycle parking spaces within the building. This would consist of 14 lockers containing Brompton folding bicycles for the use of office staff, with a further 3 spaces to be provided for retail staff. The principle of providing lockers containing Brompton folding bicycles is not generally supported by Camden. However, it is acknowledged in this case that space available for cycle parking within the building is limited. The proposal does not describe the type of cycle parking facility to be provided for the retail staff. It is considered that 2 Sheffield Stands would be appropriate.

The proposed layout of the cycle stores for the office staff and the retail staff would appear to be acceptable in terms of basic dimensions. However, the proposal for the retail staff lacks detail in terms of the type of cycle parking facility to be provided (e.g. 2 Sheffield Stands). The space to be provided (3.0m x 2.0m) would accommodate 2 Sheffield Stands.

The proposals are unacceptable in transport terms as the information provided does not provide sufficient detail to describe the proposed cycle parking layouts. In addition, the proposal fails to describe the type of cycle parking facility to be provided for the retail staff, contrary to the guidance set

out in CPG7 and policy DP17 of the LDF.

Condition 6

The submitted crime strategy was sent to the Metropolitan Police for comment who have expressed support for proposed measures outlined in the report as they are in accordance with the security requirements set out in Secure By Design.

Condition 7

The Nature Conservation Officer has commented that the survey which has been submitted meets the Council's requirements, subject to a planning condition requiring for the following,

'If more than one year passes between the most recent bat survey and the commencement of demolition, an updated bat survey must be undertaken immediately prior to demolition by a licensed bat worker. Evidence that the survey has been undertaken shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of demolition.'

REASON: To ensure compliance with the Habitats Regulations and the Wildlife & Countryside Act 1981 (as amended).'

As the application is for a discharge of condition, the above suggested condition can not be applied to the decision notice. However, it has been agreed with the Nature Conservation Officer that the applicant should be made aware of this requirement through an appropriate informative on the decision notice.

Condition 9

Cleaning samples have been carried out by a respected stone work and restoration company. The results show that the existing building is classed as a medium to heavy soiled principally due to its island site surrounded by busy road. Moreover the brick used in its construction is a Gault – which is known for its hardness and difficulty to clean. Furthermore parts of the façade have been unsympathetically over cleaned in the past.

In this regard it was agreed with the applicant to clean the façade using a variety of methods. The building would be cleaned using a Doff/Neolith cleaning combination to remove surface soiling from previously abrasively cleaned facing brickwork with isolated low pressure Torc to be used where more severe staining has occurred (e.g. around leaking rainwater pipes).

Importantly the building would not be over cleaned to retain the patina of age and to ensure an even appearance due to the difficulty of removing all dirt/stains from every aspect.

This method of cleaning has been fully tested and carefully considered in conjunction with Council officers. The cleaning method would maintain the quality of the brickwork as well as the character and appearance of the building.

Only localised re-pointing to affected areas would be carried out. This would match the existing adjoining original pointing in respect of materials, detailed execution and finished appearance. This is considered acceptable.

Condition 12

The proposals/report does not completely take into account London Underground Infrastructure Protection requirements which have been discussed in the past with the applicant. There are a number of potential constraints on the redevelopment of a site situated close to underground tunnels and infrastructure. London Underground Limited are therefore of the opinion that the development would have a detrimental effect on their tunnels and structures in the short and long term and poses a potential risk to the safety of our structures, passengers and staff.

The applicant is advised to contact London Underground Infrastructure Protection in advance of

preparation of final design and associated method statements, in particular with regard to: demolition; drainage; excavation; construction methods; security; boundary treatment; safety barriers; landscaping and lighting.

Condition 14

The submitted refuse and recycling storage plan has been agreed by Environmental Services as there is sufficient measures in place to deal with waste issues accordingly.

Recommendations

1. Approve details submitted in respect of Conditions 6, 7, 9, and 14.
2. Refuse details submitted in respect of Conditions 2 and 12.

Disclaimer

This is an internet copy for information purposes. If you require a copy of the signed original please telephone Contact Camden on (020) 7974 4444