

<b>Delegated Report (Members Briefing)</b>		<b>Analysis sheet</b>		<b>Expiry Date:</b>		<b>27/03/2007</b>	
		N/A / attached		<b>Consultation Expiry Date:</b>		02/03/2007	
<b>Officer</b>				<b>Application Number(s)</b>			
Tom Webster				2007/0470/P			
<b>Application Address</b>				<b>Drawing Numbers</b>			
28-30 Theobalds Road London WC1X 8NX				04.01000 (SK) 014			
<b>PO 3/4</b>	<b>Area Team Signature</b>	<b>C&amp;UD</b>	<b>Authorised Officer Signature</b>				
<b>Proposal(s)</b>							
Details of layout of cycle storage at basement level pursuant to condition 7 of planning permission granted subject to a section 106 legal agreement dated 11th May 2006 (ref. 2006/0296/P) (for the change of use from office (B1) to restaurant (A3) use at part lower ground and ground floor levels, and 14x residential units (C3) at upper floors and basement; erection of a 6-storey rear extension including remodelling of rear elevation, roof extension to form an additional floor with roof terrace and installation of a new shopfront and entrance door).							
<b>Recommendation(s):</b>		<b>Approval</b>					
<b>Application Type:</b>		<b>Approval of Details</b>					
<b>Conditions or Reasons for Refusal:</b>		<b>Refer to Draft Decision Notice</b>					
<b>Informatives:</b>							
<b>Consultations</b>							
<b>Adjoining Occupiers:</b>	No. notified	<b>00</b>	No. of responses	<b>00</b>	No. of objections	<b>00</b>	
			No Electronic:				
<b>Summary of consultation responses:</b>	N/A						
<b>CAAC/Local groups* comments:</b> *Please Specify	N/A						

## Site Description

The property is a 5-storey building with a basement level located on the northern side of Theobald's Road. The 4<sup>th</sup> floor level appears as a mansard roof addition to the front. The 20<sup>th</sup> century building is not listed but it lies within Bloomsbury conservation area. The building was previously used by the London Borough of Camden as the Holborn District Housing Offices (Class B1) but it is currently vacant. There is a front and rear lightwell to the property. The rear lightwell extends some 4.2m into the rear yard and the ground floor level rear yard stretches another 4.6m to the rear boundary. The flat roof accommodates a lift motor room, water tank and plant enclosures. The rear elevation features a projecting rear wing, which extends from basement level to above roof level.

The building lies adjacent to the Holborn Library on the western side, and a Law Commission office building on the eastern side. The Raymond building and Gray's Inn Gardens are located opposite the site on the south side of Theobald's Road. Gray's Inn Gardens is in private ownership but open to the public for limited hours daily. Directly to the rear of the building is the rear gardens of residential buildings along John's Mews (western side) and offices buildings along John Street (eastern side). The surrounding area is characterised by a mixed use of commercial, office, food, drink and entertainment premises and residential.

The site is situated within the Bloomsbury Conservation Area, Central London Area and falls within the Strategic Viewing Corridor from Primrose Hill to St Paul's Cathedral, and the Background Consultation Area for the view from Greenwich Park to St Paul's Cathedral. Theobald's Road is a classified road running from east to west between Gray's Inn Road and Southampton Row. The area benefits from a high level of public transport accessibility; Chancery Lane, Farringdon and Holborn underground stations are in close proximity to the site and a number of bus routes runs along Theobald's Road.

## Relevant History

**2006/0296/P** -Change of use from office (B1) to restaurant (A3) use at part lower ground and ground floor levels, and 14x residential units (C3) at upper floors and basement; erection of a 6-storey rear extension including remodelling of rear elevation, roof extension to form an additional floor with roof terrace and installation of a new shopfront and entrance door –**Granted -11/05/2006**

## Relevant policies

Set out below are the UDP policies that the proposals have primarily been assessed against, together with officers' view as to whether or not each policy listed has been complied with. However it should be noted that recommendations are based on assessment of the proposals against the development plan taken as a whole together with other material considerations.

Adopted Unitary Development Plan 2006

**S1 Strategic policies**

**B1 General design principles**

**B3 Alterations and extensions**

**T1 Sustainable Transport**

**T3 Pedestrians and cycling**

**Appendix 6 Parking Standards**

Camden Planning Guidance 2006

**Cycle Parking and Storage**

## **Assessment**

This application seeks to discharge condition 7 of planning application 2006/0296/P, a condition which requires that the development shall not be occupied until a detailed layout of the cycle storage at basement level has been submitted and approved by the Council. Thereafter the area designated as cycle storage space shall be retained and used for no purpose other than for the storage of cycles of the occupiers of the development.

**The main issues to be considered here is the amount of cycle storage provided, their accessibility, and how secure they will be.**

Previously, planning permission (2006/0296P) was granted for the change of use from office (B1) to restaurant (A3) use at part lower ground and ground floor levels, and 14x residential units (C3) at upper floors and basement; erection of a 6-storey rear extension including remodelling of rear elevation, roof extension to form an additional floor with roof terrace and installation of a new shopfront and entrance door. As this permission contained the development of 14x residential units, then the applicants are required to provide a requisite amount of cycle storage; Appendix 6 'Parking Standards' (C3 Residential Development) of the Camden UDP 2006 recommends 1 storage space per unit, so in this instance 14 are required. Indeed, the case officers report for this previous application indicated that cycling storage is provided at basement level and is accessible through the internal staircase/lift and front lightwell. However, no details were provided regarding the number of cycle spaces, and accordingly, a condition was attached to ensure that a sufficient number of cycle spaces are provided within the area designated at basement level for cycle storage. The applicants have submitted a basement level plan that indicates that there will be 16 bicycle storage spaces available (2 more than what is required), and in a secure fashion: The bicycles will be suspended vertically from proprietary brackets mounted on the wall at varying heights. Although this is not an ideal design, the Council is of the opinion that there is sufficient space to accommodate different types of storage types, whilst never dropping below the required amount (14), and given that it is below the building at basement level, then security will not be an issue in this instance. This is considered to be acceptable.

## **Conclusion**

All of the requirements of condition 7 relating to planning application (2006/0296P) have been met, and it is recommended that the condition be discharged.

## **Disclaimer**

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