

12th May 2015

London Borough of Camden
Planning Department
5 Pancras Square
c/o Camden Town Hall
Judd Street
London
WC1H 9JE

Dear Sir / Madam

**TOWN AND COUNTRY PLANNING ACT 1990
WESTMINSTER KINGSWAY COLLEGE, KING'S CROSS CENTRE
211 GRAY'S INN ROAD, LONDON, WC1X 8RA**

We are instructed by Westminster Kingsway College to submit to you the enclosed planning application for:

“External works comprising the subdivision of the existing bike shelter to create a refuse and recycling storage area, smoking area and consequential reduction in cycle parking from 110 to 38 spaces; associated timber screening around the enclosure; extension of hardstanding on Sidmouth Street frontage; and installation of roller shutter door in rear elevation of infill extension in place of double doors.”

Accordingly, please find enclosed the following documents:

1. Plans prepared by Gibberd as follows:
 - (PA) 100 P1 Red Line Site Plan
 - (PA) 101 P1 Existing Arrangement
 - (PA) 102 P1 Proposed Arrangement
 - (PA) 103 P1 Existing Elevations Sidmouth Street
 - (PA) 104 P1 Existing Elevations Westking Place and Heathcotes Street
 - (PA) 105 P1 Proposed Elevations Sidmouth Street
 - (PA) 106 P1 Proposed Elevations Westking Place and Heathcote Street
 - (PA) 111 P1 Approved / Under Construction Ground Floor Plan
 - (PA) 112 P1 Approved Under Construction Westking Elevation
 - (PA) 113 P1 Approved Under Construction Section AA
 - (PA) 114 P1 Proposed Ground Floor Plan

- (PA) 115 P1 Proposed Westking Elevation
 - (PA) 116 P1 Proposed Section AA
2. Noise statement prepared by Cole Jarman
 3. Cheque for the sum of £390 made payable to the London Borough of Camden

In essence, the proposals comprise a rearrangement and rationalisation of existing activities within the area to the rear of the College. The components of the scheme are described below.

(i) Refuse and recycling store

It is proposed to create a contained bin storage area within the cycle shelter. As shown on the submitted elevations, the area would be screened with timber to restrict views in from neighbouring residential properties. A service access gate would be provided from Westking Place into the new refuse storage area.

Collection of refuse and recycling would be undertaken in the same manner and frequency as currently takes place. Service vehicles would access the storage area from Westking Place, entering from Sidmouth Street and exiting on to Heathcote Street. This arrangement would not lead to an increase in levels of activity or noise, as it represents a relocation of an existing activity.

Indeed, prior to the implementation of the infill scheme, which is currently under construction, bins were housed within the external area of the service yard and were visible from the upper floors of residential properties in Westking Place. The conversion of the enclosed cycle shelter to create a dedicated bin storage area, with associated timber surrounds and retained roof, would restrict views into the area.

Timber cladding, to match the proposed timber rainscreen cladding on the infill extension, will be inserted within the black railings on the western (Westking Place) and southern elevations of the bike shelter.

(ii) Smoking enclosure

It is proposed to convert the central part of the existing cycle shelter into a smoking enclosure.

Acoustic consultant Cole Jarman has assessed the noise implications of creating a smoking enclosure within the existing cycle storage enclosure and the findings are attached. Essentially, students are currently able to smoke anywhere within the external amenity space. The shelter would bring students some 5m closer to residential properties on Westking Place and may lead to a congregating of students in an area. However, mitigation is proposed in the form of timber screening around the enclosure and this would reduce any potential noise impact; as well as reducing the impact of smoke.

(iii) Reduction in cycle parking

In order to accommodate the changes outlined above, a reduction in cycle stands from 110 to 38 is proposed. The requirement for 110 cycle stands was imposed by TfL when planning consent was granted for the Kings Cross Centre in 2005.

The College has undertaken a survey to ascertain the extent to which the existing 110 cycle stands are utilised by students and staff. The predominant mode of travel for students and staff is public transport, reflecting the highly accessible location of the campus. Very few students cycle due to the lack of provision of dedicated cycle lanes.

The peak time for cycling is spring time (March/April), ahead of the commencement of exams at the beginning of May, (when students’ attendance reduces as they go on study leave). Usage of the cycle parking has therefore been monitored over a two week period commencing on 20th April until 6th May, with the following results:

Date	No. of bikes
21/04/2015	7
22/04/2015	9
23/04/2015	7
24/04/2015	5
25/04/2015	1
26/04/2015	1
27/04/2015	8
28/04/2015	7
29/04/2015	6
30/04/2015	7
01/05/2015	6
02/05/2015	0
03/05/2015	0
04/05/2015	0
05/05/2015	6
06/05/2015	4

Accordingly, it is clear that there is very little demand for cycle parking at the College and that a reduction in the amount of spaces available will not lead to a reduction in the number of students and staff using this mode of transport to access the College. It is clear therefore that the reduced provision of 38 spaces will meet the College’s needs.

(iv) Extension of amenity area

It is proposed to extend the current amenity area on the Sidmouth Street frontage. Low level shrubbery would be removed, but a boarder of soft landscaping and railings on the street frontage would be retained, together with the existing trees. Within the College’s

grounds a low wall and railings would be removed and the hardstanding would be extended using permeable tarmac.

The noise implications of extending the amenity space have been considered by Cole Jarman. The additional hardstanding would extend the usable amenity area by some 25% and could lead to an increase in usage of the area by students. An increase in student numbers by a similar level would equate to a noise level of only 1dBA. Normally an increase of 3dBA would be considered just perceptible. Consequently, the increase in the size of the amenity area would have an imperceptible impact on current noise levels.

(v) Roller shutter door

A roller shutter door is proposed in the rear elevation of the infill scheme in place of double doors proposed as part of that scheme, which is currently under construction. The roller shutter door will extend to 2080mm wide by 2185mm high and will be a similar size to the existing double doors.

The change is required due to the requirement to create a ramp within the service yard to overcome a change in levels between the external part of the service yard and the infill scheme. Essentially, a roller shutter door would require a shorter ramp as it would remove the necessity for a platform to accommodate the swing of the double doors. A roller shutter door is therefore preferable in operational terms as it would reduce the length of the ramp within the service yard and retain more circulation space.

In respect of potential noise issues, it should be noted that the roller shutter door would include thermal insulation in a double skin construction, which would have a sound dampening effect. This would avoid the clattering when being opened and closed associated with traditional single skin designs. The door would be mechanically operated and would not give rise to additional noise levels within the area.

Conclusions

In rationalising the use of the cycle area to accommodate the uses proposed, careful attention has been given to ensuring that the amenity of local residents is protected through appropriate screening.

The activities proposed will not lead to an increase in noise levels or disturbance to residents on Westking Place, having regard to the current use of the area. Servicing arrangements will operate as before and the proposed uses will not lead to an increase in traffic or levels of activity on Westking Place.

I trust the enclosed information provides you with sufficient information to consider the planning application, but should you require clarification on any matter, please do not hesitate to contact me.



Yours faithfully

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