

Delegated Report		Analysis sheet		Expiry Date:		01/04/2010	
		N/A / attached		Consultation Expiry Date:		N/A	
Officer				Application Number(s)			
Jonathan Markwell				2010/0300/P			
Application Address				Drawing Numbers			
6 - 10 Kirby Street London EC1N 8TS				Please see decision notice			
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature				
Proposal(s)							
Details of cycle parking pursuant to condition 3 of planning permission dated 19/05/09 (ref. 2009/0301/P) for change of use of lower ground and ground floor from office (Class B1) to an alternative use of either offices (Class B1) or non-residential institution (Class D1).							
Recommendation(s):		Approve details					
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:		None.					
CAAC/Local groups* comments: <small>*Please Specify</small>		None.					
Site Description							
<p>The application site is located on the eastern side of Saffron Hill in close proximity to the junction with Greville Street. It comprises a six-storey plus basement and lower ground floor level building that was refurbished in 2002. It is known as Saffron House and previously had an authorised use for office accommodation on all floors of the building (Class B1).</p> <p>The main entrance to the building is from Kirby Street, with the lower ground floor benefitting from an additional access onto Saffron Hill. The lower ground and ground floors of the building were previously occupied by Erinaceous Group for their administrative centre (Class B1 use). These floors were vacated in June 2008. Planning permission was granted in May 2009 for alternative office (Class B1) or non-residential institution (Class D1) uses.</p> <p>Although the application site building is not listed, it is located within Hatton Garden Conservation Area.</p>							

Relevant History

2009/0301/P - Change of use of lower ground and ground floor from office (Class B1) to an alternative use of either offices (Class B1) or non-residential institution (Class D1). Granted 19/05/2009.

2009/4704/P - Details of cycle parking and energy reduction and water plans pursuant to condition 3 and condition 4 of planning permission dated 19/5/09 (ref no. 2009/0301/P) for (Change of use of lower ground and ground floor from office (Class B1) to an alternative use of either offices (Class B1) or non-residential institution (Class D1)). Part Granted / Part Refused 17/12/2009.

Condition 3 (Cycle parking) refused approval of details – reason for refusal:

The proposed vertical cycle parking racks fail to provide accessible cycle parking contrary to policy T3 (Pedestrians and cycling) of the London Borough of Camden Unitary Development Plan 2006.

An informative was added to the decision notice, stating “You are advised that with regards to cycle parking the Council will accept Sheffield style stands (as described in Camden's Streetscape Design Manual), cycle lockers or Josta 2-tier cycle parking”.

Relevant policies

London Borough of Camden Replacement Unitary Development Plan 2006

T3 – Pedestrians and cycling

Camden Planning Guidance 2006

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.

Draft LDF Core Strategy

CS11 – Promoting sustainable and efficient travel

Draft Development Policies

DP17 – Walking, cycling and public transport

Assessment

Introduction

This application seeks to discharge condition 3 of planning permission 2009/0301/P, as granted on 19/05/2009. Planning permission was granted for the change of use of the lower ground and ground floors of the building from office (Class B1) to an alternative use of either offices (Class B1) or non-residential institution (Class D1). Condition 3 states:

Details of provision made for the required number of cycle parking space as specified by Camden's Cycle parking Standards (Appendix 6 of the London Borough of Camden's Replacement Unitary Development Plan 2006) relative to the floor area provided for the D1 use shall be submitted to and approved by the Council prior to implementation of this use. The approved cycle parking facilities shall be retained and made permanently available thereafter.

Reason: To ensure the development provides adequate cycle parking facilities in accordance with the requirements of policy T3 of the London Borough of Camden Replacement Unitary Development Plan 2006.

This application follows on from approval of details application 2009/4704/P, which refused to approve details of the proposed cycle parking submitted as part of this application (see relevant history section above).

Assessment

The planning permission at the site included provision for 2424m² of alternative Class B1 / D1 uses. Camden's Parking Standards for cycles (*Appendix 6 of the Unitary Development Plan*) states that for a D1 use, 1 storage or parking space is required per 250m² for staff and the same for visitors. Given that it is proposed to have either D1/B1 uses, cycle parking provision needs to be made for the most intensive cycling use; which is the Class D1 use. Thus 20 cycle parking are required to be made available to satisfy this condition.

It is noted that the upper ground floor level of the building shows provision for 23 cycle parking spaces, which are seen to be well used by existing occupants. It is however noted that these spaces are not in accordance with Camden's design standards for cycles and are not fully accessible.

The applicant has indicated the provision of ten further cycle parking spaces at ground floor level, located close to the Saffron Hill elevation of the building. These Sheffield cycle stands do comply with the Council's design standards. As such, ten spaces proposed are in full compliance with the Council's standards. With regards to the provision at upper ground floor level, it has already been acknowledged that these are well used. As such, on balance, it is considered unreasonable to expect the applicant to re-provide these 10 spaces at this point of the building in a design that satisfies the Council's standards. More specifically, the main objective of the standards is to ensure spaces are well used. Given that 10 of the total number of spaces do meet the standards and that those existing are already well used, there will be in excess of 20 cycle parking spaces at the site. Given this context, it is considered that this condition has been adhered to and can be discharged.

Recommendation

Approve details

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