

Delegated Report		Analysis sheet		Expiry Date:		29/06/2017	
		N/A / attached		Consultation Expiry Date:		25/05/2017	
Officer				Application Number(s)			
Gideon Whittingham				2017/1501/P			
Application Address				Drawing Numbers			
Former 64 Lincoln's Inn Fields London WC2A 3JX				Refer to Decision Notice			
PO 3/4		Area Team Signature		C&UD		Authorised Officer Signature	
Proposal(s)							
Variation of condition 5 (Cycle storage) of planning permission 2013/7434/P dated 23/01/2015 (Change of use from offices (B1a) to residential (C3) and partial demolition, alteration and extension to create 9 residential units).							
Recommendation(s):		Refuse					
Application Type:		Variation or Removal of Condition(s)					
Conditions or Reasons for Refusal:		Refer to Decision Notice					
Informatives:							
Consultations							
Adjoining Occupiers:		No. notified	00	No. of responses	00	No. of objections	00
				No. electronic	00		
Summary of consultation responses:		No objections received to date.					
CAAC/Local groups comments:		N/A					

Site Description

The application site is located on the west side of Lincoln's Inn Fields, close to the junction with Remnant Street and Gate Street.

The building now (as a result of ref: 2013/7434/P and 2013/7457/L) comprises 9 residential units.

The predominant character of the surrounding area is, like the application site, commercial in nature, and forms part of the Central London Area.

The application building is grade II* listed, located within the Bloomsbury Conservation Area, and is located within an Archaeological Priority Area.

Relevant History

2013/7434/P and 2013/7457/L: Change of use from offices (B1a) to residential (C3) and partial demolition, alteration and extension to create 9 residential units. Granted Planning permissions and Listed Building Consent subject to conditions a section 106 Legal Agreement. **23/01/2015**

2015/0989/P: Details of cycle storage and landscaping, as required by conditions 5 and 7 of Planning Permission ref 2013/7434/P (dated 23/01/2015) for the change of use from offices (B1a) to residential (C3) and partial demolition, alteration and extension to create 9 residential units. **07/04/2015**

Relevant policies

LDF Core Strategy and Development Policies

National Planning Policy Framework 2012

NPPG

The London Plan 2016

Mayor's Supplementary Planning Guidance

LDF Core Strategy and Development Policies 2010

LDF Core Strategy

CS11 Promoting sustainable and efficient travel

LDF Development Policies

DP17 Walking, cycling and public transport

Supplementary Planning Policies

Camden Planning Guidance

CPG 7 Transport - Chapter 9

Other documents

The emerging Local Plan is reaching the final stages of its public examination. Consultation on proposed modifications to the Submission Draft Local Plan began on 30 January and ends on 13 March 2017. The modifications have been proposed in response to Inspector's comments during the examination and seek to ensure that the Inspector can find the plan 'sound' subject to the modifications being made to the Plan. The Local Plan at this stage is a material consideration in decision making, but pending publication of the Inspector's report into the examination only has limited weight.

Local Plan Policies

T1 Prioritising walking, cycling and public transport

Assessment

1. Background

1.1 Planning permission was granted on 23/01/2015 for 'Change of use from offices (B1a) to residential (C3) and partial demolition, alteration and extension to create 9 residential units.' Condition No.5 stated (selective excerpt):

Before the development commences, details of secure and covered cycle storage area in the basement for 14 cycles shall be submitted to and approved by the local planning authority. The approved facility shall thereafter be provided in its entirety prior to the first occupation of any of the new units, and permanently retained thereafter.

Reason: To ensure the development provides adequate cycle parking facilities in accordance with the requirements of policy CS11 of the London Borough of Camden Local Development Framework Core Strategy and policy DP17 of the London Borough of Camden Local Development Framework Development Policies.

1.2 A subsequent approval of details application (ref: 2015/0989/P approved on 07/04/2015) proposed 14 cycle spaces located within the front vault, accessed via basement floor level and secured with Sheffield stands. The informative reason for granted said details stated (selective excerpt):

Condition 5:

The proposed cycle storage, by virtue of its size, provision of parking spaces and accessibility would meet the Council's cycle storage standards and therefore the submitted details are acceptable.

The details submitted do not relate to the external appearance of the building and would not have an impact on the appearance of the host building surrounding conservation area, or the amenity of adjoining occupiers.

No objections were received prior to making this decision. The site's planning history and relevant decisions were taken into account when coming to this decision.

As such, the proposed details are in general accordance with policy CS11 of the London Borough of Camden Local Development Framework Core Strategy, and policy DP17 of the London Borough of Camden Local Development Framework Development Policies. The proposed development also accords with policies 6.1, 6.9 and 6.13 of the London Plan 2011 (as amended 2015); and paragraphs 14, 17, 29-30 and 56 -66 of the National Planning Policy Framework.

2. Proposal

2.1 The application proposes the relocation of the 14 cycle storage spaces within an enclosed section of the basement floor level front vault and within an existing lightwell.

2.2 The enclosed vault would feature 8 stands affixed to the floor, whilst the northernmost lightwell would store 2 stands affixed to the floor and 1 vertical stand affixed to the flank wall.

3. Assessment

3.1 Cycle parking should be provided off-street, within the boundary of the site. Alongside policies CS11 (Promoting sustainable and efficient travel) DP17 (Walking, cycling and public transport) of the LDF and Policy T1 (Prioritising walking, cycling and public transport) of the Local Plan; Camden Planning Guidance 7 (Transport), provides guidance on meeting cycle parking standards in an effective way, so that cycle parking is convenient and secure, and users of a development are more likely to use bicycles to travel to and from the site, specifically:

- Accessible (in that everyone that uses a bike can easily store and remove a bike from the cycle parking). All cycle parking, including all parts of the parked cycles, should be clear of routes

needed for pedestrian movement.

- Secure (in that both wheels and the frame can easily be locked to the stand). Security is a critical concern in the location, design, enclosure and surveillance of all cycle parking.

3.2 The Council recommends the use of either “Camden” or Sheffield for the provision of off-street cycle parking, as they meet the Council’s requirements in terms of accessibility and security, provided they are laid out correctly:

- The “Camden” stand is a new form of Sheffield Stand, which is now used for all new cycle parking installed on Camden’s public highway, in the shape of a rounded “M” rather than a simple loop. Developers are encouraged to use it in place of the Sheffield stand, although the Sheffield stand is still acceptable.
- The "Sheffield Stand" refers to a common design of cycle parking made from a tubular steel loop, approximately 50mm to 75mm in diameter, that is fixed to the ground (either bolted through a baseplate or set in concrete). Each Sheffield Stand can accommodate two bicycles, one either side, provided there is sufficient clearance next to the stand and sufficient circulation space so all cycle parking spaces can be accessed.
- Josta Two-tier Cycle Parking is generally able to accommodate approximately twice as many cycles per square meter of floor space as Sheffield stands. It also still meets the Council’s requirements for accessibility and security, but requires a ceiling height of at least 2500mm.

3.3 We are willing to consider other forms of cycle parking, however you must meet our accessibility and security requirements, designs that require cycles be lifted into place or provide insufficient opportunity to lock the cycle will not be acceptable.

3.4 In assessment of the cycle stands depicted on the submitted drawing, for which no technical specifications have been provided, by reason of its design, location and layout would fail to provide a secure, convenient and high quality facility for all types of bicycles.

3.5 The enclosed vault features 8 cycles – with 8 floor stands. No other details of the proposed bicycle stands have been provided. The layout as shown would not comply with the Council’s guidance on space for cycle stands. It is considered that the small space available would make it very difficult for occupiers to manoeuvre bikes in and out of the vault, even with the steeply-angled type of rack proposed.

3.6 The northernmost lightwell would store 6 cycles – with 2 floor stands and 1 vertical stand attached to the boundary wall. Again, no other details of the proposed bicycle stands have been provided. The layout as shown would not comply with the Council’s guidance on space for cycle stands. In addition, the cycle stands would not be set within secure enclosures; it is important for bikes to be kept under cover, as bikes which are wet, or covered in frost or snow, are less likely to be used, and prolonged exposure to the elements would make it more difficult to maintain the bicycles in good order. It is considered that the small space available would make it very difficult for occupiers to manoeuvre bikes in and out of the lightwell; and the use vertical racks requiring that require cycles be lifted will not be acceptable.

3.7 Based on the submitted details and the comments received by the Council’s transport planner, it is considered that the submitted details are contrary to policy.

Recommendation: Refuse details.