

<b>Delegated Report</b>		<b>Analysis sheet</b>		<b>Expiry Date:</b>		21/03/2007	
		N/A / attached		<b>Consultation Expiry Date:</b>		01/03/2007	
<b>Officer</b>				<b>Application Number(s)</b>			
Thomas Smith				2006/5811/P			
<b>Application Address</b>				<b>Drawing Numbers</b>			
174 Royal College Street London NW1 0SP				Site Location Plan LP1; SP1; SP5; Existing Floor Plan; Proposed Floor Plan			
<b>PO 3/4</b>	<b>Area Team Signature</b>	<b>C&amp;UD</b>	<b>Authorised Officer Signature</b>				
<b>Proposal(s)</b>							
Change of use from internet cafe (Class A1) to car hire business (sui generis) on ground floor.							
<b>Recommendation(s):</b>		Refuse					
<b>Application Type:</b>		Full Planning Permission					
<b>Conditions or Reasons for Refusal:</b>		Refer to Draft Decision Notice					
<b>Informatives:</b>							
<b>Consultations</b>							
<b>Adjoining Occupiers:</b>	No. notified	06	No. of responses	00	No. of objections	00	
			No. electronic	00			
<b>Summary of consultation responses:</b>		None					
<b>CAAC/Local groups* comments:</b> <small>*Please Specify</small>		None					

## Site Description

This application relates to the rear section of the ground floor of a terraced property on Royal College Street close to the junction with Camden Road. The site is located within a neighbourhood centre and Camden Broadway Conservation Area.

## Relevant History

None

## Relevant policies

SD6, R1, R2, R7, T2, T3, T9

## Assessment

### Proposal

This application proposes a change of use of 4sqm of the rear section of the ground floor from internet café (Class A1) to a car hire business (Sui Generis).

### Consideration

The loss of 4sqm of retail floorspace at the rear of the unit would not significantly impact on the viability of the retail unit or the character, function or viability of the wider centre. Therefore, it would not conflict with the general thrust of policies R1, R2 and R7.

However, no details have been given of how the car hire business would operate and no indication is given of the likely volume and timings of traffic associated with the business. In order to properly assess the highways implications of the proposal, far more information along the following lines would be required:

- How many trips are expected to be generated?
- How many drivers will be working for the business?
- How many drivers will be working at anyone time? (i.e. weekdays during the day, at night, weekends during the day and at night etc).
- Where will the drivers park/wait when not being hired?
- Where will the customers be picked up?
- How many customers will be picked up from the office, and exactly where on the local road network will this take place?
- How many jobs will be point-to-point hire?
- Where will customers wait? (a customer waiting area is shown on the submitted plans).
- Will there be facilities for drivers at the office (e.g. toilets, tea and coffee)?
- Will the drivers have CB radios and/or mobile phones for communication or will they need to return to the office to pick up details of the next job?
- Will the drivers be directly employed or subcontracted?
- Will drivers need to attend the office to collect wages etc?

It may also be necessary for an operational management plan to be required by S106 particularly given existing traffic conditions in and around the Royal College Street/Camden Road junction. In the absence of an operational methodology to enable proper assessment, it is considered likely that the proposal would result in an unacceptable increase in parking and waiting on Royal College Street and surrounding roads to the detriment of highway and pedestrian safety.

A letter will be sent with the decision notice advising the applicant to resubmit including information to address the above.

**Disclaimer**

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