

Aysegul Olcar-Chamberlin
London Borough of Camden
5 Pancras Square
London
N1C 4AG

24th April 2015

BY EMAIL

Dear Aysegul,

TOWN & COUNTRY PLANNING ACT 1990 [AS AMENDED]

DISCHARGE OF PLANNING CONDITIONS 1 – 19 TORRINGTON PLACE, WC1E 7HB

APPLICATION NUMBER - 2012/4608/P

Further to the grant of planning permission for “a temporary change of use to flexible office (B1) and education (D1) use for a period of up to 10 years or until UCL vacates the building, whichever is the sooner.” we write to enclose details pertaining to the pre-commencement conditions attached to the consent which need to be resolved. The relevant conditions which are being dealt as part of this correspondence are listed below.

Condition 6

Prior to commencement of the development, details of the location, design and method of waste storage and removal including recycled materials and collection times shall be submitted to and approved by the local planning authority in writing. The facility as approved shall be provided prior to the first occupation of any of the new units and permanently retained thereafter.

Reason: To ensure that sufficient provision for the storage and collection of waste has been made in accordance with the requirements of policies CS9 and CS18 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 of the London Borough of Camden Local Development Framework Development Policies.

Refuse collection is undertaken by a private company. UCL fleet vehicles collect from Torrington Place daily and transfer the waste to the main refuse and recycling collection points at both Mallet Place and Gower Place. This is then collected daily and taken off site. The collection times are not specific but are in-keeping with current collection procedures associated with the building. All collections are undertaken off road within the existing parking and servicing areas to the rear of the building.

Condition 7

Prior to commencement of the development, details of all servicing arrangements to the site including delivery and loading times to and from the site and a site plan showing the turning head and service bay with clearly marked out thermoplastic paint stating ‘No Parking’ shall be submitted and approved in writing by the Local Planning Authority. Servicing shall be carried out in accordance with the approved details.

Reason: In order to satisfactorily provide for the turning of vehicles within the site and in the interests of highways, pedestrian safety and residential amenity in accordance with Policy CS5 and CS11 of the London Borough of Camden Local Development Framework Core Strategy and Policy DP16, DP20 and DP26 of the London Borough of Camden Local Development Policies.

It is not clear how this condition has transpired given the servicing arrangements were detailed within the Transport Statement and at no point during scoping discussions or determination was a service bay with clearly marked out thermoplastic paint stating “No Parking” ever required or requested.

To reiterate the position again please consider the following which was accepted by the highway officer.

All servicing, including refuse is serviced off street. A manned entrance is provided off Torrington Place leading down to the servicing and parking areas which are split over two levels. Exit from the site is facilitated by a signal controlled arrangement back onto Torrington Place. This is controlled by the manned office located at the entrance. This will not change.

There will be a number of deliveries associated with UCL’s fleet in regard to transporting post and supplies etc between the departments and Office and General who are tasked with cleaning the building and moving refuse between the departments. Times are not specific but peak hours are avoided as and where possible. On an average week there would be up to 30 deliveries and/or collections from this site.

Table 1 shows the types of delivery currently being made to the site along with the frequency, typical time and typical vehicle type. This is a Monday to Saturday timetable.

Table 1 - Types of Delivery

Delivery Type	Frequency	Typical Vehicle Type	Vehicle Length	Typical Delivery Time	Typical Dwell Time
Postal Delivery	Daily x 1	Transit van	5.7m	10:00-16:00	5 minutes
Waste Collection	Daily (pass-by)	Transit Van	5.7m	11:00-13:00	10 minutes
UCL Internal stationery and post	Daily x 5	Luton Van	7.2m	10:00-16:00	5-10 minutes
General deliveries	Ad hoc	Various from M/C ,Car, Van to Luton Van	4.4m to 7.2m	10:00-16:00	5-10 minutes
Cleaning contractors	Weekly	Transit Van	5.7m	10:00-16:00	5-10 minutes
Maintenance contractors	Daily x 5 - 10	Transit Van	5.7m	10:00-16:00	5-10 minutes
UCL visitor parking	Daily x 5 - 8	Various from M/C ,Car, Van to Luton Van	4.4m to 7.2m	10:00-16:00	10-20 minutes
Courier	Daily x 5	Various from M/C ,Car, Van to Luton Van	4.4m to 7.2m	10:00-16:00	5-10 minutes

I would be grateful if you could confirm that the information above is sufficient for the London Borough of Camden to discharge the requirements of Conditions 6 and 7 in whole.

Should you have any queries regarding the enclosed, then please do not hesitate to contact me.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Fred Peters', with a small dot at the end.

Fred Peters
DIRECTOR