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FAO Jonathan McClue

21st November 2022

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Dear Jonathan

101 Camley Street, London
Application pursuant to Section 96a of the Town and Country Planning Act for a non-material amendment to permission 2018/3682/P

This application is submitted pursuant to Section 96a of the Town and Country Planning Act for a non-material amendment to the approved layout of the basement and lower ground floors at 101 Camley Street to accommodate additional cycle parking and associated facilities and a gym for residential occupiers.

The application also proposes a non-material amendment to the wording of Condition 7 of permission 2018/3683/P to amend the timing of completion of the landscaping works and the occupation trigger linked to this. It is noted that the principle of this amendment has already been considered by LB Camden and approved under 2020/5530/P, which was granted 2nd December 2020 pursuant to permission 2016/6311/P. The inclusion of this proposed amendment within this application seeks to maintain consistency and ensure that permission 2018/3683/P reflects the approved position on landscaping delivery.

This non-material amendment application is supported by the following documents:

- Drawings and Design and Access Statement (prepared by Hutchinson & Partners Ltd)
- Delivery and Servicing Plan Addendum (prepared by Markides Associates); and
- Car Parking Management Plan Addendum (prepared by Markides Associates)

Background

The site benefits from planning permission (ref: 2014/4385/P) for a mixed-use development ranging from 6-13 storeys comprising 2,220sqm of employment floorspace, 121 residential flats, the provision of a pedestrian footbridge with disabled access over the Regent's Canal and associated landscaping and public realm works. This permission has subsequently been varied under two section 73 applications (ref: 2016/6311/P and 2018/3682/P) which made slight variations to the approved plans.

Condition 10 of the original permission required the submission of full details of the location of the proposed 242 cycle parking spaces as follows:

“No part of the development shall be occupied until detailed plans and specifications of the cycle storage facilities for 242 cycle spaces for the residential units (33 accessible from core A and 209 accessible from cores B & C) and 24 employee spaces plus one visitor space for the business units, have been submitted to and approved by the local planning authority in writing, and the relevant details have been provided in complete accordance with such approval given. The approved details shall be permanently retained thereafter.”

This condition was discharged on 25th June 2020 (ref: 2020/1673/P) with basement and lower ground floor plans which showed the following cycle parking provision:

- 200 private cycle space at basement level in two tier stands;
- 34 affordable cycle space at basement level in two tier stands;
- 12 residential visitor cycle spaces at lower ground floor in two tier stands and one Sheffield stand;
- 24 office employment cycle spaces at lower ground floor in two tier stands and one Sheffield stand; and
- 10 commercial visitor cycle spaces at lower ground floor in two tier stands.

The total number of spaces permitted is 280.

Proposed Amendments

The Applicant seeks to amend the approved plans to allow the following revisions to the scheme:

- Introduction of new showers and changing facilities in the basement to serve the commercial occupiers and in particular to support cyclists;
- Increase in the number of cycle parking spaces;
- Introduction of a gymnasium into the basement to serve the residential occupiers;
- Relocation and re-provision of the consented cycle storage to accommodate these facilities, including the introduction of a separate cycle store and showers at lower ground floor level to serve the affordable commercial floorspace.

The proposed amendments are shown on the lower ground and basement plans and full details are set out within the submitted Design and Access Statement.

Cycle Parking

A total of 318 cycle parking spaces are proposed (including 12 folding cycle lockers). Of these spaces, 259 will be for residential occupiers and visitors and 59 will be for commercial occupiers. A range of cycle spaces are provided, with two tier racks, Sheffield stands, oversized spaces for larger cycles and cargo bikes and folding cycle lockers. A breakdown of the proposed provision is as follows:

- 243 residential cycle spaces at basement level;
- 16 residential visitor cycle spaces at lower ground floor;
- 37 commercial cycle spaces at basement and lower ground floor level;
- 10 commercial visitor cycle spaces at lower ground floor; and
- 12 folding cycle lockers at basement level.

Full details of the cycle parking specification and layout are set out in the Design and Access Statement and drawings.

Sections 03.01 and 03.02 of the Design and Access Statement demonstrate how the cycle parking spaces will be accessed. At lower ground floor there will be direct access at street level for the commercial and commercial visitor cycle spaces and the residential visitor cycle spaces. Access to the cycle parking within the basement will vary between users. Commercial users are able to use either the vehicle servicing lift (accessed directly from Granary Street) or the smaller lift accessed through the eastern commercial unit. Residential users are able to use the residential lift which is accessible through the residential visitor cycle store. Once they have parked their cycles, residential users can travel to the upper floors via either residential core, as both can be accessed from basement level.

Servicing and Car Parking

In order to accommodate the revised layout, minor changes are proposed to the servicing arrangements at basement level. A new turning area has been introduced which will result in the loss of two accessible parking bays. Full details of the servicing arrangements, including vehicle tracking, have been provided within the Delivery and Servicing Plan Addendum which is submitted with this application.

It is noted that the disabled parking provision in the consented scheme accorded with the policy requirements in the London Plan (2011) Policy 6.13: Parking (which was the policy context at the time the application was determined). These requirements have now changed. The New London Plan (2021) Policy T6.1(g) requires 3% of dwellings to be provided with one disabled parking bay per dwelling and requires applicants to demonstrate that an additional 7% of dwellings could be provided with one in future upon request. This means that under the current London Plan requirements, the scheme is required to provide four disabled parking bays. In this context, the existing provision of 13 bays is significantly overproviding. The loss of two of these bays is therefore considered to be acceptable as it would not result in an underprovision against current standards and any future demand for disabled parking bays will be managed through the Car Parking Management Plan which is submitted with this application.

Condition 7: Landscaping delivery

A non-material amendment is sought to amend the wording of Condition 7 as follows:

*All hard and soft landscaping works shall be carried out in accordance with the approved landscape details prior to **within six months of** first occupation of the residential units, or in the case of soft landscaping by not later than the end of the planting season following completion of the development. Any trees or areas of planting which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased, shall be replaced as soon as is reasonably possible and, in any case, by not later than the end of the following planting season, with others of similar size and species, unless the local planning authority gives written consent to any variation.*

The change sought is with regard the timing of completion of the landscaping works and the occupation trigger linked to this. This application seeks to allow the dwellings to be occupied for a period of six months following first occupation of the residential element of the scheme or by the end of the first planting season following completion of the development in terms of the completion of the landscaping works.

The reason for this amendment is to accommodate a historic delay to agreeing the design of the landscaping and the early external works programme. The amendment has previously been considered and approved by LB Camden under permission 2020/5530/P which was approved pursuant to 2016/6311/P (Section 73 permission which has now been superseded by 2018/3683/P). The decision notice for 2020/5530/P confirms that the proposed amendment is considered to be minor in the context of the original scheme and would not harm the amenities of nearby occupants or the design of the overall scheme.



This change to 2018/3683/P is proposed to ensure consistency and reflect the previously approved position on landscaping delivery.

Pre-application discussions

Extensive pre-application discussions have been held with both Planning Officers and the LBC Highways Team under PAA (ref: 2022/2795/PRE). The proposed amendments have been updated to address comments received about the servicing arrangements, to ensure that there is sufficient space for two delivery vehicles to manoeuvre should they arrive at the same time. LBC Highways have now confirmed that they are comfortable with the proposed servicing and cycle parking arrangements and the loss of accessible car parking spaces.

The amendment to Condition 7 has also been discussed with Officers.

As agreed with Officers through the pre-application discussions, the proposed changes are considered to be non-material and this application is submitted pursuant to Section 96a of the Town and Country Planning Act.

I trust that this application can be validated but if you have any queries or require further information please don't hesitate to contact me.

Yours sincerely



Mel Mantell
Associate
hgh Consulting