



ISLINGTON

Development Management Service
 Planning and Development Division
 Environment and Regeneration Department
 PO Box 333
 222 Upper Street
 LONDON N1 1YA

PLANNING COMMITTEE REPORT

ADDENDUM

PLANNING COMMITTEE		
Date:	24th February 2015	

Application number	P2014/0373/FUL
Application type	Full Planning Application
Ward	Clerkenwell
Listed building	Unlisted
Conservation area	Within the Roseberry Avenue Conservation Area
Development Plan Context	CS7: Bunhill and Clerkenwell Key Area Site Allocation BC 41 Finsbury Local Plan Policy BC8 Employment Priority Area (General) Central Activities Zone Archaeological Priority Area Local views of St Paul's Cathedral from Amwell Street, Archway Road and Archway Bridge Central Activities Zone (CAZ) Clerkenwell Green Conservation Area
Licensing Implications	A3 use permission sought for two ground floor and basement units.
Site Address	96 - 100 Clerkenwell Road, Islington, London, EC1M 5RJ
Proposal	Demolition of all existing structures onsite (forecourt shop, canopy and pumps) and the erection of a 8 storey building plus basement levels comprising of a 212 bedroom hotel (Class C1), 5 self contained residential units (facing onto and entrances onto St John's Square comprising of 4 x 3 beds & 1x 2 bed), the creation of 93 sq metres of office /workshop space (Class B1), 250 sq metres of flexible commercial floorspace (Retail A1 use & Restaurant A3 uses) with a new pedestrian access from Clerkenwell Road to St John's Square, cycle storage provision, landscaping and associated alterations.

Case Officer	Paul Conboy
Applicant	100 Clerkenwell Ltd
Agent	DPP One Ltd

1 RECOMMENDATION

The Committee is asked to resolve to **GRANT** planning permission:

1. subject to the conditions set out in Appendix 1 of the attached (Appendix 2) 16th December 2014 Planning Committee report (with amended wording to suggested conditions); and
2. conditional upon the prior completion of a Deed of Planning Obligation made under section 106 of the Town and Country Planning Act 1990 securing the heads of terms as set out in Appendix 1 of the attached (Appendix 2) 16th December Planning Committee report, plus the additional heads of terms set out at paragraph 5.5 of this report.

2 BACKGROUND

2.1 This application was presented to the Planning Committee on 16th December 2014 with an officers' recommendation for approval. The original committee report is appended to this report (Appendix 2). However, the Planning Committee resolved that consideration of the application be deferred to:

- enable the applicants to undertake more work on the servicing and traffic management plan

2.2 A copy of the agreed 16th December 2014 Planning Committee minutes are attached as Appendix 2 to this report.

2.3 As part of the Committee discussion, the following points were made, in relation to servicing and deliveries:

- Concerns were raised about the servicing arrangements and the management of vehicle movements in St John Square. Members were advised that a banksman would be employed to manage and monitor servicing and delivery vehicles entering and exiting the square and there would be a booking system for delivery and servicing vehicles.
- The applicant stated that if vehicles arrived outside of the agreed time, they could wait in a holding area in a street away from the square until an agreed time. The holding area suggestion should be explored further.
- There was concern raised regarding the cumulative impacts of servicing of St John's Square and whether this had been adequately assessed.
- Concern was raised about the impact there would be on maneuverability within the square if the turning head became blocked.
- The extant permission expired in March 2015.

- Taxis would stop at the Clerkenwell Road entrance of the hotel.
- The applicants stated that bookings would be restricted to a maximum of parties of ten to ensure coaches would not need to access the site.

2.4 For context / background purposes, the following site photos are provided:



View into St John's Square adjacent to "The Zetter Townhouse".



View towards the eastern section of the site where the proposed hotels' main delivery and servicing area is proposed.



View of eastern section of St Johns Square adjacent to the application site

3 CONSULTATION

Internal consultees

- 3.1 Transport Officer: noted and welcomes the additional information regarding the proposed servicing movements, turning points, further detail regarding the booking system and banksman. Welcome the empirical data provided and the 16 hour survey of the existing traffic movements within the Square to illustrate the existing capacity of the Square and the potential impacts of the development on the capacity of the Square as a whole. Officers once again consider that subject to the detailed delivery and servicing conditions, S106 controls, and the final agreed provision of a banksman and booking system for the proposed use that the impact of the development in highways terms can be mitigated and controlled to be acceptable.
- 3.2 Highways Officer: Notes the additional information submitted. Still raises concerns over the long term maintenance of the cobbled St John's Square with increased traffic movements as a result of the proposed use. The applicants have agreed to a £ 75,000 contribution to be secured within the draft S106 heads of terms to be paid prior to first occupation of the development. This contribution would form part of a specific St John's Square maintenance fund to allow ongoing repairs of the Square as required for a period of 5 years.

4 EVALUATION

- 4.1 The reason for deferral of this item was to '*enable the applicants to undertake more work on the servicing and traffic management plan*'.
- 4.2 In response to the discussion that took place and to help to address the resolution made at the Planning Committee in December, the applicant provided additional details and drawings on the following dates:

- 5th January 2015: An addendum "Transport and servicing report"
- 21st January 2015: A video which had been shot to confirm that a 7.5t vehicle can be turned within the highway in St Johns Square.

4.3 This information was reviewed by planning and transport planning officers and advice taken from highways officers. Further information was requested as a result of that review. In particular concerns were raised regarding the capacity of the Square. Officers advised the applicant:

"We consider the need to look at overall levels in the Square is important particularly in light of the fact that committee may remain concerned that while the western end could theoretically take the additional trips, you can't look at that western end in isolation and you need to look at servicing activity across the Square as a whole and whether it can cope with the cumulative impact of the proposed development here. Additionally, a 'back-up arrangement' would impact on the eastern side of the square, therefore the capacity of the square as a whole needs to be understood. Regardless of any spare capacity that may exist in the western section of the Square all vehicle movements into this space will go through the main part of the square and will impact the entire Square as a result. Attention and additional information needs to be given to the capacity of the western end, which may require additional survey work."

4.4 A further response was then received from the applicant on:

- 30th January 2015: St John's Square Survey Data Analysis and "Scott Schedule relating to comments outlined in Paul Conboy's email 29 January 2015 - 96-100 Clerkenwell Road, London

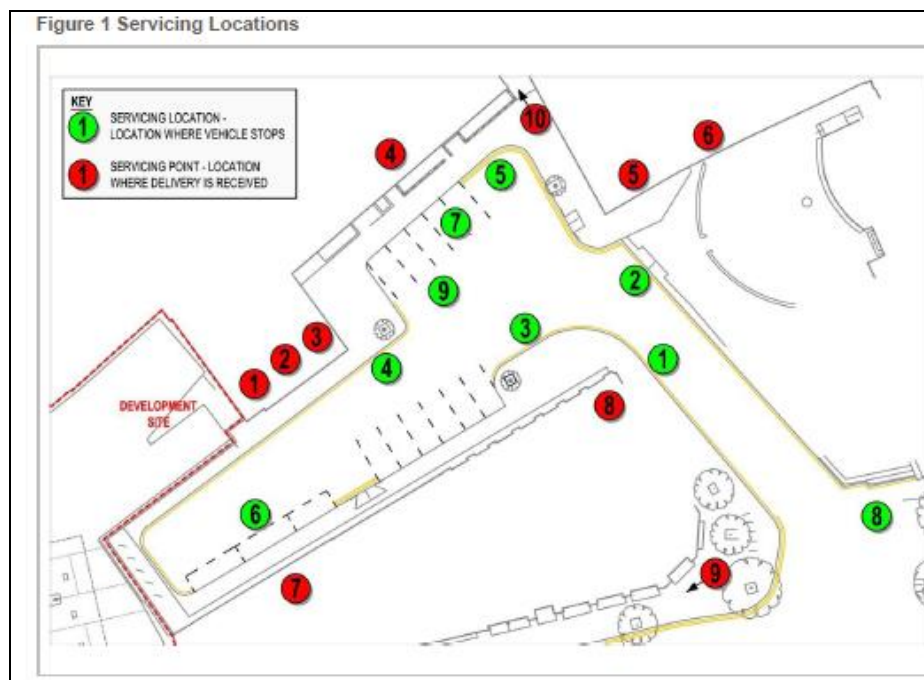
Review of Additional Information

4.5 Existing Highways Arrangements for the Square: The public highway in St. John's Square comprises a series of double and single yellow lines, in addition to 14 parking bays, including 9 for resident permit holders and 5 pay and display bays. Waiting on the single yellow lines is restricted for vehicles over 5 tonnes, between 18.30 and 08.00 hours, from Monday to Sunday. No kerb blips are present which indicates there are currently no restrictions to loading on the single and double yellow lines within St John's Square.

4.6 At all locations throughout St John's Square, the carriageway width (clear of on-street parking bays) allows for two large service vehicles to pass each other freely. Widths of the highway of range from 7.3 metres to 5.6 metres (as shown on Drawing ST15390-05); whereas 5.5 metres is recognised as being sufficient for two heavy goods vehicles to pass each other.

4.7 Video Survey: A video survey was undertaken to cover a 16 hour period (06:00 to 22:00), carried out by the applicants transport consultants on Tuesday 6 January 2015. All delivery and servicing trips within St John's Square were recorded and categorised by time period, duration of stay, vehicle type, type of goods, parking location and delivery location.

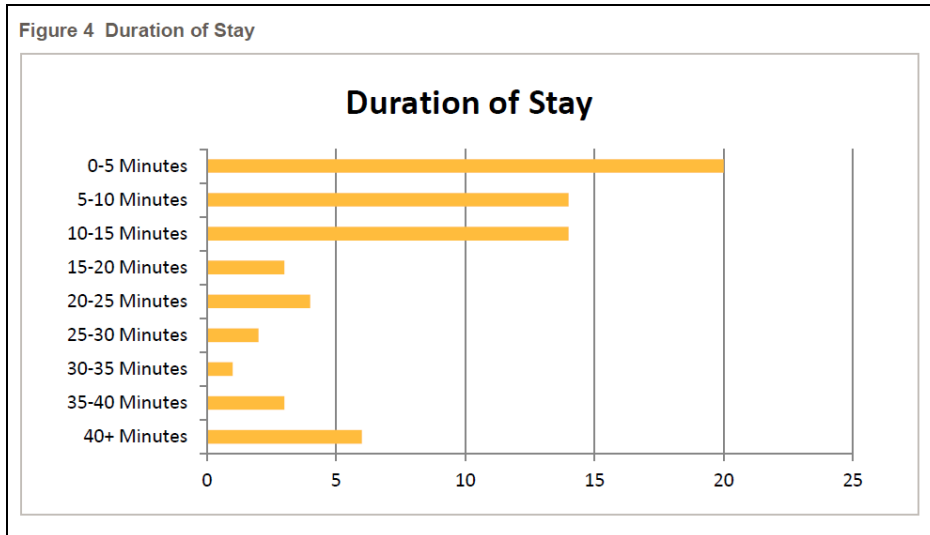
4.8 The plan below (Figure 1) shows a breakdown of the servicing locations (labelled green) and locations where deliveries were received within the Square (labelled red) during the 6 January survey:



4.9 The survey recorded 75 delivery vehicles, however 8 delivery trips were associated with the refurbishment of 'The Modern Pantry' and so were removed from the total. A similar establishment 'Motcombs Restaurant & Bar' (Belgravia) was used to estimate servicing for The Modern Pantry with a total of 12 servicing trips over a similar 16 hour period (surveyed in June 2014). Whilst 12 trips seems high, a range of between 8 and 12 trips could be considered reasonable, taking this approach could alter the total servicing vehicles within the Square to between 75 and 79 per typical day.

4.10 The video survey showed that 20 vehicles (27%) were parked on the single yellow line located outside No 54 St John's House, on the north side of the street, whilst 11 vehicles serviced from the double yellow line lines located outside the Zetter Townhouse on the north side of the street.

4.11 Average length of stay: The survey results showed that of the recorded delivery and servicing trips, 30% of vehicles were stopped for less than 5 minutes, 51% of vehicle for less than ten minutes and 72% for less than 15 minutes. There were 6 trips (9%) lasting over 40 minutes. The table below (Figure 4) illustrates the reasonably short duration of the majority of the trips undertaken within the Square during the survey period.

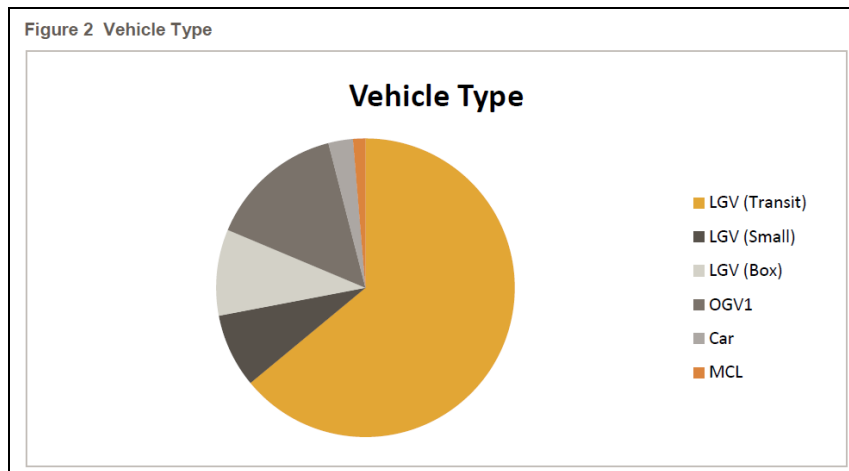


4.12 The table below demonstrates that in the majority of the surveyed time that the Square had adequate capacity for additional servicing to take place. When areas were in use for active deliveries and servicing these were on the whole for short periods of time and in nearly all cases the loading bays were not fully occupied and had spare capacity.

Table 1: Capacity of St John's Square Servicing Facilities

Servicing Area	Capacity (no. Vehicles)	Minutes occupied, by number of servicing vehicles				% Occupancy from 06:00-22:00			
		1 Vehicle	2 Vehicles	3 Vehicles	4 Vehicles	1 Vehicle	2 Vehicles	3 Vehicles	4 Vehicles
1 Single Yellow Line outside Zetter Hotel (west side of street)	3	88	0	0	-	9%	0%	0%	-
2 Single Yellow Line (east side of street)	4	102	15	0	0	11%	2%	0%	0%
3 Single Yellow Line outside Zetter Hotel (south side of street)	1	49	-	-	-	5%	-	-	-
5 Double Yellow Line outside the Zetter Townhouse (north side of street)	2	120	18	-	-	13%	2%	-	-
6 Double Yellow Line outside No. 57-59 (south side of street)	1	29	-	-	-	3%	-	-	-
8 Near Entrance to square	2	21	0	0	-	2%	0%	0%	-
9 In road in front of Pay and Display bays outside No. 51-52	1	12	0	0	-	1%	0%	0%	-

4.13 Vehicle Types: The results of the video survey (see figure 2 below) showed that a ford transit type Light Goods Vehicle (LGV) was the most common delivery vehicle being used to make 64% of the total surveyed deliveries. Of the remaining deliveries, 17% were made by other LGV's and 15% were made by Other Goods Vehicles (OGV).



- 4.14 **Proposed Servicing:** The applicant proposes a total (estimate) of 14 service vehicle trips to the Square between the hours of 08.00 and 20.00. The proposed developments' delivery and servicing area is proposed to take place from the single yellow lines outside No. 54 St John's House (north western most end of the Square). This servicing area measures 32 metres in length and has capacity for a total 4 light goods vehicles (LGVs) at any one time.
- 4.15 During the survey a total of twenty vehicles stopped in this location to service various properties around the Square. However, this servicing location (to be used by the development) was unoccupied for 58% of the time, occupied by one vehicle for 29% of the time and occupied by two vehicles for 13% of the time. During the survey the single yellow line area was never occupied by four vehicles (as in it was never 'full to capacity').
- 4.16 The introduction of 14 additional delivery and servicing movements within the Square would equate to an increase of between 15-16% from existing servicing levels within the Square. The initial result of the survey indicates that the Square is not overly congested and short periods of congestion are limited and can be adequately managed into the future.
- 4.17 The results also indicate that 70% of the existing servicing activity is undertaken at the eastern end of St John Square. It is important to note that the survey results indicated that 30% of all servicing within the Square is currently carried out from the proposed developments servicing location along the western section of the Square.
- 4.18 The survey results submitted only offer a specific snapshot in time of the traffic and servicing movements within the Square, with these movements inevitably changing form day to day and week to week. However it is considered that this information offers a reasonable indication of the existing servicing and delivery movements throughout the Square and should be given weight in the assessment of the potential delivery and servicing capacity and constraints within the Square.
- 4.19 In the unlikely event of obstructions preventing a reverse manoeuvre into the dropped kerb in the front of 57-59 St John Square, it is considered that the Banksman would ensure that reversing of vehicles take place safely.

4.20 The hotel's servicing would be managed with a detailed booking system and a banksman to ensure that only one vehicle services the site at any one time. Bearing in mind the survey results it is considered that there is adequate capacity within the Square as a whole to accommodate the delivery and servicing needs of the proposed development. The applicant has confirmed that:

"The banksman will be permanently stationed at the servicing access on St John's Square. They will assist with vehicles manoeuvring, particularly those carrying out reversing manoeuvres, to ensure that vehicles do not conflict with pedestrian and vehicle movements in the Square. In addition to this role, the banksman will act as 'goods-in manager', tasked with scheduling and organising deliveries to the Site via the booking system. All vehicles servicing the Site will be required to contact this member of staff to ensure that the time which they arrive does not conflict with other servicing movements to the Site."

4.21 The following paragraphs summarise additional queries put to the applicant since the deferral of the item from the December Committee and provides the applicant's response.

4.22 Coach parking on the Square: Officers sought clarification of the applicants previous statements that no coach parking would be needed for the hotel nor would the square be used for any coach movements. Details of how a coach would be accommodated should it arrive despite the statements made that no coaches would turn up were requested as a 'safety net' plan.

4.23 The applicants confirmed that if a coach were to arrive at the site, the driver would be informed by the concierge to park in the coach parking bay on Calthorpe Street located 0.5 miles away (ten minute walk) to the north west of the site. This would deter coaches from arriving at the Square.

4.24 An additional s106 head of term has been sought for inclusion in the S106 to ensure that no bookings of more than ten people are accepted by the hotel.

4.25 Servicing and deliveries: Officer's sought agreement to a servicing and delivery plan review, as was raised by Members during the discussion at Planning Committee on 16th December. It was requested that the Servicing and Delivery plan (to be approved via planning condition) be reviewed 6 months after first occupation of the hotel and again at 12 months after first occupation. This would enable the Council to ascertain if the approved strategy is working appropriately to safeguard the use / amenity of the square.

4.26 The applicant is happy to have such a review clause to be written into an approval. The most appropriate procedure to secure this, is to secure the provision of an 'Updated Servicing and Delivery Plan' as part of the s106 agreement at 6 months and at 12 months after first occupation of the hotel. This would include provisions to secure changes to the strategy if shortcomings are identified as part of either or both of those reviews. This provision is considered to act as a satisfactory safeguard to ensure that vehicle movements throughout the Square can be managed so as to minimise adverse impacts.

- 4.27 Refuse facilities: The applicant was asked to consider the possibility of relocating refuse collections to be undertaken from Clerkenwell Road, as a possible way of reducing the servicing impacts on the Square. The applicant responded that facilitating servicing, back of house activities and staff access from Clerkenwell Road would require a significant re-design of the development.
- 4.28 Providing refuse collection access from St. John's Square would not only be in line with other local businesses' arrangements, but would allow for refuse collection services to be shared between the proposed development and other businesses in the Square, reducing the overall impact of the scheme. Servicing of the Hotel from St Johns Square was also specifically welcomed by TFL. It is considered that adequate justification has been given in transport and townscape terms to justify the use of the Square for refuse collection movements related to the development. It is important to note that the extant permission and other commercial users in the Square have this same provision for refuse collection.
- 4.29 The applicants have confirmed that using a private contractor may facilitate the development to minimise the increase in servicing trips to the Square, by working with the operator of Zetter Hotels to try to agree the use of the same refuse collection contractor. Additionally, the Delivery Servicing Management Plan (secured within the s106) would further ensure that a refuse collection time which works for all businesses around the Square is agreed to minimize impacts on the Square.
- 4.30 Maintenance of the cobbled surface of St John's Square: Officers advised the applicants that the council were concerned to safeguard and ensure the long term maintenance of the Squares cobbles. It was noted that the proposed use would add additional traffic movements and pressure to the Squares surface which would require mitigation. The full estimated costs of repaving the entire Square with cobbles is approximately £336,000. The proposed servicing would result in an increase between 15 and 16% of servicing activity within the Square, and therefore the agreed contribution of £75,000 to be provided prior to the development being occupied, is considered to adequately mitigate the increased pressure, wear and tear and reduced lifespan of the Square's cobbles as a result of this proposal.
- 4.31 The applicants accepted the potential for increased activity and movements throughout the Square and accept the contribution of £75,000 is a fair and proportionate financial contribution based on the scale and impact of the proposed development. Consideration has been given to the likely impact of the proposed hotel and residential servicing introduced by this proposal and a financial contribution towards specifically mitigating the direct impacts from this scheme has been secured, in accordance with the NPPF.
- 4.32 In addition, the applicants confirmed that the development will positively impact on the Clerkenwell Road frontage of the site. Removing the two crossovers into the petrol filling station / car wash site will provide a continuous footway for pedestrians and improve the local area by assisting in delivering the Clerkenwell Road to Old Street Grid Cycle Route while

increasing the permeability and legibility of the Square through the proposed pedestrian passage linking Clerkenwell Road through the site to St John's Square. It is the view of officers that these constitute positive attributes that weigh in favour of the scheme.

- 4.33 S106 and Mitigation Measures As recorded in the minutes of the 16th December Planning Committee, Councillor Gantly proposed a motion to amend the Section 106 agreement to restrict bookings to a maximum of parties of ten. This was seconded by Councillor Klute and carried, as such this is proposed as an additional head of term to be included in any legal agreement.
- 4.34 Additionally, as a result of further discussions, a S106 contribution towards maintenance of the cobbled surface of the St John Square has been agreed with the applicant at £75,000.
- 4.35 It is proposed to include an additional head of term within the S106 to secure the Delivery and Servicing Plan within the s106 agreement to enable it to be reviewed at 6 and 12 months after first occupation of the hotel, including provisions to address any shortcomings identified as a result of one or other of the reviews.

5 SUMMARY AND CONCLUSION

Summary

- 5.1 Members had requested a deferral of the application to enable the applicants to undertake more work on the servicing and traffic management plan. To address these concerns, the applicant has undertaken a video survey of the service vehicle usage of the Square (on 5 January 2015) to ascertain a typical day in service vehicle attendance. The results of that survey indicate that the main location for the proposed servicing has capacity for 4 service vehicles to be accommodated. During the 16 hour survey period, the main service location was vacant 58% of the time, occupied by one vehicle 29% of the time and two vehicles 13% and three vehicles for 1% of the time. It was never occupied by four vehicles during the survey.
- 5.2 The survey results also showed that there was an adequate turning point located to the south of the proposed loading bays close to Spectrum House. The survey data also showed that on the day of the survey there were 79 delivery and servicing trips within the Square over a sixteen hour period. The survey results clearly showed the majority of these trips were by light goods vehicles and for the most part relatively short periods of time (**See Appendix 3**).
- 5.3 It is considered that the additional information provided by the applicants based on empirically collated data and surveys has demonstrated that there remains adequate loading areas adjacent to the site with a nearby turning point to allow the anticipated and required delivery and servicing facilities for the proposed development to be accommodated. The data has demonstrated that there is adequate existing capacity within the Square to accommodate the proposed developments delivery and servicing requirements. The

proposed cumulative impacts in terms of deliveries and servicing within the Square are considered to be acceptable and backed up by empirical evidence in this case which should be given considerable planning weight.

- 5.4 Detailed delivery and servicing plans (to be secured within the s106 agreement) in conjunction with a dedicated banksman for the proposed use, restriction of bookings of parties to a maximum of 10, detailed vehicle delivery booking system and financial contribution towards the long term maintenance of the Squares cobbled surface are considered to further mitigate any potential adverse impacts the proposed development may have on highways safety, servicing and delivery pressures, parking and movements throughout the Square as a whole.

Conclusion

- 5.5 It is recommended that planning permission be GRANTED subject to conditions and S106 legal agreement heads of terms for the reasons and details as set out in Appendix 1 - RECOMMENDATIONS of the original report presented to Planning Committee on the 16th December 2014 (attached as Appendix 2 to this report), with the following amendments:

Planning Conditions:

- Condition 13: 'Vehicular Facilities & Servicing and Delivery Management Plan' of the original recommendation to the 16th December Planning Committee, is recommended to be removed and those details secured as part of the s106 agreement, securing 'An Updated Servicing and Delivery Management Plan', (see above).

Additional s106 heads of terms:

- £75,000 financial contribution towards St John Square surfacing replacement / maintenance;
- Updated Delivery and Servicing Plan at 6 and 12 months after first occupation of the hotel. Review to include mechanisms to address any failures of the approved strategy that may be identified (as necessary); and
- Restriction on the number of group bookings for the hotel to maximum parties of ten.

APPENDIX 1 – 16th December 2014 Planning Committee Minutes

Agenda Item A6

London Borough of Islington

Planning Committee - 16 December 2014

Minutes of the meeting of the Planning Committee held at Council Chamber, Town Hall, Upper Street, N1 2UD on 16 December 2014 at 7.30 pm.

Present: Councillors: Klute (Vice-Chair), Chowdhury, Fletcher, Gantly, Kay, Nicholls and Poyser

Councillor Klute in the Chair

- 54** INTRODUCTIONS (Item A1)
Councillor Klute welcomed everyone to the meeting. Member of the Committee and officers introduced themselves.
- 55** APOLOGIES FOR ABSENCE (Item A2)
Apologies were received from Councillors Khan and Rupert Perry.
- 56** DECLARATIONS OF SUBSTITUTE MEMBERS (Item A3)
There were no substitute members.
- 57** DECLARATIONS OF INTEREST (Item A4)
None.
- 58** ORDER OF BUSINESS (Item A5)
The order of business would be B1, B3 and B2.
- 59** MINUTES OF PREVIOUS MEETING (Item A6)

RESOLVED:

That the minutes of the meeting held on 11 November 2014 be confirmed as an accurate record of proceedings and the Chair be authorised to sign them.

- 60** 351 CALEDONIAN ROAD AND GIFFORD STREET RAILWAY EMBANKMENT, LONDON, N1 1DW (Item B1)
Demolition of existing vacant two storey warehouse building. Redevelopment of site to provide 156 residential units, through erection of a four storey linear building (with five storey element to west end) adjacent to railway line; erection of five detached blocks (one x six-storey, three x five-storey and one x four storey buildings); erection of part one, part three storey building to Caledonian Road frontage – including a 41sqm A1/A2/A3 commercial unit at ground floor level; together with creation of an access road into the site from Caledonian Road, provision of wheelchair accessible car parking, comprehensive landscaping including provision of pedestrian access from Camoustie Drive, and associated ancillary development.

(Planning application number: P2014/0609/FUL)

An addendum report detailing independent viability review reports had been circulated, a copy of which would be interleaved with the agenda.

In the discussion the following points were made:

Planning Committee - 16 December 2014

- The development would result in a 5% loss in nature conservation land on the Site of Importance for Nature Conservation (SINC).
- Ongoing treatment had not eradicated the Japanese Knotweed on the site so several metres of earth would have to be dug out.
- Officers considered the heights of the buildings to be appropriate as they were not out of scale with nearby buildings.
- Objectors had concerns about the impact of the development on their TV signals.
- The development could not be gated as the Section 106 agreement required there to be 24 hour pedestrian access.
- The impact on daylight and sunlight to windows on Bunning Way and the overshadowing of gardens on Bunning Way had been assessed and overall fell within BRE guidance.
- The applicants confirmed they would agree to the Section 106 being amended to ensure there was no impact on TV reception to nearby residents.

Councillor Poyser proposed a motion to amend the Section 106 agreement to ensure there was no impact on TV reception to nearby residents. This was seconded by Councillor Klute and carried.

RESOLVED:

That planning permission be granted subject to the completion of a Deed of Planning Obligation made under section 106 of the Town and Country Planning Act 1990 securing the heads of terms as set out in Appendix 1 of the officer's report with the amendment outlined above, subject to any direction by the Mayor of London to refuse the application or for it to be called in for the determination by the Mayor of London and subject to the conditions and informatives in the officer's report.

61 **37-47 WHARF ROAD, LONDON, N1 7RJ (Item B2)**

Demolition of existing buildings and residential redevelopment of the site to provide 98 dwellings (18 x one bedroom, 50 x two bedroom, 24 x three bedroom and 6 x four bedroom units) in a part two, part eight storey building, together with cycle parking and amenity spaces.

(Planning application number: P2014/2131/FUL)

In the discussion the following points were made:

- The Daylight and Sunlight assessments did not verify whether the rooms were habitable or not so the results assumed the worst case scenario i.e. that all the rooms were habitable.
- The applicant confirmed that Family Mosaic charged social rents wherever possible and that units would initially be allocated according to 100% nominations from the council.
- 100% of the properties currently proposed to be social rented would remain as social rented properties for 30 years and the percentage could diminish after this time. This was standard wording in the contract to providers.

RESOLVED:

That planning permission be granted subject to the completion of a Deed of Planning Obligation made under Section 106 of the Town and Country Planning Act 1990 securing the heads of terms as set out in Appendix 1 of the officer's report and the conditions and informatives in the officer's report.

62 **96-100 CLERKENWELL ROAD, LONDON, EC1M 5RJ (Item B3)**

Planning Committee - 16 December 2014

Demolition of all existing structures onsite (forecourt shop, canopy and pumps) and the erection of an eight storey building plus basement levels comprising of a 212 bedroom hotel (Class C1), five self-contained residential units (facing onto and entrances onto St John's Square comprising of a 4 x three bedroom units and 1 x 2 bedroom unit), the creation of 93 square metres of office/workshop space (Class B1), 410 square metres of flexible commercial floorspace (Retail A1 use and restaurant A3 uses) with a new pedestrian access from Clerkenwell Road to St John's Square, cycle storage provision, landscaping and associated alterations.

(Planning application number: P2014/0373/FUL)

In the discussion the following points were made:

- Concerns were raised about the servicing arrangements and the management of vehicle movements in St John Square. Members were advised that a banksman would be employed to manage and monitor servicing and delivery vehicles entering and exiting the square and there would be a booking system for delivery and servicing vehicles.
- The applicant stated that if vehicles arrived outside of the agreed time, they could wait in a holding area in a street away from the square until an agreed time. The holding area suggestion should be explored further.
- There was concern raised regarding the cumulative impacts of servicing of St John's Square and whether this had been adequately assessed.
- Concern was raised about the impact there would be on manoeuvrability within the square if the turning head became blocked.
- The extant permission expired in March 2015.
- There would be an adverse impact on daylight and sunlight levels to some windows in Spectrum House. However daylight and sunlight levels were considered acceptable.
- Taxis would stop at the Clerkenwell Road entrance of the hotel.
- The applicants stated that bookings would be restricted to a maximum of parties of ten to ensure coaches would need to access the site.
- The applicants confirmed that the reason they were not using the extant permission was that the building had been marketed as an office for many years and there had been no success. They stated that the configuration of the building was more suited to a hotel than an office.

Councillor Gantly proposed a motion to amend the Section 106 agreement to restrict bookings to a maximum of parties of ten. This was seconded by Councillor Klute and carried.

Councillor Klute proposed a motion to defer the consideration of the application to enable the applicants to undertake more work on the servicing and traffic management plan. This was seconded by Councillor Poyser and carried.

RESOLVED:

That the consideration of the planning application be deferred to enable the applicants to undertake more work on the servicing and traffic management plan.

The meeting ended at 10.00 pm

CHAIR

APPENDIX 2 – Report to 16th December 2014 Planning Committee

APPENDIX 3: Submitted 96-100 Clerkenwell Road: St John's Square Survey Data Analysis by JMP dated 30th January 2015.