

Delegated Report		Analysis sheet		Expiry Date:	28/08/2006
				Consultation Expiry Date:	01/08/2006
Officer			Application Number(s)		
Jenny Fisher			1. 2006/3041/P 2. 2006/3042/L		
Application Address			Drawing Numbers		
18 Ampton Street & 33 Frederick Street London WC1X 0LX					
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature		Date:
Proposal(s)					
1. Erection of cast iron bollards to enclose an area of hard standing along Ampton Place between 18 Ampton Street & 33 Frederick Street. 2. Works associated with the erection of cast iron bollards to enclose an area of hard standing along Ampton Place between 18 Ampton Street & 33 Frederick Street.					
Recommendation(s):		1. Refuse Planning permission 2. Refuse Listed Building Consent			
Application Type:		Full Planning Permission Listed Building Consent			

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice					
Informatives:						
Consultations						
Adjoining Occupiers:	No. notified	26	No. of responses	66	No. of objections	66
Summary of consultation responses:	<p>A petition has been submitted with 60 signatures all object to the scheme. The letter of objection points out that the houses are grade II listed and that it should be the responsibility of CHG and the Council to preserve the area for its historic value; bollards were never part of this. Ask that railings be re-instated, as was done by CHG at No. 3 Pakenham Street. Bollards will not prevent the current problems; the area is used as:</p> <ul style="list-style-type: none">• a public toilet for dogs and humans;• a sleeping area for rough sleepers;• an alcoholics meeting place;• a rubbish tip;• a picnic area <p>What is the point of the re-generation of Kings Cross/St. Pancras as a gateway to Europe, if the surrounding area is not maintained to the same standard?</p> <p>Note the CHC give the reason for erecting bollards is the prevention of illegal parking. Rare to see an illegally parked vehicle there. Bollards would not prevent daily occurrences; (list as above, public toilet etc.)</p> <p>Provide photo of railings corner of Pakenham St./Wren St.</p> <p>Bollards will be unsightly and spoil the area. Should go back to the drawing board.</p> <p>One objected has been campaigning for the past 5 years for the replacement of railings. If a car does park on the area (approx. 1 every 3 months), a polite note on the windscreen and they don't come back. In hot weather tenants leave back door open, one objector was confronted by a burglar who had climbed over the wall. Concerned that bollards will encourage gangs of unruly teenagers to congregate adding to the security risk.</p> <p>Photos to show where the railings had been fitted in dwarf wall.</p>					
CAAC/Local groups* comments: <small>*Please Specify</small>	<p><u>The Georgian Group</u></p> <p>Strong objection for the impact the bollards would have on the appearance and character of the adjacent listed buildings, and on the wider Bloomsbury Conservation Area.</p> <p>The area in question is of great historic and architectural significance. The special interest recognised by the grade II listing. There is clear evidence that the area in question was surrounded by cast iron railings akin to those in front of terraced houses in both streets; the stone dwarf wall is retained, clearly showing where the railings were originally inset. To introduce the proposed bollards would be of severe detriment to the appearance and character of the setting of the related listed buildings, and to this part of the Bloomsbury Conservation Area.</p> <p>The Group suggest the only appropriate solution would be to reintroduce railings on this site, utilising the adjacent stretches of original railings as a pattern. Urge refusal.</p> <p><u>Bloomsbury CAAC</u> – No objection</p>					

Site Description

A strip of land running parallel with the pavement on the west side of Ampton Place that runs between Frederick Street and Ampton Street. Nos. 18 – 36 Ampton Street and 33 – 49 Frederick Street are grade 11 listed and form a residential terrace.

Located within the Bloomsbury Conservation Area.

Relevant History

None relevant

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.

SD1D; S1; S2; B1; B6; B7

Assessment

20 cast iron bollards would be installed along a 28m length of an area between the flank walls and gardens of Nos. 33 Frederick Street and 18 Ampton Street and the pavement.

The proposal would be contrary to policy B1. Para. 3.16 states that boundary features should be provided to a high standard.

Information submitted by the Georgian Group is noted. The Group points out that there is clear evidence that the area in question was surrounded by cast iron railings. Photos submitted by local residents, showing the position of railings still evident in the remaining dwarf wall, confirms this. The Council will not grant planning permission for development that it considers would cause harm to the setting of a listed building. It is considered that the introduction of bollards would be severely detrimental to the setting of related listed buildings contrary to B6.

The Council will only grant consent for development in conservation areas that preserves or enhances the special character or appearance of the area. The bollards would be an alien feature introduced in place of railings that were part of the original development of the terraces dating from 1823-26. As such it would harm the character and appearance of the conservation area contrary to B7.

Policy SD1D states that the Council will require development to incorporate design, which addresses personal safety. It is considered that the use of this strip of land as described by local residents would not be prohibited by the erection of bollards. It would prevent unlawful parking, however that does not appear to a major problem, unlike others raised by objectors.

Transport

Minimal impact on highway so raise no objection.

It is considered that bollards proposed would be historically inappropriate and would harm the setting of the listed buildings and character and appearance of the conservation area.

An informative is recommended advising the applicant that a more historical authentic design solution such as railings should be considered.

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