

Delegated Report		Analysis sheet		Expiry Date:		27/05/2010	
		N/A		Consultation Expiry Date:		12/05/2010	
Officer				Application Number(s)			
Jenna Litherland				2010/1765/P			
Application Address				Drawing Numbers			
Former Construction Training Centre Site Wharf Road King's Cross London N1				Refer to Draft Decision Notice			
PO 3/4		Area Team Signature		C&UD		Authorised Officer Signature	
Proposal(s)							
Erection of temporary structures, and relocation of and alterations to existing steel containers, in connection with the temporary use as an educational allotment garden (Class D1) for a period of 30 months.							
Recommendation(s):		Grant Temporary Planning Permission					
Application Type:		Full Planning Permission					
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:		Network Rail: No Comment LB Islington: No Comment					
CAAC/Local groups* comments: *Please Specify		Kings Cross Conservation Area Advisory Committee					

Site Description

The application site is located at the junction of York Way and Wharf Road where the former King's Cross Construction Training Centre was located. The site is located adjacent to King's Cross Conservation Area. The site is currently vacant.

Relevant History

The application site is the former location of the Construction Training Centre (CTC) which operated within the D1 use class. The site became vacant in March 2009 following the relocation of CTC.

2004/2307/P: Outline application for a comprehensive, phased, mixed-use development of former railway lands within the King's Cross Opportunity Area, as set out in the Revised Development Specification. The development comprises business and employment uses within the B1 use class; residential uses (including student accommodation), serviced apartments and hotels; shopping, food and drink and financial and professional services within the A1, A2, A3, A4 and A5 use classes; the full range of community, health, education, cultural, assembly and leisure facilities, within the D1 and D2 use classes; night clubs; multi storey and other car parking; re-erection of the linked triplet of gas holder guide frames to enclose new residential and other development, on the site of the Western Goods Shed; re-erection of the guide frame for gas holder no 8, alongside the re-erected triplet, to enclose new play facilities and open space; relocation of an existing district gas governor; works of alteration to other existing buildings and structures, to facilitate their refurbishment for specified uses; new streets and other means of access and circulation; landscaping including open space; new bridge crossings and other works along the Regent's Canal; the re-profiling of site levels; and other supporting infrastructure works and facilities (R1). **Granted 22/12/2006**

The application currently being assessed is for the erection of temporary structures for a period of 30 months within the development site of the above proposal. As part of the above permission the current application site will be developed as Development Zone J. Reserved matters approval has not yet been granted for Development Zone J.

Relevant policies

The London Borough of Camden Replacement Unitary Development Plan was adopted 26th June 2006. As part of the move to the new system of Local Development Frameworks, under the Planning and Compulsory Purchase Act 2004 Unitary Development Plan policies were only given a life of three years after adoption. From the 26th June 2009 the Council is only able to use Unitary Development Plan policies that have been 'saved' (the subject of a direction from the Secretary of State) for further use. The Secretary of State has sent the Council a Direction setting out which policies were saved. Those policies which have been saved and which are relevant to the consideration of these applications are as follows:

Replacement Unitary Development Plan 2006

- S1 and S2 - Sustainable Development (*complies*)
- SD6 Amenity for occupiers and neighbours (*complies*)
- SD9c Use of Energy and Recourses (*complies*)
- B1 General design principles (*complies*)
- B3 Alterations and Extensions (*complies*)
- T9 Impact of parking (*complies*)

Camden Planning Guidance 2006

- Section 15 - Design (*complies*)
- Section 19 – Extensions, alterations and conservatories (*complies*)
- Section 17 – Energy and on-site renewable facilities (*complies*)

LDF Core Strategy and Development Policies

As the draft LDF Core Strategy and Development Policies documents have now been published, they are material planning considerations. However, as a matter of law, limited weight should be attached

to them at this stage.

CS1 – Distribution of growth (*complies*)

CS5 – Managing the impact of growth and development (*complies*)

CS13 – Tackling climate change through promoting higher environmental standards (*complies*)

CS14 – Promoting high quality places and conserving our heritage (*complies*)

DP19 – Managing the impact of parking (*complies*)

DP22 – Promoting sustainable energy and construction (*complies*)

DP24 – Securing high quality design (*complies*)

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

Assessment

The application has been assessed against the policies contained in the Unitary Development Plan (2006), the advice contained in Camden Planning Guidance (2006), and all other material planning considerations. The principle considerations material to the determination of this application are the design of the proposals, impact on neighbour amenity and access.

Proposal

The proposal includes the erection of 2 rows of polytunnels and the relocation and extension the existing steel container units already located on this site in connection with the use of the land as an educational allotment garden.

Polytunnels – The polytunnels will be located on the eastern side of the existing ground slab of the building previously located on the site. The row of polytunnels on eastern most part of the site (Row 1) consists of 4 separate polytunnels 2.9 meters in length with spacing between them of 2.4 metres. They will have a width of 2.8 metres and a height of 2 metres. The second polytunnel row (Row 2) is one continuous polytunnel with a total length of 19.2 metres. The polytunnel will be situated parallel to and at a distance of 0.1 metres from Row 1. The polytunnel will have a width of 2.8 metres and a height of 2 metres.

Container Units – The two existing container units located on the site at present will be relocated and altered to create a classroom area. The container units have a length of 5.8 metres, a width of 2.4 metres and a height of 2.6 metres. The first container unit (Container unit 1) will be oriented parallel to York Way at a distance of 1.5 metres from the boundary hoarding. The second container unit (Container unit 2) will be situated 3 metres further north than, and at right angles to, Container unit 1. It will be located at a minimum distance of 2 metres from the western boundary. Timber decking will be laid and a fabric/PTFE lightweight canopy erected between the two units. Glazed sliding doors will be installed on the elevations of the container units facing one another to allow access between the units and two the canopy covered decking. 3 photovoltaic panels will be installed on the roof of each container unit. Each panel will have a surface area of 1.76 metres and will have a maximum height of 0.7 metres.

Enviroloo – The enviroloo is a self-contained temporary toilet. The toilet building will have a length of 2.4 metres, a width of 1.6 metres and a height of 2.4 metres above ground level. The enviroloo also includes a flue which will have a height of 3.5 metres. The enviroloo will be located north of the Container Unit 1 and east of Container Unit 2. The canopy between the two units will extend partially over the enviroloo.

A number of other plant containers are shown on the plans submitted with this application however, they do not require planning permission

Design

Row 1 of the polytunnels will be located at a minimum distance of 4 metres from the eastern and southern boundary of the site. The boundary treatment on the eastern and part of the southern boundary of the site is a hoarding approximately 4 metres in height. Therefore the polytunnels will not be visible from York Way. Beyond the north-western boundary is a site access road and beyond that a

development site. The north west boundary is formed by a 2 metre high chain link fence. The materials used to construct the polytunnels will be transparent plastic sheeting over curved poles. The polytunnels have a considerable length of 19.2 metres. However, their shallow height, depth and positioning relates well to the site. The polytunnels will appear as light weight structures which are not considered to have a detrimental impact on the appearance of surrounding area.

The container units will be extended and interlinked by the proposed timber decking and fabric/PTFE canopy and glassed sliding doors will be installed on the west elevation of Container Unit 1 and the south east elevation of Container Unit 2. The extension will be timber clad. The extension to the container units is considered to be well proportioned and the materials will appear relatively light weight. The proposal is considered to improve the appearance of the existing container units and the surrounding area. The extended container units are considered to be acceptable as a temporary structure in terms of design.

The proposal includes the installation of photovoltaic cells on the roof of the container units. These photovoltaic cells will generate power for the classrooms within the container units. The Council encourages the use of renewable energy resources with developments. Camden Policy Guidance advises that ideally photovoltaic cells should be installed flush to roofs or walls. However, considering the low height of the container units and the temporary nature of the proposal the design and position of the photovoltaic cells are considered acceptable.

Amenity

The site is not located near any residential properties therefore the proposal will not have a detrimental impact on residential amenity.

Access

The site will be accessed by pedestrians via the existing pedestrian access at the southern end of the site. Any deliveries to the site will be made via the existing vehicular access on the north west elevation which leads to an inclined loading bay. This vehicular access and loading bay will also be used for disabled access and parking.

Parking Standards – The proposal does not meet the minimum threshold for the requirement of cycling parking, disability parking, service vehicles, coaches and taxis and other staff/operational parking.

Temporary Permission

The Council will encourage proposals for temporary uses on the Kings Cross Central Site. The current proposal is for temporary permission for a period of 30 months. It is considered unlikely that the construction works will start on this site to implement Development Block J within the next 30 months, therefore the proposed time scale is considered to be appropriate. It is recommended that planning permission be granted subject to a condition requiring the removal of the temporary structures within 30 months of permission being granted.

Conclusion

The proposal has been assessed against and is considered to comply with the relevant policies of London Borough of Camden Unitary Development Plan 2006 and Camden Planning Guidance 2006.

Recommendation: Grant Temporary Planning Permission

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