

Delegated Report		Analysis sheet		Expiry Date:	08/11/2011	
		N/A / attached		Consultation Expiry Date:	N/a	
Officer			Application Number(s)			
Charles Rose			2011/4521/P			
Application Address			Drawing Numbers			
2 - 8 Ridgmount Street and 6 Store Street			Photos x 4			
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature			
Proposal(s)						
Variation to details of granite setts required by part-of condition 8 (hard and soft landscaping details) of planning permission dated 22/03/10 (2009/2629/P) for demolition and construction of a three storey building at 4-8 Ridgmont Street and alterations to 2 Ridgmont Street to create an shop (Class A1), restaurant (Class A3), office (Class B1) approved on 09/12/10 (2010/5062/P).						
Recommendation(s):		Approve variation				
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: *Please Specify		N/a				

Site Description

The site is located on the north side of Ridgmount Street at the junction with Store Street and includes The former Bloomsbury petrol station at 6 Store Street; The existing garages at 2 Ridgmount street and the existing buildings at 4-8 Ridgmount Street;

The site forms part of the Bedford Estate and is within Bloomsbury Conservation Area.

Relevant History

15/10/2010 GRANTED - Discharge of condition 5a (details of railings to petrol station forecourt) and 5b (window and door profiles and details) and part of condition 2 (external materials samples) pursuant to planning permission dated 19/10/2009 (2009/2629/P) for reconstruction of Bloomsbury Service Station following demolition of existing building, construction of a three storey building at 2 Ridgmount Street and erection a three storey building (behind a retained facade) at 4-8 Ridgmount Street and alterations to 2 Ridgmount Street to create an Class A1 (shop)/Class A3 (restaurant) and Class B1 (office) floorspace). (ref: 2010/4586/P)

23/09/2010 PART GRANT – Condition 4 (profile of architectural features); PART REFSUE – condition 8 (hard and soft landscaping) of planning permission dated 19/10/09 (2009/2629/P) for reconstruction of Bloomsbury Service Station following demolition of existing building, construction of a three storey building at 2 Ridgmount Street and erection a three storey building (behind a retained facade) at 4-8 Ridgmount Street and alterations to 2 Ridgmount Street to create an Class A1 (shop)/Class A3 (restaurant) and Class B1 (office) floorspace. (ref: 2010/4124/P)

25/08/2010 GRANTED - Discharge of items 3 & 10 (Reconstructed Stone Cladding) and items 8 and 13 (Oak Finished in Teak Stain Timber) of the Key of Materials shown the approved elevation drawings pursuant to condition 2 of planning permission dated 19/10/2009 (2009/2629/P) for reconstruction of Bloomsbury Service Station following demolition of existing building, construction of a three storey building at 2 Ridgmount Street and erection a three storey building (behind a retained facade) at 4-8 Ridgmount Street and alterations to 2 Ridgmount Street to create an Class A1 (shop)/Class A3 (restaurant) and Class B1 (office) floorspace). (ref: 2010/3585/P)

22/03/2010 GRANTED Reconstruction of Bloomsbury Service Station following demolition of existing building, construction of a three storey building at 2 Ridgmount Street and erection a three storey building (behind a retained facade) at 4-8 Ridgmount Street and alterations to 2 Ridgmount Street to create an Class A1 (shop)/Class A3 (restaurant) and Class B1 (office) floorspace.(ref: 2009/2629/P)

17/11/2009 GRANTED - Demolition of 6 Store Street, lock up garages at 2 Ridgmount Street and 4-8 Ridgmount Street behind a retained facade. (Ref: 2009/2634/C)

Relevant policies

LDF Core Strategy and Development Policies

- CS14 – Promoting high quality places and conserving our heritage
- DP24 – Securing high quality design
- DP25 – Conserving Camden's heritage

Assessment

Condition 8: states:

No development shall take place until full details of hard and soft landscaping and means of enclosure of all unbuilt, open areas have been submitted to and approved by the Council. The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

The reason given for the condition is:

To enable the Council to ensure a reasonable standard of visual amenity in the scheme in accordance with the requirements of policies B1 and N8 of the London Borough of Camden Replacement Unitary Development Plan 2006.

Application 2010/5662/P approved the details of the hard landscaping forecourt including granite setts. The delegated report states, "to ensure authenticity the setts – to be laid on the new forecourt – will be polished reclaimed granite setts, supplied from a local source. This is considered appropriate."

This application provides information to vary the type of granite setts to be used as required by part-of condition 8 (hard and soft landscaping details) of planning permission dated 22/03/10 (2009/2629/P) for demolition and construction of a three storey building at 4-8 Ridgmont Street and alterations to 2 Ridgmont Street to create an shop (Class A1), restaurant (Class A3), office (Class B1) approved on 09/12/10 (2010/5062/P).

The reclaimed setts are no longer to be used for the following reasons;

Impracticality of using reclaimed setts;

1. While there were considerable areas of setts available at the Kings Cross site, large numbers have already been used on the regeneration projects in that area. As some of the building projects are still in the planning stage they do not want to be put in a situation of having run out of stocks for their own use.
2. Even if there had been availability, Argent have told the agents that they have had considerable practical difficulties in reusing the setts. There is a high wastage due to the assorted sizes and condition of the originals. Because they are uneven, in areas of public and wheelchair access they have had to send the setts away to be sliced through in order to produce a sufficiently smooth finished surface. This is obviously costly and the visible surface is no longer the polished worn one of the original. This smoothness/evenness factor is particularly relevant to the Store Street project where the forecourt is the main access to the restaurant unit for all including the disabled and is to be used as an outside seating area with tables and chair, etc.
3. The setts from this source would also have to be sorted on site and there is not the space available for this to happen. Because there is a high wastage, due to the variety of different sizes, this would require considerable over ordering in quantity exacerbating the space problem. The costs are therefore difficult to pre-determine and even if the setts were "free issue" from Kings Cross the likely labour, handling, cutting, sorting, and hiring of alternative sorting space would be prohibitive.

The proposed sett is to be a **100x 200mm (75mm deep) tumbled granite (Marshall GRA 903 Mid Grey)**

The reason this sample has been chosen includes;

4. Unlike the Kings Cross developments there is no historical precedent for the use of the setts on the Store Street site. The petrol station forecourt was tarmac finished and the excavation works on site have not found any underlying paving.
5. In this regard is proposed to use a granite setts to match the forecourt of St Pancras, albeit with a tumbled and not cropped finish because the setts need to be relatively smooth but textured finish because the forecourt is to be used for tables and chairs
6. The dimensions is consistent with historic sett size generally found in central London

The size, colour and finish of the granite setts would retain the historic character of the site as well as provide suitable high quality finish and surface required.

Recommendation: In this regard it is recommended the variation of the type of granite sett to be used on the forecourt, pursuant to part of condition 8 be approved.

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