Delegated Report	Analysis sheet	Expiry Date:	17/12/2009
	N/A / attached	Consultation Expiry Date:	N/A

Officer	Application Number(s)
Elaine Quigley	2009/4704/P

Application Address	Drawing Numbers
6 - 10 Kirby Street, London, EC1N 8TS	See draft decision notice

PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature

Proposal(s)

Details of cycle parking and energy reduction and water plans pursuant to condition 3 and condition 4 of planning permission dated 19/05/09 (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).

Recommendation(s):	(i) Part refuse condition 3 (details of cycle parking)
	(ii) Part approve condition 4 (details of energy reduction and water plans)

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 received

CAAC/Local groups* comments: *Please Specify	None received

Site Description

The application site is located on the eastern side of Saffron Hill in close proximity to the junction with Greville Street. It comprises a 6 storey plus basement and lower ground floor level building that was refurbished in 2002. It is known as Saffron House and has an authorised use for office accommodation on all floors of the building (Class B1 use).

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 which are the subject of this planning application were previously occupied by Erinaceous Group for their administrative centre (Class B1 use). These floors have been vacant since June 2008.

Relevant History

19/05/2009 – Planning permission **granted** 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) (2009/0301/P).

Condition 3 - 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.

Condition 4 - No occupation of any part of the development that would operate within the D1 Use Class and that would involve operational refurbishment works shall take place until a comprehensive energy reduction plan and water plan has been submitted to and approved in writing by the Council. The development shall thereafter not proceed other than in complete accordance with all the measures as recommended in the approved plans which shall be retained for the purposes of the development.

Relevant policies

Replacement UDP 2006
T3 (Pedestrians and cycling), T7 (Off-street parking, city car clubs and city bike schemes); SD9C (Use of energy and resources); Appendix 6 (Parking Standards).

Camden Planning Guidance 2006

Assessment

Condition 3 – Cycle Parking

Condition 3 required the submission of details of cycle parking. It is proposed to use all of the lower and upper ground floor area as an educational use, totalling 2424sqm of D1 use. Some of this may revert back to a B1 use given the nature of the permission; however given that the lower and upper ground floor would be occupied by an educational use the proposal needs to meet the cycle parking requirements for D1 use.

UDP policy T3 requires development to sufficiently provide for the needs of cyclists, which includes cycle parking and UDP policy T7 states development must comply with Camden Parking standards. Camden's Parking Standards for cycles (Appendix 6 of the Unitary Development Plan), states that 1 storage or parking space is required per 250 sqm (or part thereof) for staff and the same again for visitors. The proposal is for 2424sqm of D1; therefore 10 cycle storage/parking spaces are required for staff and 10 for visitors totalling 20 cycle parking spaces.

The applicant has submitted a drawing showing the location of three existing areas within the upper ground floor level where there are currently three areas to secure bikes. The existing racks are designed as 'vertical' cycle racks i.e. the front wheel of the bike has to be lifted to be secured against the wall. It is proposed to retain one of these cycle rack areas that provide 5 cycle racks. The other areas would be reorganised to remove the existing hook and hang racks and provide 18 replacement racks of a similar design (10 racks in one area and 8 racks in the other).

The design of the proposed cycle storage area is not considered acceptable. Although good at saving space 'vertical' or 'hook and hang' parking systems do not allow bicycles to be sufficiently secured with bicycle locks, are awkward when hanging/lifting and removing bicycles due to their close proximity and, most importantly, discriminate against those less able to lift a bicycle up onto the hook/vertical position (the argument that is commonly used in favour of these systems is that only "fit" people cycle and so would be able to hang their bicycles on a hook. The Council consider this to be inaccurate as people who are a range of ages and abilities cycle within the borough. Whilst it is acknowledged that there is existing cycle parking of this type already in place; this parking cannot be credited against the required level of provision as it doesn't meet the Council's accessibility requirements.

There is sufficient space within the layout of the development to accommodate the required number of spaces (designed to the Council's specifications). The applicant will most likely want to conserve space, so the Josta 2-tier style design should be considered in combination with the Sheffield type design which would be acceptable. In its current form condition 3 would not be discharged until 20 cycle parking spaces designed to meet Camden's design specifications are provided. An informative would be added to the decision notice advising the applicants of this.

Condition 4 – Submission of energy reduction and water plans

Condition 4 required a comprehensive energy and sustainability plan to be submitted to the Council. Due to the nature of the development, it was not possible to insist on a full BREEAM statement. The change of use of the lower and upper ground floor levels from existing office use to education use would require minimal physical internal works. Given the constraints of the site and the extent of the works proposed the options for the applicants to improve the energy efficiency of the building is limited.

The applicants have submitted a short appraisal which outlines some of the measures which should be possible given the constraints involved. It must be noted that the applicants are leasees and do not own or control the upper floors of the building. The measures include energy efficient water heaters, controlled lighting and power saving devices on IT equipment.

These measures are considered acceptable given the clear constrains associated with the site and the minimal internal works that would be associated with the change the use of the lower and upper ground floors of the building. This condition would be discharged.

Conclusion

Part refuse details relating to condition 3 for cycle parking and part approve details relating to energy reduction and water plans.