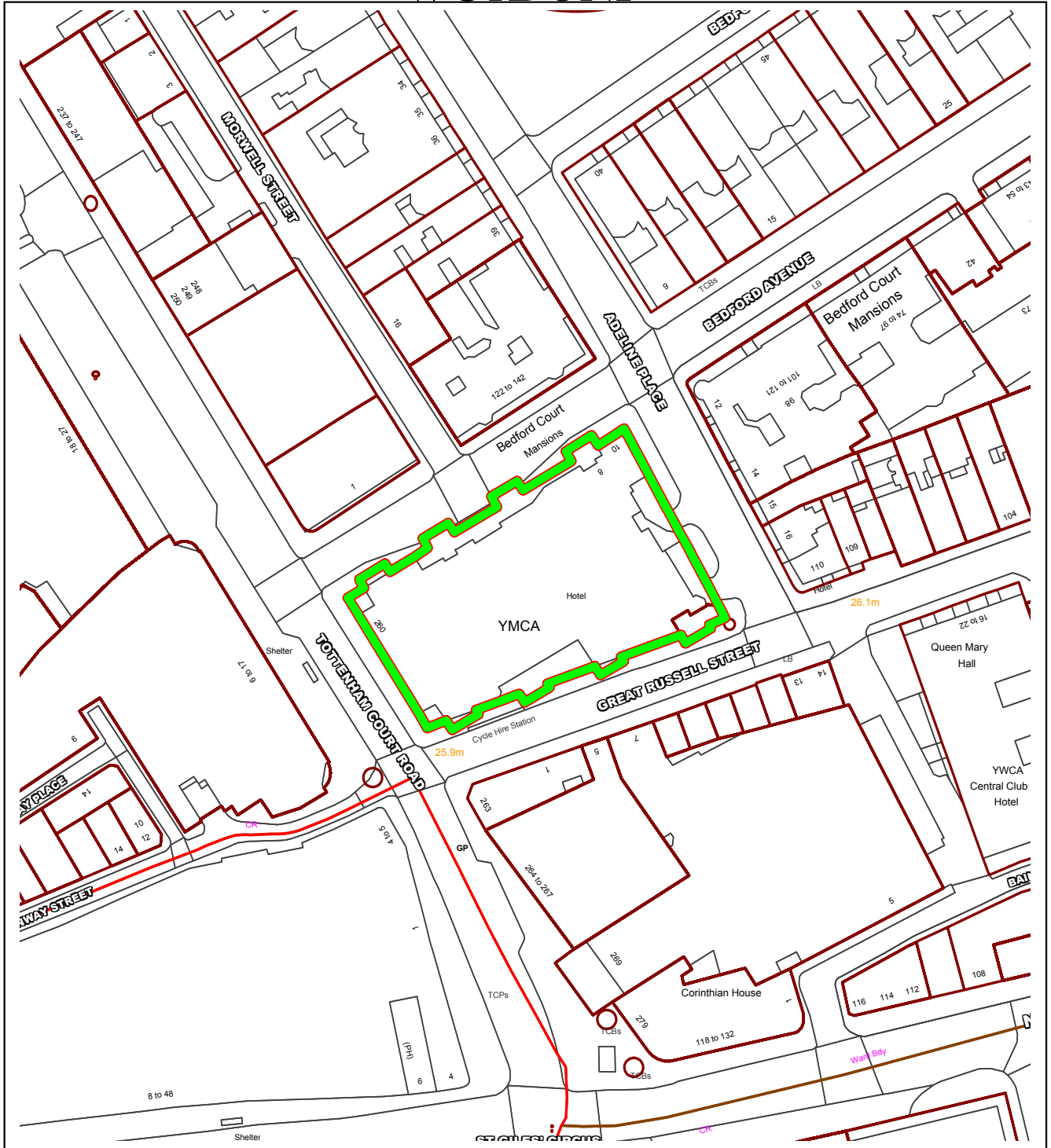


# 2019/0226/P – 112A Great Russell Street, WC1B 3NP



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**2019/0226/P – 112A Great Russell Street, WC1B 3NP**



1) Birds eye view of Great Russell Street and Adeline Place Elevations (vehicular entrance on to Adeline Place).



2) Entrance on Great Russell Street



3) Vehicular access points on Adeline Place

<b>Delegated Report</b>		<b>Analysis sheet</b>		<b>Expiry Date:</b>		<b>12/03/2019</b>	
<b>(Members Briefing)</b>		N/A		<b>Consultation Expiry Date:</b>		N/A	
<b>Officer</b>				<b>Application Number(s)</b>			
Ben Farrant				2019/0226/P			
<b>Application Address</b>				<b>Drawing Numbers</b>			
112A Great Russell Street London WC1B 3NP				Please refer to draft decision notice			
<b>PO 3/4</b>		<b>Area Team Signature</b>		<b>C&amp;UD</b>		<b>Authorised Officer Signature</b>	
<b>Proposal(s)</b>							
<p>Details of cycle storage (Condition 6) &amp; piling (Condition 7) of planning permission 2015/3605/P allowed at appeal ref: APP/X5210/W/16/3147078 dated 04/10/2016 for 'Change of use of part ground floor and basement levels -4 and -5 from Car Park (sui generis) to 166 bedroom hotel (Class C1), including alterations to openings, walls and fascia on ground floor elevations on Great Russell Street and Adeline Place'.</p>							
<b>Recommendation(s):</b>		Grant consent					
<b>Application Type:</b>		Details of condition					

<b>Conditions or Reasons for Refusal:</b>	<b>Refer to Draft Decision Notice</b>			
<b>Informatives:</b>				
<b>Consultations</b>				
<b>Adjoining Occupiers:</b>	No. of responses	<b>0</b>	No. of objections	<b>0</b>
<b>Summary of consultation responses:</b>	<p>As the application is for the approval of details on a previous planning consent, no statutory third party consultation is required.</p> <p>No third party comments were received.</p>			
<b>Bloomsbury Association</b>	<p>The Bloomsbury Association objected to this application on three occasions in letters dated 09/02/2019, 18/04/2019 &amp; 03/06/2019. The reasons for objection have been summarised here. Given the number and complexity of the concerns, each has been addressed with the Officer's response in italics directly below each point.</p> <p>Letter dated 09/02/2019 in response to plan nos. DMWR/A3/3233/PL-00300_Rev.P1, GRS-1103_Rev.P1 &amp; Cover Letter (Ref: 3042/AZ/LT20190115), (received 15/01/2019):</p> <ul style="list-style-type: none"> <li>Concerns are expressed regarding the level of detail provided for the materials condition (condition 5) which was originally submitted as part of the scheme to discharge conditions 6 and 7.</li> </ul> <p><i>Officer Response: Similar concerns were expressed from the case officer, and so condition 5 (materials) was subsequently removed from the application. This will be discharged at a later date. Given the time trigger of the condition imposed by the Inspector, details of materials in accordance with condition 5 must be submitted 'before the relevant part of the work is begun'.</i></p> <ul style="list-style-type: none"> <li>General concerns regarding the floorplan submitted with the discharge of condition 6 (cycle storage), which showed an altered arrangement from the application allowed at appeal. For example, the main stair and electricity substation were relocated on the most recent plans which could not be completed under an application to discharge conditions.</li> </ul> <p><i>Officer Response: Similar concerns were expressed from the case officer, and so the agent submitted an amended set of plans on 20/03/2019.</i></p> <ul style="list-style-type: none"> <li>Cycle storage provision is proposed in part on street, with subsequent ownership issues.</li> </ul> <p><i>Officer Response: Whilst matters of ownership are civil rather than planning matters, revisions were received internalising the cycle storage provision.</i></p>			

- The vehicle crossovers should be removed from the site, this should be repaved for pedestrian use.

*Officer Response: Later amendments show the removal of vehicular crossover.*

- As no piling is proposed, the Bloomsbury Association concurs that a piling method statement would not be required.

*Officer Response: Noted.*

Letter dated 18/04/2019 in response to amended plan no. 2897/P/11\_Rev.F, (received 20/03/2019):

- There appears to be insufficient space or headroom to accommodate the Josta two-tier racks in accordance with CPG7 Annex 1 and the manufacturer's space requirements. Nor does minimum clear access space to the front of the racks appear to have been provided. The space allocated for staff cycle parking appears insufficient for the number of proposed cycles.

*Officer Response: CPG7 has been superseded by CPG Transport (March 2019), and so the latter document is now being referred to instead. The Council's preference is for single-tier Sheffield stands, and so the plans were amended to reflect this.*

- The Josta two-tier racks appear to be obstructing the proposed air intake to hotel ventilation plant. An existing louvre, proposed to be retained and understood to serve the adjacent restaurant/bar use, is also obstructed.

*Officer Response: Condition 5 controls the details of service ducts (amongst other matters), but does not require discharging until immediately before such service ducts are installed. As such, this element is considered to be acceptable subject to the submission of further details (i.e. to discharge condition 5) at a later date.*

- The use of the car park exit ramp to house 24 cycle parking spaces is not in compliance with the approved Hotel Management Plan (HMP) or Travel Plan (TP). The documents must be in accordance with one another as well as the approval at appeal.

*Officer Response: It is acknowledged that there are minor discrepancies between the cycle storage details and the approved TP. However the s106 is clear that the remit of the TP relates solely to 'management' measures', and Schedule 3 stipulates that the only cycle parking requirement is that it shall be 'secure and well-lit'. The applicant is willing to update the TP, and Officers will seek details of how the visitor spaces will be accessed and used by guests. Similarly the inconsistency with the approved HMP is acknowledged, however the HMP makes no reference to cycle storage provision. The agent has confirmed that the use of the*

*goods ramp would not be hindered by the cycle parking proposal. In any event, planning cannot seek to restrict how an occupier moves goods through a building (only to/from it).*

- Unclear from the plan whether the 10 cycle parking spaces proposed on Bedford Avenue are street level or on the ramp at basement level. If at basement level, it would not accord with cycle parking standards. If they are proposed at ground level, they would obstruct pedestrian movements.

*Officer Response: 10 parking spaces would be on the ramp. The plan has since been amended to provide the required 750mm clearance from the wall as set out in CPG Transport (March 2019).*

- The plans show ground floor ventilation ductwork and condensing units along the same section of the ramp as the proposed cycle parking. It is unclear how the two uses would coexist in terms of practicality, maintenance and space standards.

*Officer Response: The ducting detail (part of Condition 5) does not require discharging until prior to its installation. Further details would need to be submitted at a later date, but are satisfactory for the purposes of this application.*

- The plan shows a dedicated loading bay for the hotel; this was not allowed at appeal and has not been consulted on, nor is it shown on the HMP, TP or Servicing Management Plan (SMP).

*Officer Response: The SMP has been updated in accordance with the Inspector's described methodology at IR30-31 (i.e. stopping temporarily on the double yellow lines on Adeline Place). The applicant no longer intends to seek a delivery bay on Adeline Place. The cycle parking plan has since been amended for consistency.*

- The plan also shows the swept path of a vehicle entering the building via the former car park exit ramp. This is a further variation to the proposal granted by the Inspector on Appeal that did not include for any on-site parking. Indeed, as shown on the approved drawings, existing vehicle cross-overs are to be removed from Adeline Place.

*Officer Response: As before, the SMP has been updated in accordance with the Inspector's described methodology at IR30-31 (i.e. stopping temporarily on the double yellow lines on Adeline Place). The applicant no longer intends to seek a delivery bay on Adeline Place. The cycle parking plan has since been amended for consistency.*

Letter dated 03/06/2019 in response to plan no. 2897/P/11\_Rev.G, (received 17/05/2019):

- A Construction Community Working Group meeting was held on 24 April 2019, where the developer claimed the permission is

now being implemented. This is contrary to the 'pre-commencement' nature of the cycle storage condition.

*Officer Response: The enforcement team has been closely monitoring this site, and whilst preliminary works have been undertaken, this does not equate to the 'commencement of development'. The enforcement team will continue to monitor the situation, and reiterate the requirement of the developer to discharge pre-commencement conditions prior to the commencement of development. In any event, this has no material impact on the cycle storage details provided.*

- The cycle plan continues to be out of accordance with the HMP and SMP (specifically regarding the use of the internal ramps, and the position of the cycle stores on these ramps potentially hindering these movements).

*Officer Response: As above, it is acknowledged that there are minor discrepancies between the cycle storage details and the approved TP. However the s106 is clear that the remit of the TP relates solely to 'management' measures, and Schedule 3 stipulates that the only cycle parking requirement is that it shall be 'secure and well-lit'. Similarly the inconsistency with the approved HMP is acknowledged, however the HMP makes no reference to cycle storage provision. The agent has confirmed that the use of the goods ramp would not be hindered by the cycle parking proposal. In any event, planning cannot seek to restrict how an occupier moves goods through a building (only to/from it).*

- We note that ventilation plant and ductwork, essential for the safe occupation of below ground accommodation and much discussed at the appeal, has been entirely omitted from the amended drawing with no suggestion for where it will be relocated.

*Officer Response: As above, the ducting detail (part of Condition 5) does not need to be discharged until prior to its installation. Further details would need to be submitted at a later date, but are satisfactory for the purposes of this application.*

- CPG7 has now been superseded by Camden Planning Guidance: Transport. The proposal fails to meet Sections 8.19, 8.20, 8.21 and 8.40 of the Guidance. The layout of the Sheffield stands does not accord with the dimensional criteria given in the guidance and, where Camden's CPG is lacking, GLA guidance for situations where a row of stands is next to a physical obstruction, such as a wall or a vehicular path.

*Officer Response: Whilst it is acknowledged the proposal may not adhere to the above referenced dimensions, it is noted that this is not a regularly used route for motor vehicles. On balance, given the constraints of the site, and frequency of use of the ramp, this is considered not to warrant the refusal of this details application.*



- The clear zone between the cycle parking and servicing side of the ramp fail to meet the dimensional for access outlined in section 8.40 of CPG Transport and GLA guidance. If the arrangement is amended to allow an acceptable clearance at this point, it would reduce the clearance elsewhere. There is insufficient space for cycle parking and servicing movements.

*Officer Response: Similarly to above, whilst it is acknowledged the proposal may not adhere to the above referenced dimensions, it is noted that this is not a regularly used route for motor vehicles. On balance, given the constraints of the site, and frequency of use of the ramp, this is considered not to warrant the refusal of this details application.*

## Site Description

The site is occupied by a large detached 20th century brutalist building bound by Great Russell Street to the South, Adeline Place to the East, Bedford Avenue to the north and Tottenham Court Road to the west. It is within the Central Activities Zone (CAZ) as defined by the London Plan, and as such the surrounding area is characterised by a mix of uses including commercial, residential, cultural and leisure uses.

The upper floor of the building is the existing St.Giles Hotel which is accessed from Bedford Avenue and the YMCA which is accessed from Great Russell Street, adjacent to the pedestrian entrance to the car park (the subject of this application). The existing building is not listed, and the site is not located within a conservation area although the Bloomsbury Conservation area borders the site to the north, east, and south along Bedford Avenue, Adeline Place and Great Russell Street respectively. This section of Tottenham Court Road is a central London Frontage.

Planning permission to convert the underground car park into a hotel was initially refused at committee (ref: 2015/3605/P dated 04/02/2016), with 12 reasons for refusal, though reasons 3-12 could have been withdrawn with an adequate S106 agreement. The substantive reasons (reasons one and two) were on the grounds of standard of accommodation and impact on residential amenity. The refusal was appealed and subsequently allowed (ref: APP/X5210/W/16/3147078 dated 04/10/2016) subject to 13 conditions. This application proposes to discharge conditions 6 (cycle parking) and 7 (piling).

## Relevant Planning History

The site has a long planning history to convert the underground car park into a hotel. For clarity, only the most recent and applicable applications have been listed here:

**2015/3605/P** - Change of use of part ground floor and basement levels -4 and -5 from Car Park (sui generis) to 166 bedroom hotel (Class C1), including alterations to openings, walls and fascia on ground floor elevations on Great Russell Street and Adeline Place – **Refused 04/02/2016, appeal allowed ref: APP/X5210/W/16/3147078 dated 04/10/2016.**

**2019/1118/P** - Details of drainage strategy (Condition 10) of planning permission 2015/3605/P allowed at appeal ref: APP/X5210/W/16/3147078 dated 04/10/2016 for 'Change of use of part ground floor and basement levels -4 and -5 from Car Park (sui generis) to 166 bedroom hotel (Class C1), including alterations to openings, walls and fascia on ground floor elevations on Great Russell Street and Adeline Place' – **Currently under consideration.**

**2019/1289/P** - Installation of 3 x condenser units, at first floor level behind parapet adjacent to existing plant. 2 x to Great Russell Street and 1 x to Bedford Avenue, relocated from basement level (Retrospective) – **Currently under consideration.**

## Relevant policies

### Camden Local Development Framework Core Strategy (2010)

CS11 – Promoting sustainable and efficient travel

### Camden Development Framework Policies (2010)

DP17 – Walking, cycling and public transport

### Supplementary Planning Policies

CPG7 Transport (2015)

## The London Plan (2015)

## National Planning Policy Framework (2012)

### Assessment

#### 1. The proposal

1.1. This application seeks planning permission for the following works:

- Discharge of conditions 6 (cycle parking) and 7 (piling) of application 2015/3605/P allowed at appeal ref: APP/X5210/W/16/3147078 dated 04/10/2016.

#### 2. Revisions

2.1. A number of revisions were received during the course of this application to amend the cycle parking provision. The cycle parking in the final amended plan (2897/P/11\_Rev.G, (received 17/05/2019)) shows internal provision of cycle storage, sited primarily on the existing access ramp.

2.2. The piling aspect of this scheme has remained unchanged since the original submission. No piling is proposed.

2.3. The materials element has been removed since the original submission, and shall be assessed under a separate application at a later date (prior to the commencement of the relevant part of the works).

#### 3. Assessment

3.1. The agent has confirmed that no piling is proposed as part of the scheme. As such, further details of piling are not required. This element is considered to be acceptable for discharge.

3.2. Condition 6 states:

*Before the development commences, details for the provision of a minimum of 8 covered, secure and fully enclosed cycle storage/parking spaces for staff and 24 cycle parking spaces for visitors shall be submitted to and approved in writing by the local planning authority. The cycle parking facilities should be designed to Camden Council's design specifications as detailed in CPG7. The cycle parking facilities shall be provided as approved prior to the occupation of the development and shall thereafter be permanently retained as such.*

3.3. The agent has submitted details showing 32 sheltered and secure cycle storage spaces as required by condition 6 (8 staff and 24 visitor spaces). The spaces would all be internal, primarily set within the access ramp area. The proposal has been assessed by Transport Officers whom confirm on balance acceptability of the scheme.

3.4. The details are considered to be appropriate and in accordance with policies CS11 of the London Borough of Camden Local Development Framework Core Strategy and policies DP17 of the London Borough of Camden Local Development Framework Development Policies.

#### Recommendation:

Grant conditional planning permission

***The decision to refer an application to Planning Committee lies with the Director of Regeneration and Planning. Following the Members Briefing panel on Monday 24<sup>th</sup> June 2019, nominated members will advise whether they consider this application should be reported to the Planning Committee. For further information, please go to [www.camden.gov.uk](http://www.camden.gov.uk) and search for 'Members Briefing'.***

Application ref: 2019/0226/P  
Contact: Ben Farrant  
Tel: 020 7974 6253  
Date: 14 June 2019

**Development Management**  
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MRPP  
21 Buckingham Street  
London  
WC2N 6EF

# DRAFT

Dear Sir/Madam

## DECISION

Town and Country Planning Act 1990 (as amended)

### Approval of Details Granted

Address:

**112A Great Russell Street**  
**London**  
**WC1B 3NP**

Proposal: Details of cycle storage (Condition 6) & piling (Condition 7) of planning permission 2015/3605/P allowed at appeal ref: APP/X5210/W/16/3147078 dated 04/10/2016 for 'Change of use of part ground floor and basement levels -4 and -5 from Car Park (sui generis) to 166 bedroom hotel (Class C1), including alterations to openings, walls and fascia on ground floor elevations on Great Russell Street and Adeline Place'.

Drawing Nos: 2897/P/11\_Rev.G received 17/05/2019.

Informative(s):

- 1 You are reminded that conditions 3 (air quality report), 5 (materials), 9 (acoustic report), 10 (drainage strategy), & 12 (electrical plant) of planning permission 2015/3605/P allowed at appeal ref: APP/X5210/W/16/3147078 dated 04/10/2016 are outstanding and require details to be submitted and approved.

In dealing with the application, the Council has sought to work with the applicant in a positive and proactive way in accordance with paragraph 38 of the National Planning Policy Framework 2019.

You can find advice about your rights of appeal at:

<http://www.planningportal.gov.uk/planning/appeals/guidance/guidancecontent>

Yours faithfully

Director of Regeneration and Planning

**DRAFT**

**DECISION**