

Address:	70-86 Royal College Street London NW1 0TH		1
Application Number(s):	2020/0728/P	Officer: Patrick Marfleet	
Ward:	St Pancras and Somers Town		
Date Received:	13/02/2020		
Proposal: Demolition of existing buildings (Class B2) and erection of 5 storey building (plus rooftop pavilions/plant and basement) to provide a healthcare facility (mixed use Sui Generis).			
Drawing Numbers: 1485_00(00)001, 1485_00(00)002, 1485_00(00)100, 1485_00(00)101, 1485_00(00)102, 1485_00(00)130, 1485_00(00)161, 1485_00(00)162, 1485_00(00)165, 1485_00(00)011, 1485_00(00)011, 1485_00(00)198, 1485_00(00)199, 1485_00(00)199, 1485_00(00)200, 1485_00(00)201, 1485_00(00)202, 1485_00(00)203, 1485_00(00)204, 1485_00(00)205, 1485_00(00)206, 1485_00(00)230, 1485_00(00)231, 1485_00(00)232, 1485_00(00)260, 1485_00(00)261, 1485_00(00)262, 1485_00(00)265, 1485_00(00)270, 1485_00(00)271, 1485_00(00)272, 1485_00(00)273, 1485_00(00)274, 1485_00(00)275, 1485_00(00)276, 1485_00(00)277, 1485_00(00)300, 1485_00(00)301, 1485_00(00)160, 71435-CUR-00-XX-DR-TP-06007, 71435-CUR-00-XX-DR-TP-06006			
Background Papers and Supporting Documents: Ian Chalk Architects Design and Access Statement February 2020, Syntegra Air Quality Assessment dated January 2020, Arboricultural Impact Assessment CC/2217 AR4170, DP9 cover letter dated 10/02/2020, Point 2 Daylight and Sunlight Report dated January 2020, BDP Landscape Design and Access Statement dated January 2020, Syntegra Noise Impact Assessment dated February 2020, Sustainability Statement Rev B dated January 2020, DP9 Planning Statement Rev1 February 2020, Heritage Statement dated February 2020, RSK Basement Impact Assessment and Appendices dated April 2020, Ground Investigation Report (GIR) and Geotechnical / Geo-environmental Assessment 371944-01 (01) dated March 2020, Curtins Interim Travel Plan dated April 2020, Curtins Road Safety Audit dated April 2020, Curtins Delivery and Service Plan Rev 5 dated April 2020			
RECOMMENDATION SUMMARY: Grant conditional planning permission subject to a section 106 legal agreement			
Applicant:		Agent:	
Rocco Ventures Ltd		Luke Thrumble DP9 Ltd. 100 Pall Mall London SW1Y 5NQ	

ANALYSIS INFORMATION

Land Use Details:			
	Use Class	Use Description	Floorspace (GIA sqm)
Existing	B2 General industrial		644sqm
	Total		644sqm
Proposed	Mixed use (Sui Generis)		7377sqm
	Total		7377sqm

Parking Details:		
	Parking Spaces (General)	Parking Spaces (Disabled)
Existing	8	1
Proposed	0	2

OFFICERS' REPORT

Reason for Referral to Committee: Major development involving the construction of more than 10 new dwellings or more than 1000 sq. metres of non-residential floor-space [clause 3(i)]; and which is subject to the completion of a Section 106 legal agreement for matters which the Director of Regeneration and Planning does not have delegated authority.

EXECUTIVE SUMMARY:

The application site relates to a rectangular plot of land located on the eastern side of Royal College Street, close to the junction with Pratt Street. The site is occupied by a pair of two storey buildings which are currently vacant but were last in use as a tyre and vehicle repair depot (Class B2) with ancillary parking.

Planning permission is sought for the demolition of the existing buildings and erection of a six storey (plus two storey basement) building to provide a community health centre with intermediate care wards (mixed use Sui Generis). The main purpose of the centre is to provide a step down facility for patients that are recovering from acute illness but are not yet ready to return home. The intended tenant for the site is Central and North West London NHS Foundation Trust (CNWL), who are re-locating here from their existing site within the south wing of the nearby St. Pancras Hospital, where these services are currently provided. The re-location of CNWL from the south-wing to a more suitable site has been the subject of a feasibility study by the North Central London Clinical Commissioning Group (NCLCCG) to first ascertain whether the existing services could be provided elsewhere on the St. Pancras Hospital Site. However, following conclusion of the study it was decided that there was nowhere else on the St. Pancras site that could feasibly accommodate the south-wing services. Therefore, the proposed re-location of CNWL to the application site is fully supported by NCLCCG.

The proposal is considered acceptable in land use terms as it would provide a new and improved healthcare facility in the borough and would comply with a number of the Council's policy objectives. Officers therefore welcome the re-development of this currently under-used site and support the relocation of the existing healthcare facilities from St Pancras Hospital South Wing, which will release the site back to Camden and Islington NHS Foundation Trust and for it to be incorporated into the planned re-development proposals for the wider St Pancras Hospital site.

The proposal would result in a building of a much larger size and scale at the site, which will have an impact on the existing character and appearance of the area. However, it sits between the Golden Lion public house (an historic remnant of a former terrace of properties) and the Parcellforce site, which is identified as a potential future development site in the emerging Sites Allocation Plan. The overall size and design of the proposal is considered appropriate for the area and would be similar in height to the recently approved development at the St. Pancras Commercial Centre site immediately to the north (ref: 2019/4201/P). The proposal would also be in general accordance with the designations of the emerging Site Allocations Plan and Canalside to Camley Street SPD, which identify the existing plot of land as a site for re-development to provide a mix of uses.

The proposal has been through a lengthy pre-application process, including review by the independent DRP and is considered a high quality building that respects the local context. It is considered to be acceptable in terms of the key considerations, namely: the principle of development / land use; design; public open space / trees and landscaping; neighbouring amenity; transport; waste and recycling; energy and sustainability; nature conservation and biodiversity; flood risk and drainage; air quality and contaminated land.

The section 106 legal agreement will secure obligations to mitigate the impact of the proposal on neighbouring properties; the transport impacts of the scheme and sustainability impacts.

1 SITE

- 1.1 The application site relates to a rectangular plot of land located on the eastern side of Royal College Street, close to the junction with Pratt Street. The site is currently occupied by a pair of two storey buildings, which are linked by a smaller single storey building, with a forecourt and small parking area located to the front and side (south) of the building. The site is currently vacant but was most recently occupied by a tyre and vehicle service depot (Class B2).
- 1.2 The site is not located in a conservation area and does not contain any listed or locally listed buildings within its curtilage. However, the neighbouring Golden Lion Pub located immediately to the north of the site is included on the Council's local list of non-designated heritage assets, as is the terrace of residential properties directly facing the site (Nos. 101-135 Royal College Street). The closest listed buildings to the site are the Grade II properties at 75-99 Royal College Street which are located further down the street to the south of the application site. To the east, the site is bounded by the surface car park of the neighbouring Parcellforce warehouse depot.
- 1.3 The application site and adjoining Parcellforce site form part of the Council's emerging Site Allocations Plan, which was approved by cabinet in November 2019 and is currently out to consultation. In the draft plan, the site is allocated for a mixed-use development comprising employment floorspace and permanent self-contained homes. The site is also situated within the boundaries of the draft supplementary planning document *Canalside to Camley St*, which proposes a new quarter in St Pancras. The SPD envisages that the area will undergo significant transformation in terms of intensification of the mix of uses and the character and appearance of the area. Consultation on this document is planned to start later this year.

2 THE PROPOSAL

- 2.1 The current application is brought forward by Rocco Ventures Ltd, who are in advanced stages of negotiation with Central and North West London NHS Foundation Trust (CNWL) over their intended long-term occupation of the site.

- 2.2 Planning permission is sought for the demolition of the existing buildings at site and the erection of a five storey (plus recessed sixth storey and two storey basement) building to provide a community health centre with intermediate care wards (mixed use Sui Generis). The proposed development would provide rehabilitation services as well as intermediate care and accommodation for patients who are recovering from acute illness but are not yet ready to return home.
- 2.3 The proposed building occupies the whole site providing enclosure and activation of the street frontage to Royal College Street. The rear of the building has been designed as a secondary frontage in order to future proof the potential re development of the Parcel Force site in the medium to longer terms and the requirement for a north south route through the site, as set out in the Canalside and Camley St SPD and Site Allocations Plan. The building would be predominantly clad in light (white/off white) coloured materials including white bricks and glazed bricks to the front and rear elevations, along with metal cladding for the proposed planting areas on the front elevation and infill link extension to the neighbouring pub.
- 2.4 The proposed basement levels of the building would provide a number of ancillary uses in support of the health care use including staff offices and meeting rooms. Plant equipment, water tanks and some cycle parking would also be provided at this level. The proposed ground floor would include the main entrance and lobby area for the building as well as the vehicular access for service vehicles and ambulances. Both access points would be located on the Royal College Street frontage of the building. The proposed ground floor would also accommodate the majority of the cycle parking for the site as well as some consultation rooms and ancillary office space.
- 2.5 The proposed patient accommodation is located on the upper floors of the building (first to fourth floor level). The floor plans here generally follow the same layout and include patient wards comprising a mix of 1 bed and 4 bed rooms positioned around a central dayroom. The dayrooms are a communal space located in the centre of each of the upper floors, and provide a focal point for each ward with views out over Royal College Street. A small roof terrace area is located at third floor level with a larger outdoor roof garden area proposed at roof level, which includes a mixture of hard and soft landscaping as well as two pavilions. The single storey pavilions are located at either end of the roof and provide café and seating space for patients and staff.

3 RELEVANT HISTORY

The site

- 3.1 No recent planning applications relevant to the current application.

Neighbouring site – St Pancras Commercial Centre

- 3.2 2019/4201/P - Demolition of existing buildings (Class B1c/B8); erection of 3x buildings ranging in height from 5 to 7 storeys above ground and a single basement level comprising a mixed use development of light industrial

floorspace (Class B1c/B8), office floorspace (Class B1), 33x self-contained dwellings (Class C3), flexible retail floorspace (Class A1/A3); associated access and servicing, public realm, landscaping, vehicular and cycle parking, bin storage and other ancillary and associated works. **Approved (subject to s106 legal agreement) at Planning Committee 23/01/2020.**

3.3 Pre-application

The current application has been shaped by a pre-application process which has involved meetings with planning officers and discussions between the applicant and Council officers. The early iteration proposals were also taken to Camden's Design Review Panel the feedback from which is discussed in the design section of the report assessment below.

4 **CONSULTATION SUMMARY**

4.1 The statutory consultation period ran from 28/02/2020 until 23/03/2020. Site notices were displayed around the site and a press notice was published in the Camden New Journal. Consultation responses were received from neighbouring residents and interested parties.

4.2 Consultation responses have been summarised below. They are presented in the following order:

- Statutory
- Local groups/stakeholders
- Individual responses

Statutory

4.3 **Thames Water**

- No objection

4.4 **Met Police - Designing Out Crime Officer**

- No objection

4.5 **Transport for London – no objection subject to further information**

- Proposed vehicular access will be shared by servicing and operational vehicles and cyclists. In addition both cycle parking and blue badge parking is located within close proximity to this vehicular access. This conflict of use raises safety concerns and TfL suggests that a Stage 1 Road Safety Audit is undertaken for the new junction and revised servicing yard arrangement and a Designer's Response provided to TfL and the Council prior to determination.

Officer response

In response to the above, the applicant submitted a Road Safety Audit as well as an updated travel plan and visibility splay drawings for the proposed vehicular access. The submitted documents have been reviewed by the Councils Transport Officer who is satisfied that the design and layout of the proposed vehicular access and service bay area would not be harmful to the

safety of cyclists and disabled motorists. See section 16 of this report for a full assessment of the transport impacts.

Local groups/stakeholders

4.6 Camden Cycling Campaign – comment

- The plans only show 52 long stay spaces and 6 short stay we believe that the plan does not meet the London plan standards and hence fails to meet Camden's standards. Planning Officer has explained that the reference in the application to 7377 sq m B2 floorspace is in error as it duplicates the above and we are happy to ignore this.
- We are pleased to see that the cycle lane will remain open. The number of deliveries per day is not excessive, entry procedures seems fine and it is good to see that they will be maintained for smaller vehicles during fit-out as well as larger vehicles during the Demolition and Substructure phase.
- Use of a gantry spanning both footway and cycle lane during the Superstructure and Envelope phases seems acceptable but details of width and lighting levels are needed.
- We note that we were not consulted during the initial community engagement but expect to be consulted on details of the CMP as it evolves and to be invited to join the CWG.

4.7 Parcel Force/Royal Mail – objection

- The proposed health care facility is of major concern for Royal Mail. The development proposes a number of bedrooms for intermediate care, requiring a greater level of amenity to residential use or standard habitable rooms, overlooking a busy and continually operational site. This proximity is likely to give rise to future amenity issues and challenges for the proposed occupiers, in particular, noise generated by activities within the yard and vehicular movements to and from the site, particularly during its early and late operational hours
- The application site is not allocated for redevelopment, however the LBC Site Allocations Plan (2013) does allocate other sites for health care use.
- The applicant should submit an updated Planning Statement to accurately refer to no development proposals for the Parcelforce site in the medium-long term.
- The Transport Assessment gives no consideration to visibility splays, and hence it is not clear if vehicles exiting the application site will have sufficient visibility to safely leave the site.
- The Construction Management Plan gives only limited consideration to the impact of the proposed development on operations at the Parcelforce site. No detail of how these impacts will be managed is provided.
- In determining the application, Camden Council should recognise the importance of the existing RMG/Parcelforce site in making significant contribution to the local economy. Responsibility should be placed on the applicant of a proposed development to adopt appropriate noise management measures, without having a detrimental impact on incumbent business operations.

Officer response

See section 8 of this report for an assessment of the proposal's impact on the amenity of neighbouring residents and operation of nearby businesses.

Individual responses

4.8 Letters of objection

Three objections were raised from neighbouring residents and interested parties on the issues outlined below.

- With the current homelessness crisis, is there not more demand for realistically affordable housing in the area.
- I agree in part with the need for a new medical centre, which I feel is in great need of for the area, but, as a long term resident I totally object to the height of the building and feel that not only will it tower above the other neighbouring buildings, it isn't in keeping with them also.
- The building should be in keeping with the surrounding area and historic buildings - for example 'Royal Veterinary College' and the many period properties which line the route of Royal College Street, and certainly not the proposed 5 Storey and rooftop development proposed.
- This high-rise 6 storey building, box-like in its spatial imposition, will seemingly dwarf our much-loved red-brick Victorian corner-piece of The Golden Lion, Public House (also 4 Storeys with "receding/inclined" pitched roof).
- I hope planning committee will give a greater weighting to the views of the people who live in the immediate area rather than those who don't, refuse this particular application, and advise that an alternative design, (lower in height by 2 storeys including the top floor/ roof construction area), is re-submitted, and which is more sympathetic, and in keeping with the surrounding area.

5 POLICIES & GUIDANCE

5.1 National Planning Policy Framework (2019)

5.2 NPPG

5.3 The London Plan (2016)

5.4 Emerging London Plan 'Intend to Publish' version - December 2019

5.5 Mayor's Supplementary Planning Guidance

5.6 Camden Local Plan (2017)

- G1 Delivery and location of growth
- H1 Maximising housing supply

H2	Maximising the supply of self-contained housing from mixed-use schemes
C1	Health and wellbeing
C5	Safety and security
C6	Access for all
E2	Employment premises and sites
A1	Managing the impact of development
A3	Biodiversity
A4	Noise and vibration
D1	Design
D2	Heritage
CC1	Climate change mitigation
CC2	Adapting to climate change
CC3	Water and flooding
CC4	Air quality
CC5	Waste
TC2	Camden's centres and other shopping areas
T1	Prioritising walking, cycling and car-free development
T2	Parking and car-free development
T3	Transport infrastructure
T4	Sustainable movement of goods and materials
DM1	Delivery and monitoring

5.7 Draft Site Allocations Plan (2019)

5.8 Supplementary Planning Policies

Camden Planning Guidance

CPG	Design (2019)
CPG	Sustainability (2015, updated March 2018)
CPG	Employment sites and business premises (2018)
CPG	Amenity (2018)
CPG	Transport (2019)
CPG	Developer contributions (2019)

Draft Canalside to Camley Street Supplementary Planning Document (June 2019)

ASSESSMENT

The principal considerations material to the determination of this application are considered in the following sections of this report:

6	Land use
7	Design
8	Impact on neighbouring amenity
9	Basement Impact
10	Land contamination
11	Air quality
12	Sustainable design and construction
13	Flood risk and drainage
14	Landscaping and biodiversity
15	Accessibility
16	Transport
17	Safety and security
18	Refuse and recycling
19	Employment and training opportunities
20	Planning obligations
21	Mayor of London's Crossrail CIL
22	Camden CIL
23	Conclusion
24	Recommendations
	Legal comments
	Conditions
	Informatives

6 LAND USE

6.1 The principal land use considerations are as follows:

- Existing use;
- Assessment of proposed use;
- Mixed use policy; and
- Conclusion.

Loss of existing employment space

6.2 Policy E2 of the Local Plan seeks to protect premises or sites that are suitable for continued business use, in particular premises for small businesses, businesses and services that provide employment for Camden residents and those that support the functioning of the Central Activities Zone (CAZ) or the local economy. The policy notes that the Council will resist development of business premises and sites for non-business use unless it is demonstrated to the Council's satisfaction:

- a. the site or building is no longer suitable for its existing business use; and
- b. that the possibility of retaining, reusing or redeveloping the site or building for similar or alternative type and size of business use has been fully explored over an appropriate period of time

6.3 In this case, the former car repair garage is now closed to the public and the business is no longer operating at this site. However, the proposal fails to comply with Policy E2 of the Local Plan insofar as no evidence has been submitted to suggest the site is incapable of continued Class B2 use, or another similar or alternative type of business use.

6.4 Notwithstanding this, Policy E1 of the Local Plan recognises the importance of other employment generating uses, including retail, education, health, markets, leisure and tourism and the jobs that they provide. It is anticipated that approximately 455 staff will have access to the proposed development with 298 staff expected to be working at the site at one time. Therefore, the proposal is considered to provide a large employment site, with the number of employees it can accommodate significantly exceeding the number of employees the previous car repair garage could have accommodated.

6.5 Furthermore, officers note the unique nature of the application site and its strategic role in facilitating the re-development of the nearby St. Pancras Hospital site. As stated in the executive summary above, the proposed development will provide an important healthcare facility to be occupied by Camden and North West London (CNWL) NHS foundation trust, who are re-locating all the services they currently provide in the south wing of the nearby St. Pancras Hospital, to the Royal College Street site. This will return a significant part of the hospital site back to the Camden and Islington NHS Foundation Trust for consideration as part of their planned redevelopment of the wider St Pancras Hospital site. Therefore, officers raise no objection to the loss of employment floorspace in this instance, subject to the provision of a suitable replacement development/use.

Proposed healthcare use (Class D1/C2)

- 6.6 Policy C1 states that the Council will improve and promote strong, vibrant and healthy communities through ensuring a high quality environment with local services to support health, social and cultural wellbeing and reduce inequalities, and will support the provision of new or improved health facilities, in line with Camden's Clinical Commissioning Group and NHS England requirements.
- 6.7 The proposed development would provide a new healthcare facility at the site, which is in close proximity to the existing south wing site, and would continue to provide rehabilitation services to the local community, which is welcomed.
- 6.8 During pre-application discussions, officers advised that the loss of the existing employment space could be considered acceptable provided the applicant gave greater clarity on the process behind identifying the application site as their new home, and whether alternative sites were considered. Officers also asked for assurance that the proposed re-location of CNWL has the full support of the NHS and North Central London Clinical Commissioning Group (NCLCCG).
- 6.9 In response to this, the applicant and the NCLCCG have provided written correspondence to demonstrate NHS support for the redevelopment of the Royal College Street site to enable the improvement in how care is delivered for both Camden and other NCL patients. In their correspondence NCLCCG have confirmed: *The building is being designed for CNWL to play a lead role, and allow rehabilitation services to be radically improved so patients have better recovery and help to hasten their journey home. Other services are also being planned to use the space created and offer patients a more integrated service; these other services will be firmed up shortly. Further significant work is underway and required to ensure the space is used efficiently, provides value for money and can be delivered on time and budget.*
- 6.10 Officers are therefore satisfied that the proposed healthcare development has been designed to accommodate the CNWL and their services and will provide a valuable and high quality facility that will benefit Camden residents. With regard to CNWL's intended occupation of the building, a cascade clause is to be added to the s106 legal agreement to ensure the trust are given right of first refusal to occupy once the development is complete.

Mixed use policy

- 6.11 Policy H1 of the Local Plan identifies housing as the priority land use in the borough. In support of this aim, Policy H2 promotes the inclusion of self-contained homes in non-residential development in all parts of the borough. In the Central London Area and town centres of Camden Town, Finchley Road/Swiss Cottage and Kilburn High Road, where development involves additional floorspace of more than 200sqm (GIA) we will require 50% of all additional floorspace to be self-contained housing.
- 6.12 The application site is not located in a town centre or the Central London Area and would not trigger a requirement for housing provision under Policy H2.

Nevertheless, a scheme of this size would usually be expected to make a housing contribution in line with the requirements of Policy H1.

- 6.13 However, officers do not believe it would be feasible or reasonable in this instance to seek housing within the proposed scheme, given the unique and sensitive nature of the use, and the strategic role the site is playing in the comprehensive re-development of the St. Pancras Hospital site.

Compliance with Draft Site Allocations Plan (2019)

- 6.14 With regard to housing provision officers note that Policy CSP1 of the draft site allocations plans states that, in the Camley Street and St. Pancras Way Area, at least 50 percent of additional floorspace on each individual site is provided as permanent self-contained housing. As stated above, the current proposals do not include any housing provision, which is contrary to the aims of the draft plan. However, the document only has limited weight at the moment and the Council will seek to balance housing requirements across the wider area in sites that come forward in the future, including the hospital site, to which this application is intrinsically linked. Furthermore, officers note that application site is not included in the currently Adopted Site Allocations Plan.

Conclusion

- 6.15 Whilst the proposal would result in the loss of an existing small-scale employment use, the proposed re-development of the site to provide a healthcare facility is considered an appropriate alternative use that would comply with a number of the Councils policy aims and objectives as well as accommodate a significant number of jobs. The proposed development would also help to facilitate wider strategic discussions over the planned re-development of the St. Pancras Hospital site, which is welcomed.

7 DESIGN

Policy review

- 7.1 Local Plan Policy D1 requires development to be of the highest architectural and urban design quality, which improves the function, appearance and character of the area. Policy D2 states that the Council will preserve and, where appropriate, enhance Camden's rich and diverse heritage assets and their settings, including locally listed heritage assets.
- 7.2 The proposals were presented to the Camden Design Review Panel twice (05/07/2019 and 11/10/2019), a summary of the Panel's comments is provided below:

Meeting 1 - 05/07/2019

- The panel supports the redevelopment of the site to provide a healthcare building in principle, and finds the scale and massing proposed broadly acceptable. However, further work is needed to create the best possible quality of accommodation for residents and staff, and to make a positive contribution to the townscape in this part of Camden.

- The panel's view is that the proposed massing should not exceed that of the scheme proposed for St Pancras Commercial Centre to the north (ground plus five storeys), previously reviewed by the panel.
- The panel accepts that development proposals have not yet been put forward for the adjacent Parcel Force site, however, they recommend that the design team be realistic about the potential scale and typology of any future development on this adjacent site, and the impact this may have on the quality of the proposed internal spaces.
- The panel finds the lack of green landscape in or around the proposal to be unacceptable, and emphasise the importance of greenery to health and wellbeing.

Meeting 2 – 11/10/2019

- The panel is impressed by the changes made to the scheme design for 60-86 Royal College Street since the previous review. The panel considers the internal planning is much improved: it welcomes the revision to the ambulance drop off area and the addition of the projecting planted spaces / balconies.
- While the panel feels the proposed building is tall in relation to its existing context, it considers the height to be acceptable in the context of forthcoming development on nearby sites.
- The panel feels that the designs for the main elevation are developing well. The next stage should be to produce more detailed and refined visualisations to show details of depth and materiality, for example where tiles are used.
- The relationship between the new building and the Golden Lion pub has been significantly improved. The panel asks whether the three storey element could be wider, and the building line set further back, to reveal the decorative flank return wall of the pub.
- The panel would encourage more articulation of the rear façade, to respond to its context, and appear less utilitarian. The grid arrangement used to align potting sheds could be relaxed to help with this.
- The panel feels that the internal layouts have improved considerably since the previous review. It encourages internal daylight assessments to highlight any further locations where more daylight could be introduced.

Demolition of existing buildings

- 7.3 The existing site is currently occupied by a two storey building, forecourt and parking areas previously used as a tyre service depot. Due to its lack of street frontage the existing site fails to provide activation and enclosure of the street and as a result does not contribute positively to the character and function of the area. Therefore, there is no objection to the demolition of the existing building.

Proposed Height, Scale and Massing

- 7.4 The proposed building would occupy the whole site and is considered to provide enclosure and activation of the street frontage along the Royal College Street elevation. The rear of the building has been designed as a secondary frontage in order to future proof the potential re-development of the Parcel Force site in the medium to longer terms and the requirement for a north south route through the site set out in the Canalside and Camley St SPD (draft).

- 7.5 The Royal College St frontage comprises a ground floor plus four storeys, along with a set back roof storey. The height of the parapet aligns with the height of the first set back storey to the recently approved scheme at St Pancras Commercial Centre (2020/4201/P) and its predominant height on Pratt St. The massing of the proposed building is offset from the Golden Lion Pub with a ground plus two storey infill/link, set back from the prevailing building line, to allow the pub building to have its own space and to accentuate the particularity of its form and detailing. The rear of the proposed building comprises a ground floor plus six storeys with the additional storey formed by a pavilion building and plant enclosures.
- 7.6 Officers appreciate that the proposed building is significantly larger than the current buildings on the site, and will have a noticeable impact on the character and appearance of the street and surrounding area as a result. However, the proposed development is considered to relate well to the existing street-scene and would respect its local context. Whilst the new building would be taller than the adjacent public house on the corner of Royal College Street and Pratt Street, the link building provides a welcome break between the two buildings and the new building would have a horizontal emphasis, in common with the buildings on the opposite side of Royal College Street. Furthermore, in its entry on the Local List the pub is described as having a *striking and characterful exterior, with an eclectic mix of architectural styles*. The proposed development would adjoin the pub to the south and would conceal the existing blank brick wall at the site, which is not considered to make a significant contribution to the character and appearance of the pub. As such, the size and location of the proposal would ensure views of the decorative front and side facades of the pub remain unimpaired by the development, and would not cause harm to the significance of the non-designated asset as a result.
- 7.7 Furthermore, officers note that this part of the borough is identified as an area for future development in the draft site allocations plan and is likely to experience significant change over the coming years, particularly in terms of the size and height of new buildings being erected in the area. This is something already demonstrated by the re-development of the St Pancras Commercial Centre site, just to the north of the application site, which was approved earlier this year (see image below). In this regard, the size of the proposed development is considered to be respectful of existing buildings in the area whilst also being commensurate with the size of approved developments in the area.



Design and Architectural Detail

- 7.8 The detailed design of the building has been through a number of iterations in response to officer's and DRP comments to arrive at the current proposals. The design concept underlying the current proposal draws from the design of early twentieth century health buildings. The proposals have also been informed by the role of design in contributing to the healing process through access to natural light and views of nature. The design of the Royal College Street façade takes its cues from the composition of the façade design of the Georgian Terrace opposite and careful consideration of the vertical and horizontal proportions of the adjoining Golden Lion Pub.
- 7.9 Given the relatively long frontage onto Royal College Street (60m) the ground floor is of particular importance in its contribution to the public realm in terms of activation and visual interest. The ground floor is defined by a predominantly white brick frame with metal work providing a finer grain of detail in the form of screens at the main entrance and vehicular entrance, and detailing of the window openings. The metalwork detail is also used across the façade of the infill building to provide a visual break between the main façade and the Golden Lion Pub, with the detail of the metalwork providing texture and visual interest in a manner that is considered complementary to the visual interest of the pub.
- 7.10 The upper floors of the front façade are defined by strong horizontal bands between each floor and a glazed white tile. The elevation is further articulated by metal planting screens located adjacent to bedroom and dayroom windows, which help to provide a green aspect to the building. The planting across the façade aids in softening the appearance of the building and is considered to contribute positively to the street scene.
- 7.11 To the rear, the elevation is simpler with the predominant material an off white brick. The main point of interest here being the 'the potting shed' projecting from the façade which, like the front elevation, helps to provide a green aspect internally and externally to the rear of the building. The projecting gardens/potting sheds on the rear elevation would also add interest to the rear elevation and help to break down the overall massing of the building when viewed from the rear.
- 7.12 The design and form of the rear elevation would also provide another active frontage to face onto a future street (perhaps a mews) which is welcomed as it is anticipated that the Parcelforce/Royal Mail site to the rear will come forward for redevelopment at some point in the future. The current proposal would therefore ensure that the development does not turn its back on the adjacent site.

Quality of accommodation

- 7.13 Policy C1 of the Local Plan requires development to positively contribute to creating high quality, active, safe and accessible places and it supports the provision of new or improved health facilities. As noted above, Policy D1 seeks development which is adaptable to different activities and land uses, is inclusive and accessible for all, promotes health, and provides a high standard of living accommodation.
- 7.14 The quality of the accommodation was raised as a key issue at the first DRP meeting, with the panel members keen to ensure that the new facility provides a pleasant environment for patients who will be recuperating at the building. To this

end, the provision of outdoor space, in the form of the terrace at level 3 and the main roof terrace, is welcomed. Similarly, the potting shed at the rear and the planting on the front elevation is welcomed and is considered to be key to the success of the building in terms of how it will be experienced by patients. The greenery on the front elevation and level 3 roof terrace will also help to soften the building's appearance in the street scene.

7.15 At the second DRP meeting a specific comment was made by the panel to say the internal planning of the building was much improved (e.g. providing double bay windows in the centre of the shared rooms as opposed to adjacent to individual beds, giving the nurses' stations an outlook etc.) which is a view shared by officers.

7.16 Comments were also made by the panel about the quality of the spaces on the lower levels of the building (offices, consulting rooms, meeting rooms etc.). It is understood that the rooms at lower ground level would be for occasional use rather than full-time use by staff. On balance, this is considered to be acceptable as it is better to accommodate part-time uses in the less desirable spaces in the building. Notwithstanding this, officers note the inclusion of two large lightwells in the building which would help to draw natural light down to the lower levels.

Conclusion

7.17 Overall, the design of the building is considered to be of a high quality with good detailing and articulation of the facades. In particular, the inclusion of the projecting planted spaces and the bay window features are welcomed, as these help to add interest to the building and break down the formality of the main façade. These features will also serve to improve the quality of spaces inside the building which is important given the building's role as a place of rehabilitation and recuperation.

7.18 Further, with regards to its surrounding context, the layout of the proposal is considered to provide a better integration of the site into its surroundings than the existing buildings. The proposed scale and massing of the development has been carefully considered in relation to its immediate context, consistent with the Council's vision for the area and its intensification. The architectural design is therefore considered to be of high quality and will make a positive contribution to the character and appearance of this emerging neighbourhood. A clause is recommended to be added to the s106 legal agreement requiring the applicant to retain the current architects through the detailed design stage, if planning permission were to be granted.

8 IMPACT ON NEIGHBOURING AMENITY

8.1 The considerations on the impact on the amenity of the occupiers of neighbouring properties are as follows:

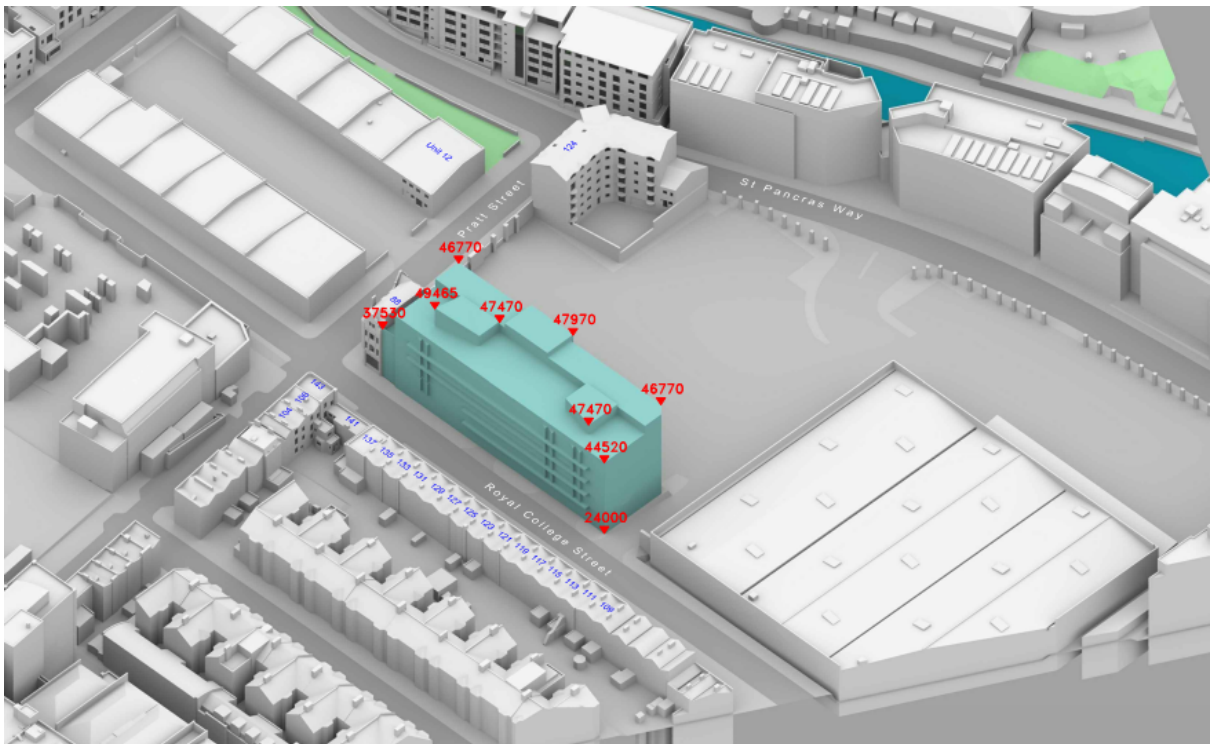
- Policy review;
- Daylight and sunlight;
- Outlook;
- Overlooking; and
- Noise and disturbance.

Policy review

- 8.2 Policies A1 and A4 of the Local Plan seeks to protect the amenity of Camden's residents by ensuring the impact of development is fully considered. It seeks to ensure that development protects the quality of life of occupiers and neighbours by only granting permission for development that would not harm the amenity of neighbouring residents. CPG Amenity aims to minimise the impact on the loss of daylight and sunlight.

Daylight, Sunlight and Outlook

- 8.3 A Daylight and Sunlight Report by Point 2 Surveyors Ltd has been provided with the application documents. The report assesses sunlight and daylight against the guidelines set out in the BRE Report "Site layout planning for daylight and sunlight - A guide to good practice" (hereafter referred to as the BRE guidance). The BRE guidance states that if the Vertical Sky Component (VSC) at the centre of a window is less than 27% and less than 0.8 times its former value (i.e. reduction of more than 20%), the reduction in skylight will be noticeable and the building may be adversely affected. With regard to No-Sky Line (NSL), the guidance states that the area of the working plane within a room that can receive direct skylight should not be reduced to less than 0.8 times its former value (i.e. reduction of no more than 20%). For Average Daylight Factor (ADF), the guidance states that acceptable values in the presence of supplementary electric lighting are 1% for a bedroom, 1.5% for a living room and 2% for a kitchen.
- 8.4 The report assesses the impacts on the following properties: 124 Pratt Street and 143 - 109 Royal College Street, these properties are shown in the diagram below.



- 8.5 Point 2's report highlights the fact that the BRE guidance is not mandatory and should be interpreted flexibly, particularly in cities, and the report also highlights the fact that "noticeable is not to be equated with unacceptable". The report

proposes that a VSC of 18% is reasonable in built-up urban areas and quotes the Mayor of London's Housing Supplementary Planning Guidance Document which states:

"Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should take into account local circumstances; the need to optimise housing capacity; and scope for the character and form of an area to change over time... Decision makers should recognise that fully optimising housing potential on large sites may necessitate standards which depart from those presently experienced but which still achieve satisfactory levels of residential amenity and avoid unacceptable harm."

- 8.6 Point 2's report then goes on to state that VSC values in the mid-teens have been found to be acceptable in major developments across London.
- 8.7 The report includes section drawings measuring the development angle of the ground and first floor windows on the side elevation of No. 124 Pratt Street (the elevation which faces St Pancras Way) to understand what obstruction angle has already been established within the immediate area. The drawings illustrate development angles of 54 degrees at ground level (which corresponds to a VSC of 10.3%) and 49 degrees at first floor (which corresponds to a VSC of 13%). The report then concludes that a general VSC target of 15% should be considered appropriate in this case.
- 8.8 The main properties that would be affected by the proposal are the residential dwellings located on the other side of Royal College Street. Point 2 were not able to obtain layouts for the remaining properties, thus internal dimensions have been assumed from external observation. In those cases, they have typically applied a 4.2m deep room from the site facing window. Point 2's report notes that these properties have unusually high VSC levels due to the low-rise massing of the existing buildings at the site and the report notes that: *"It must be recognised that, in order to optimise the potential of the site, there will subsequently be an increase in bulk and mass which will necessitate standards which depart from those presently experienced"*. The proportionate reductions to VSC to the site facing windows range up to 55% of their existing value, which BRE guidance suggests could be noticeable (the BRE guidance target is 20%). NSL reductions range up to 73% of their existing value, which BRE guidance also suggests could be noticeable (the BRE guidance target is 20%).
- 8.9 As noted, Point 2 consider that a VSC target of 15% should be considered acceptable in this location and the report notes that 88 of the 90 windows retain an absolute VSC of greater than 15%. As shown in the retained VSC summary table below, the majority of windows would retain VSC values above the 15% target with 35 retaining between 20-25% and 43 achieving 25% and over.

RETAINED VSC SUMMARY							
Address	No. of Windows	0-5%	5-10%	10-15%	15-20%	20-25%	25%+
143 ROYAL COLLEGE STREET	12	0	1*	0	0	2	9
141 ROYAL COLLEGE STREET	4	0	0	0	3	1	0
139 ROYAL COLLEGE STREET	1	0	0	0	1	0	0
137 ROYAL COLLEGE STREET	3	0	0	1**	1	1	0
133-135 ROYAL COLLEGE STREET	10	0	0	0	6	4	0
129-131 ROYAL COLLEGE STREET	10	0	0	0	6	4	0
125-127 ROYAL COLLEGE STREET	10	0	0	0	3	7	0
123 ROYAL COLLEGE STREET	5	0	0	0	1	3	1
121 ROYAL COLLEGE STREET	5	0	0	0	0	3	2
117-119 ROYAL COLLEGE STREET	10	0	0	0	0	1	9
113-115 ROYAL COLLEGE STREET	10	0	0	0	0	0	10
111 ROYAL COLLEGE STREET	5	0	0	0	0	0	5
109 ROYAL COLLEGE STREET	5	0	0	0	0	0	5
Total	90	0	1	1	10	35	43

Table 1 – 109-143 Royal College Street – Retained VSC Summary

- 8.10 Of the two windows that do not meet the 15% target, one is located on the rear elevation of No. 143 Royal College Street and already receives the same level of VSC (i.e. it is unaffected by the proposals) and the other serves a ground floor bedroom at No. 137 Royal College Street and this window only marginally fails the ADF test as it retains 0.9% against a target of 1%. Sunlight to bedrooms is often considered to be less important as these rooms naturally tend to be used for sleeping.
- 8.11 Officers also note that Point 2 were also the authors of the sunlight and daylight report for the proposed development at St Pancras Commercial Centre (application reference 2019/4201/P) which was approved at Planning Committee in January. The report for this application used the same 15% VSC target as the report for the current application, which was considered acceptable by officers and subsequently approved by members.
- 8.12 CPG Amenity provides some guidance on assessing sunlight and daylight impacts. It notes that the Council will expect applicants to submit daylight and sunlight reports informed by BRE's guidance; however, it then goes on to note that the intention of the BRE guidance is to provide advice to developers and decision-makers and it should be regarded as a guide rather than policy. Paragraph 3.23 of the CPG notes: *"While we strongly support the aims of the BRE methodology for assessing sunlight and daylight we will consider the outcomes of the assessments flexibility where appropriate, taking into account site specific circumstances and context. For example, to enable new development to respect the existing layout and form in some historic areas, it may be necessary to consider exceptions to the recommendations cited in the BRE guidance. Any exceptions will assessed on a case-by-case basis"*.
- 8.13 In the case of the current application, officers recognise that the existing buildings at the application site are low level and therefore surrounding properties currently benefit from unusually high levels of VSC. It is also noted that any redevelopment of the application site is likely to involve a significant increase in height of the building(s) when compared with those currently on the site. The VSC reductions would be noticeable in a number of cases (although noticeable does not

necessarily equate to unacceptable) and the retained VSC levels would also depart from BRE guidance. However, insofar as the retained VSC levels are commensurate with VSC levels at ground and first floor windows nearby (i.e. 10.3% and 13%) the overall impact is judged to be acceptable, on balance. This is taking into consideration the Mayor's Housing SPG guidance which notes that the degree of harm on adjacent properties and the daylight targets within a proposed scheme should be assessed drawing on broadly comparable residential typologies within the area and of a similar nature across London; and decision-makers should recognise that fully optimising development potential on large sites may necessitate standards which depart from those presently experienced but which still achieve satisfactory levels of residential amenity and avoid unacceptable harm. In this case, whilst officers appreciate the surrounding properties would experience reduced VSC levels, it is not considered that the impact would cause unacceptable harm would not be sufficient enough to warrant the refusal of the application on this basis.

Overlooking

- 8.14 The existing buildings at the application site are both one and a half storeys tall and feature roof level windows (either dormers in the roof slope or eaves level windows) which served the office space associated with the previous business use. The proposed replacement building would have a much greater impact in terms of increased overlooking towards the residential properties on Royal College Street as it would be 5 storeys tall (with pavilions at roof level) and would be in operation 24 hours a day.
- 8.15 However, any proposed redevelopment of the site would undoubtedly involve the erection of a taller building(s) and any other proposal at the site, aside from the healthcare use currently proposed, would be likely to accommodate an element of residential accommodation, as this is the priority land use of the Local Plan. Therefore, it is not considered that the level of overlooking from the windows in the new building towards nearby residential properties would cause a harmful loss of privacy. Some degree of overlooking between properties is to be expected in a built-up semi-residential location such as this and any overlooking would be towards the front, 'public' sides of the buildings opposite, rather than towards more private windows and amenity space.
- 8.16 Furthermore, it is not considered that the proposal would lead to an unacceptable loss of privacy at the adjacent public house as the buildings are directly aligned with each other. Similarly, it is not considered that there would be any overlooking towards the south or east as the nearest buildings are separated from the application site by a considerable distance.

Noise and disturbance

- 8.17 Officers note the objections raised from Royal Mail (Parcel Force) regarding the noise sensitivity of the proposed use and the impact this could have on the operation of their site in terms of the noise they currently generate, particularly from lorries travelling to and from the site at all times of the day. Their main concern being that, once occupied, complaints are likely to be made about the noise from the adjoining Parcel Force site, which could affect the business.

8.18 The significance of noise impact varies dependent on the different noise sources, receptors and times of operation presented for consideration within a planning application. Therefore, Camden's thresholds for noise and vibration evaluate noise impact in terms of various 'effect levels' described in the National Planning Policy Framework and Planning Practice Guidance:

- NOEL – No Observed Effect Level
- LOAEL – Lowest Observed Adverse Effect Level
- SOAEL – Significant Observed Adverse Effect Level.

8.19 The submitted acoustic report makes reference to the Agent of Change Principle which was introduced to the National Planning Policy Framework (NPPF) within the July 2018 update and was retained in the more recent February 2019 update. In both versions of the document, it states:

Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed.

8.20 The submitted noise report confirms that the Councils minimum noise standards can only be achieved through careful consideration of the buildings envelope and has made three basic assumptions when assessing the proposal and drawing their conclusions:

- The façade build-up will be a standard brick and block construction (or equivalent) to achieve an Rw of approximately 55 dB.
- A typical double glazing system in a 13/12/13 (with acoustic laminate) configuration (or equivalent) will be installed to give a Sound Reduction Index (SRI) of 45 dB Rw.
- An MVHR system will be installed to allow adequate ventilation without the requirement to open windows.

8.21 The report confirms that the proposed background noise levels of all bedrooms within the development will achieve the LOAEL (green rating) and would thus comply with the Council's minimum noise standards. In terms of noise sensitive receptors, a green rating indicates a scenario in which noise is considered to be at an acceptable level.

8.22 The current proposal would consist of a concrete superstructure with reinforced concrete slabs and columns, the windows of the property would be double glazed. Further, to ensure maximum comfort for recovering patients, all rooms/wards will be mechanically ventilated and no windows will need to be opened in order to ventilate any rooms in the building. As such, the fabric, structure and ventilation of

the building accords with the assumptions made in the assessment of internal noise levels included in the submitted acoustic report.

- 8.23 As such, the proposed development is considered to comply with the Council's minimum internal noise standards. Further, through its design, layout, use of materials and mechanical ventilation, the proposal is considered to have paid due regard to the main aims and requirements of the Agent of Change Principle. The proposal is therefore considered to sufficiently protect the amenity of future occupants to a degree that would ensure the operations of adjoining businesses remain uninhibited by the development.
- 8.24 With regard to plant noise, the Council's Environmental Health Officer has reviewed the submitted noise report and confirmed that it would comply with the Council's minimum noise standards, subject to conditions.
- 8.25 The impacts of construction, service and delivery vehicles on neighbouring amenity are discussed in the transport section below.

Conclusion

- 8.26 Given the above, officers note the proposals will have a noticeable impact on the daylight and sunlight levels currently enjoyed by the residential properties opposite the site. However, this impact is considered acceptable, particularly in the light of recent approvals near the site, and would ensure neighbouring properties continue to receive adequate levels of light. Similarly, the design and fabric of the building is considered in mitigating external noise entering the building and would ensure surrounding uses are not adversely affected by the development.

9 BASEMENT IMPACT

- 9.1 Policy A5 (Basements) states that the Council will only permit basement development where it is demonstrated that it will not cause harm, structurally, in amenity terms, environmentally or in conservation/design terms. Points f-k of Policy A5 set limitations in terms of the size of basements, however there are exceptions to these on larger comprehensive development, such as this proposal.
- 9.2 The development proposes a two storey basement across the entire footprint of the existing plot which would have a combined floor area of approximately 2400sqm and would excavate to a maximum depth of 8m below natural ground level. The proposed basement has no external manifestations and would thus not be visible from the street.
- 9.3 A Basement Impact Assessment (BIA) was submitted as part of the application. The independent review by the Council's basement consultant (Campbell Reith) concluded that the BIA is adequate and in accordance with policy A5 and guidance contained in CPG Basements, subject to the completion of a Basement Construction Plan (BCP), which is required by S106. The applicant has satisfactorily demonstrated that the proposed basement would not cause harm to the built and natural environment and would not result in flooding or ground instability.

10 LAND CONTAMINATION

- 10.1 The Council's Land Contamination Officer has reviewed the submitted Ground Investigation and Landscape Reports and is in general agreement with the findings of the reports with regard to potential land contamination. However, officers note the assertion within the GIR which states, *the risk of significant ingress of radon into structures on-site is considered low and protection measures are not necessary*.
- 10.2 The Management of Health and Safety at Work Regulations (1999) require the assessment of health and safety risks and both the Health and Safety Executive (HSE) and Public Health England (PHE) state that this should include the measurement of radon for below ground workplaces (occupied for more than 1 hour per week/52 hours of the year), irrespective of whether a site is situated in a radon affected area. As such, a site specific assessment is considered necessary to determine whether radon protective measures are required and risk assessments detailed in the Ground Investigation Report revised and submitted to the LPA for approval
- 10.3 Therefore, as the proposals will involve ground disturbance and basement works, officers recommended that a condition is used to secure an appropriate site investigation to be undertaken and a report including any recommendations for remediation to be submitted, prior to any construction works taking place. The proposal is therefore considered acceptable subject to these conditions.

11 AIR QUALITY

- 11.1 Camden Local Plan policy CC4 is relevant with regards to air quality.
- 11.2 The application site is located on Royal College St, a busy urban road which according to London Atmospheric Emissions Inventory (LAEI) 2016, experiences exceedances of the short-term objective for NO₂ (ordinary commercial uses). The whole site also exceeds the long-term NO₂ objective, which applies to residential uses and for vulnerable receptors. As such, it is considered a poor air quality area when assessed against policy CC4.
- 11.3 The applicant has submitted a detailed Air Quality Study. The study has been reviewed by the Council's Air Quality Officer who requested, amongst other clarification points, further information on the methodology and conclusions included within the study regarding background NO₂ concentrations. The applicant subsequently provided the requested information which was reviewed again by the Air Quality Officer who confirmed its acceptability subject to a number of conditions.
- 11.4 The proposed conditions require details of NO₂ filtration and the mechanical ventilation proposed for the site including air inlet locations. The required details would need to be submitted either prior to commencement or prior to occupation of the building.

11.5 Given the above, it is considered the development would be in accordance with policy CC4 of the Local Plan.

12 SUSTAINABLE DESIGN AND CONSTRUCTION

12.1 The sustainable design and construction considerations are as follows:

- Policy review;
- The site and the proposal;
- Energy; and
- Sustainability.

Policy review

12.2 The Council aims to tackle the causes of climate change in the borough by ensuring developments use less energy and through the use of decentralised energy and renewable energy technologies. Policy CC1 requires all development to minimise the effects of climate change and encourages all developments to meet the highest feasible environmental standards. It requires all developments to achieve a 20% reduction in CO2 emissions through renewable technologies (the 3rd stage of the energy hierarchy) wherever feasible. Policy CC2 requires development to be resilient to climate change by adopting climate change adaptation measures.

12.3 Policy 5.2 of the London plan requires development to be designed in accordance with the energy hierarchy: Be lean (use less energy), be clean (supply energy efficiently), be green (use renewable energy). In addition chapter 5 of the London Plan sets out the need for schemes to secure a minimum 35% reduction in regulated CO2 emissions below the maximum threshold allowed under Part L 2013.

Carbon Reduction

12.4 With regard to CO2 reductions, the Council's Energy and Sustainability Officer has reviewed the submitted Energy Statement and confirmed the development would achieve a 35.9% reduction in CO2 emissions, in accordance with the above.

12.5 Furthermore, the Council will seek to secure a carbon offset payment of £263,910 in respect of the London Plan non-residential zero carbon target and based on the current carbon offset rate of £95/tonne over 30 years. Carbon offset payments are sought when a Local Planning Authority is satisfied that a particular development has maximised on-site reductions, but the development is still falling short of achieving net zero carbon. This payment will be secured as part of the associated s106 legal agreement.

12.6 The applicant did explore the possibility of connecting to a Decentralised Energy Network (DEN) including Bloomsbury Heat and Power, Gower Street Heat and Power, King's Cross Central, Gospel Oak and Somers Town Energy. However, none of the existing networks are in a feasible distance from the development (less than 500m) and so the proposals would not connect to wider DEN in this instance. This position on connecting to a DEN is accepted by Council officers. Furthermore,

the proposals do not include a Combine Heat and Power facility on site which is also considered acceptable.

Renewables

- 12.7 Officer's note that despite the development complying with the requirement to secure a minimum reduction in CO2 emissions of 35%, they are also required to achieve 20% of this target through renewable technologies. The proposed development would exceed this target by achieving 35.1% via renewables through solar panels located at roof level and the use of air source heat pumps. Full details of the proposed PV panels and heat pumps would be secured by condition.

Sustainability

- 12.8 For non-residential buildings there is a requirement to achieve a BREEAM Very Good (minimum) rating, aspiring to 'Excellent' and minimum credit requirements under Energy (60%), Materials (40%) and Water (60%).
- 12.9 The submitted BREEAM pre-assessment confirms the scheme is aiming to achieve a target of 75.5% (excellent) which is welcomed by officers and would comply with the Council's policy aims with regard to sustainability.

13 FLOOD RISK AND DRAINAGE

- 13.1 Camden Local Plan policy CC3 is relevant with regards to flood risk and drainage.
- 13.2 The site is located within Flood Risk Zone 1 where there is a low probability of flooding. A Flood Risk Assessment has been submitted as part of this application which states that there is a very low risk of flooding at the site.
- 13.3 The existing site is completely covered by hardstanding. Therefore, the erection of a new building that would occupy the entire footprint of the site is not considered to lead to increased risk of flooding at the site, particularly given the provision of attenuation measures such as blue and green roofs at the site.
- 13.4 Notwithstanding the above, the Council's Flood Risk Officer has requested additional drawings and information on the following:
- Details of flow routes for exceedance events
 - Micro-drainage calculations
 - SuDs lifetime maintenance plan (site specific) and management of health and safety risks related to SuDS design
 - Drawings showing details of SuDS extent and position (including outfalls and control points)
 - Drawings showing proposed mitigation to deal with residual uncertainties
- 13.5 These additional details will be secured by condition. As such, the proposed development is considered acceptable with regard to flood risk and drainage.

14 TREES AND LANDSCAPING

- 14.1 Policies A2 and A3 of the Local Plan are relevant with regard to the proposed public open space and landscaping works.
- 14.2 The existing site is completely covered by hardstanding and does not contain any trees or vegetation.
- 14.3 As stated in the design section above, the proposed development would occupy the entire footprint of the site. However, the proposals include landscaped terrace areas at third floor and main roof level which will contain a mixture of hard and soft landscaping. The proposals also include planting areas to the front façade and small 'potting sheds' to the rear which will all contribute to providing a good amount of greenery and vegetation at the site. All landscaping details including plant species and variety will be secured by condition.
- 14.4 There are two existing trees on the pavement to the front of the site, a Himalayan Birch tree which is to be retained and protected and an Amelanchier which is to be removed and replaced. There is a third tree (Sycamore) to the rear of the site which is also to be removed and replaced. Details of the proposed tree protection and replacement tree species will be secured either by condition or via s106 agreement.

15 ACCESSIBILITY

- 15.1 Policy C6 of the Local Plan seeks to promote fair access and remove the barriers that prevent everyone from accessing facilities and opportunities.
- 15.2 Level access is provided to the front entrance area of the proposed building which provides a direct route to all ground floor facilities. Furthermore, the proposals also include two lifts, which would provide step free access throughout the building allowing wheelchair access to all floors of the building.
- 15.3 Given the above, the proposal is considered acceptable in accessibility terms.

16 TRANSPORT

- 16.1 The following transport considerations are covered below:

- Policy review;
- The site;
- Trip generation;
- Travel planning;
- Cycle parking;
- Car parking;
- Construction management;
- Deliveries and servicing;
- Public Highway Improvements directly adjacent to the Site;
- Pedestrian, Cycling and Environmental Improvements in the local area;
- Excavation in close proximity to the public highway; and
- Conclusion.

Policy Review

- 16.2 Camden Local Plan policies T1, T2, T3 and T4 and Supplementary Guidance Document CPG7 (Transport) are relevant with regards to transport issues. The overarching aims of the Council's transport policies is to consider the impacts of movements to, from and within a site, including links to existing transport networks. The Council seeks to prioritise sustainable transport which supports the primary aims and objectives of both the Camden Transport Strategy 2011 and the Camden Local Plan.

Site

- 16.3 The site is located on the western side of Royal College Street approximately 100m south of the junction with Pratt Street. Royal College Street is a one-way road, with vehicles travelling in a northerly direction on the street. The street also features two segregated cycle lanes on either side, one of which is a contraflow cycle lane. The site is easily accessible by public transport with a PTAL rating of 6a (very good). The nearest transport interchange is Camden Town Station (underground) which is located approximately 650m to the west of the site, while Camden Road Overground station is 400m to the north. In addition, bus stops serving various routes are located directly adjacent to the site on Royal College Street.

Cycle parking

- 16.4 The proposed healthcare centre will accommodate up to 298 staff at any one time. In accordance with the London Plan (Intend to publish), the proposal is required to provide 1 long stay cycle space per 5 Full Time Equivalent (FTE) members of staff and one short stay space per 30 FTE members of staff. This equates to 60 long and 10 short stay cycle spaces.
- 16.5 The proposed plans show that 6 Sheffield type stands are provided within the service yard of the building as both short stay spaces and spaces for non-standard cycles. 52 spaces will be located within a cycle store on the ground floor to provide for the long stay provision and the remaining short stay provision. This cycle store is accessed via a separate door from the footway. A further 12 long stay spaces are provided at basement level, accessed via the lift.
- 16.6 The provision of 70 cycle parking spaces (60 long stay and 10 short stay spaces) complies with the requirements set out in the London Plan (Intend to Publish). The proposed cycle parking provision is therefore considered acceptable.

Trip Generation and Travel Plan

- 16.7 The submitted Transport Assessment (TA) includes details of trip generation analysis from the use of TRICS (Trip Rate Information Computer System) software for the existing use, while the proposed trips were calculated by using data from the NHS and a comparison with existing healthcare centres in the borough.

Existing trips

- 16.8 The TRICS analysis of similar tyre and vehicle repair sites predicts that the existing tyre and car repair centre would generate 188 two-way vehicle trips to the site.

Proposed trips

- 16.9 The proposed development will have an anticipated 298 staff members working on site at any one time, and the vast majority of these trips will be made by public transport (81%), with 15% done via active modes of travel (walking/cycling) and the remaining 4% by taxi, private vehicles and motorcycle.
- 16.10 It is expected that the healthcare centre will accommodate two new in-patients per day, and up to eight outpatients. Surveys from two similar healthcare centres in London have been used to predict travel patterns of these patients, and it is estimated that six patients will arrive using public transport, one using private vehicle, one using active modes and one using a taxi or passenger transport.
- 16.11 The results of the assessment suggest that the proposed healthcare development, while introducing a different type of trip to the area, will not result in large increase in the number of trips to the site. It should also be noted that the number of vehicle trips generated by the proposed development will be significantly less than the existing site. The majority of these trips are likely to be via public transport and active modes of transport. The Council anticipates that a higher modal share for public transport, cycling and walking can be achieved via a travel plan and the implementation of public realm improvements in the local area to make cycling and walking more attractive to residents, staff and visitors.
- 16.12 A draft travel plan has been submitted in support of the planning application. This is welcomed as it demonstrates a commitment to encouraging and promoting trips by sustainable modes of transport. A strategic workplace travel plan and associated monitoring and measures contribution of £9,762 will be secured as a section 106 planning obligation if planning permission were granted. The Travel Plan would be targeted towards encouraging staff to make walking, cycling and travel by public transport the natural choice for day-to-day trips.

Car parking

- 16.13 The development will be secured as car free, restricting occupiers from obtaining business parking permits. One disabled parking bay will be provided within the site with another proposed to be located on street. Any further disabled bays can be located near the site on Royal College Street if the need arises. A financial contribution will be secured as a Section 106 obligation for any future disabled bay implementation. The location of the proposed bays are acceptable in principle, but will be subject to detailed design and consultation.
- 16.14 The proposed development would involve the use of an on-site servicing area within the building, and will feature a loading bay and a patient transfer bay. This is acceptable from a general parking point of view, as the parking bays within the building will not be used for private parking and only used for operational purposes, in accordance with Policy T2.
- 16.15 Policy T2 requires all new development in the borough to be car-free. A car-free planning obligation would be secured by legal agreement in accordance with if planning permission were granted. A Car Parking Management Plan will also be secured as a S106 planning obligation, to demonstrate how the on-site disabled car parking will be managed, monitored and enforced.

Deliveries and Servicing

- 16.16 As described above, the existing site currently contains several parking spaces, and a separate vehicle entrance and exit to the highway. As part of the development the parking spaces within the site will be removed. A Disabled Bay, patient transfer/taxi bay and a loading bay will be provided within the building. This enables all servicing and patient drop off/pick-ups to take place off the highway.
- 16.17 The proposed vehicle entrance to the site will be rationalised to a single crossover, with a gated access to the building. The gates will remain open during servicing and drop-off/pick up hours, and closed outside of these hours. A Road Safety Audit was carried out by the applicant. No major road safety concerns have been identified, while all minor points raised can be addressed by the detailed design of the footway adjacent to the entrance. The site is expected to generate 8 servicing trips daily and the vehicular access gates will be left open to prevent vehicles waiting on the street or across the existing cycle route. There is also good visibility southbound along Royal College Street to allow cyclists to anticipate any vehicle movements to/from the site.
- 16.18 The layout of the servicing area enables vehicles to be able to enter and leave the site in forward gear. The design of the servicing area also enables a 7.5t vehicle to load/unload, while still allowing adequate space for vehicles to move in and out of the servicing area and the site in forward gear. A draft delivery and servicing plan has been submitted in support of the planning application, which estimates the completed development would generate an average of 8 deliveries per day, including waste collection. The remaining vehicle trips to the site are associated with patient drop off/pick up, which have been estimated to be approximately two vehicles per day. All delivery/servicing vehicles, refuse and recycling collections associated with the centre will be carried out by 7.5t vehicles or smaller, and will be accommodated within the servicing area.
- 16.19 The servicing related trips should have a negligible impact on the surrounding highway network as long as they are managed effectively. To ensure that deliveries, refuse and recycling collections and other servicing vehicles do not have an impact on the footway and the cycle lane, a Delivery and Servicing Management Plan will be secured as a section 106 planning obligation if planning permission were granted.

Highways Works

- 16.20 The carriageway and footway directly adjacent to the site on Royal College Street is likely to sustain significant damage because of the proposed demolition, excavation and construction works. The Council would need to undertake remedial works to repair any such damage following completion of the proposed development.
- 16.21 A highways contribution would need to be secured as a section 106 planning obligation if planning permission is granted. This would allow the Council to repave the carriageway and footway directly adjacent to the site and repair any other damage to the public highway in the general vicinity of the site. The contribution will also allow for the two existing crossovers to be removed, and the

proposed crossover to be implemented. The highway works would be implemented by the Council's highways contractor on completion of the development. A cost estimate for the highway works has been prepared by the Council's Transport Design Team and will be confirmed shortly.

Pedestrian, cycling and environmental improvements

16.22 The development would introduce a new type of trip and an increase in people travelling (staff and patients) to the area. The Council, through its policies and strategies aims to encourage sustainable and active travel such as the use of public transport, walking and cycling as the primary mode of transport for journeys within the borough, and is committed to improving cycling and pedestrian routes in the area

16.23 The Council will seek to secure a Pedestrian, Cycling and Environmental (PCE) improvements contribution via a section 106 planning obligation if planning permission is granted. This would be used by the Council alongside contributions secured from other major developments and funding provided by other sources to transform the public realm in the general vicinity of the site for the benefit of cyclists and pedestrians. The contribution would most likely be focussed towards improving cycling and pedestrian routes, thereby helping to encourage staff, patients and visitors to walk, cycle and use public transport.

Managing and mitigating the impacts of construction

16.24 Construction Management Plans (CMPs) are used to demonstrate how developments will minimise impacts from the movement of goods and materials during the construction process (including any demolition works). Our primary concern is public safety but we also need to ensure that construction traffic does not create (or add to existing) traffic congestion in the local area. The proposal is also likely to lead to a variety of amenity issues for local people and adjoining businesses (e.g. noise, vibration, air quality, temporary loss of parking, etc.). The Council needs to ensure that the development can be implemented without being detrimental to amenity or the safe and efficient operation of the highway network in the local area.

16.25 A draft Construction Management Plan (draft CMP) has been submitted in support of the planning application. This includes proposals to introduce a pit lane on Royal College Street during excavation and construction, while maintaining the footway for pedestrians and the southbound cycle lane adjacent to the site. While the information provided in the draft is useful, a more detailed CMP would be required and secured via a section 106 planning obligation if planning permission were granted.

16.26 The Council would expect construction vehicle movements to and from the site to be scheduled to avoid peak periods to minimise the impacts of construction on the transport network. This is very important due to the location of cycle and pedestrian routes adjacent to the site. The contractor would need to register the works with the Considerate Constructors' Scheme. The contractor would also need to adhere to the CLOCS standard.

- 16.27 The development, if approved, would require significant input from Council officers, local residents and other stakeholders. This would relate to the development and assessment of the CMP as well as ongoing monitoring and enforcement of the CMP during demolition and construction. A CMP implementation support contribution of £22,816 would be secured via a Section 106 planning obligation if planning permission were granted.

Construction Impact Bonds

- 16.28 Construction activity can cause disruption to daily activities, however a well-run site that responds to the concerns of residents can greatly improve the situation. While most sites deal quickly and robustly with complaints from residents, and reinforce the requirements of the Construction Management Plan with site operatives, there can be situations where this does not occur and officers in the Council are required to take action.

- 16.29 Camden Planning Guidance (Developer Contributions) states that, *In respect of developments raising particularly complex construction or management issues where the Council will have to allocate resources to monitor and support delivery of obligations the Council may require payment of an upfront financial bond which the Council can draw upon if needs be.* A construction impact bond of £30,000 would need to be secured via a Section 106 planning obligation if planning permission were granted.

Excavation in close proximity to the public highway

- 16.30 The proposal would involve basement excavations in close proximity to the footway directly adjacent to the site. The Council therefore have to ensure that the stability of the public highway adjacent to the site is not compromised by the proposed basement excavations. The applicant would be required to submit Approval In Principle (AIP) reports to our Highways Structures & Bridges Team within Engineering Services as a pre-commencement obligation. This is a requirement of British Standard BD2/12. The AIP reports would need to include structural details and calculations to demonstrate that the proposed development would not affect the stability of the public highway adjacent to the site. The AIP would also need to include an explanation of any mitigation measures which might be required.

- 16.31 A Permanent Works AIP report is required for the final design, however, depending on construction methods, further Temporary Works AIP reports may also be required for any temporary piling or retaining walls required during excavation and construction. The AIP report and the associated assessment fee (£1552.95 + VAT) for the Permanent Works AIP would need to be secured as section 106 planning obligations if planning permission is granted. A pre commencement condition should also be secured to ensure that the applicant and the construction contractor liaise with the councils Structure Manager to determine if a Temporary Works AIP report is required.

Conclusion

- 16.32 The proposal would be acceptable in terms of transport implications subject to the following section 106 planning obligations being secured:

- A condition securing the provision of 60 CPG Transport compliant long stay cycle spaces
- A condition securing the provision of 10 CPG Transport compliant short stay cycle spaces within the site
- Car free development
- Strategic Level Travel Plan (for the B1 office use) and associated monitoring and measures contribution of £9,762
- Delivery and Servicing Management Plan
- Car Parking Management Plan
- Highways contribution – to be confirmed
- Pedestrian, Cycling and Environmental Improvements contribution – to be confirmed
- Construction Management Plan (CMP) and CMP implementation support contribution of £22,816
- Construction Impact Bond of £30,000
- Approval in Principe fee £1,552.95

17 SAFETY AND SECURITY

17.1 Local Plan policy C5 (safety and security) and CPG1 (Design) are relevant with regards to secure by design.

17.2 During the design process for the development, the applicant has liaised with the Metropolitan Police Designing Out Crime Officer (DOCO) with the aim of achieving Secure By Design accreditation for the scheme. In response to the issue discussed at this meeting a number of alterations were made to the scheme to improve security around the building, these changes included:

- Access to the rear will be limited to the central core which is visible from reception.
- All windows to the rear will be raised above ground with a solid stallriser and no openable glazing units at lower level.
- Fire escapes will be alarmed and include CCTV coverage.
- Cycle storage has been located within secure lockable internal spaces.
- Secure lockable cabinets will be provided for storage of medications and equipment.
- Out-patients clinic will be accessible from the main reception only with no separate entrance to the street.
- Doors and gates will be designed to meet LPS1175 - SR1 standards.
- Windows will be designed to meet Pass 24 standards where openable.

17.3 The proposals have been reviewed by the DOCO, who raises no objection. Given the above, officers consider that all feasible measures to ensure the safety and security of the site have been incorporated into the scheme. The proposed development would ensure the existing site is occupied by an active use that would help to prevent it from remaining vacant and becoming a potential site for crime and anti-social behaviour.

18 REFUSE AND RECYCLING

- 18.1 Camden Local Plan policy CC5 (Waste) and Camden Planning Guidance 1 (Design) are relevant with regards to waste and recycling storage and seek to ensure that appropriate storage for waste and recyclables is provided in all developments.
- 18.2 The proposals include waste storage holds on every floor of the building as well as a shared waste store at basement mezzanine level for office and outpatient clinic use. All waste will be separated between: general waste, recycling and clinical waste, with 3no. collections per week. On the day of the relevant collection, refuse bins will be taken to the vehicle loading bay and held within the refuse standing area to await collection.
- 18.3 Given the above, the proposed waste storage facilities are considered acceptable and would ensure waste is stored and disposed of appropriately. A servicing management plan would be secured as a section 106 planning obligation to ensure any impacts to highway and pedestrian safety, as well as neighbouring amenity, are sufficiently mitigated.

19 EMPLOYMENT AND TRAINING OPPORTUNITIES

- 19.1 The proposed development is considered large enough to generate local economic benefits. Camden Local Plan policies E1 and E2 and Camden Planning Guidance state that in the case of such developments the Council will seek to secure employment and training opportunities for local residents and opportunities for businesses based in the Borough to secure contracts to provide goods and services. This package of recruitment, apprenticeship and procurement measures will be secured via S106 and will comprise the following.
- 19.2 Construction phase
- The applicant should work to CITB benchmarks for local employment when recruiting for construction-related jobs as per section 68 of the Employment sites and business premises CPG.
 - The applicant should advertise all construction vacancies and work placement opportunities exclusively with the King's Cross Construction Skills Centre for a period of 1 week before marketing more widely.
 - The applicant should provide a specified number (to be agreed) of construction work placement opportunities of not less than 2 weeks each, to be undertaken over the course of the development, to be recruited through the Council's King's Cross Construction Skills Centre, as per section 70 of the Employment sites and business premises CPG.
 - The applicant must recruit 1 construction apprentice per £3million of build costs and pay the council a support fee of £1,700 per apprentice as per section 65 of the Employment sites and business premises CPG.
 - If the value of the scheme exceeds £1 million, the applicant must also sign up to the Camden Local Procurement Code, as per section 71 of the Employment sites and business premises CPG.

- The applicant provide a local employment, skills and local supply plan setting out their plan for delivering the above requirements in advance of commencing on site.

19.3 The proposals are therefore in accordance with the guidance set out in CPG (Employment sites and premises) and policies E1 and E2 of the Camden Local Plan.

20 PLANNING OBLIGATIONS

20.1 The following financial contributions are required to mitigate the impact of the development upon the local area, including on local services. These heads of terms will mitigate any impact of the proposal on the infrastructure of the area. Officers note that the Highways, PCE and Employment/Training contribution figures are outstanding and will be reported on the supplementary agenda.

Contribution	Amount (£)
Highways	£TBC
Pedestrian, cycling and environmental contributions	£TBC
CMP implementation support contribution	£22,816
Travel plan monitoring fees	£9,762
Construction impact bond	£30,000
Approval in principle	£1,552.95
Carbon offset fund	£263,910
TOTAL	£328,040.95 (subject to change)

21 COMMUNITY INFRASTRUCTURE LEVY

Mayor of London's Crossrail CIL

21.1 The proposal would not be liable for the Mayor of London's Community Infrastructure Levy (CIL) as its predominant use is as a healthcare facility.

22 Camden CIL

22.1 Similarly, as the proposal is for a healthcare facility it would not be liable for the Camden Community Infrastructure Levy (CIL).

23 CONCLUSION

23.1 Overall, the proposed development of the existing garage site to provide a healthcare centre is considered acceptable, as it would provide a new and improved facility that would be of significant benefit to members of the local community recovering from acute illness/surgery. The proposed development would also result in more borough-wide strategic benefits, as it would allow the CNWL to re-locate their services from the existing south with site at St. Pancras Hospital and aid the planned re-development of that site as a result.

23.2 The size, scale and design of the proposed development, whilst substantial when compared with the existing buildings on site, is considered to relate well to its setting and largely respects the character and form of the surrounding area and adjoining non-designated heritage asset (Golden Lion Pub). Further, the height of the building is considered to be consistent with the Council's wider vision for the area as well as recently approved developments in the area (St. Pancras Commercial Centre).

23.3 The application is therefore recommended for approval subject to conditions and the signing of a s106 legal agreement.

24 RECOMMENDATIONS

24.1 Planning Permission is recommended subject to conditions and a Section 106 Legal Agreement covering the following Heads of Terms:-

Design

- Retention of the architect (Ian Chalk Architects) during the detailed design stage, post approval.

Site Occupation

- A clause requiring the applicant to offer the space to the NHS for healthcare provision.
- Agent of Change Principle

Basement

- Basement construction plan.

Employment and training

- The applicant should work to CITB benchmarks for local employment when recruiting for construction-related jobs as per clause 8.28 of CPG8.
- The applicant should advertise all construction vacancies and work placement opportunities exclusively with the King's Cross Construction Skills Centre for a period of 1 week before marketing more widely.
- The applicant should provide a specified number (to be agreed) of construction or non-construction work placement opportunities of not less than 2 weeks each, to be undertaken over the course of the development, to be recruited through the Council's King's Cross Construction Skills Centre, or a specified number (to be agreed) of work experience placements following the completion of the building. Work experience placements can be organised through the council's work experience coordinator, Tom Humphreys, who can be contacted via Thomas.Humphreys@camden.gov.uk.
- As the build costs of the scheme exceed £3 million the applicant must recruit 1 construction or non-construction apprentice per £3million of build costs, and pay the council a support fee of £1,700 per apprentice as per clause 8.17 of CPG8. Recruitment of construction apprentices should be conducted through the Council's King's Cross Construction Skills Centre.
- If the value of the scheme exceeds £1 million, the applicant must also sign up to the Camden Local Procurement Code, as per section 8.19 of CPG8.

- The S106 should broker a meeting between the end user(s) of the ground floor retail units and the Economic Development team to discuss our employment and skills objectives.
- The applicant should deliver at least 1 supplier capacity building workshop/Meet the Buyer event to support Camden SMEs to tender for construction contracts in relation to the development.
- The applicant provide a local employment, skills and local supply plan setting out their plan for delivering the above requirements in advance of commencing on site.

Energy and sustainability

- Sustainability measures to be secured through S106 sustainability plan indicating:
 - BREEAM Excellent level
 - Minimum credit targets in Energy (60%), Materials (40%) and Water (60%).
- Energy provisions to be secured through S106 EE&RE plan:
 - Overall minimum 35.9% CO2 reductions beyond Part L 2013 (SAP 10) as amended;
 - Minimum 1.2% Be Lean stage reduction through building efficiency;
 - Minimum 35% Be Green stage reduction through renewables
- Carbon Offset Fund to be secured through S106 - **£263,910**

Transport

- Car free
- Construction Management Plan (CMP) and associated requirement for a Construction Working Group to be formed prior to commencement.
- CMP contribution - £22,816
- Construction Impact Bond - £30,000
- Financial contribution (TBC) for highway works directly adjacent to the site.
- Financial contribution (TBC) for pedestrian, cycling and environmental improvements in the general vicinity of the site (i.e. aspects of the wider vision for public realm improvements within the public highway).
- Strategic level travel plan and associated monitoring fee of £9,762 for the ancillary office use
- Delivery and Servicing Management Plan
- Car parking management plan
- Permanent Works Approval In Principle (AIP) and associated fee of £1,552.95

25 LEGAL COMMENTS

25.1 Members are referred to the note from the Legal Division at the start of the Agenda.

26 Conditions – planning application

1	Three years from the date of this permission
	The development hereby permitted must be begun not later than the end of

	<p>three years from the date of this permission.</p> <p>Reason: In order to comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).</p>
2	<p>Approved drawings</p> <p>The development hereby permitted shall be carried out in accordance with the following approved plans: Drawing Numbers: 1485_00(00)001, 1485_00(00)002, 1485_00(00)100, 1485_00(00)101, 1485_00(00)102, 1485_00(00)130, 1485_00(00)161, 1485_00(00)162, 1485_00(00)165, 1485_00(00)011, 1485_00(00)011, 1485_00(00)198, 1485_00(00)199, 1485_00(00)199, 1485_00(00)200, 1485_00(00)201, 1485_00(00)202, 1485_00(00)203, 1485_00(00)204, 1485_00(00)205, 1485_00(00)206, 1485_00(00)230, 1485_00(00)231, 1485_00(00)232, 1485_00(00)260, 1485_00(00)261, 1485_00(00)262, 1485_00(00)265, 1485_00(00)270, 1485_00(00)271, 1485_00(00)272, 1485_00(00)273, 1485_00(00)274, 1485_00(00)275, 1485_00(00)276, 1485_00(00)277, 1485_00(00)300, 1485_00(00)301, 1485_00(00)160, 71435-CUR-00-XX-DR-TP-06007, 71435-CUR-00-XX-DR-TP-06006</p> <p>Background Papers and Supporting Documents: Ian Chalk Architects Design and Access Statement February 2020, Syntegra Air Quality Assessment dated January 2020, Arboricultural Impact Assessment CC/2217 AR4170, DP9 cover letter dated 10/02/2020, Point 2 Daylight and Sunlight Report dated January 2020, BDP Landscape Design and Access Statement dated January 2020, Syntegra Noise Impact Assessment dated February 2020, Sustainability Statement Rev B dated January 2020, DP9 Planning Statement Rev1 February 2020, Heritage Statement dated February 2020, RSK Basement Impact Assessment and Appendices dated April 2020, Ground Investigation Report (GIR) and Geotechnical / Geo-environmental Assessment 371944-01 (01) dated March 2020, Curtins Interim Travel Plan dated April 2020, Curtins Road Safety Audit dated April 2020, Curtins Delivery and Service Plan Rev 5 dated April 2020</p> <p>Reason: For the avoidance of doubt and in the interest of proper planning.</p>
3	<p>Detailed drawings/samples</p> <p>Detailed drawings, information or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the Council before the relevant part of the work is begun:</p> <p>a) Plan, elevation and section drawings, of all external windows and doors at a scale of 1:10</p> <p>b) Samples and manufacturer's details at a scale of 1:10, of all facing materials including windows and door frames, glazing, brickwork and cladding.</p> <p>A sample panel of all facing materials should be erected on-site and approved</p>

	<p>by the Council before the relevant parts of the work are commenced and the development shall be carried out in accordance with the approval given.</p> <p>c) Details of CCTV and lighting of entrance areas</p> <p>The relevant part of the works shall then be carried in accordance with the approved details</p> <p>Reason: To safeguard the appearance of the premises and the character of the surrounding conservation area in accordance with the requirements of policy D1 of the Camden Local Plan 2017.</p>
4	<p>Refuse and recycling</p> <p>Prior to occupation of the site, details of the location, design and method of waste storage and removal including recycled materials, shall be submitted to and approved by the local planning authority in writing. The facility as approved shall be provided prior to the first occupation and permanently retained thereafter.</p> <p>Reason: To ensure that sufficient provision for the storage and collection of waste has been made in accordance with the requirements of policy CC5 of the Camden Local Plan.</p>
5	<p>Landscaping - details</p> <p>No development (other than site clearance and preparation), shall take place until full details of hard and soft landscaping and means of enclosure of all un-built, open areas (including terraces, balconies, green roofs and public realm works to the front) have been submitted to and approved by the local planning authority in writing. Details shall include a phased programme of works. The relevant part of the works shall not be carried out otherwise than in accordance with the details and programme thus approved.</p> <p>Reason: To ensure that the development achieves a high quality of landscaping which contributes to the visual amenity and character of the area in accordance with the requirements of policies D1 and D2 of the Camden Local Plan 2017.</p>
6	<p>Landscaping - replacement planting</p> <p>All hard and soft landscaping works shall be carried out in accordance with the approved landscape details by not later than the end of the planting season following completion of the development or any phase 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.</p>

	<p>Reason: To ensure that the landscaping is carried out within a reasonable period and to maintain a high quality of visual amenity in the scheme in accordance with the requirements of policies A2, A3 and D1 of the London Borough of Camden Local Plan 2017.</p>
7	<p>Tree protection</p> <p>Prior to the commencement of works on site, tree protection measures shall be installed and working practices adopted in accordance with the Arboricultural Impact Assessment CC/2217 AR4170. All trees on the site, or parts of trees growing from adjoining sites, unless shown on the permitted drawings as being removed, shall be retained and protected from damage in accordance with BS5837:2012 and with the approved protection details. The works shall be undertaken under the supervision of the project arboriculturalist.</p> <p>Reason: To ensure that the development will not have an adverse effect on existing trees and in order to maintain the character and amenity of the area in accordance with the requirements of policies A2 and A3 of the Camden Local Plan.</p>
8	<p>SUDS</p> <p>Prior to commencement of development details of a sustainable urban drainage system shall be submitted to and approved in writing by the local planning authority. Such a system should be designed to accommodate all storms up to and including a 1:100 year storm with a 40% provision for climate change such that flooding does not occur in any part of a building or in any utility plant susceptible to water, and shall demonstrate the reduced run-off rates approved by the LPA. Details shall include a lifetime maintenance plan, and systems shall thereafter be retained and maintained in accordance with the approved details.</p> <p>Reason: To reduce the rate of surface water run-off from the buildings and limit the impact on the storm-water drainage system in accordance with Policies CC1, CC2, CC3 of the London Borough of Camden Local Plan 2017.</p>
9	<p>Air quality - mechanical ventilation</p> <p>Prior to commencement of development excluding demolition and site preparation works, full details of the mechanical ventilation systems for the whole site including air inlet locations shall be submitted to and approved by the local planning authority in writing. Air inlet locations should be located away from busy roads and as close to roof level as possible, to protect internal air quality. The development shall thereafter be constructed and maintained in accordance with the approved details.</p> <p>Reason: To protect the amenity of residents in accordance with London</p>

	Borough of Camden Local Plan Policy CC4.
10	<p>Air Quality – NO₂ filtration</p> <p>Prior to occupation evidence that an appropriate NO₂ filtration system on the mechanical ventilation intake of the building has been installed, and a detailed mechanism to secure maintenance of this system and changing of filters, should be submitted to the Local Planning Authority and approved in writing.</p> <p>Reason: To protect the amenity of residents in accordance with London Borough of Camden Local Plan Policy CC4.</p>
11	<p>Non-road mobile machinery</p> <p>All Non-road Mobile Machinery (NRMM) used during the course of the development that is within the scope of the GLA 'Control of Dust and Emissions during Construction and Demolition' Supplementary Planning Guidance (SPG) dated July 2014, or any successor document, shall comply with the low emission zone requirements therein and be registered for use on the NRMM register (or any superseding register).</p> <p>Reason: To ensure that air quality is not adversely affected by the development in accordance with policy CC4 of the Camden Local Plan 2017, and policy 7.14 of the London Plan and the Mayor's SPG: The Control of Dust and Emissions During Construction and Demolition.</p>
12	<p>Solar PV</p> <p>Prior to first occupation of the building, detailed plans showing the location and extent of photovoltaic cells to be installed on the building shall have been submitted to and approved by the Local Planning Authority in writing. The measures shall include the installation of a meter to monitor the energy output from the approved renewable energy systems. A site-specific lifetime maintenance schedule for each system, including safe roof access arrangements, shall also be provided. The cells shall be installed in full accordance with the details approved by the Local Planning Authority and permanently retained and maintained thereafter.</p> <p>Reason: To ensure the development provides adequate on-site renewable energy facilities in accordance with the requirements of policies CC1 and CC2 of the Camden Local Plan 2017.</p>
13	<p>Land contamination – site investigation</p> <p>Prior to commencement of any development other than works of demolition, site clearance & preparation, a written programme of ground investigation for the presence of soil and groundwater contamination and landfill gas shall be submitted to and approved by the local planning authority in writing.</p>

	<p>Site investigation shall be carried out in accordance with the approved programme and the results and a written scheme of remediation measures [if necessary] shall be submitted to and approved by the local planning authority in writing.</p> <p>The remediation measures shall be implemented strictly in accordance with the approved scheme and a written report detailing the remediation shall be submitted to and approved by the local planning authority in writing prior to occupation.</p> <p>Reason: To protect future occupiers of the development from the possible presence of ground contamination arising in connection with the previous industrial/storage use of the site in accordance with policies G1, D1, A1, and DM1 of the London Borough of Camden Local Plan 2017.</p>
14	<p>Land Contamination - remediation</p> <p>In the event that additional significant contamination is found at any time when carrying out the approved development it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of the Environment Agency's Model Procedures for the Management of Contamination (CLR11), and where mitigation is necessary a scheme of remediation must be designed and implemented to the satisfaction of the local planning authority before any part of the development hereby permitted is occupied.</p> <p>Reason: To protect future occupiers of the development from the possible presence of ground contamination arising in connection with the previous industrial/storage use of the site in accordance with policies G1, D1, A1, and DM1 of the London Borough of Camden Local Plan 2017.</p>
15	<p>Plant and equipment – acoustic isolation</p> <p>Before the use commences, the air-conditioning plant shall be provided with acoustic isolation, sound attenuation and anti-vibration measures in accordance with the scheme approved in writing by the local planning authority. All such measures shall thereafter be retained and maintained in accordance with the manufacturers' recommendations.</p> <p>Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policy G1, A1, A4, D1, and CC1 of the London Borough of Camden Local Plan 2017.</p>
16	<p>Plant and equipment – noise compliance</p> <p>Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of the external noise level emitted from plant/ machinery/ equipment and mitigation measures as appropriate. The</p>

	<p>measures shall ensure that the external noise level emitted from plant, machinery/ equipment will be lower than the lowest existing background noise level by at least 10dBA, by 15dBA where the source is tonal, as assessed according to BS4142:1997 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.</p> <p>Reason: To safeguard the amenities of neighbouring noise sensitive receptors in accordance with the requirements of policies A1 and A4 of the London Borough of Camden Local Plan 2017.</p>
17	<p>Cycle parking</p> <p>The cycle storage space as shown on plans 1485_00(00)_199 01 and 1485_00(00)_200 01 shall provide a minimum of 70 cycle parking spaces at the site. The facility shall be provided in its entirety prior to the first occupation of the site, and permanently retained thereafter.</p> <p>Reason: To ensure the development provides adequate cycle parking facilities in accordance with the requirements of policy T1 of the London Borough of Camden Local Plan 2017.</p>
19	<p>Biodiversity enhancements</p> <p>Prior to commencement of any development other than works of demolition, site clearance & preparation, a plan showing details of biodiversity enhancements on the building (including details of bird and bat boxes) appropriate to the development's location, scale and design shall be submitted to and approved in writing by the local planning authority. The measures shall be installed in accordance with the approved plans prior to the occupation of the development and thereafter retained.</p> <p>Reason: In order to secure appropriate features to conserve and enhance wildlife habitats and biodiversity measures within the development, in accordance with the requirements of the London Plan and in accordance with policy A3 of the Camden Local Plan 2017.</p>
20	<p>Basement</p> <p>The development hereby approved shall not commence until such time as a suitably qualified chartered engineer with membership of the appropriate professional body has been appointed to inspect, approve and monitor the critical elements of both permanent and temporary basement construction works throughout their duration to ensure compliance with the design which has been checked and approved by a building control body. Details of the appointment and the appointee's responsibilities shall be submitted to and approved in writing by the local planning authority prior to the commencement of development. Any subsequent change or reappointment shall be confirmed forthwith for the duration of the construction works.</p>

	<p>Reason: To safeguard the appearance and structural stability of neighbouring buildings and the character of the immediate area in accordance with the requirements of policies D1, D2(if in CA) and A5 of the London Borough of Camden Local Plan 2017.</p>
21	<p>Green Roof details</p> <p>Prior to commencement of above-ground development, full details in respect of the green roof in the area indicated on the approved roof plan shall be submitted to and approved by the local planning authority. Details of the green roof provided shall include: species, planting density, substrate and a section at scale 1:20 showing that adequate depth is available in terms of the construction and long term viability of the green roof, as well as details of the maintenance programme for green roof. The buildings shall not be occupied until the approved details have been implemented and these works shall be permanently retained and maintained thereafter.</p> <p>Reason: In order to ensure the development undertakes reasonable measures to take account of biodiversity and the water environment in accordance with policies A3, CC2 and CC3 of the London Borough of Camden Local Plan 2017.</p>
22	<p>Air source heat pumps</p> <p>Prior to commencement of above ground works, details, drawings and data sheets showing the location, Seasonal Performance Factor of at least 2.5 and Be Green stage carbon saving of the air source heat pumps and associated equipment to be installed on the building, shall have been submitted to and approved by the Local Planning Authority in writing. The measures shall include the installation of a metering details including estimated costs to occupants and commitment to monitor performance of the system post construction. A site-specific lifetime maintenance schedule for each system, including safe access arrangements, shall be provided. The equipment shall be installed in full accordance with the details approved by the Local Planning Authority and permanently retained and maintained thereafter.</p> <p>Reason: To ensure the development provides adequate on-site renewable energy facilities in accordance with the requirements of policy CC1 of the London Borough of Camden Local Plan 2017.</p>
23	<p>Piling Method Statement</p> <p>No impact piling to commence until a piling method statement, prepared in consultation with Thames Water or the relevant statutory undertaker, detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works, has been submitted to and approved in writing by the local planning authority. Any piling must be undertaken in accordance with the terms of the approved piling method statement.</p>

	Reason: To safeguard existing below ground public utility infrastructure and controlled waters in accordance with the requirements of policy A5 of the Camden Local Plan 2017.
24	<p>The noise level in rooms at the development hereby approved shall meet the noise standard specified in BS8233:2014 for internal rooms and external amenity areas.</p> <p>Reason: To ensure that the amenity of occupiers of the development site is not adversely affected by noise in accordance with the requirements of Policy A1 of the Camden Local Plan.</p>

27 Informatives – planning application

1	Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts that cover aspects including fire and emergency escape, access and facilities for people with disabilities and sound insulation between dwellings. You are advised to consult the Council's Building Control Service, Camden Town Hall, Judd St, Kings Cross, London NW1 2QS (tel: 020-7974 6941).
2	This approval does not authorise the use of the public highway. Any requirement to use the public highway, such as for hoardings, temporary road closures and suspension of parking bays, will be subject to approval of relevant licence from the Council's Streetworks Authorisations & Compliance Team London Borough of Camden 5 Pancras Square c/o Town Hall, Judd Street London WC1H 9JE (Tel. No 020 7974 4444) . Licences and authorisations need to be sought in advance of proposed works. Where development is subject to a Construction Management Plan (through a requirement in a S106 agreement), no licence or authorisation will be granted until the Construction Management Plan is approved by the Council.
3	Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You are advised to consult the Council's Noise and Licensing Enforcement Team, Camden Town Hall, Judd St, Kings Cross, London NW1 2QS (Tel. No. 020 7974 4444 or search for 'environmental health' on the Camden website or seek prior approval under Section 61 of the Act if you anticipate any difficulty in carrying out construction other than within the hours stated above.
4	All works should be conducted in accordance with the Camden Minimum Requirements - a copy is available on the Council's website at https://beta.camden.gov.uk/documents/20142/1269042/Camden+Minimum+Requirements+%281%29.pdf/bb2cd0a2-88b1-aa6d-61f9-525ca0f71319 or contact the Council's Noise and Licensing Enforcement Team, 5 Pancras

	<p>Square c/o Town Hall, Judd Street London WC1H 9JE (Tel. No. 020 7974 4444)</p> <p>Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You must secure the approval of the Council's Noise and Licensing Enforcement Team prior to undertaking such activities outside these hours.</p>
5	<p>With regard to the wording 'Prior to commencement of any development other than works of demolition, site clearance & preparation' within the above conditions, for the purposes of this decision notice, this excludes works of basement excavation and laying of the basement slab.</p>
6	<p>You are advised the developer and appointed / potential contractors should take the Council's guidance on Construction Management Plans (CMP) into consideration prior to finalising work programmes and must submit the plan using the Council's CMP pro-forma; this is available on the Council's website at https://beta.camden.gov.uk/web/guest/construction-management-plans or contact the Council's Planning Obligations Team, 5 Pancras Square c/o Town Hall, Judd Street London WC1H 9JE (Tel. No. 020 7974 4444). No development works can start on site until the CMP obligation has been discharged by the Council and failure to supply the relevant information may mean the council cannot accept the submission as valid, causing delays to scheme implementation. Sufficient time should be afforded in work plans to allow for public liaison, revisions of CMPs and approval by the Council.</p>

2020/0728/P - 70-86 Royal College Street



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