

Delegated Report		Analysis sheet		Expiry Date:		06/06/2011	
		N/A		Consultation Expiry Date:		26/05/2011	
Officer				Application Number(s)			
Ben Le Mare				2011/1880/P			
Application Address				Drawing Numbers			
Wates House 22 Gordon Street London WC1H 0QB				Refer to draft decision notice			
PO 3/4		Area Team Signature		C&UD		Authorised Officer Signature	
Proposal(s)							
Erection of temporary construction hoist and associated fencing from basement yard to ground floor of Faculty of Built Environment for two year period from June 2011.							
Recommendation(s):		Grant temporary permission with conditions					
Application Type:		Full Planning Permission					
Conditions or Reasons for Refusal:		Refer to Draft Decision Notice					
Informatives:							
Consultations							
Adjoining Occupiers:		No. notified	85	No. of responses	00	No. of objections	00
				No. electronic	00		
Summary of consultation responses:		Site notice erected: 28/04/2011 Press advertisement posted: 05/05/2011 No responses received to date.					
CAAC/Local groups* comments: <small>*Please Specify</small>		Bloomsbury CAAC: No comment on the proposed development.					

Site Description

Wates House comprises six storeys, was built in 1975, and is occupied by the UCL's Faculty of the Built Environment. The main access into the building is from Gordon Street, and a second access on Taviton Street acts as the main servicing and waste collection point.

The site on which Wates House is situated is bounded by Taviton Street to the east, Endsleigh Gardens to the north, and Gordon Street to the west, within an area of considerable architectural diversity and quality.

To the southeast of the site is a grade II listed terrace of 5 x 4 storey Georgian houses in use as a student hall of residence, and to the southwest is the 7 storey Christopher Ingold building that accommodates the UCL Department of Chemistry.

The subject building is not listed, but located within the Bloomsbury Conservation Area.

Relevant History

Various applications for alterations to the building. None of these applications are however relevant to the current proposal.

Relevant policies

Local Development Framework Core Strategy and Development Policies

CS1 – Distribution of growth

CS5 – Managing the impact of growth and development

CS11 – Promoting sustainable and efficient travel

CS10 – Supporting community facilities and services

CS14 – Promoting high quality places and conserving our heritage

DP17 – Walking, cycling and public transport

DP24 – Securing high quality design

DP25 – Conserving Camden's heritage

DP26 – Managing the impact of development on occupiers and neighbours

DP28 – Noise and Vibration

Bloomsbury (1) revised draft published April 2008

Bloomsbury – West Side (1a)

Camden Planning Guidance 2006

Camden CPG 1 (Design)

Assessment

The Proposal

- Permission is sought for installation of a construction hoist and associated safety fencing in the rear external basement and ground floor areas of the building for temporary period (two years from June 2011)
- The hoist's mast, constructed from steel (painted black), will measure 0.5m x 0.5m, and 7.5m high. The hoist car will be approximately 2.5m x 1.5m by 1.1m high.
- The proposed safety fencing will be 3.1m high (2.1m above the existing fencing around the ground floor walkway) and approximately 5 metres in length.
- The hoist is required to service the delivery of materials (e.g. large sheet materials, sand and cement) used in connection with the UCL's workshops. The current means for transporting the materials between the ground floor and basement are identified as having adverse health and safety implications.
- It is envisaged that the hoist will be used on average twice a week from September – May and up to four times a week in June. Each operation will be for approximately 30 mins and between the hours of 0800 – 1700.

Planning Issues

Each identified planning issue is addressed below in the context of planning policy and other material considerations.

Visual Impact

The site is located within the Bloomsbury Conservation Area and in close proximity to a Grade II listed terrace of 5 x 4 storey Georgian houses (fronting Taviton Street). It is therefore necessary to fully assess the proposal's visual impact on its setting.

As detailed above, the hoist is proposed to be located at the rear of the building between basement and ground floor level with the associated metal safety fencing at ground floor level. The only elements of the proposal which will therefore be visible from the street scene are the hoist mast and the safety fencing.

Above and alongside the walkway and stairs leading down to basement is a metal cage (measuring approximately 3m in height and 3m in width) which acts as a security barrier to prevent people from breaking into the workshop area. As the proposed hoist mast and safety fencing are of a similar height to the metal cage and they are not considered to represent an incongruous feature within rear of the site.

The hoist mast and safety fencing will be visible from several public view points through the rear of the site, between Gordon Street and Taviton Street. However, given that these views are considered not to be of merit to the character and appearance of the conservation area there is no resulting harm caused by the proposal.

In addition to the above, it should be recognised that by being a temporary structure, the hoist will not represent a permanent feature at the rear of property as it is proposed to be removed within two years of June 2011.

The hoist is not considered to harm the character and appearance of the Bloomsbury Conservation Area or the setting of the nearby listed terrace, and is therefore in accordance with Policies DP24 (Securing high quality design) and DP25 (Conserving Camden's heritage) of the LDF.

Transport and cycle parking

It has been confirmed by the applicant that the proposed development is not going to result in any additional vehicle movements to and from the site. The proposal will therefore not put any further pressure on the existing access, parking provisions in the area and surrounding highway network.

It has been identified that the hoist is proposed in an area of the site which currently accommodates cycle parking for approximately 36 bicycles. As detailed on the proposed basement plan (drawing no. 820601-P1), there will be no net loss in the number of cycle parking spaces as the existing metal cycle racks will be re-positioned along the southern boundary of the site.

Waste storage

The hoist car is proposed to be loaded at ground floor level in an area which is currently used for waste storage. The applicant has however confirmed that the bins are to remain in their current location and will be moved aside when deliveries are taking place. The proposal will therefore not impact on the existing provisions to store or dispose of waste associated with the educational use of the building.

Impact on residential amenity

The proposals are considered not to impinge on any amenity issues such as privacy, outlook, or sunlight and daylight. In addition, it has been confirmed by Environmental Health Officers that operation of the hoist is unlikely to have the potential to create noise issues given the existing site conditions and its proposed frequency of use.

There will be no identifiable harm to the living conditions of neighbouring residents and the proposal is therefore in accordance with Policies DP26 (Managing the impact of development on occupiers and neighbours) and DP28 (Noise and Vibration) of the LDF.

Recommendation

Temporary planning consent should be granted for the proposed development.

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