

Delegated Report		Analysis sheet	Expiry Date:	25/01/2016
		N/A / attached	Consultation Expiry Date:	
Officer		Application Number(s)		
Ian Gracie		2015/6679/P		
Application Address		Drawing Numbers		
Pavement outside Warren Court Euston Road London NW1 3AA		See Decision Notice		
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature	
Proposal(s)				
Erection of single storey structure with external seating for use as a cafe (Class A3) on pavement outside Warren Street Station.				
Recommendation(s):	Refused			
Application Type:	Full Planning Permission			

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice					
Informatives:						
Consultations						
Adjoining Occupiers:	No. notified	23	No. of responses	00	No. of objections	00
Summary of consultation responses:	<p>Site Notice: 15/01/2016 – 05/02/2016</p> <p>No consultation responses were received from members of the public.</p>					
Local groups comments:	<p><u>Transport for London</u></p> <p><i>“The application site is directly adjacent to Warren Street Station and has frontage to Euston Road, which forms part of the TfL Road Network (TLRN). TfL is generally concerned that this development will adversely impact upon pedestrian movement at Warren Street Station and in the vicinity. For this reason, TfL is not able to support the application at this stage. The applicant should provide information to demonstrate that the café will not adversely impact upon pedestrian movement.</i></p> <p><i>Should TfL withdraw it’s objection from the application in the future, there may be conditions relating to TfL’s building and works on the TLRN. Works on the TLRN would require a Section 278 agreement (Highways Act 1980). Furthermore at least 2 cycle parking spaces should be provided (1 long stay; 1 short stay).”</i></p>					

Site Description

The application site comprises a portion of the pedestrian sidewalk immediately adjacent to the entrance of Warren Street Underground station on the south side of Euston Road at the corner of the junction between Tottenham Court Road and Euston Road.

The site is a major thoroughfare for both pedestrian and vehicular traffic. The scale of the built environment surrounding the site is large scale. The site abuts a six storey building where the entrance to Warren Street Underground station is located. Immediately north of the site is Euston Tower, to the east is a five storey glass building whilst to the north-east is a part-seven part-nine storey glazed office building.

The site has a PTAL rating of 6b (Excellent), it is not located in a conservation area and nor is it located within the setting listed buildings.

Relevant History

8800210 – The erection of an additional fourth and fifth floor to provide extra warehouse space on the fourth floor and ancillary office and staffroom facilities on the fifth floor and external alterations to the front elevation as shown on drawing numbers 897/01-07. – **Grant Full or Outline Perm. With Condit. 18th August 1988.**

8800211 – The erection of an additional fourth and fifth floor to provide extra warehouse space on the fourth floor and ancillary office and staffroom facilities on the fifth floor and external alterations to the front elevation as shown on drawing numbers 897/01-07. – **Grant Full or Outline Perm. With Condit. 18th August 1988.**

9000035 – Approval of details: colour of the cladding panel pursuant to condition 01 of planning permission (Reg No. PL/8800210 and PL/8800211) dated 24th August 1988 (No Plans Submitted). – **Grant Appr. Of Details/Res. Matters 14th March 1990.**

2013/8136/P – Change of use of 2nd to 5th floors from offices (Use Class B1) to 7 x residential units (Use Class C3) with extension at roof level, alterations to front and rear fenestration and formation of a lightwell to the Warren Street elevation. – **Granted Subject to a Section 106 Legal Agreement 10 June 2014.**

Relevant policies

National Planning Policy Framework 2012

Paragraphs 56-66.

National Planning Practice Guidance

Design

London Plan 2015 Consolidated with Alterations Since 2011

Policies 6.1, 6.2, 6.10, 7.4, 7.5 and 7.6.

Camden LDF Core Strategy 2010

CS5 – Managing the impact of growth and development

CS11 – Promoting sustainable and efficient travel

CS14 – Promoting high quality places and conserving our heritage

Camden Development Policies 2010

DP16 – The transport implications of development

DP17 – Walking, cycling and public transport

DP21 – Development connecting to the highway network

DP24 – Securing high quality design

DP26 – Managing the impact of development on occupiers and neighbours

Camden Planning Guidance (2015)

CPG1 – Design

CPG6 – Amenity

CPG7 – Transport

Assessment

1. Proposal

1.1 The applicant seeks planning permission for:

“Erection of outdoor public space and eatery (Use Class A3)”

1.2 The proposal comprises the following elements:

- A structure that extends approximately 5m from the northern wall of 297 Euston Road. At its highest point the unit will be approximately 2.6m high and 6m wide;
- The unit will include a seating area to the east which will be located on the pavement;

2. Transport

2.1 Paragraph 35 of the National Planning Policy Framework states that developments should be located and designed where practical to give priority to pedestrian movements, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter, while considering the needs of people with disabilities by all modes of transport.

2.2 Policy 6.1 of the London Plan states that The Mayor will work with all relevant partners to encourage the closer integration of transport and development by promoting walking by ensuring an improved urban realm, while seeking to ensure that all parts of the public transport network can be used safely, easily and with dignity by all Londoners,

2.3 Policy 6.2 of the London Plan states that Boroughs and any other relevant partners must ensure the provision of sufficient land, suitably located, for the development of an expanded transport system to serve London’s needs by safeguarding in DPDs existing land used for transport or support functions unless alternative facilities are provided that enables existing transport operations to be maintained.

2.4 Policy 6.10 of the London Plan states that The Mayor will work with all relevant partners to bring about a significant increase in walking in London, by emphasizing the quality of the pedestrian and street environment, including the use of shared space principles, – promoting simplified streetscape, decluttering and access for all. It goes on to state that development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space by referring to Transport for London’s Pedestrian Design Guidance.

2.5 Policy 6.10 of the London Plan also states that The Mayor is also committed to a substantial increase in walking in London. To this end, the quality and safety of London’s pedestrian environment should be improved to make the experience of walking more pleasant. It goes on to state that walking issues should be addressed in development proposals, to ensure that walking is promoted and that street conditions, especially safety/ security and accessibility for disabled people, are enhanced. Walking networks and facilities in and around all new developments should be direct, safe, attractive, accessible and enjoyable.

2.6 Policy 7.5 of the London Plan states that landscape treatment, street furniture and infrastructure should be of the highest quality, have a clear purpose, maintain uncluttered spaces and should

contribute to the easy movement of people through the space.

- 2.7 Policy CS11 states that the Council will protect existing and proposed transport infrastructure (including routes for walking, cycling and public transport, interchange points, depots and storage facilities) against removal or severance.
- 2.8 Policy DP16 states that the Council will resist development that fails to assess and address any need for movements to, from and within the site, including links to existing transport networks.
- 2.9 Policy DP17 states that the Council will promote walking, cycling and public transport use. It goes on to state that development should make suitable provision for pedestrians.
- 2.10 Further to this, policy DP21 expects works affecting highways to avoid disruption to the highway network and its function. It also requires that such proposals avoid causing harm to highway safety or hindering pedestrian movement and avoid unnecessary street clutter. Paragraph 8.6 of CPG 7 provides further guidance on the matter and states that key considerations informing the design of streets and public spaces include avoiding street clutter and minimising the risk of pedestrian routes being obstructed or narrowed e.g. by pavement parking or by street furniture.
- 2.11 The proposal would locate a shipping container on the footway directly adjacent to 297 Euston Road. This footway forms part of the public highway. The proposed site is located directly adjacent to Warren Street Underground Station where pedestrian flows are significant throughout the day, particularly during peak periods. There are a number of problems with the proposal. Firstly, the shipping container would obstruct the existing pedestrian desire line between Euston Road and Tottenham Court Road. Secondly, it would most probably obstruct access to the adjacent property as there are doors on the Euston Road frontage. Thirdly, the presence of telecommunications cabinets in the footway would most probably prevent the shipping container from being located where proposed.
- 2.12 As such, it is considered that the proposal as submitted would be contrary to Camden Development Policy DP21 for the following reasons:
 1. It would cause disruption to the highway network and its function;
 2. It would fail to address the needs of wheelchair users and other people with mobility difficulties, people with sight impairments, children, elderly people and other vulnerable users;
 3. It would cause harm to highway safety while obstructing or hinder pedestrian movement;
 4. It would create unnecessary street clutter.
 5. It would fail to contribute to the creation of a high quality street and public space. Indeed, it would have a negative and detrimental impact on the streetscape.

3. Design

- 3.1 Paragraph 61 of the NPPF states that planning decisions should address the connection between people and places and the integration of new development into the natural, built and historic environment.
- 3.2 Further to this, London Plan policy 7.4 states that development should have regard to the form, function and structure of an area, place or street and the scale mass and orientation of surrounding buildings. Buildings should also have regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass. Camden policy DP24 requires all development to be of the highest standards of design.
 - 1.1 The prevailing character of the surrounding built environment, as noted above, is one of being a major thoroughfare for both pedestrian and vehicular movement. It is considered that the introduction of a standalone unit on the high street is an inappropriate site for a structure that will take up quite a large area of paving on a busy unobstructed junction that currently benefits from having clear vistas through the site. Due to the prominence of the proposal's siting, it is

considered that the proposed development would lead to a creation of street clutter which would degrade the visual amenity of the area.

- 1.2 It is therefore considered that the proposed development is contrary to policy CS14 and DP24 of Camden's Local Development Framework.

2. Conclusion

- 2.1 It is considered that the introduction of a standalone restaurant unit in the proposed location will disrupt the highway network and its function by virtue of hindering pedestrian movement, creating unnecessary street clutter, and failing to contribute to the creation of a high quality street and public space.
- 2.2 The proposed unit would be out of character with the surrounding environment and is considered an inappropriate addition to the streetscape.

3. Recommendation

- 3.1 Refuse planning permission.