

Address:	2 - 8 Ridgmount Street and 6 Store Street	
Application Number:	2009/2629/P	Officer: Sharon O'Connell
Ward:	Bloomsbury	
Date Received:	27/05/2009	
Proposal: Reconstruction of Bloomsbury Service Station following demolition of existing building, construction of a three storey building at 2 Ridgemont Street and erection a three storey building (behind a retained facade) at 4-8 Ridgemont Street and alterations to 2 Ridgemont Street to create an Class A1 (shop)/Class A3 (restaurant) and Class B1 (office) floorspace.		
Drawing Numbers: Proposed Construction Management; Noise Survey Report; Desk Study and Ground Investigation Report; Assessment of Proposals; Issue Status; Renewable Energy and Sustainable Design Options; Transport Statement; (22)902 Rev B; (22)901 Rev H; (01)001 Rev B; (01)100 Rev E; (01)800 Rev G; (01)700 Rev K; (01)604 Rev G; (01)603 Rev H; (01)602 Rev I; (01)601 Rev I; (01)301 Rev E; (01)300 Rev E; (01)201 Rev E; (01)200 Rev E; (01)102 Rev E; (01)101 Rev E; (01)801 Rev G; 103 Rev E; (22)900 Rev F; (01) 910 Rev A; Rev I (22)903 Rev B; (22)904 Rev A.		
RECOMMENDATION SUMMARY: Grant Planning Permission subject to Section 106		
<u>Related Applications</u>	Conservation Area Consent; Listed Building Consent	
Date of Application:	27/05/2009	
Application Numbers:	2) 2009/2634/C 3) 2009/2632/L	
Proposal: 2) Demolition of 6 Store Street, lock up garages at 2 Ridgmount Street and 4-8 Ridgmount Street behind a retained facade. 3) External and internal alterations in association with the creation of improved office accommodation.		
as shown on drawing numbers above.		
RECOMMENDATION SUMMARY: Grant Conservation Area Consent and Grant Listed Building Consent subject to conditions.		
Applicant:	Agent:	
The Bedford Estates	Gerald Eve LLP 7 Vere Street London W1G 0JB	

ANALYSIS INFORMATION

Land Use Details:			
	Use Class	Use Description	Floorspace
Existing		<i>Sui Generis Lock up garages</i>	<i>66.4m²</i>
		<i>Sui Generis Petrol Station</i>	<i>17.6m²</i>
		<i>B1 Business</i>	<i>345.4m²</i>
Proposed		<i>B1 Business</i>	<i>610.8m²</i>
		<i>A3 Restaurants and Cafes</i>	<i>145.8m²</i>

Parking Details:		
	Parking Spaces (General)	Parking Spaces (Disabled)
Existing	6	0
Proposed	0	0

OFFICERS' REPORT

Reason for Referral to Committee: The application entails the total demolition of a building in a conservation area [Clause 3(v)] and would require the conclusion of a S.106 planning obligation relating in part to matters outside the normal scheme of delegation [Clause 3(vi)].

1. SITE

- 1.1 The site is located on the north side of Ridgmount Street at the junction with Store Street. The immediate environs of Store Street and the west side of Ridgmount Street are characterised by the enclave of modest early/mid 20th Century buildings which gives the area specific identity, character and appearance. This is enhanced by the uses found in the neighbourhood including a variety of independent shops on the south side of Store Street mixed with office and residential uses.
- 1.2 The former Bloomsbury petrol station at 6 Store Street dates from the 1920's. Whilst it was not considered by English Heritage to be of listable quality (primarily due to previous alterations and loss of its original features) the building has character which reflects the early popularity of the motor car and it is considered to contribute positively to the character and appearance of this part of the Conservation Area. Furthermore the recent listing report from English Heritage (May 2008) stated that, "this inter-war filling station is a well known and characterful Bloomsbury building that contributes to the Conservation Area..[and is] of clear local interest."
- 1.3 The existing building at 4-8 Ridgmount Street refers in terms of material, plot width and ground floor detailing to the original mews form in this street. Although most of the narrow plots have been replaced the character and existing ground floor function of the existing building is representative of the original function and character of the street. When considered against EH's 10 criteria for assessing whether buildings make a positive contribution it meets at least 1 of these. In this regard it is considered to make a positive contribution. (The draft Bloomsbury Conservation Area statement that is currently under review by officers identifies the

building as making a neutral contribution to the area but our assessment above supersedes this.

- 1.4 The former dining room of The Academy Hotel is located to the rear of no. 4-8 Ridgmont Street. The dining room is grade II listed as part of the 15A to 30 Gower Street Georgian Terrace building and is currently a vacant office space.
- 1.5 The site forms part of the Bedford Estate and is within Bloomsbury Conservation Area.

2. THE PROPOSAL

- 2.1 Reconstruction of Bloomsbury Service Station following demolition of existing building, construction of a three storey building at 2 Ridgmont Street and erection a three storey building (behind a retained facade) at 4-8 Ridgmont Street and alterations to 2 Ridgmont Street to create an Class A1 (shop)/Class A3 (restaurant) and Class B1 (office) floorspace.
- 2.2 Amendments:
 - The refuse and recycling storage has been amended to meet the Council's standards.
 - Method statement for identifying and reusing the existing materials.

3. RELEVANT HISTORY

- 3.1 47-49 Gower Street (Ref: 2009/2023/P) for the change of use of basement, ground and first to third floor from residential institution (Class C2) to 8 self-contained flats/maisonettes (6 x 1-bedroom and 2 x 3-bedroom) (Class C3) and external alterations including re-opening up of lightwells under front entrance steps, enlargement of rear basement lightwells, replacement of two doors at basement level with sash windows, replacement of door at rear ground floor level at No. 47, replacement of windows at third floor level on front and rear elevations, installation of rooflights and vent terminals on rear roofslopes. – **Application being heard at this committee which will provide off site housing to satisfy Policy SD3 – see land use section of report.**

4. CONSULTATIONS

Statutory Consultees

- 4.1 English Heritage originally raised objection to the scheme. Following additional information being provided to them they have withdrawn their objection. Their letter to the Council stated: "In my previous letter, we raised concerns regarding the appearance of the proposed reconstruction of Bloomsbury Service Station as a café in the style of a replica petrol station. We are concerned that it was proposed to reduce the size of the forecourt to an area in which it would not have been possible to manoeuvre a vehicle, thus destroying the pretence that the proposed structure had once been a petrol station.

However your conservation officer kindly forwarded me an email on 2nd September with an attached drawing demonstrating the theoretical possibility of manoeuvring a large car through the former forecourt. This hypothetical scenario was confirmed at a site meeting with the agents earlier today.

This being the case, I withdraw our earlier objections to the proposals and recommended the application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.”

Conservation Area Advisory Committee

4.2 Bloomsbury CAAC object to the application:

“We appreciate this is a vastly improved scheme and we have no objection to the demolition of 2 Ridgmount Street. But we are still not clear why the original garage building has to be demolished: a copy is not at all the same thing.”

Local Groups

4.3 Charlotte Street Association object to the application:

- 4.3.1 “Objection to optional class use A1/A3 for 2 Ridgmount Street, this should be A1 only; as taken in conjunction with 34-35 Store Street where the class use proposed is A3 this represents an intensification of A3 use, contrary to Planning Guidance for Central London Section 9.”

Adjoining Occupiers

	Original
<i>Number of letters sent</i>	23
<i>Total number of responses received</i>	2
<i>Number of electronic responses</i>	0
<i>Number in support</i>	0
<i>Number of objections</i>	2

4.3.2 Objection received from 15A Gower Street:

“As the occupier of 15A Gower Street, adjoining 6 Store Street and 2-8 Ridgmount Street, the proposal to alter 2 Ridgemont Street for A3 Class use as restaurant or bar will cause late-night noise in what is a significantly residential area and unruly behaviour, outside drinking, and loud music, as well as fumes and smells from cooking. I do not think that this proposal will contribute to the quality of life for residents in the locality, and would strongly object to the granting of any licence to sell or consume alcohol on the premises as part of any proposal for change of use. I very much hope that the application will be referred for further consideration of a change of use of the site to A3, involving possible late-night drinking music, and which is unacceptable in this primarily residential vicinity.”

4.3.3 Objection received from the London Diocese who are owners of 15A Gower Street on the following grounds:

- Proposed development is not conducive to the local area;
- Will encourage more traffic, noise and nuisance to the neighbourhood;
- Creation of Class A3 use bar/restaurant will generate increase noise well into the night disturbing local residents;
- Increase in noise and cooking pollution will create a significant effect on the local environment;
- Will lead to potential unruly behaviour associated with late night drinking and loud music;
- Increase litter and its spontaneous disposal into adjoining gardens and properties;
- Strongly suggest that this application is reconsidered both in its nature and the change of use from its historic use; and
- Shall also raise vigorous objections to the granting of any licence to sell or consume alcohol on the premise as part of this change of use development.

5. **POLICIES**

Replacement Unitary Development Plan 2006

- 5.1 SD1c Access for all
SD1d Community safety
SD3 Mixed Use Development
SD6 Amenity for occupiers and neighbours
SD7 Light, noise and vibration pollution
SD8 Disturbance
SD9 Resources and energy
SD10 Hazards
B1 General Design Principles
B3 Alterations and extensions
B6 Listed Buildings
B7 Conservation Areas
N4 Providing open space
N5 Biodiversity
R1B Food, drink and entertainment
R2 General impact of retails and entertainment uses
E1 Location of business uses
E2 Retention of existing business uses
T1B - Transport Assessments
T1C - Travel plans
T3 – Pedestrians and Cycling
T9 - Impact of Parking (UDP),
T12 - Works affecting highways

Appendix 1 Noise and vibration standards

Other Relevant Planning Policies

- 5.2 3B Working in London

Supplementary Planning Guidance

5.3 Camden Planning Guidance is also relevant.

6. ASSESSMENT

6.1 The principal considerations material to the determination of this application are summarised as follows:

- **Principle of Demolition**
- **Design**
- **Land Use**
- **Neighbour Amenity**
- **Sustainability**
- **Transport**
- **Landscaping**
- **Access**
- **Refuse and Recycling**
- **Community Safety**

6.2 Principle of Demolition

6.2.1 2 Ridgmount Street

6.2.2 Adjacent to the former petrol station are three bays of single storey brick built lockup garages set back from the pavement. The garages are not considered to be of any architectural value to the area and thus their demolition is considered acceptable.

6.2.3 6 Store Street

6.2.4 The draft Bloomsbury Conservation Area statement identifies the building as making a positive contribution to the character and appearance of the Conservation Area. This is confirmed by English Heritage's assessment of the former filling station in its listing report. There is a general presumption in favour of retaining buildings which make a positive contribution to the character or appearance of a conservation area. The Secretary of State expects that proposals to demolish such buildings should be assessed against the same broad criteria as proposals to demolish listed buildings (paragraphs 3.16-3.19).

6.2.5 The PPG 15 tests are as follows:

6.2.6 **The condition of the building, the cost of repairing and maintaining it in relation to its importance and to the value derived from its continued use.**

No specific evidence has been provided in relation to the cost of repairing and maintaining the building. However the contribution the building makes to the area is

largely one of historic rather than architectural interest. This is confirmed by the English Heritage listed report which found that much of its original fabric had been removed or altered.

6.2.7 The adequacy of efforts made to retain the building in use.

Sufficient evidence has been submitted confirming that the original use of the building is now obsolete. This includes increased operational costs; cost of upgrading the filling station to modern standards; and reduced revenue due to the congestion charge. Moreover the existing internal 'shop' space is very narrow (1.4m at its maximum) preventing this area from being retained as useable space.

6.2.8 Furthermore the proposal would rebuild the front and flank walls, reusing the existing materials and features (see below), to match the original 1926 design and retain the forecourt with sufficient space to manoeuvre a large car, with a view to creating a replica 1920's filling station themed café on the site. The design of the new building should exactly match the height, form, style and appearance of the existing building. This would preserve to all intents and purposes the contribution that the building has on the conservation area, and minimises any detrimental effects on the character or appearance of the area. This is a clever way to retain and re-use the building and is considered satisfactory justification in this instance.

6.2.9 The merits of alternative proposals for the site.

By bringing forward the façade of the building, in order to create some viable space behind the façade, the proposed scheme is considered to balance the desire to preserve the special character and appearance of the filling station and bring the building back into active use. Both of these are beneficial to enhancing the vitality and character of this part of the area by providing a viable, active, long term future for the Bloomsbury petrol station.

6.2.10 Moreover, the architects have provided a method statement for identifying and reusing the existing materials. The non-original parts of the building including the petrol storage tanks and asbestos canopy and roofs would be removed.

6.2.11 It is assumed that 50% of the bricks could be salvaged and reused – a sufficient number to rebuild the external face of the building due to the flank wall adjacent to no.2 Ridgmount Street not being retained. The existing timber framed windows and doors to the south pavilion would be retained and reused.

6.2.12 It is therefore considered that in view of the fact that there is adequate justification that the existing building cannot be retained in its original use or form and that the proposal intends to rebuild the filling station in replica, using the existing materials the tests have been adequately addressed and the proposal serves to retain those elements of the building that make a positive contribution to the character and appearance of the Conservation Area (CA). Therefore the proposal preserves the CA in line with policy B7.

6.2.13 4-8 Ridgmount Street

6.2.14 As assessed above, the building makes a positive contribution to the character and appearance of the Conservation Area. In this regard there is a general presumption

in favour of retaining the building. The Secretary of State expects that proposals to demolish buildings which make a positive contribution to a conservation area should be assessed against the same broad criteria as proposals to demolish listed buildings (paragraphs 3.16-3.19).

6.2.15 The tests remain as drafted in 1994, before Shimizu case law changed the meaning of demolition to include what was formerly considered as partial demolition or alteration. The tests were not therefore designed to be applied to cases of non-total demolition, and so they are less straightforward to apply to these buildings. However, they can be addressed as follows:

6.2.16 The condition of the building, cost of repair and maintenance

The building is in good condition. No specific evidence has been provided in relation to the cost of repairing and maintaining the building as a whole.

6.2.17 Efforts to retain and re-use

The proposal is designed to retain the front and side walls and rear wall at ground level of the building, and rebuild the interior and upper floors of the rear wall, thus preserving to all intents and purposes the contribution that the building has on the conservation area, and minimising any detrimental effects on the character or appearance of the area. This can be interpreted as efforts to retain and re-use the buildings and is considered to be fair justification.

6.2.18 Merits of the proposed building

As discussed above, the alteration and works of demolition are considered to be acceptable.

6.2.19 It is therefore considered that, in view of the proposal only being for demolition of part of the building, the tests are adequately addressed and the extent of demolition serves to retain those elements of the building that make a positive contribution to the character and appearance of the CA. Therefore the proposal preserves the CA in line with policy B7.

6.3 Design/Conservation Area/Listed Building

6.3.1 Redevelopment of 2 Ridgmount Street

6.3.2 Height, Bulk and Mass,

6.3.3 The scale of buildings and parapet heights are a strong feature in defining the pattern of development along this section of Ridgmount Street. The proposal seeks to fit in sensitively with this by respecting the amount of storeys and parapet line of the adjoining buildings. The height of the proposed parapet would rise above the height of the parapet of no 4-8 by a few brick courses in acknowledgement of the more open junction at the southern end of the Street, much the same way as the 4-9 Ridgmount Street steps up from 10 Ridgmount Street. This is considered to be respect the character and appearance of the area in compliance with policy B1 which states that, "the height, scale, massing, proportions and bulk of development should be informed by, and respect, the local area and adjoining buildings."

- 6.3.4 The constraints of the plot do not allow the building to extend beyond the existing established rear building line, ensuring the footprint of the new build takes account of the established layout of the buildings in the terrace, especially important given the increased visibility of the flank wall due to the lower garage buildings adjoining the site.
- 6.3.5 Furthermore, this prevents the bulk and mass of the building unduly dominating the listed terrace and dining room. As such the proposal is not considered to harm the setting of the adjoining listed buildings.

6.3.6 Detailed design, fenestration and materials

- 6.3.7 The proposal is a contemporary yet modest rational design which attempts to reflect the plot divisions, rhythm and established architectural character of Ridgmount Street and the immediate area. The elevations would be clad in London stock brick with windows punctured into the wall to create rhythm along the main façade comparable to a traditional terrace in terms of proportion and hierarchy.
- 6.3.8 The façade relies on the fenestration to provide visual interest and depth to the elevations through the use of traditional deep window reveals, reconstituted stone coping and cills, timber shuttered opening lights, and fixed framed glazing in metal frames.
- 6.3.9 The north side of each upper floor window reveal would be angled, rendered and painted white in a subtle acknowledgment of the deco rendered features found on the existing adjacent 20th Century buildings the reveals would face. The south (looking north along the 'mews') reveals would return in brick. The detailed design of these windows has been submitted and does not need to be conditioned for further information.
- 6.3.10 A more contemporary full height window serving the stair core is located adjacent to 4-8 Ridgmount Street. The curtain walling gives a contemporary manifestation to the main façade and helps mediate the junction between no. 4-8 Ridgmount Street.
- 6.3.11 The ground floor façade would have a reconstituted stone fascia with low relief subtly reflecting the fascia panels on Store Street facades. The large openings would be subdivided with timber doors and brick piers which take account of the mews character of Ridgmount Street and break down the façade into two distinct elements to help reinforce the rhythm of the terrace.
- 6.3.12 The impression of a building at ground level is important because buildings are generally experienced at ground floor level. In this regard the details design and signage for the ground floor façade should be dealt with by way of condition.
- 6.3.13 It is proposed to include 1920's style petrol station signage and art panel on the southern flank wall overlooking the garage. This is considered to reinforce the character and appearance of the café as a replica filling station and helps identify the whole area as having a strong early 20th Century character. In this regard no objection to the proposal is raised but it is considered appropriate to require the detailed design of signage and content of the art panel by way of condition.

6.3.14 Rebuilding of 6 Store Street

- 6.3.15 The former filling station would be rebuilt in replica to match the original 1926 design. The success of the development is considered to depend on the appropriate use of high quality materials, detailed design and finished appearance.
- 6.3.16 Furthermore the render profile cills, plaster motif, frieze and plinths cannot be retained. A detailed section profile of each will be taken to allow replica reinstatement to be made. This should be dealt with by way of condition.
- 6.3.17 New brick piers, signage, windows, globe-lights and railings are to be installed to help reconstruct the original design. The detailed design and materials for these and the proposed hard landscaping would also be dealt with by way of condition.

6.3.18 Redevelopment of 4-8 Ridgmount Street

- 6.3.19 The appropriateness of the development of 4-8 Ridgmount Street has been covered in the demolition section above. No other works are proposed which would affect the character and appearance of the external façade except for the replacement of the timber garage doors at ground level. The doors would be replaced with similar openings doors albeit with multi paned lights above. The design on the new timber screens is in keeping with the age, character and style of the existing building and the works are considered acceptable. The detailed design of these elements should be dealt with by way of condition.

6.3.20 Listed Building (former dining room of The Academy Hotel)

- 6.3.21 A new timber and steel mezzanine floor is to be inserted in to grade II listed former dining of The Academy Hotel. This would replace an existing mezzanine floor and thus would not harm the special character of the large volume interior space. The mezzanine would be self supporting and not touch the panelled walls and decorative plaster interior. As such the work would not harm the existing fabric or decorative character of the dinning room.
- 6.3.22 The new bike store would be located in the ground floor wing. This area is of no architectural or historic value, thus there would be no harm to the special character of the hall.
- 6.3.23 The dedicated plant housing on the south side of the existing lantern light would not readily perceivable from within the hall and would be largely concealed from the rear façade of the listed terrace by the lantern itself.
- 6.3.24 The scheme is considered to respect the character and appearance of the area in compliance with UDP policy B1 which states that, "the height, scale, massing, proportions and bulk of development should be informed by, and respect, the local area and adjoining buildings."

6.4 Land Use

- 6.4.1 Although policy E2 seeks to protect existing business uses, protection is not afforded in the UDP to petrol filling stations, which are sui generis. As a result there are no policy objections to the loss of the existing use. The station has now become vacant, and given the locational requirements and nature of modern stations, it is highly unlikely that another filling station operator will be interested in occupying this site. The redeveloped scheme proposals additional office floorspace in connection with that already existing at Ridgemount Street, therefore employment floorspace will be maintained and enhanced on site. Policy R3 requires the Council to consider whether any proposals for A3 uses would result in an overconcentration of such uses within the area. The nearest A3 uses are within the parade of shops to the south on Store Street. The parade contains 15 shops of which only 3 are in A3 café use (numbers 33, 35 and 40). It is therefore considered that the use of 6 Store Street for an A3 use would not result in an over concentration of such uses within the immediate area. As discussed below the proposal is considered acceptable in terms of neighbour amenity, community safety, refuse/recycling storage and impact on the highway. It is therefore considered that the proposal satisfies Policy R3. The use of the premises within the A1 use class is also considered acceptable given the retail nature of the immediate area.
- 6.4.2 As the proposals involve an increase of commercial floorspace within a Town Centre location in excess of 200sqm, Policy SD3 is applicable. This seeks up to 50% of the additional floorspace to be provided for housing. The policy does allow scope for developments of less than 1000sqm to make provision off-site, or in exceptional circumstances make a payment in lieu of providing housing. In this instance, the applicants propose to provide residential accommodation at 47-49 Gower Street which is subject to a change of use application (2009/2023/P). In line with the requirements of the policy, the Council would seek up to 50% of the increase in floorspace for residential use. In this case, this would result in a maximum of 202sqm secured for residential floorspace on site, or 404sqm in an off-site location.
- 6.4.3 The applicants have stated that given the constraints and nature of the petrol station site, the provision of residential units on site would not be practical. The UDP also acknowledges that in instances where less than 1000sqm of floorspace is proposed, the residential element may be considered acceptable in a nearby off-site location. Given that the form and massing of the existing petrol station is to be largely retained, residential accommodation is not considered suitable in this part of the development. The new-build mews building adjacent to the site would seem the most appropriate location for residential accommodation. However, the applicants state that due to the linkages through to the office accommodation on Ridgmount Street, the provision of residential accommodation with self-contained access is not feasible. The floor plate within this development is limited, and makes the provision of residential accommodation within the site difficult. In considering the application proposals as a whole, including the constraints of the site and the close proximity of the off-site residential provision proposed, off-site provision is considered acceptable in this instance.

- 6.4.4 Given that the proposals involve a development of less than 1000sqm, off-site provision is considered to be acceptable. In this instance the off site location is in close proximity to the main site, at 47-49 Gower Street. The proposed residential floorspace proposed at 47-49 Gower Street will provide 927.4m² of residential floorspace, which is in excess of the requirement of Policy SD3 and therefore this policy is satisfied. It is recommended that a head of term is added to the Section 106 which states that the development at 2 - 8 Ridgmount Street and 6 Store Street shall not be occupied until the residential accommodation at 47-49 Gower Street is ready for occupation.

6.5 Neighbour Amenity

6.5.1 Daylight/Sunlight/Outlook

- 6.5.2 The proposed scheme due to its overall height, bulk and relationship to adjoining residential properties will not result in a detrimental loss to their current levels of daylight, sunlight or outlook.

6.5.3 Privacy

- 6.5.4 The overall number of windows on the rear elevation of 4-8 Ridgmount Street will be reduced. Three windows will be introduced at the rear second floor level of the proposed building at 2 Ridgmount Street. These windows will be approximately 13m from windows on the rear of the properties on Gower Street. This is less than the 18m required by Camden Planning Guidance, however the views from these windows will be largely obscured by the large raised roof light on the listed element of 2 Ridgmount Street. It is therefore considered that they will not result in a detrimental loss of privacy to the occupiers of the properties on Gower Street.
- 6.5.5 The drawings show that access for maintenance purposes will be provided through one of these windows onto the roof of the listed element of 2 Ridgmount Street. To ensure that the privacy of the occupiers to the rear is protected, it is recommended that a condition is imposed restricting access to the flat roof be for maintenance of the building only and for no other reasons.

6.5.6 Opening hours

- 6.5.7 To ensure that the amenity of neighbours is protected, it is recommended that a condition be imposed requiring the hours of operation of the A1/A3 element of the site to be restricted. The nearest restaurant subject to a planning condition restricting opening hours is 35 Store Street, which is immediately to the south of the application site. The restrictions on hours of this site is 9:00am to 11:15pm Mondays to Saturdays. It is recommended that the hours of opening for the A1/A3 element of this site be broadly consistent with this. However, it is considered that there is capacity for the unit to operate on Sundays without causing undue harm to the amenity of neighbouring properties. It is therefore recommended that the following hours of operation are controlled by condition:

- 9:00am to 11:15pm Mondays to Saturdays; and
- 10:00am to 10:00pm Sundays.

- 6.5.8 The proposal also includes external seating, to protect the amenity of neighbours it is recommended that the use of the outdoor seating ceases by 9pm daily. This will be restricted by condition.

6.5.9 Noise

- 6.5.10 Tenants for the site have not yet been secured and therefore details on the types of extract and ventilation equipment to be used have not been submitted. The applicants have undertaken a noise survey, which has established the existing background noise levels for the site over a 24 hour period. The survey has been assessed by the Council's Environmental Health Department and is considered acceptable. Any equipment installed will have to comply with the Council's noise standards. It is therefore recommended that a condition be imposed requiring details of this equipment including an acoustic report to demonstrate how the equipment will comply with the Council's noise standards be submitted for approval prior to installation. In addition it is recommended that a condition be imposed which will require any equipment installed continues to comply with noise standards.
- 6.5.11 To ensure that any equipment installed will have a minimal impact on the overall appearance of the building, a location for an extract duct from the restaurant kitchen has been included within the scheme. This is a brick lined flue on the north wall of the new build element. The duct will be routed through an existing lightwell at ground level, and will discharge at roof level. This will avoid the need for the restaurant to add an external flue at a later date. Air intake will be via louvers at high level at ground floor with air handling provided by localised air-handling equipment within the property. This has been proposed to avoid the requirement for extensive ducts passing up through the building and for large air handling equipment at roof level. The scheme also includes provision for a condensor unit, if required in the future. A 2m high acoustic screen has been incorporated within the proposal, located on the roof of the listed element of 2 Ridgmount Street. As discussed above these elements are considered acceptable in terms of design and listed building.

6.6 Transport

- 6.6.1 The site is located on the northeast corner of the junction of Ridgmount Street and Store Street within the Clear Zone Region. There is a wide vehicular crossover from Ridgmount Street servicing the petrol station and the garages and a more standard width crossover on Store Street, also servicing the petrol station. The crossovers are proposed to be removed. Store Street is one-way east to west. The site has a Public Transport Accessibility Level (PTAL) of 6b (excellent).

6.6.2 Travel plan

- 6.6.3 The applicants have submitted a travel plan with the application to promote sustainable modes of transport for employees. To ensure the Travel Plan is effective and properly monitored a work place travel plan clause should be added to the S106 agreement.

6.6.4 Cycle Parking

- 6.6.5 Camden's Parking Standards for cycles (*Appendix 6 of the Unitary Development Plan*), states that 1 storage or parking space is required per 250sqm of B1 or part thereof and an additional minimum of 2 spaces for visitors. The proposals include 611sqm of B1; therefore at least 5 spaces are required. The floor area of the restaurant is not large enough to require cycle parking.
- 6.6.6 The amount of cycle parking proposed is not indicated on the application form, but a bike store with 14 spaces is shown on the proposed ground floor plan. The bike store is too small to accommodate this many cycle parking spaces, but it is considered that it could accommodate 5 spaces by way of wall bars along one side.
- 6.6.7 Therefore a condition should be placed on the planning permission ensuring provision for a minimum of five cycle storage/parking spaces designed to Council specifications.

6.6.8 Parking

- 6.6.9 The proposed development does not include any off street parking. Any employees wishing to use on street parking would have to apply to Parking Services for on-street permits. Given that the site is located in the Clear Zone Region, which already suffers from very high parking stress, and that Parking Services will most likely not issue permits for commuting purposes in the Clear Zone (unless under exceptional circumstances), it is considered that proposed development will not result in additional parking stress within the area.
- 6.6.10 The existing parking on site is rented out to an adjacent office use. The current users of these spaces are unlikely to be granted on street parking permits, it is therefore considered that the proposed loss of these spaces will not result in additional pressure on the current on street parking spaces.

6.6.11 Construction Management Plan (CMP)

- 6.6.12 A draft CMP has been submitted; however it only shows the sequence of works. The work involves the demolition of the buildings on site and the construction of new buildings up to 3 storeys. The site is 100% covered and a lot of work will need to take place from the public highway. Being in central London, this area is particularly sensitive to traffic congestion. Therefore, a CMP is required to minimise the impact on the operation and safety of the public highway. This will need to be submitted for approval prior to any works commencing on site and will be secured as a head of term within the Section 106.

6.6.13 Servicing Management Plan (SMP)

- 6.6.14 A SMP is not required as servicing from on-street is acceptable, given the likely low frequency of servicing trips.

6.6.15 Impact on the highway

6.6.16 In order to mitigate the impact of the increase in trips this development will generate and to tie the development into the surrounding urban environment, a financial contribution should be required to remove the redundant crossovers and repave the footway adjacent to the site along 2-8 Ridgmount Street and 6 Store Street. An added benefit of doing this is that any damage caused to the highway during construction can be repaired. This work and any other work that needs to be undertaken within the highway reservation will need to be secured through a Section 106 (Town and Country Planning Act 1990) Agreement with the Council. This S.106 obligation should also require plans demonstrating interface levels between development thresholds and the Public Highway to be submitted to and approved by the Highway Authority prior to implementation. The Highway Authority reserves the right to construct the adjoining Public Highway (carriageway, footway and/or verge) to levels it considers appropriate. The Council will undertake all works within the highway reservation, at the cost to the developer.

6.6.17 Doors opening out into the highway

6.6.18 The doors to the refuse and recycling storage open out on to the street. As these doors can only be opened from the street and for limited periods of time, they are not considered to raise any issues with regards to pedestrian safety.

6.6.19 Overhang of the public highway

6.6.20 A canopy is shown on the ground floor plan at the entrance to the office. An informative should be placed on the permit informing the applicant that an overhang licence will be required from Camden's Highway Management for this canopy. Without the licence the canopy must not be installed.

6.7 Sustainability

6.7.1 The applicants have undertaken a BREEAM pre-assessment which suggests that an 'excellent' score can be achieved. The minimum scores in the materials sub-category can also be achieved. The energy and water sections of the assessment shows a slight shortfall from the required score, however, given the high rating in other aspects of the assessment, and the 'Excellent' overall rating, a refusal on the grounds of falling short in two of the categories would not be sustainable. It is recommended that a head of term be added to the Section 106 requiring a post construction review to ensure that the excellent score is achieved. In addition it should require a best endeavours exercise to target the minimum score in the energy and water sections.

6.7.2 Although not required as the application is not classified as a major development, the applicant's energy assessment follows the Mayors energy hierarchy and states that it can achieve a 36.95% reduction in the overall energy consumption of the building, with a 16.95% reduction in CO2 emissions through renewable energy technologies. This will be achieved by using air source heat pumps, and is considered a broadly acceptable solution in addressing the requirements of SD9. It is recommended that a head of term be added to the Section 106 requiring the

applicants to undertake a post construction review to ensure the reduction in CO2 has been met.

6.8 Access

- 6.8.1** The proposed restaurant will have level access and doors which are wide enough to enable access for all. In addition a wheelchair accessible toilet will be provided. The proposed office space at 4-8 Ridgemont Street will have level access and a lift to all floors. In addition a wheelchair accessible toilet will be provided at ground floor. Access to the offices at 2 Ridgemont Street (listed element of the scheme) is via two internal steps. The Council's access officer has stated that any application for building regulations will require the applicants to explore the possibility of providing a ramp instead of steps. The applicants have been informed of this. An ambulant disabled toilet will be provided at ground floor of 2 Ridgmount Street. Due to the listed status of the building it has not been possible to include a lift to the mezzanine floor. It is considered that given the constraints of the listed element of the site, the scheme satisfies policy SD1c.

6.9 Biodiversity

- 6.9.1** The site as existing has limited value with regards to biodiversity. To ensure the scheme improves on this situation, the roof of the office building includes a biodiversity roof. It is recommended that a condition be imposed requiring details of this roof to be submitted to the Council for approval prior to construction commencing on site. This condition should also require that this roof be retained and maintained as approved.

6.10 Community Safety

- 6.10.1** Prior to submitting the application, the applicants engaged in discussions with the Metropolitan Police's Crime Prevention Design Officer. These discussions included the use of toughened glass, ensuring that the development did not include recessed doors and ensuring that sight lines for pedestrians using the public footpath were not obscured. Following the submission of the application, the Crime Prevention Design Officer was consulted. He is satisfied that the applicants have taken his recommendations into account and that the proposal will not create issues in terms of community safety.

6.11 Contaminated Land

- 6.11.1** The Desk Study and Ground Investigation Report (GEA, May 2009) submitted by the applicant has highlighted elevated concentrations of lead in the north and west areas of the site that will require attention as part of the development. The southern area of the site (currently the site of the former petrol station) is yet to be investigated. Investigations of this part of the site should be commenced as soon as possible and the results submitted to the Council for approval.
- 6.11.2A** full scheme for decontamination will need to be agreed in writing prior to the remediation works commencing. Upon completion of the works a full verification

(closure) report will need to be submitted and approved before the planning condition could be discharged. It is recommended that this is secured by condition.

6.12 Refuse and Recycling

6.12.1 The application has been amended to ensure it complies with the Council's guidance on refuse and recycling storage. It is proposed that the 6 offices will need around 1000 Litres of useable waste storage space, based on the guidelines laid out in Camden's Waste Storage Requirements. This will equate to 3x 200 Litre 1 bag. Bins for general waste which will be permanently located in the refuse store. 1no. 55 Litre recycle box will be provided in each office which will be located in the tea-point areas. The recycling boxes will be taken to the refuse store on collection days by the tenants.

6.12.2 The restaurant will need around 300 Litres (equivalent to 4 bags) of useable waste storage space, based on the guidelines laid out in Camden's Waste Storage Requirements. This will equate to 1x 660 Litre Eurobin for general waste with 3x Crates and 2x 55 Litre boxes for recycling. The proposed refuse and recycling storage is considered to be in accordance with Council guidelines. As this will be a commercial operation, should additional capacity be required then the occupiers of the property will be able to pay for additional collections.

6.12.3 The internal refuse and recycling storage which is located to the front of the property will ensure that disturbance to neighbours caused by the depositing of refuse/recycling in the bins will be minimised.

7. CONCLUSION

7.1 Planning Permission is recommended subject to a S106 Legal Agreement with the following heads of terms:

- The development at 2 - 8 Ridgmount Street and 6 Store Street shall not be occupied until the residential accommodation at 47-49 Gower Street is ready for occupation;
- Construction Management Plan;
- Workplace travel plan;
- Contribution for highways works;
- BREEAM post construction review;
- Post construction review to ensure CO2 reduction is achieved.

7.2 Conservation Area Consent and Listed Building Consent is recommended for approval subject to the conditions detailed below.

8. LEGAL COMMENTS

8.1 Members are referred to the note from the Legal Division at the start of the Agenda.