

LONDON BOROUGH OF TOWER HAMLETS

DEVELOPMENT COMMITTEE

15th September 2011 at 7.00 pm

UPDATE REPORT OF HEAD OF PLANNING AND BUILDING CONTROL

INDEX

Agenda item no	Reference no	Location	Proposal
7	NA	NA	Planning Applications for Decision
7.1	PA/10/2786	St David's Square, Westferry Road, E14	Erection of entrance gates to Westferry Road, Ferry Street and Thames Walkway together with associated walls to perimeter estate.
7.2	PA/09/2576 and PA/09/2577	British Prince Public House, 49 Bromley Street, London, E1 0NB	Works to a Listed Building and change of use from public house (Use Class A4) to retail (Use Class A1) on front ground floor and conversion of rear ground floor and first floor to form one x one bedroom flat and one x three bedroom flat.

Agenda Item number:	7.1
Reference number:	PA/10/2786
Location:	St David's Square, Westferry Road, London
Proposal:	Erection of entrance gates to Westferry Road, Ferry Street and Thames Walkway together with associated walls to perimeter of estate.

1.0 Summary

Further Information Received

1.1 Following publication of the original committee report, the applicants have submitted the following further information for consideration:

- Letter from Consort Property Management (dated 26th August 2011) regarding cycle parking provision and freeholder car parking spaces at the site;
- Letter from Consort Property Management (dated 26th August 2011) regarding proposed cycle parking provision on visitor parking bays and landscaped areas; and
- Letter from Countryside Communications Ltd regarding basement car park gates.

A summary of the representations received and the comments made are set out below.

Freeholder Car Parking Spaces

1.2 Following a suggestion by the Council and Crime Prevention Officer to locate secure cycle parking provision on the existing car parking spaces, the Management Company have responded by stating that:

- The parking bays are part of the various properties within the development for which lessees have paid a premium;
- The Freeholders and Management company hold no power to compel lessees to give up their spaces;
- It is ludicrous to ask lessees to donate spaces;
- Even if consideration was given to purchasing the necessary spaces, the costs would run into six figures.

(Officer Comment: This was not the only option presented to the applicants and their agent with regard to addressing the problems of preventing cycle theft at the application site.)

Visitor Car Parking Spaces and Landscaping Areas

1.3 Following a suggestion by the Council and Crime Prevention Officer to locate secure cycle parking provision on the existing car parking spaces, the Management Company have responded by stating that:

- 24 Visitor spaces serve the 484 units within the development;

- Spaces are used by visitors, delivery vehicles and contractors;
- Residents purchased their property on the understanding that the site had visitor parking spaces and communal gardens;
- Loss of parking spaces will reduce the facilities on site for which lessee's pay fee's/premiums;
- Communal gardens add to the aesthetics of the estate;
- Provision of cycle racks will detract from the overall look of the area; and
- Devaluation of the flats as a result of the proposed provision of cycle storage.

(Officer Comment: The application site comprises a significant area of land and a large number of visitor parking spaces. As suggested within the Planning Committee Report, it is possible for the applicants to consider proposals which involve a minimal loss of visitor parking and the suitable provision of cycle parking facilities within the ground level of the estate. It is considered that as cycle thefts are a key concern at the site, a suitable solution could be found without detriment to the appearance and function of the St David's Square estate.)

Basement car park gates.

- 1.4 It has been established by the applicants, following a review of CCTV footage, that cycle theft occurs by intruders following or 'tailgating' a car into the basement car park. This is where the cycle's are predominantly stored on upright cycle racks. The Crime Prevention Officer suggested that the speed of the car park gates was increased to prevent tailgating of vehicles into the car park.
- 1.5 A letter has been received from Countryside Communication, who are assumed to be the company which installed the gates, the letter states the following:
- The installed equipment will not allow the current speed of the gate automation to be increased;
 - The pause time [this is assumed to be to time lag before the gates begin to close] can be reduced which would increase the overall cycle of gate opening and closing;

(Officer comment: Reducing the pause time of the gates is encouraged to discourage intruders tailgating vehicles. It is however considered that the applicants look to finding a more appropriate solution to reduce the cycle thefts through the provision of secure cycle stands throughout the estate.)

2 RECOMMENDATION

- 2.1 All the information submitted has principally been raised and addressed within the scope of the committee report.
- 2.2 The Councils recommendation is unchanged.

Agenda Item number:	7.2
Reference number:	PA/09/02576 & PA/09/02577
Location:	British Prince Public House, 49 Bromley Street, London, E1 0NB
Proposal:	Works to a Listed Building and change of use from public house (Use Class A4) to retail (Use Class A1) on front ground floor and conversion of rear ground floor and first floor to form one x one bedroom flat and one x three bedroom flat.

1. CORRECTION

- 1.1 Paragraph 8.34 of the Officer's Report states "*Directly outside the property on Chudleigh Street the road is marked with a single yellow line. According to the Highway Code, a single yellow line means you may stop to load or unload (unless there are loading restrictions shown on signage) or while passengers board or alight. The signage shown at the location restricts stopping of trucks weighing 5 tonne or more and buses between the hours of 6:30pm to 8am. Therefore, during the day vehicles would be able to load and unload in this location.*"
- 1.2 Due to changes to introduce additional on street parking bays the single yellow line has been removed and changed to residents' parking bays.
- 1.3 A single yellow line is retained in front of the site on Bromley Street and it is considered that servicing can appropriately take place at this location.

2. RECOMMENDATION

- 2.1 The officer recommendation remains unchanged and planning permission should be GRANTED for the reasons outlined in Section 2 of the Officer's Report.