

Address:	British Museum, Great Russell Street, London, WC1E 7JW		1 & 2
Application Number(s):	2023/4648/P 2023/4903/L	Officer: Elaine Quigley	
Ward:	Bloomsbury		
Date Received:	30/10/2023		
Proposal:	<p>Planning permission: Erection of new energy centre incorporating maintenance support accommodation to internal West Road, new substation off Montague Street, all together with associated internal and external works, service runs, erection of plant, landscaping, and temporary works associated with construction following demolition of existing Energy Centre to internal West Road and removal of temporary buildings to the south of the existing energy centre on the internal West Road and to the north and east of the White Wing facing Montague Street.</p>		
	<p>Listed Building Consent: Erection of new energy centre incorporating maintenance support accommodation to internal West Road, new substation off Montague Street, all together with associated internal and external works, service runs, erection of plant, landscaping, and temporary works associated with construction following demolition of existing Energy Centre to internal West Road and removal of temporary buildings to the south of the existing energy centre on the internal West Road and to the north and east of the White Wing facing Montague Street.</p>		
<p>Background Papers, Supporting Documents and Drawing Numbers: ISS Existing Drawings: 10771-WW-SE-01-DR-A-1171 rev P4; 10771-WW-SE-02-DR-A-1172 rev P4; 10771-WW-SE-RF-DR-A-1173 rev P4; 10771-WW-SE-XX-DR-A-1270 rev P4; 10771-WW-SE-XX-DR-A-1271 rev P4; 10771-WW-SE-XX-DR-A-1370 rev P4; 10771-WW-SE-XX-DR-A-1371 rev P4; 10771-WW-SE-XX-DR-A-1372 rev P4; 10771-WW-SE-XX-DR-A-1374 rev P4.</p> <p>Demolition Drawings: 10771-WW-SE-01-DR-A-1671 rev P4; 10771-WW-SE-02-DR-A-1672 rev P4; 10771-WW-SE-RF-DR-A-1673 rev P4; 10771-WW-SE-XX-DR-A-1780 rev P4; 10771-WW-SE-XX-DR-A-1781 rev P4; 10771-WW-SE-XX-DR-A-1870 rev P4; 10771-WW-SE-XX-DR-A-1871 rev P4; 10771-WW-SE-XX-DR-A-1872 rev P4; 10771-WW-SE-XX-DR-A-1874 rev P4.</p> <p>Proposed Drawings: 10771-WW-SE-01-DR-A-2171 rev P6; 10771-WW-SE-03-DR-A-2173 rev P6; 10771-WW-SE-01-DR-A-2174 rev P6; 10771-WW-SE-XX-DR-A-2270 rev P6; 10771-WW-SE-XX-DR-A-2271 rev P6; 10771-WW-SE-XX-DR-A-2271 rev P6; 10771-WW-SE-XX-DR-A-2272 rev P6; 10771-WW-SE-01-DR-A-2370 rev P6; 10771-WW-SE-01-DR-A-2371</p>			

rev P6; 10771-WW-SE-01-DR-A-2372 rev P6; 10771-WW-SE-01-DR-A-2374 rev P6; 10771-WW-SE-XX-DR-A-2272 rev P6; 10771-WW-SE-XX-DR-A-2370 rev P6.

SWEC

10771-WW-SI-RF-DR-A-1030 rev P4; 10771-WW-SW-RF-DR-A-1031 rev P4; 10771-WW-SW-01-DR-A-1131-rev P4; 10771-WW-SW-02-DR-A-1132 rev P4; 10771-WW-SW-03-DR-A-1133 rev P4; 10771-WW-SW-04-DR-A-1134 rev P4; 10771-WW-SW-05-DR-A-1135 rev P4; 10771-WW-SW-05-DR-A-1135 rev P4; 10771-WW-SW-06-DR-A-1136 rev P4; 10771-WW-SW-RF-DR-A-1137 rev P4; 10771-WW-SW-XX-DR-A-1230 rev P4; 10771-WW-SW-XX-DR-A-1231 rev P4; 10771-WW-SW-XX-DR-A-1232 rev P4; 10771-WW-SW-XX-DR-A-1233 rev 4; 10771-WW-SW-XX-DR-A-1233 rev P4; 10771-WW-SW-XX-DR-A-1234 rev P4; 10771-WW-SW-XX-DR-A-1330 rev P4; 10771-WW-SW-XX-DR-A-1331 rev P4; 10771-WW-SW-XX-DR-A-1332 rev P4; 10771-WW-SW-XX-DR-A-1333 rev P4.

Demolition Drawings

10771-WW-SI-RF-DR-A-1600 rev P2; 10771-WW-SW-01-DR-A-1651 rev P4; 10771-WW-SW-02-DR-A-1652 rev P4; 10771-SW-03-DR-A-1653 rev P4; 10771-WW-SW-03-DR-A-1653 rev P4; 10771-SW-04-DR-A-1653 rev P4; 10771-WW-SW-04-DR-A-1654 rev P4; 10771-WW-SW-05-DR-A-1655 rev P4; 10771-WW-SW-06-DR-A-1656 rev P4; 10771-WW-SW-RF-DR-A-1657 rev P4; 10771-WW-SW-XX-DR-A-1750 rev P4; 10771-WW-SW-DR-A-1751 rev P4; 10771-WW-SW-XX-DR-A-1652 rev P4; 1071-WW-SW-XX-DR-A-1754 rev P4; 1071-WW-SW-XX-DR-A-1850 rev P4; 10771-WW-SW-XX-DR-A-1851 rev P4; 10771-WW-SW-XX-DR-A-1852 rev P4; 10771-WW-SW-XX-DR-A-1852 rev P4; 10771-WW-SW-XX-DR-A-1853 rev P4.

Enabling Works

10771-WW-SW-XX-DR-A-1900 rev P4; 10771-WW-SW-XX-DR-A-1901 rev P4; 10771-WW-SW-XX-DR-A-1902 rev P2; 10771-WW-SW-XX-DR-A-1903 rev P2; 10771-WW-SW-XX-DR-A-1904 rev P1; 10771-WW-SW-XX-DR-A-1905 rev P1; 10771-WW-SW-XX-DR-A-1906 rev P1; 10771-WW-SW-XX-DR-A-1907 rev P1; 10771-WW-SW-XX-DR-A-1908 rev P1; 10771-WW-SW-XX-DR-A-1909 rev P1; 10771-WW-SW-XX-DR-A-1910 rev P1.

Proposed Drawings

10771-WW-SI-RF-DR-A-2030-rev P4; 10771-WW-SW-RF-DR-A-2031 rev P4; 10771-WW-SW-01-DR-A-2141 rev P4; 10771-WW-SW-02-DR-A-2142 rev P4; 10771-WW-SW-03-DR-A-2143 rev P4; 10771-WW-SW-04-DR-A-2144 rev P4; 10771-WW-SW-05-DR-A-2145 rev P4; 10771-WW-SW-06-DR-A-2146 rev P4; 10771-WW-SW-RF-DR-A-2147 rev P4; 10771-WW-SW-XX-DR-A-2240 rev P4; 10771-WW-SW-XX-DR-A-2241 rev P4; 10771-WW-SW-XX-DR-A-2241 rev P4; 10771-WW-SW-XX-DR-A-2242 rev P4; 10771-WW-SW-XX-DR-A-2243 rev P4; 10771-WW-SW-XX-DR-A-2243 rev P4; 10771-WW-SW-XX-DR-A-2244 rev P4; 10771-WW-SW-XX-DR-A-2245 rev P4; 10771-WW-SW-XX-DR-A-2246 rev P4; 10771-WW-SW-XX-DR-A-2340 rev P4; 10771-WW-SW-XX-DR-A-2341 rev P4; 10771-WW-SW-XX-DR-A-2342 rev P4; 10771-WW-SW-XX-DR-A-2343 rev P4.

Documents:

Planning Statement prepared by Montague Evans dated October 2023; Design and Access Statement rev F prepared by Wright and Wright Architects dated 13/02/2024; Heritage Statement prepared by Montagu Evans dated October 2023; Demolition Schedule of Works rev F prepared by Wright and Wright Architects dated 13/02/2024; Structural Statement prepared by Alan Baxter dated October 2023; Preliminary BREEAM Assessment prepared by Eight Versa dated 30/11/2023; South-West Energy Centre Energy and Sustainability Design Statement prepared by Steensen Varming dated 02/02/2024; Energy and Sustainability Proforma; Overheating Analysis rev 01 prepared by Steensen Varming dated 22/09/2023; Civil engineering notes on below ground drainage and SuDS prepared by Alan Baxter dated February 2024; Environmental Noise Impact Assessment prepared by Encon Associates dated 22/05/2023; Daylight, Sunlight and Overshadowing Assessment prepared by Gordon Ingram Associates dated 19/10/2023; Air Quality Assessment (ref A6016) Rev C prepared by Encon dated 13/10/2023; Archaeological Desk-Based Assessment dated September 2023; Preliminary Ecological Appraisal prepared by Pre-Construct dated October 2023; Arboricultural Method Statement prepared by Writtle Forest dated October 2023; Arboricultural Implication Assessment prepared by Writtle Forest date September 2023; Tree Survey and Tree Constraints Plan prepared by Writtle Forest dated October 2023; Lighting Assessment rev 03 prepared by Steensen Varming dated 19/10/2023; Construction Management Plan prepared by Real PM dated October 2023; Transport Statement prepared by Momentum dated 12/03/2024; Framework Travel Plan prepared by Momentum dated 18/10/2023; Fire Statement prepared by Arup dated 19/10/2023; Statement of Community Involvement prepared by Concillo dated October 2023.

RECOMMENDATION SUMMARY:

- (i) Grant conditional planning permission subject to a Section 106 Legal Agreement**
- (ii) Grant condition listed building consent**

Applicant:

British Museum
Great Russell Street
London
WC1E 7JW

Agent:

Montague Evans LLP
70 St Mary Axe
London
EC3A 8BE

ANALYSIS INFORMATION

Land use floorspaces				
	Use Class	Description	Floorspace GIA (sqm)	
EXISTING SWEC SITE				
	<u>South West Energy Centre</u> (Use Class F1)	Boiler House (plant)	209.7	
		Offices and meeting rooms	0	
		Welfare space (mess/shower/lockers)	0	
		Storage	0	
	<u>South West portacabins</u> (Use Class F1)	Plant Office	0	
		Offices and meeting rooms	159.99	
		Welfare space (mess/ shower/lockers)	117.25	
		Storage	26.14	
	Subtotal			513.08 (excludes circulation space)
	EXISTING ISS SITE			
	South east portacabins (Use Class F1)	Plant	0	
		Offices and meeting rooms	60.97	
		Welfare space (mess/shower/lockers)	25.79	
		Storage	21.24	
	Subtotal		107	
Existing total – SWEC AND ISS			620.08 (excludes circulation space)	
PROPOSED SWEC SITE				

	<u>SWEC</u> Use Class F1	SW Energy centre (plant)	808.38
		Offices and meeting rooms	327.04
		Welfare space (mess/shower/lockers)	244.87
		Storage	160.62
Subtotal			1,540.91 (uplift 1,1028sqm)
	<u>ISS</u> Use Class F1	Incoming Sub Station (Plant)	44.48 (63sqm reduction)
PROPOSED SWEC AND ISS TOTAL			1585.39 (excludes circulation space) (uplift 965sqm net excludes circulation space)

Parking details			
Type	Existing spaces	Proposed spaces	Difference
Car	15 (contractor parking spaces)	15 (contractor spaces)	0
Cycle	56 external spaces (staff and visitors) 24 internal spaces (staff only)	56 (external spaces) 24 (internal spaces)	0

EXECUTIVE SUMMARY

- (i) The application is for demolition of all the buildings within two sites that include mainly temporary portacabin buildings within the British Museum estate to provide a new energy centre that includes plant associated with an all-electric system, and upgraded maintenance support accommodation. The proposals feature a floorspace uplift of 1,222.65 sq. m (GIA) (including circulation space). The new *South West Energy Centre (SWEC)* building would be 6 storeys in height in the southwest corner of the British Museum estate. A new single storey incoming substation building would also be constructed in the southeast of the British Museum estate. No objections have been raised by the local community, but concerns have been raised by the Conservation Area Advisory Committee. The main areas of concern are impact of the proposals in terms of heritage and amenity.
- (ii) The demolition of 3 portacabin buildings on the southeast of the site that date from the 1990's is supported. They are poor quality with no architectural or historic interest. They currently provide accommodation for the contractor maintenance support staff. This site is the location of the new *Incoming Substation (ISS)*.
- (iii) The demolition of the existing SWEC, and temporary portacabin buildings in the southwest of the site are supported. The buildings provide back-of-house servicing functions that are not accessible to the public. They date from the 1990's and are poor quality with no architectural or historic merit.
- (iv) The Museum is progressing its strategy for transitioning to sustainable, low carbon infrastructure. The two key infrastructure upgrades that would be required to deliver the strategy are the proposed new South West Energy Centre (SWEC) and the distribution of the site-wide services that would also be upgraded. A new incoming Substation would also be proposed. The buildings would deliver the primary electrical and distribution upgrades to provide the required capacity for the low carbon heating system to service the entire Estate. This would help support the Museum's transition from primarily using intensive fossil fuel gas boilers to an all-electric system. The new energy efficient systems would result in an estimated annual net saving of 1,700 tonnes of CO₂ compared to the existing heating system. This would help to support the delivery of the Government's and the Council's commitment to achieving Net Zero.
- (v) The secondary use proposed within the new SWEC building would be the re-provision of the maintenance support accommodation. This would rationalise and consolidate this accommodation which is currently housed in mainly temporary accommodation dispersed within buildings in the southwest, and northeast of the Estate. It would allow efficient operations, meet security requirements, and provide designated space independent of other Museum departments for third party contractors employed by the

Museum. This would help the Museum's ability to improve and maintain the estate and the collections held within it.

- (vi) The buildings within the British Museum site are Grade I listed buildings. Alternative locations have been studied to accommodate the supporting functions, assessed against a range of criteria. This included consideration of accessibility, quality of accommodation, proximity to operational areas and the avoidance of impact to Grade I listed fabric of high significance. The outcome of that exercise confirms that there are no other locations for the replacement accommodation within the existing Museum building or the wider estate.
- (vii) As well as the grade I listed British Museum, the site is located within the Bloomsbury Conservation Area and includes numerous Grade II listed buildings close to the site. The design and scale of the SWEC would cause less than substantial harm to the significance of the Grade I listed British Museum building, a listed terrace on Bloomsbury Street, and Bloomsbury Conservation Area. Giving this harm considerable weight, officers believe there are considerable public benefits that outweigh the harm, including heritage benefits arising from the proposed ISS and landscaping.
- (viii) The effects of the proposal in design terms, however, would be considered acceptable overall. The design of the building reflects the mainly infrastructure related space to support the museum moving towards the decarbonisation of its Estate. The proposed building ties it into its context within a challenging and physically constrained site. The building, although utilitarian as befits its function and backland location, has nevertheless been well considered as demonstrated through its composition and detailing.
- (ix) The scheme has been designed to minimise the impact on neighbouring properties in terms of amenity, including access to light, privacy, noise, and light spill.
- (x) The impacts resulting from the construction phases would be very carefully managed and controlled via obligations within the legal agreement for construction and demolition management plans, to be prepared in consultation with local residents as part of the community working group. Transport contributions have been negotiated to help facilitate any impacts on the transport infrastructure. This would include a highways contribution of £20,000 and £5,000 towards cycle / e-scooter hire improvements. The transport contributions would deliver wider public benefits.
- (xi) The scheme would deliver substantial land use and sustainability benefits working towards the site-wide decarbonisation of the Museum's Estate. It would also help to support the ongoing modern operation of an internationally recognised cultural and educational use of national importance, crucial to the borough and London. Other benefits would include employment and economic benefits and a package of highways contributions. Taking account of the development plan and all material planning considerations, including

the representations made by local groups, the proposals are considered acceptable and in accordance with the development plan as a whole. The less than substantial harm to heritage assets are outweighed by the public benefits, and it is therefore recommended that planning permission and listed building consent be granted.

OFFICER REPORT

Reason for Referral to Committee: Major development involving the provision of more than 1,000 sq. m of non-residential floorspace (Clause 3(i)).

1. SITE AND BACKGROUND

Location

- 1.1 The British Museum complex is located in the heart of Bloomsbury. The site covers an area of approximately 4.75 hectares (47,500 sq. m). It is bound to the north by Montague Place and to the south by Great Russell Street. It is flanked to the east and west by the Georgian terraces which front onto Bloomsbury Street and Montague Street.

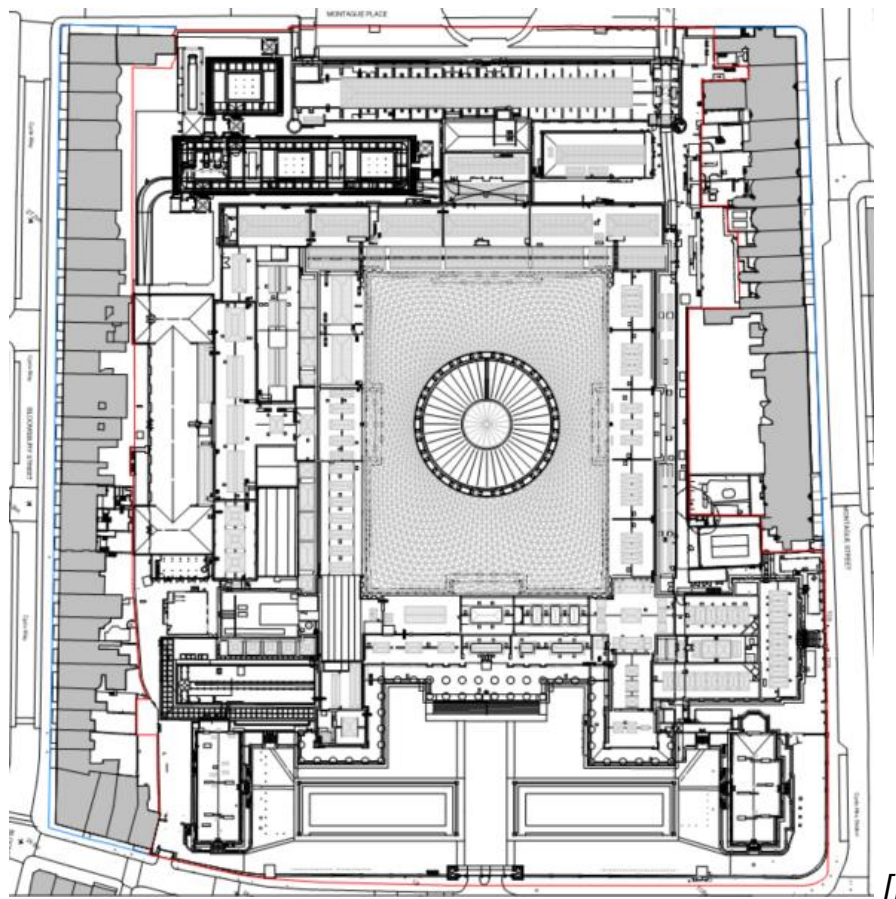


Figure 1 – The existing site

- 1.2 In the 18th Century the Museum site was home to Montagu House and its gardens. In 1754 the Museum purchased Montagu House to accommodate part of its collection. It became the first cultural / institutional use located within Bloomsbury. As the Museum's collections expanded so began the evolution and development of the Museum complex.
- 1.3 In the 1840s Montague House was demolished to make way for a new building designed by Sir Robert Smirke (c. 1823). The core of Sir Robert

Smirke's building remains, but it is now seen in the context of extensions that have been incrementally added since the mid-1800's. In the 1850's the empty quadrangle became the site for the circular domed reading room designed by Sydney Smirke. The White wing which fronts Montague Street was added in 1880's by Sir John Taylor and shortly after, in the early 1900's, the galleries designed by Sir John Burnet and now known as the King Edward VII Building (KEB) were constructed. The KEB was only part of Burnet's Masterplan for the Museum which would have involved total demolition of the Georgian terraces on Bedford Square and Montague Place and encasing Smirke's building on three sides leaving only the south entrance on view. The Masterplan also included the creation of a domed lecture theatre in the north-west corner of the site. The outbreak of war and the subsequent listing of the Georgian terraces meant Burnet's vision was never realised. Expansion continued throughout the 20th century. The Duveen Gallery (designed by John Russell Pope) was added in the 1930's, although it did not open until 1962 due to war damage, and the New Wing (designed by Sir Colin St John Wilson) was added in the late 1970's. The Museum has seen contemporary intervention in the form of Lord Foster's Queen Elizabeth II Great Court which was completed in 2000. Most recently the World Conservation and Exhibitions Centre (WCEC) designed by Rogers Stirk Harbour and Partner's was completed in 2014 to accommodate a special exhibitions suite, science and conservation centre and logistics hub in the northwest corner of the Museum site. The British Museum building is important historically and is Grade I Listed.

- 1.4 As the buildings within the Museum Estate have evolved and expanded over time, so too has the engineering infrastructure. The infrastructure has developed organically in response to changing needs and has resulted in the existing infrastructure systems working ineffectively together.
- 1.5 The existing SWEC is located to the southwest of the Museum complex. It is bounded by the Duveen Gallery to the north, Gallery 15 and the Lycian Building to the east, the New Wing to the south, and the West Road to the west. Beyond the service road, separated by a high masonry garden wall, is a terrace of grade II listed Georgian townhouses fronting onto Bloomsbury Street, which are in the Museum's ownership and have uses ranging from offices, to hotels and residential.
- 1.6 The existing SWEC site comprise the 1997 3 storey brick South West Boiler House. To the south of the South West Boiler House lies the three-storey stack of temporary portacabins that were built postwar for temporary support accommodation for the Museum (see Figure 2 below). Neither buildings have any architectural or historic merit.



Figure 2 – The existing SW Portacabins that provides welfare facilities for the contractors who work at the Museum.

- 1.7 The existing Incoming sub-station (ISS) from hereon is located in the southeast of the site and comprises 3 single-storey temporary portacabins. The site is bounded by the Grade II listed Georgian townhouses at nos. 1 and 1a Montague Street to the north which are in the Museum's ownership and currently in education use. The Museum's listed perimeter railings are to the east, the Old Drill Hall / Hirayama Studio to the west, and the White Wing to the south and west. These buildings are also Grade I Listed.
- 1.8 The site is located within the Bloomsbury Conservation Area which was designated in 1968. This part of the conservation area is characterised by a mix of Georgian terraces and large institutional buildings for example University College London (UCL) and Senate House. The site is surrounded by Grade I and Grade II listed Georgian terraces to the west that front onto Bedford Square and Bloomsbury Street and Grade II listed Georgian townhouses to the east that front onto Montague Street. The buildings are mainly 3-storeys in height with accommodation in the basement and in the roof. The terraces were originally constructed as residential properties but many of the buildings have been converted to commercial uses including

offices. To the south of the site are 4, 5 and 6 storey buildings that front onto Great Russell Street that comprise mainly commercial uses on the ground floor and residential flats above. Nos. 43-48 Great Russell Street are 4 storey Grade II Victorian listed buildings. To the north of the site lies the University of London campus. Stewart House is part of the campus which lies to the north of Montague Place. It is 4-storeys in height and is constructed in Portland stone.

- 1.9 The site is in an area of contaminated sites potential. It also lies within an archaeological priority area given the potential for remains of London's civil war defences and Montagu House. The front forecourt of the Museum is identified as public open space. It is also located within the Central London Area, also known as the Central Activities Zone (CAZ). There is a single London Plane tree located within the site and 2 further London Plane trees on the highway adjacent to the northern boundary of the site on Montague Place. Bedford Square, Malet Street Gardens and Russell Square which are all nearby are areas of designated open space.
- 1.10 The site has a Public Transport Accessibility Level (PTAL) rating of 6b (Excellent). The closest London Underground stations to the site are Russell Square, located approximately 450m north of the site, with Holborn and Tottenham Court Road (also offering Elizabeth Line services) located approximately 550 south-east and south-west of the site respectively. The closest bus stop is located almost in front of the main entrance into the site on Great Russell Street.
- 1.11 The site is easily accessible from the Strategic Cycle Network with Cycleway C10 to the west on Bloomsbury Street and C52 to the east on Montague Street and north on Montague Place, providing access to Euston station.

Background

- 1.12 There is a holistic vision for the British Museum set against the backdrop of a global climate crisis and ambition to realise a Net Zero Carbon future in line with government and council targets. The proposed works are intended to realise the first phase of a new infrastructure programme embodied in an Estate Masterplan, which aims to keep the Museum open to the public.
- 1.13 Current engineering infrastructure at the Museum has developed organically over many decades in response to changing needs as the Museum complex has expanded and evolved over its lifetime. Existing heating systems are powered by gas fossil fuel, which alongside primary electrical systems, are at the end of their service life, are not sustainable, and are not optimised to work efficiently together. The aim is therefore to prioritise the delivery of a programme of work which transitions the primary electrical and heating infrastructure off fossil fuels to modern low carbon systems. Likewise, much of the fire-safety and life-safety infrastructure is at the end of its service life,

and requires replacement in order to improve the Museum's capacity to respond to emergencies. The project also seeks to improve the quality of back-of-house maintenance and support staff accommodation at the Museum, which is currently of a temporary and below-standard nature.

- 1.14 It should be noted that part of the first phase of the wider programme of work, referred to as the Energy Centre Programme, includes the demolition of the East Road Building (ERB) and its replacement within a new 2-storey building with basement. It would provide essential upgrades to primary electrical systems. The new infrastructure would include new sprinkler tanks, switch rooms, transformer room and replacement workshop functions ancillary to the Museum. This building would be located in the north east part of the estate in back-of-house areas adjacent to the internal service road known as the East Road. These works form part of separate planning and listed building applications (refer to Relevant History in section 3 for further details).

2. PROPOSAL

- 2.1 The transition to sustainable infrastructure would result in the delivery of 3 new buildings (SWEC, ISS and ERB). The ERB does not form part of this application as discussed in the previous paragraph. This application relates to the erection of 2 new buildings; one in the south west (SWEC), and one in the south east (ISS). This would require the demolition of an existing boiler house building and a number of portacabins within the southwest corner of the Estate that date from 1997.

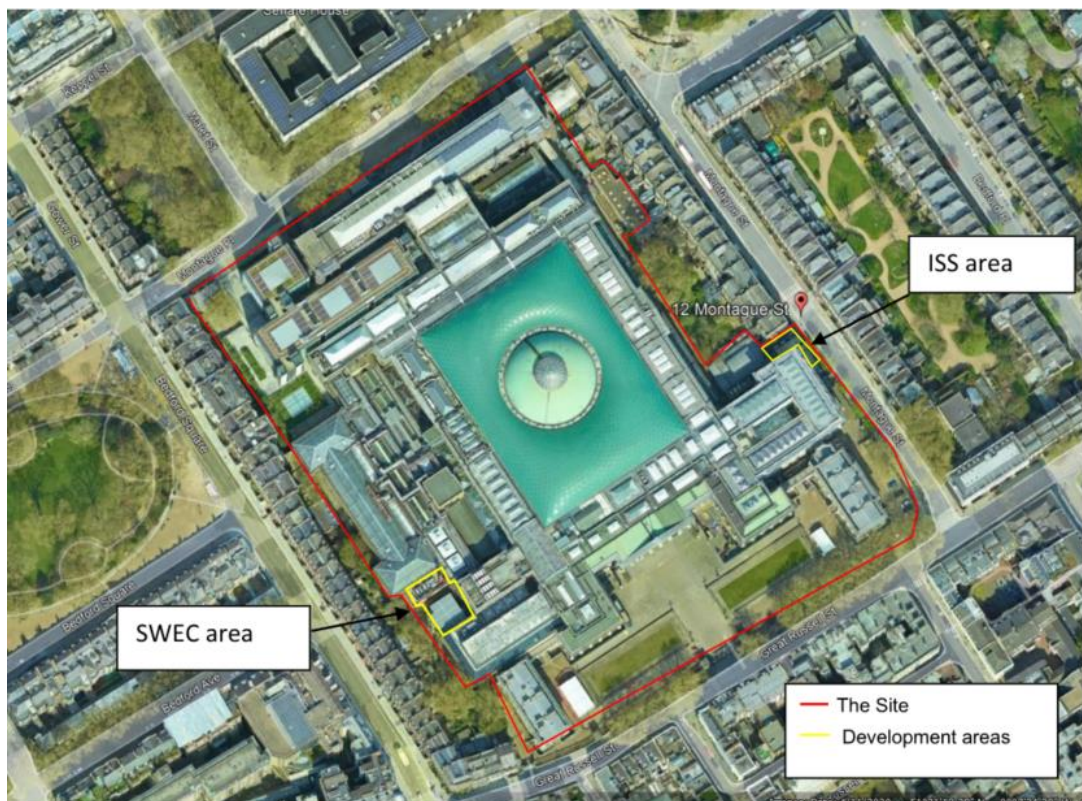


Figure 3 (above): Site area showing the locations of the proposed South West Energy Centre (SWEC) site and Incoming Sus Station (ISS) site

Scope of works

2.2 Listed building consent is sought to demolish 3 buildings which are located in the southwest and the southeast corner of the Museum site. The buildings to be demolished include:

- (i) South West Boiler Room (part of the SWEC): Demolition of the existing South West Boiler Room. It is located in the southwest corner of the estate and the boiler room comprises a 3-storey brick building which dates from 1997. It measures approximately 384 sq. m and includes plant rooms and transformer rooms at ground floor level, plant at first floor level and an external plant room at third floor level



Figure 4 (above): Brick built South West Boiler House to be demolished

- (ii) South West Portacabin building (part of the SWEC): Demolition of the existing portacabin building. It is located in the southwest corner of the Estate to the south of the existing energy centre and comprises a 3 storey portacabin building which dates from 1997. It measures approximately 443 sq. m and includes support staff accommodation which comprises offices and workshops on the ground floor, mess rooms, a kitchen, locker rooms and WC's on the first floor and offices, WC's and a storage area on the second floor.



Figure 5 (above): South West Portacabin

- South East Portacabins (the site of the new ISS): Removal of 3 temporary portacabin buildings to the north and east of the White Wing facing Montague Street. They measure approximately 107 sq. m and provide contractor maintenance welfare accommodation



Figure 6 (above): South East portacabins to the north and east of the White Wing

- Removal of existing chillers that serve the Great Court on the roof of the Lycian Building
- Internal and external works associated with removal of existing pipework

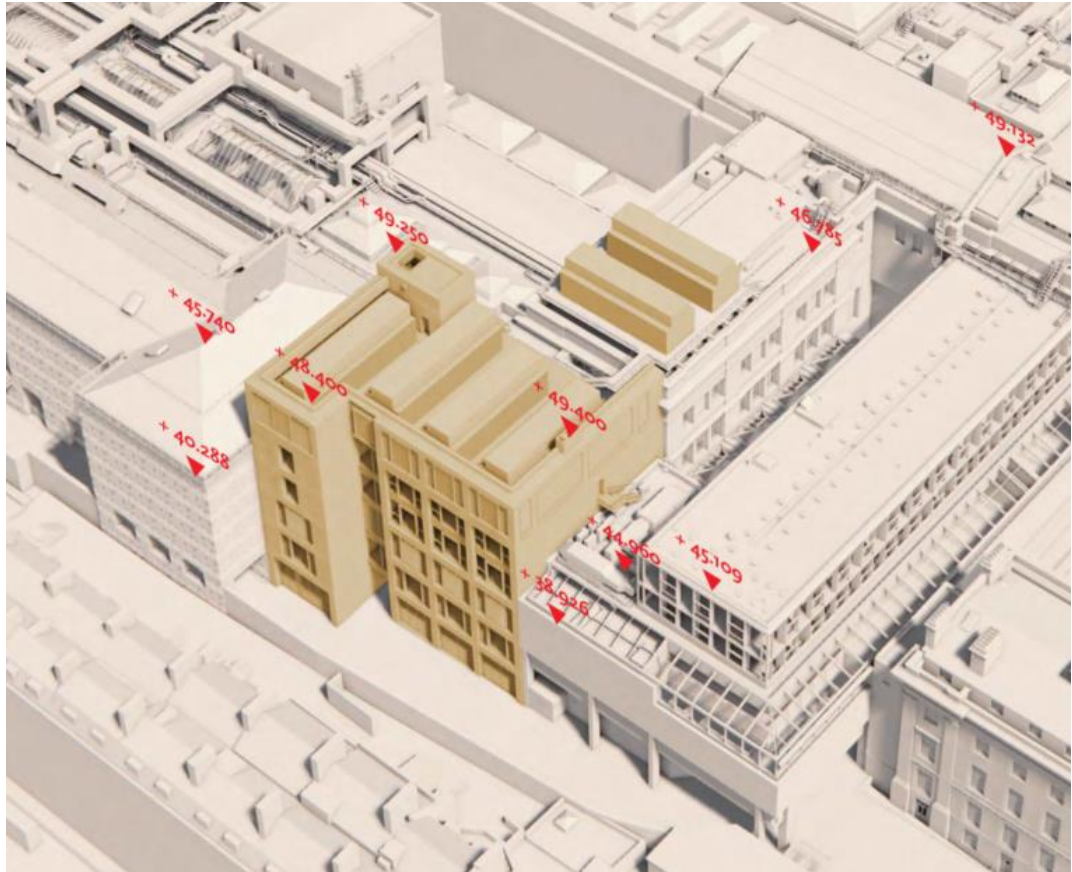


Figure 7 (above): New South West Energy Centre (SWEC)

New South West Energy Centre (SWEC)

2.3 Following demolition of the existing 3 storey South West Boiler House and the temporary 3 storey portacabins, it is proposed to provide a new energy centre in the south west corner of the site which will accommodate the following core facilities for the Museum:

- Low carbon heating and cooling system measuring approx. 1,940 sq. m including a generator room, switch room and water source heat pumps (WSHP's) excluding the roof top plant
- Maintenance support accommodation for the staff (836.5 sq. m) including office space, welfare / mess rooms and storage (3rd and 4th floors)
- The roof top plant enclosure will located at 5th floor level

2.4 The proposal would provide the new SWEC building comprising mainly plant area to accommodate a new low carbon heating and cooling system, office, mess and welfare facilities for the maintenance support staff on site and a new incoming substation (ISS). In total, the application proposes 1,984.13 sq. m (GIA) of non-residential floorspace (1.939.65 sq. m (GIA) – SWEC and 44.48 sq. m (GIA) - ISS. The floor areas of the existing, demolished and proposed buildings are summarised in the Table 1 below.

Buildings	Existing sq. m (GIA)	Buildings to be demolished (GIA)	Proposed new buildings (GIA)
South West Boiler House	233.93 sq. m	233.93 sq. m	1,939.65 sq. m (SWEC)
South West portacabins	420.52 sq. m	420.52 sq. m	
South East portacabins	107 sq. m	107 sq. m	44.48 sq. m (ISS)
TOTAL	761.45 sq. m (including circulation space)	761.45 sq. m (including circulation space)	1,984.13 sq. m (including circulation space)

Table 1 (above): Existing, demolished and proposed floor areas (GIA)

- 2.5 Within the new SWEC building, 808.38 sq. m would comprise plant, 571.91 sq. m would comprise maintenance support accommodation (offices, meeting rooms, welfare (mess, WC's, lockers and showers)) and 160.62 sq. m would be for storage. The ground, 1st and 2nd floors would contain the generator and switch rooms, the 3rd and 4th floors would be used as maintenance support accommodation. Following demolition of the existing boiler house and 2 portacabins, there would be a floorspace uplift of 1,222.68 sq. m non-residential floorspace.
- 2.6 The proposed SWEC building would have a rectilinear form with a height of six storeys, with the brickwork of the principal west elevation punctuated by a series of large apertures containing windows and acoustic louvres, reflecting the energy centre and staff support accommodation uses. On the top floor, louvres serving the roof plant would be installed within a flush brick framework integral to the primary facades of the building.
- 2.7 The west elevation of the building would be spilt into 2 distinct blocks. The southern portion consisting of a simple form of post and lintel construction with inset metalwork and glazing. The northern block would form a bookend against the Duveen Gallery and would include predominantly masonry with punched fenestration.
- 2.8 The new building would be faced in yellow stock bricks, articulated by charcoal grey metalwork including window frames, acoustic louvres and spandrel panels depending on the function of each level of the building. The

elevation would be broken up by a vertical strip of spandrel panels and some contrasting 'oriel' windows. On the 6th floor level of the north, south and east elevations, acoustic louvres serving the roof plant would be installed in apertures within a flush brick framework integral to the primary facades of the building.

- 2.9 The existing SWEC site functions as an access point for general operations and drop off / unloading point for events servicing the Clore Visitor Centre. In order to maintain this function, the proposed SWEC building would retain the ground floor through route that exists along the West Road for vehicles.



Figure 8 (above): CGI of proposed western elevation of SWEC

New Incoming Substation (ISS)

- 2.10 It is also proposed to provide a new Incoming Substation (ISS) in the southeast of the site fronting Montage Street. It would provide the following:

- 2 High Voltage (HV) switch rooms, one controlled by UKPN and the other controlled by the Museum which would deliver electrical power to the new distribution ring around the Estate
- Re-landscaping works from north east corner of the site to the southern elevation of the White Wing using natural stone paving and gravel, installation of seating benches and planting of 4 new trees.

- 2.11 The new ISS would be single storey measuring 3.88m in height. It would be set back from the street frontage by 1.2m. Architecturally its elevations would

be faced in rusticated render to match the materiality of the existing portico adjacent to no. 1 and 1a Montague Street. A new metal gate and railing would be installed between the new ISS and the northern elevation of The White Wing.

- 2.12 The existing ground finishes are loose gravel and tarmac. The surrounding open area of the ISS would be re-landscaped. It would be repaved in York Stone with external seating and would include planting of 4 new trees.

Other works

- 2.13 The proposal would also include the installation of 2 new air source heat pumps on the roof of the Lycian Building that would replace 4 existing chiller units on the roof that serve the Great Court.

- 2.14 In order to meet the demands of upgrading the electrical infrastructure the high voltage distribution would need to be replaced and for the new heating system proposed the low temperature hot water pipework would also need to be replaced.

- 2.15 The approach for replacement would be to reuse wherever possible external service routes for new high voltage. In below ground external distribution areas, new cables would typically be laid within ducts within the perimeter road to minimise disruption to the building fabric or environment.

- 2.16 New external low temperature and hot water pipework would run either buried under the road as above or exposed at high level, using existing service routes. Where possible, the pipework would run in existing trenches retained at their current size. New trench work would also be required to accommodate the new service routes.

Enabling works

- 2.17 Primary heating and electrical distribution infrastructure between these buildings and upgraded secondary heat exchanger plant would also be delivered, along with demolition works to enable the development. Enabling works would be required to facilitate the business as usual operations and infrastructure during the construction period. The details below would not be an exhaustive list but the main works would include:

- Removal of the gates, gate-posts and sections of railing forming the westernmost section of the British Museum's main frontage onto Great Russell Street, which acts as the main vehicular and service access to the West Road on the perimeter of the site.
- Works to facilitate the erection of a crane within the entrance forecourt, comprising excavation and works to stabilise the temporary structure.

- Relocation of the existing visitors arrivals and security tent in the front forecourt to the South Forecourt West Lawn. The low wall surrounding the West Lawn would be required to be demolished.
- The two northern most bays of the listed railings and masonry plinths fronting Montague Street would have to be temporarily demounted and stored on site in order to facilitate the new ISS building and UKPN trench connection to Montague Street.
- Relocation of one of two lampposts to match the position of the south western lamppost in order to restore symmetry to the White Wing East elevation.

3. RELEVANT HISTORY

The site

- 3.1 The British Museum has an extensive planning history. There are no relevant permissions that relate to the sites that form part of this application.
- 3.2 A planning application and listed building consent were received on 09/05/2023 for the erection of a new two storey building, plus basement and associated works to provide plant and welfare accommodation ancillary to the Museum following demolition of existing building and two storey structures on East Road (to the rear of 9-11 Montague Street and 43 Russell Square (2023/1848/P and 2023/2020/L). These applications relate to the new East Road Building (ERB) and are currently pending consideration by the Council. These applications form part of the first phase of the wider strategic vision for the Museum's sustainability infrastructure as discussed in paragraph 1.14 above,

4. CONSULTATION

Statutory consultees

Historic England – comments

Summary

- Some harm identified to the historic environment due to visibility of SWEC on the skyline behind various heritage assets.
- The harm should be reduced, where possible, and or weighed in the balance against any proposed public benefits
- No concerns with the proposed electricity substation

Impact of SWEC

- Due to proximity of proposals to the Lycian Building they are likely to have an impact on the significance of that building: blocking views to

and from the west elevation of the Lycian Building. This impact is likely to be low.

- The new building will be visible on the skyline over the Georgian properties on Bloomsbury Street from within the gardens at Bedford Square and looking east along Bedford Avenue. It will also be visible in views from Coptic Street and West Central Street where it will be seen over the southern gable end of the Grade I listed West Residence, which forms part of the original Smirke composition. The proposed visibility of the proposals has the potential to cause harm to the setting and significance of the affected heritage assets where it appears on the skyline over their rooftops and potentially interferes with the appearance of chimney stacks and other features of interest at roof level. The proposed impact is relatively low in relation to the Bloomsbury Street properties. However, in relation to the West Residence, the impact is considered to be higher, as the proposal will be seen to rise above the chimney stacks of that building and to have a clear presence on the skyline.

Officer's response: Officers have also identified harm to designated assets at the low to very low end of the scale. See analysis of significance assets in the Heritage section and an assessment of the level of harm (refer to wire line proposed view of SWEC from Bedford Square 2 in the agenda insets pack). The impact on designated heritage assets is considered in this section.

Transport for London (TfL) Crossrail – no comments

Great London Archaeological Advisory Service (GLAAS) – No objection subject to condition on further archaeological investigation.

Thames Water – No objection subject to conditions on piling and water capacity

Local groups

Bloomsbury Conservation Area Advisory Committee (CAAC) - objection

- Relating to SWEC the height and mass of the building continue to adversely affect the setting and amenity of the listed buildings on Bloomsbury Street
- Although buildings on Bloomsbury Street are currently non-residential and less sensitive they may at some point in the future become houses and as such their amenity and daylight should be protected for the future
- Volume of the building justified to include optimum office floorspace which could be located elsewhere within the Estate to reduce the height of the building

- Detailed design of the facades which extends the brick and style of the office up to the roof level. Roof plant is normally set back and the screening is normally lighter in colour to reduce the impression of height. Extending the language of the façade to roof light suggests that the space may be converted to office accommodation in the future without the need for planning or listed building consent.

Officer's response: See Heritage, and Amenity sections

Adjoining occupiers

- 4.1 Five site notices were displayed, three on Great Russell Street to the front of the Museum, one to the south west on Bloomsbury Street (between 36-42 (evens)), and one to the east on Montague Street. The notices were displayed on 22/11/2023 until 16/12/2023 and the application was advertised in the local paper on 23/11/2023 (expiring 17/12/2023).
- 4.2 No objections were received from neighbouring occupiers.

5. POLICY

National and regional policy and guidance

[National Planning Policy Framework 2023 \(NPPF\)](#)

[National Planning Practice Guidance \(NPPG\)](#)

[Written Ministerial Statement on First Homes \(May 2021\)](#)

[London Plan 2021 \(LP\)](#)

[London Plan Guidance](#)

Local policy and guidance

[Camden Local Plan \(2017\) \(CLP\)](#)

[Policy G1 Delivery and location of growth](#)

[Policy H1 Maximising housing supply](#)

[Policy C3 Cultural and leisure facilities](#)

[Policy E1 Economic development](#)

[Policy E2 Employment premises and sites](#)

[Policy E3 Tourism](#)

[Policy A1 Managing the impact of development](#)

[Policy A2 Open space](#)

[Policy A3 Biodiversity](#)

[Policy A4 Noise and vibration](#)

[Policy D1 Design](#)

[Policy D2 Heritage](#)

[Policy CC1 Climate change mitigation](#)

[Policy CC2 Adapting to climate change](#)

[Policy CC3 Water and flooding](#)

[Policy CC4 Air quality](#)

[Policy CC5 Waste](#)

[Policy T1 Prioritising walking, cycling and public transport](#)

[Policy T2 Parking and car-free development](#)
[Policy T3 Transport infrastructure](#)
[Policy T4 Sustainable movement of goods and materials](#)
[Policy DM1 Delivery and monitoring](#)

Supplementary Planning Documents and Guidance

[Air Quality - January 2021](#)
[Amenity - January 2021](#)
[Community uses, leisure and pubs - January 2021](#)
[Design - January 2021](#)
[Developer Contribution CPG - March 2019](#)
[Employment sites and business premises - January 2021](#)
[Energy efficiency and adaptation - January 2021](#)
[Transport - January 2021](#)
[Trees CPG - March 2019](#)
[Water and flooding CPG - March 2019](#)

Camden Climate Action Plan 2020-2025

[Bloomsbury Conservation Area Appraisal and Management Strategy \(CAAMS\)](#)

Draft Camden Local Plan

The council has published a new [Draft Camden Local Plan](#) (incorporating Site Allocations) for consultation (DCLP). The DCLP is a material consideration and can be taken into account in the determination of planning applications, but has limited weight at this stage. The weight that can be given to it will increase as it progresses towards adoption (anticipated 2026).

6. ASSESSMENT

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

7	Land use
8	Heritage
9	Design
10	Archaeology
11	Amenity of neighbouring amenity
12	Nature conservation, landscape, and biodiversity
13	Contaminated land
14	Air quality
15	Sustainability and energy

16	Flood risk and drainage
17	Fire safety
18	Transport
19	Safety and security
20	Refuse and recycling
21	Employment and training
22	Planning obligations
23	Mayor of London's Crossrail CIL
24	Camden CIL
25	Conclusion
26	Recommendations
27	Legal agreement
28	Conditions (planning)
29	Informatives (planning)
30	Conditions (listed building consent)
31	Informatives (listed building consent)

7. LAND USE

7.1 The principal land use considerations are:

- Supporting cultural uses
- Need for support staff accommodation

Introduction

7.2 Cultural facilities such as the British Museum are afforded protection under Local plan policy C3 (Cultural and leisure facilities). The Local Plan states that cultural and leisure facilities such as theatres, galleries and museums contribute enormously to Camden's attractiveness as a place to live, work or study. They also contribute richly to Camden's visitor economy and that of London as a whole with the British Museum in particular being Camden's foremost nationally and internationally acknowledged tourist attraction. Policy E3 (Tourism) recognises the importance of the visitor economy in Camden and supports the tourism development and visitor accommodation that is generated around the Boroughs wide variety of tourist and cultural attractions. In this way the British Museum plays a key role in the Borough's economy as well as being of huge significance as a heritage asset.

Supporting cultural uses

- 7.3 The proposed development relates to the creation of a new energy centre which forms part of the Museum's site wide estate strategy for its ongoing modern operation while reducing its carbon footprint and operating in a more sustainable way. The scheme would deliver substantial land use benefits working towards the site-wide decarbonisation of the Museum's Estate. It would also help to support the ongoing modern operation of an internationally recognised cultural and educational use of national importance, crucial to the borough and London.
- 7.4 It would also serve a secondary purpose of re-providing maintenance support accommodation replacing that currently housed in mainly temporary buildings dispersed elsewhere within the Estate. This would allow efficient operations, meet security requirements, and provide designated space independent of other Museum departments for third party contractors helping the Museum to improve and maintain the facilities and collections held within it.

Need for support staff accommodation

- 7.5 The proposal would include accommodation for the contractor support staff who are part of the estate and facilities management teams who are required to be on site. They undertake maintenance and operations for a wide variety of functions including monitoring and metering heat pumps, testing and certifying critical life safety plant and fire alarms, and cleaning public health facilities in the Museum such as toilets and washrooms. All of these functions require physical interaction with the infrastructure on site and cannot be undertaken remotely. In order to justify the need for the support staff accommodation floorspace within the new SWEC building, a space allocation study was prepared. This notes that through rationalising and consolidation of the support accommodation the space provided within the new SWEC building would reduce the overall floorspace currently used for support accommodation which is located in other buildings across the Museum estate. It was also noted that the existing facilities are no longer fit for purpose and that the proposal would allow for a consolidation of the support staff into one building. The need and justification for the support staff accommodation is therefore accepted. The support staff accommodation to be provided is linked to the building and its maintenance, the consolidation of the support staff into one building would improve efficient working and operations, therefore there are significant benefits from its co-location.
- 7.6 The quantum of offices, workshop and meeting room and welfare space within the new SWEC building provides the necessary floorspace required for the support staff accommodation. A condition would be attached to ensure this quantum of floorspace is provided and maintained (condition 3).

7.7 A review of alternative locations to relocate the existing displaced support staff accommodation was also undertaken in 2020 and 2021. This focused on the main Museum building itself and the buildings around the perimeter of the Museum that are also within the Museum's ownership. No suitable accommodation was found due to a number of limitations including displacement of other staff members, lack of step free access, extended journey time moving around the estate, and limited shower / changing facilities.

Conclusion of land use

7.8 The proposed buildings and uses provided would be supported by the development plan and would help to support the ongoing modern operation of the Museum which is an internationally recognised cultural and educational use of national importance within the borough and London.

8. HERITAGE

8.1 When considering whether to grant listed building consent for any works, s16 of the Planning (Listed Buildings and Conservation Areas) Act 1990 ("LBCA Act") the council must have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. Section 66 of the LBCA Act also sets out that when considering planning applications, special regard must be given to the preservation of a listed building, its setting or its features of special architectural or historic interest. Section 72 of the same Act sets out a general duty that special regard must be given to preserving or enhancing the character or appearance of a conservation area. All are relevant to the proposal.

8.2 The site is in the Bloomsbury Conservation Area and there are numerous listed buildings close by, as well as the museum itself being Grade I listed. The following map shows the listed buildings in the area. The railings and boundaries around the museum are listed in their own right, and as shown on the map below, the front railings are grade II* listed (in purple), with the side railings on Montague Street being grade II (in blue).

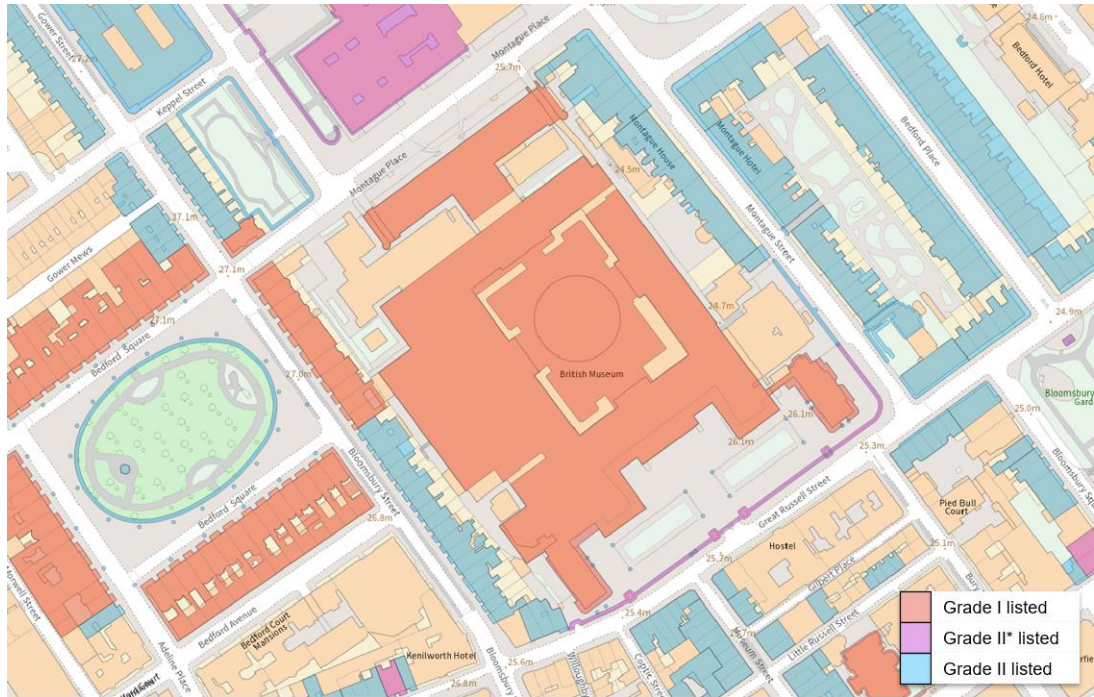


Figure 9. Listed buildings on and around the site

- 8.3 Despite the prevalence of listed buildings in the area, the proposals have limited visibility and so do not visually impact on the setting of many of the surrounding listed buildings. The ISS to the east of the main museum building will be in the setting of the museum and the Grade II listed buildings on Montague Street along with the museum railings. The SWEC to the west of the main museum building is notably taller than the ISS and will rise above the other utilitarian buildings in the western range. This means, as well as being in the immediate setting of the historical museum buildings, it will be visible from some limited vantage points outside of the museum site.
- 8.4 The map below shows the Zone of Theoretical Visibility at street level for the SWEC, with those areas of visibility shown in red.



Figure 10. Zones of Theoretical Visibility (in red) for the SWEC (in blue)

British Museum (Grade I Listed) – less than substantial harm

Significance

- 8.5 The grade I listed British Museum is an important and carefully composed building and its scale and composition are important parts of its significance. This significance includes the hierarchy of the museum buildings in terms of scale, materials, and design.
- 8.6 The original portions of the building date from 1823-47 and were built to the designs of Robert Smirke. Constructed from Portland stone, the museum building was originally planned as a big quadrangle with a central open courtyard. The building consists of two principal storeys and adheres to the Greek Revival style in the most part.
- 8.7 There are various additions, which include the 1900s King Edward VII Galleries fronting Montague Place designed by Burnet & Tait (listed grade I in their own right). Later additions include the Norman Foster-designed millennium Great Court scheme which created a central glass covered space around the mid-19th century Sidney Smirke-designed Round Reading Room. The most recent addition is the World Conservation and Exhibitions Centre, situated on the north-west of the site, which was designed by Rogers Stirk Harbour & Partners and completed in 2014. The style, materials, scale, form, and composition of the building have been maintained throughout

many of these additions, and these features are a key part of the building's significance. This is particularly appreciated from centred views from Great Russell Street, from the main entrance forecourt on the south side of the Museum, and from Montague Place in the north. The south entrance forecourt is therefore an important part of the building's setting, contributing to its significance.

8.8 Down the west and east sides of the museum, to the rear of the terraces of Bloomsbury Street, Bedford Square, and Montague Street, simple and predominantly yellow-brick facades are largely hidden from public view with utilitarian appearance. The blocks down the west side house galleries and support functions with their appearance reflecting their utilitarian function in a secondary area of the museum estate, where large areas of solid wall predominate. Their scale remains subordinate to the main museum building. These relationships are part of the significance of the museum, providing a setting that allows the main building to dominate this part of the conservation area.

8.9 The existing buildings on the SWEC site (the 1997 South West Boiler House and the three-storey stack of portacabins) do not contribute to the setting or significance of the listed museum complex. They are however subordinate to the principal buildings within the overall architectural hierarchy of the museum complex as described above. The image below shows the historical Duveen Gallery and Lycian Gallery next to the SWEC, with the New Wing to the south. Further to the south is the West Residence which fronts Great Russell Street and forms part of the overall composition of the southern frontage.

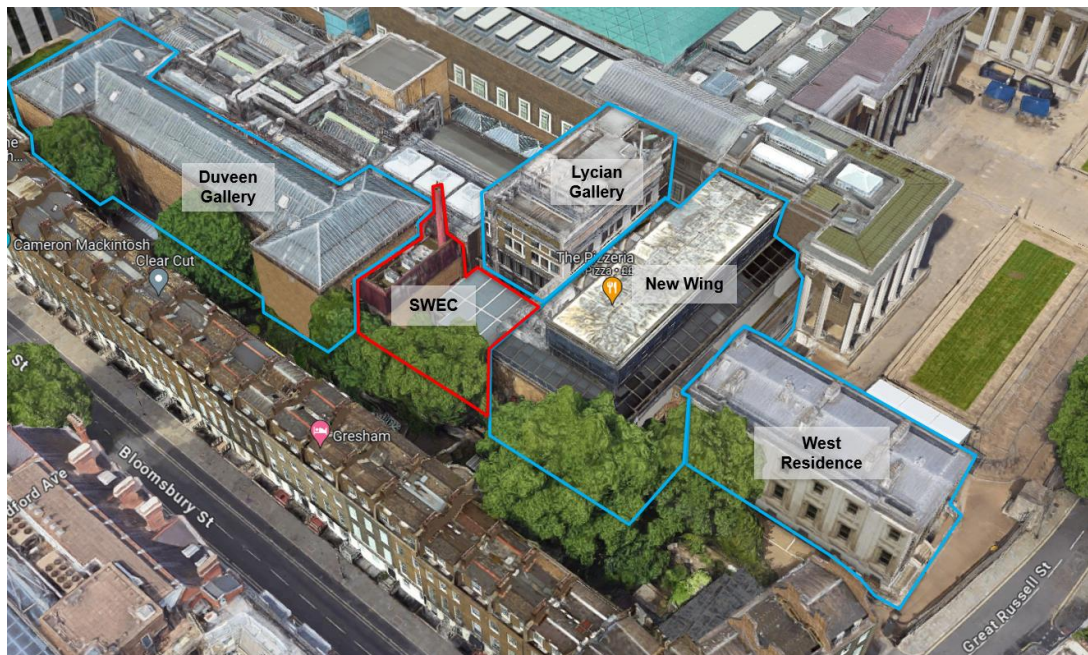


Figure 11. The museum galleries and blocks around the SWEC site

- 8.10 On the east side, the existing portacabins are up against the railings and do not contribute to the setting or historic and architectural significance of the grade I listed museum buildings or the associated grade II listed railings.

Impact of the scheme on significance

- 8.11 The removal of the east portacabins and replacement with landscaping and the new ISS are fully supported.
- 8.12 The proposed ISS will be a single-storey building housing back-of-house functions, including two high voltage switch rooms, one controlled by the UK Power Network (UKPN), and another controlled by the Museum, which will deliver electrical power to the new distribution ring. Architecturally the building will be deliberately low-key, with rusticated painted stucco elevations to blend with the façade treatment of the Montague Street terraces. With an overall height of less than four metres, it will read as secondary structure between the noticeably taller buildings comprising Nos 1 and 1a Montague Street and the giant order of the White Wing, thereby preserving vistas from the street of the museum site. It will be set back from the main building line behind existing cast-iron railings, with its setting enhanced by the planting of new trees in conjunction with York stone paving and seating within the museum curtilage. The existing ground finishes are loose gravel and tarmac which detract from the setting of heritage assets, so will be subject of a re-landscaping scheme as part of the proposed works which will further enhance this part of the setting of the museum, the railings, and the other listed buildings in the area.
- 8.13 The removal of the buildings and structures on the existing SWEC site is supported, subject to an appropriate replacement. The replacement SWEC building will have an overall height of around 24 metres, the equivalent of a six-storey building including rooftop plant. The building in townscape terms is intended to act as an infill block between the southern transept of the Duveen Gallery and the New Wing to the south.
- 8.14 With a total height of six storeys filling the gap between the Duveen Gallery to the north and the New Wing to the south, the proposed SWEC building will be higher than other buildings in this part of the museum complex. It will be in contrast to the adjacent Duveen Gallery and New Wing buildings, which have in most part pitched roof forms and sit lower. This will undermine the hierarchy of the buildings which, as set out previously, is part of the significance of the listed museum.
- 8.15 Although the west elevation will be broken up by a vertical strip of spandrel panels and some contrasting 'oriel' windows, the size of window openings and detailing will lack the simplicity of some other buildings with a utilitarian function situated in this secondary area of the museum estate. In order to preserve the significance it should read as secondary in architectural and urban design terms. This means the scale and facade treatment of the proposed SWEC building harms the significance of the museum because it

is not subordinate to the principal buildings within the overall architectural hierarchy of the museum complex.

- 8.16 However, this relationship would only be appreciated from a few vantage points in the context of the museum and its setting, limiting the level of harm. It will be able to be seen from outside the south-west service gates on Great Russell Street, within the context of the wider composition of the museum buildings (see below).



Figure 12: Wire line view of the new SWEC building from Great Russell Street.

- 8.17 It would also be seen rising in the backdrop of the West Residence from further south in West Central Street, albeit this view does not appreciate the full context of the composition of the building. It would not be seen from more important centred views on Great Russell Street, nor from the main entrance forecourt on the south side of the museum, or from Montague Place in the north. As such the proposals overall would result in a low level of less than substantial harm to the museum buildings.
- 8.18 In trying to avoid or minimise harm, various options were considered to provide the support staff accommodation in a different area of the museum estate (see land use section of this report). This would allow the height to be reduced and so the level of harm to be reduced even lower or even avoided. However, these options were discounted, and there are benefits balanced against the impact of the relocation of the support staff accommodation here – most notably the removal of prefabricated buildings across the museum estate some of which are in prominent locations, detrimentally impacting the setting of listed assets. The floor heights of plant floors were reviewed and

reduced over the course of design development, reducing the overall height by 1.5m, minimising harm.

- 8.19 Two new air source heat pumps (ASHP's) would be installed on the roof of the Lycian Building replacing 4 existing chillers that occupy the same area. The ZTV images demonstrate that there may be some glimpsed visibility of the tops of the new ASHP's from a section of the eastern pavement along Museum Street at a distance of approximately 125m away. The views are restricted to a specific location, and would be largely obscured by leaf cover for much of the year. From the northern part of Museum Street where it meets Great Russell Street, where the appreciation of the scale of the front façade of the Museum is most appreciated, the ASHP's would not be visible. This would limit the level of harm to the museum building.
- 8.20 The ASHP's would also be visible in vantage points from West Central Street / Coptic Street to the south (approximately 250m to 175m respectively). The activity along the street influences the character of the townscape and is not a point from which the significance of the Museum is fully appreciated. The visibility of the units diminishes heading north along Coptic Street. Given the limited vantage points from where the views of the ASHP's would be visible it is considered that they would result in low level of less than substantial harm to the museum buildings.
- 8.21 There are also other works within the estate to support the proposal. The distribution network between the new plant, retained secondary plant and existing spaces will form a key part of the infrastructure works. Sections of existing service roads and internal trenches within basement service corridors will require adjustments to facilitate new services distribution. The extent of such works will be kept to a minimum and will affect back-of-house areas of secondary importance, with minimal impacts on areas of high significance within the museum estate. The details of the relocation of the mounted services from the west elevation of the Lycian Building would be secured by condition (condition 5). As there will be negligible loss of historic fabric away from the principal areas of the Museum, these works would not harm the special interest of the grade I listed building or any other affected heritage assets.
- 8.22 The enabling works to temporarily remove and protect the railings which form part of the setting of the Museum would not cause harm to the Museum itself (and the impact on the railings is discussed below). However, some other enabling works include moving the temporary security tent from its current position on the southern forecourt (in the southwest corner) to allow a crane for construction of the SWEC. The details show indicative proposals to reposition a security tent closer to the central gates, on the west lawn area in the southern forecourt. The low wall surrounding the West Lawn would be required to be demolished. Clearly this part of the setting of the museum, is an important part of the building's significance. The lawn and low wall around it are more modern interventions so removal would not be harmful. The

temporary security tent is important in allowing security checks for the safety of the public and, being away from the building, ensuring the protection of the museum buildings and its collections. Nonetheless, in order to minimise or avoid any low level of harm that may arise while the security tent remains in situ during works, a condition is recommended to secure final details of the temporary siting, design, and timetable of relocation and continued operation of the security tent (condition 30).

Front railings (Grade II*) and Montague St railings (Grade II) – enhanced

- 8.23 The decorative piers and railings compliment the importance and grandeur of the museum itself, and their significance derives not only from their appearance and materials, but also from this relationship to the museum (their setting).
- 8.24 Most of the works, including the new SWEC and ISS, will not affect the significance of these railings because their appearance and relationship to the museum will be unaffected. The exception to this is the removal of the portacabins on the east side ISS site which currently abut the railings. The proposed ISS will blend with the façade treatment of the Montague Street terraces. It will be set back from the main building line behind the railings, with their setting enhanced by the proposed building and landscaping, better revealing their significance.
- 8.25 Whilst the top of the SWEC will be seen in the context and backdrop of the gates to the southwest service road, this does not undermine the gates, piers, and railings or the relationship they have with the museum, and therefore their significance will be preserved.
- 8.26 However, one item of enabling works which needs to be controlled on a heritage basis is the proposed temporary removal of the gates, gateposts and sections of railing forming the westernmost section of the British Museum’s main frontage onto Great Russell Street, which acts as the main vehicular and service access to the West Road on the perimeter of the site. There will also need to be a similar approach to the section of railings in front of the proposed ISS on Montague Street. This is to provide access and facilitate the works and they would be fully reinstated.
- 8.27 The West Road will be required for deliveries and construction traffic for the duration of building works connected to the implementation of the SWEC proposal. The railings and gateposts are listed grade I and are of high historic and architectural significance; the gates themselves are understood to date from the later C20, so are of a lesser heritage value, but are too narrow to take large construction lorries and equipment. Officers therefore accept the applicant’s arguments that there is a case for the temporary removal of the boundary treatment to facilitate the proposed building works in a safe and practical manner, with no risks posed to the public. This will protect the heritage assets during construction and remove the risk of accidental damage or harm being caused. Notwithstanding this, a conservation-led approach will be imperative, so a condition is recommended requiring

detailed method statements covering dismantling, storage and reinstatement of all architectural components affected.

24-60 Bloomsbury Street (Grade II) – [less than substantial harm]

- 8.28 This is an C18 terrace on the east side of the street, listed as a group from Nos.24-60 (Even). They back on to the museum site. There are various elements contributing to their significance, but directly relevant to this application is their scale, their roofline and tall slab-chimney stacks, and the largely contextual scale of their setting.



Figure 13: Wire line view of the new SWEC building from Bedford Square.

- 8.29 The SWEC will rise just above the north end of the terrace when viewed from certain points in Bedford Square (see above), and similarly when seen at the end of Bedford Avenue. In these limited views, the height of the SWEC would interrupt the roofline silhouette. However, the views are restricted to a few specific locations, and these would be largely obscured by leaf cover for much of the year. Nonetheless, the impact would cause less than substantial harm to the significance of this part of terrace, albeit at the low end of the scale.

1-10 Bedford Square (Grade I) and the gardens – [no harm]

- 8.30 The buildings fronting the square are grade I listed, and Bedford Square Gardens is a registered garden. The houses in Bedford Square form an important and complete example of C18 town planning together with the registered gardens in the middle of the square. There are various elements contributing to their significance, but directly relevant to this application is their scale, composition, their roofline and tall slab-chimney stacks, and the largely contextual scale of their setting.

- 8.31 Although the SWEC will rise just above the grade II terraces on Bloomsbury Street when viewed from Bedford Square, it would not disrupt the roofline of the Bedford Square terrace. Although just visible in the setting of square further down Bloomsbury Street, it would not harm the significance of the grade I terrace, square, or gardens.

Montague Street (Grade II) – [enhance]

- 8.32 The buildings on Montague Street, opposite and next to the museum, are listed. Number 30 is listed, and others (White Hall Hotel and Montague Hotel) are group listed. They all have many of their own individual features of significance, but most relevant to these proposals are the scale, design, building lines, and materials which all contribute to their significance and group setting next to the museum.
- 8.33 The removal of the current prefabricated buildings next to number 30 and the White Hall Hotel would be a significant improvement. The proposed ISS will blend with the façade treatment of the Montague Street terraces. It will be set back from the main building line behind the railings, with the significance of the adjacent and opposite Montague Street terraces enhanced through the improved setting offered by the proposed building and landscaping.

89-91 Great Russell Street (Grade II) – [no harm]

- 8.34 Number 89 is directly adjacent to the southwest service entrance to the museum, and so the backdrop of the museum's Western Range sits in this building's setting. However, that backdrop does not directly contribute to the listed group's significance.
- 8.35 Therefore, the visibility of the SWEC in the background, when viewed from Great Russell Street, would not harm the significance of these listed buildings.

Bloomsbury Conservation Area – [less than substantial harm]

- 8.36 The site lies within the Bloomsbury Conservation Area, the significance of which is derived from its survival as a remarkable example of Georgian town planning of international importance. This significance is described in detail within the Bloomsbury Conservation Area Appraisal document. The original street layouts, with formal landscaped squares and interrelated grids of streets create a consistent townscape of high architectural quality. The conservation area is also significant for the major institutional uses that have established and expanded over time, helping to maintain the area's distinctive and culturally rich character. The British Museum building makes a significant contribution to the character and appearance of the Bloomsbury Conservation Area.
- 8.37 For the reasons set out above, there would be some impacts on certain views within the conservation area, and although parts of it would be enhanced, overall, the scale of the SWEC would harm this part of the conservation area.

This would constitute less than substantial harm to the significance of the conservation area, but at the very low end of the scale. The most important views in relation to the museum and its surroundings are preserved, minimising the level of harm.

Conclusion

8.38 In general, many of the elements of the proposal preserve or even enhance designated heritage assets. Less than substantial harm has been identified to the museum, the grade II listed buildings on Bloomsbury Street, and the Conservation Area. In trying to avoid or minimise harm, consideration was given to lowering the height of the SWEC as set out previously. The level of harm ranges from the very low to low end of the scale. Nonetheless, considerable weight and importance should be given to that harm, and it should be outweighed in the balance by considerable public benefits.

8.39 Paragraph 208 of the NPPF states:

208. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

8.40 There are heritage public benefits from the proposal that should be included in the consideration of the planning balance. The removal of several temporary prefabricated structures across the site with improved building and landscaping at the ISS site enhances the setting of several heritage assets. Condition 29 would prevent occupation of the SWEC until this has been secured.

9. DESIGN

9.1 Camden Local Plan policies D1, D2 and CPG (Design) are relevant to the consideration of design when assessing planning applications. They require a high standard of contextual design which relates to function of uses, and carefully considers historical context.

Scale and massing

9.2 The proposed SWEC building would be 6 storeys in height. Each of the floors of the new building have been tailored to reflect the specific functions required within them. The plant floors would have greater floor to ceiling heights as a result of the sizes of the plant kit that is required to serve large proportions of the Museum's estate.

9.3 Since the completion of the acoustic noise survey and attenuation report prior to the submission of the application, a strategic review of the proposed floor heights was undertaken to identify any reductions in floor height that could be made without placing undue constraints on the building's

operations, fitness for purpose, or future flexibility. Through this strategic review, the overall height of the building was reduced by 1.5m in comparison to the proposals initially discussed during the pre-application process.

- 9.4 The floors that would serve the support accommodation would be 2.75m to meet the minimum clear height recommended by the British Council of Offices. It is noted that the central servicing zones on the floors only meets 2.4m which has been designed to reduce the overall building height.
- 9.5 The need to include the 2 floors of support staff accommodation would increase the height of the building by 7.5m; however the requirement to relocate support staff within the building has been assessed and justified in the land use section 7 above.
- 9.6 An alternative potential location assessed for the location of roof mounted plant other than on the proposed SWEC building and the roof of the Lycian Building was the New Wing roof. Structural Engineers Alan Baxter's assessment of the building's structure found that there was no spare capacity to support additional load placed on the building via rooftop mounted plant. Therefore, any proposal to place additional plant on the New Wing roof would require structural refurbishment and resulting decant of accommodation which includes the Staff Canteen, Museum Restaurant, and Office Space, that would result in a substantial amount of decant activity.
- 9.7 The massing of the building would generally be in keeping with the scale of the neighbouring Lycian buildings in general design terms. Although the SWEC building would not be subservient to the other surrounding buildings as discussed in Heritage section 8 above, its scale and massing would not be easily read from views within the Museum Estate itself and only the roof plant would be visible from certain vantage points within the conservation area.
- 9.8 The site is highly constrained in terms of its footprint as it is surrounded by existing buildings to the north, east and south and is bound by the West service road to the west. Given the quantum of floorspace that would be required to be provided on the site together with the number of uses that would be incorporated within the new SWEC building, it is considered that the scale and mass of the building can be accepted in in general design terms, notwithstanding the height impact on some designated heritage assets.

Façade treatment

- 9.9 Architecturally the building has been designed to express the functions that are contained within it. The western elevation of the building is punctuated by a number of openings across all floors. These would include ventilated louvres at ground, second and 5th floor levels. This does introduce an element of busyness to the façade which lacks the simplicity of a building

with a utilitarian function situated in a secondary area of the Museum Estate. However, the functionality of the floors would dictate the façade treatment. The need for the acoustic louvres to ventilate the plant areas is accepted and the technical design requirements would dictate the size. They would provide a robustness to the façade that would be considered acceptable. The louvre would be installed in demountable sections to facilitate major plant replacement in the future. The louvres would be integrated into the overall architectural elevation and the introduction of a solid top reduces the overall height of the new building.

Materiality

- 9.10 The proposed building would be constructed using predominantly yellow tone London stock brickwork in Flemish and soldier bond with charcoal coloured metal work. This would match the rear elevations of the Lycian, New Wing and Duveen Gallery elevations as well as rear elevations of the perimeter properties which front onto Bloomsbury Street. This is considered acceptable and a condition to secure samples would be attached to any permission (condition 4).
- 9.11 The metal work of the window and door openings, louvres grills and acoustic louvres at all levels within the western elevation would have a charcoal grey powder coated finish. Due to the extent of the use of the metal work across all the floors of the western façade it would heavily contrast to the light coloured brickwork and could result in a flat corporate appearance. In order to introduce warmth and softens and express a metallic quality further consideration should be given to alternative finishes. This would be secured by condition (condition 6).
- 9.12 Given that the design quality of the building relies on the quality of materials and detailing, these are conditioned (condition 4) to ensure a building of the highest quality with durable finishes that weather gracefully.
- 9.13 Officers consider that there would be some harm to designated heritage assets (see Heritage section above). However, the scheme features high-quality architecture demonstrated through its composition and detailing that has been well considered subject to conditions. Officers consider that the quality of the proposed architecture successfully minimises the level of heritage harm identified.

10. ARCHAEOLOGY

- 10.1 The archaeological considerations are as follows:
- Policy review
 - Introduction
 - Archaeology

Policy review

- 10.2 CLP policy D2 confirms that the Council will preserve and where appropriate enhance Camden's rich and diverse heritage assets including archaeological remains. The site lies within a designated archaeology priority area.

Introduction

- 10.3 The application site lies next to a major Civil War fort just behind known defensive works of that period. It is likely to have been affected by construction of defences and so may contain structures and artefacts related to them.

Archaeology

- 10.4 An Archaeological Desk-Bases Assessment has been submitted in support of the application. Historic England (GLAAS) has reviewed the document. It has been confirmed that the impact of the proposed development would depend on the details of the groundworks in relation to archaeological levels that would need to be confirmed. The development would only likely cause a low level of harm to the overall significance of the assets that would be satisfactorily mitigated by a condition to secure a written scheme of investigation (WSI) and any required mitigation (condition 13).

11. IMPACT ON NEIGHBOURING AMENITY

- 11.1 CLP policies A1 and A4 and the Amenity CPG are all relevant with regards to the impact on the amenity of residential properties in the area, requiring careful consideration of the impacts of development on light, outlook, privacy and noise. Impact from construction works are also relevant but dealt with in the 'Transport' section. The thrust of the policies is that the quality of life of current and occupiers should be protected and development which causes an unacceptable level of harm to amenity should be refused.
- 11.2 The Amenity CPG, and the BRE Guidelines focus on impacts to residential properties with protection of their amenity being given greater weight. Paragraph 3.7 of the CPG states:

"Although it is normally only residential uses that are assessed, there may also be non-residential uses, existing nearby or proposed as part of the application, that are particularly sensitive to light and so justify a report."

Introduction

- 11.3 The SWEC building is located to the rear of properties fronting onto Bloomsbury Street and the new ISS building is located on the south east of the Estate fronting Montague Street. The majority of the surrounding uses to both sites of the site are hotels or office uses (non-residential) which are

non-sensitive uses and so the impact has been considered but minimal weight is attached.

Daylight, sunlight and aspect

- 11.4 A Daylight, Sunlight and Overshadowing Report has been submitted as part of the application which details any impacts upon neighbouring properties.
- 11.5 The leading industry guidelines on daylight and sunlight are published by the Building Research Establishment in BR209 ‘Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice’ (third edition, 2022) (BRE). The development plan supports the use of the BRE guidance for assessment purposes, however, it should not be applied rigidly and should be used to quantify and understand impact when making a balanced judgement.
- 11.6 Paragraph 129 of the NPPF supports making efficient use of land and says that authorities should take a flexible approach in applying policies or guidance relating to daylight/sunlight where they would otherwise inhibit making efficient use of a site, as long as the resulting scheme would provide acceptable living standards.

Methodology

- 11.7 The methodology and criteria used for the assessment is based on the approach set out by BRE guidance. This assesses the effects on existing surrounding properties, including daylight (the two-part assessment of VSC and NSL) and sunlight (the two-part assessment of APSH annually and in winter) to buildings and sun-on-ground to amenity spaces.
- 11.8 The BRE standard numerical guidelines have been applied to establish the number of impacts on each property (or group of properties) that are within the guidelines and the number that are outside the guidelines.
- 11.9 To assist understanding of the magnitude of the impacts the terms ‘negligible’, ‘low’, ‘medium’ and ‘high’ are used, based on the categorisation set out in Table X below.

Impact satisfies the BRE guidelines	Impact does not satisfy the BRE guidelines		
	20.1% to 29.9% loss	30% to 39.9% loss	more than 40% loss
Negligible impact	Low magnitude impact	Medium magnitude impact	High magnitude impact

Table 2 (above): Categorisation of magnitudes of effect

- 11.10 Appendix H of the BRE guide provides guidance for use in Environmental Impact Assessment’s (EIA’s) to determine the significance of effect (‘negligible’, ‘minor’, ‘moderate’ and ‘major’). Whilst the application is not an EIA development, the guidelines are nonetheless helpful in understanding the significance of the effects of the development. Significance takes into account the number of impacts that are outside the BRE guidelines, the magnitude of the impacts and the margin by which they are outside, the

sensitivity of the receptors (in terms of the strength of their requirement for daylight and sunlight), whether the receptors have other sources of light and whether there are particular reasons why an alternative, less stringent, guideline should be applied.

11.11 The methodology and criteria used for the assessment are based on the approach set out by BRE guidance. The report makes use of several metrics in its assessment of surrounding buildings which are described in the BRE guidance.

- **Vertical Sky Component (VSC)** – The daylight on the surface of a window. A measure of the amount of sky visible at the centre of a window.
- *The BRE considers daylight may be adversely affected if, after development, the VSC is both less than 27% and less than 0.8 times (a reduction of more than 20%) its former value.*
- **No Sky Line (NSL)**, also known as **Daylight Distribution (DD)** – The daylight penetration into a room. It measures the area at desk level (“a working plane”) inside a room that will have a direct view of the sky.
- *The NSL figure can be reduced to 0.8 times its existing value (a reduction of more than 20%) before the daylight loss is noticeable.*
- **Annual Probable Sunlight Hours (APSH)** - The amount of sunlight that windows of main living spaces within 90 degrees of due south receive and a measure of the number of hours that direct sunlight reaches unobstructed ground across the whole year and also as a measure over the winter period. The main focus is on living rooms.
- *The BRE considers 25% to be acceptable APSH, including at least 5% during the winter months. If below this, impacts are noticeable if less than these targets, and sunlight hours are reduced by more than 4 percentage points, to less than 0.8 times their former value. It recommends testing living rooms and conservatories.*
- **Sun-hours on Ground (SoG)**, also known as **Overshadowing** – The amount of direct sunlight received by open spaces.
- *The BRE recommends at least half (50%) of the area should receive at least two hours (120 mins) of sunlight on 21 March (spring equinox), and the area which can receive some sun on 21 March is less than 0.8 times its former value.*

Categorising impacts and alternative targets

11.12 The assessment has set significance criteria which is the approach recommended by BRE guidance in the case of EIAs. This approach is endorsed by officers, as are the criteria used in the table below.

BRE compliant	20.1% to 30% reduction	30.1% to 40% reduction	More than 40.1% reduction
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Negligible	Minor Negative	Moderate Negative	Major Negative
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Table 3 - Impact criteria

11.13 The BRE guidance targets are based on a model which is meant to apply broadly across the whole country, so it does not tend to account for much denser urban settings like London or Growth Areas. As a result, it recommends setting alternative targets which take account of relevant local context.

11.14 The approach is supported by the London Plan (LP). The LP Housing SPG states:

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. 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.

11.15 The urban density found in the Georgian townscape of Bloomsbury is particularly tight and officers have noted in relation to assessing past developments that VSC values of 15% to 20% can be tolerated as an acceptable norm for residential. There will always be the higher values of 27% and above found in dwellings on upper floors or facing across open spaces like parks, squares and larger gardens, while at the same time VSC values of less than 10% are common, more usually for secondary windows such as those facing into alleyways and lightwells.

11.16 Existing windows with balconies above them receive less daylight. Because the balcony cuts out light from the top part of the sky, even a modest obstruction opposite may result in a large relative negative impact on the VSC, and on the area receiving direct skylight. Where there are balconies which can cause obstruction, the BRE guidelines suggest modelling the impacts with and without the balconies. This allows you to test whether the presence of the balcony or overhanging walkway, rather than the size of the new obstruction (the proposed development), is the main factor in the relative loss of light.

Assessment

ISS building:

11.17 The new ISS building would be single storey in height. It would be located opposite residential properties at nos. 21 and 22 Montague Street that lie approximately 19m to the east. Due to the separation distance between the

properties and the single storey nature of the building there would be no harm to the amenity of the neighbouring occupiers in terms of daylight or sunlight.

SWEC building:

- 11.18 The assessment below relates to the new SWEC building. The map below in Figure 14 shows the location of the surrounding properties tested. No. 36-38 Bloomsbury Street has an authorised use as a hotel and no. 40 Bloomsbury Street is used as a hotel / self-catering accommodation for short term use. The daylight and sunlight assessment has assessed no. 40 as a residential dwelling. Following discussions with the applicant it has been confirmed that the building has been leased to a hotel operator for the last 10 years and is being used as a hotel / self-catering accommodation. The British Museum are the freeholders of the buildings and let these buildings out on long leaseholds. In relation to no. 40, in clause 3.16 of its lease, it states that "*the user is (a) Not to use the demise premises or any part thereof for residential purposes*" unless it is used "*for trade or business providing self-catering holiday accommodation in conformity with the provisions of the existing lease*". Hotel uses are generally afforded less protection, given the transient nature and short term use of the accommodation.
- 11.19 These properties have been assessed in terms of daylight for both VSC (Vertical Sky Component) and NSL (No Sky Line) and with regards to sunlight for APSH (Annual Probable Sunlight Hours).
- 11.20 The following properties have been tested for daylight / sunlight impacts from the development:
- 40 Bloomsbury Street (self-catering short stay accommodation)
 - 36-38 Bloomsbury Street (hotel use)



Figure 14 (above): Location of surrounding properties tested and application site outlined in red.

40 Bloomsbury Street

- 11.21 No. 40 Bloomsbury Street is located on the eastern side of Bloomsbury Street, to the west of the site. The building is used as self-catering short term use accommodation and are generally afforded less protection, given the transient nature of the accommodation.
- 11.22 14 windows were tested at no. 40 – 2 of which fully complied with BRE guidance. Of the remaining 12 windows, 5 would experience low magnitude impact of between 22% - 29.4%, 2 would experience medium magnitude impact of between 30.8% and 39.2% and 3 would experience high magnitude impact of over 40%. These 3 windows would experience the following losses:
- 57.9% Basement, room 1 (use not known) window 1 (1/B01)
 - 55.2% Basement, room 1 (use not known) window 2 (1/B01)
 - 57.9% Basement, room 1 (use not known) window 3 (1/B01)
- 11.23 These 3 windows that serve one room at basement level all have current VSC values below 20%, receiving 12.1%, 16.2 % and 14.5% respectively. Any loss is therefore large in percentage terms.



Figure 15 (above): Windows on the rear elevation of no. 40 Bloomsbury Street

- 11.24 With regards to NSL, 5 of the 9 rooms tested would meet the guidance. Of the 4 remaining rooms, 1 room at 3rd floor level would experience a low magnitude impact of 21.3% (although it would still see the sky to approximately 75% of the room area at the working plane) , 1 room at ground floor level would experience a medium impact of 36.7% (although it would still see the sky to approximately 61% of the room area at the working plane) and 2 rooms (1 at basement floor level and 1 at ground floor level) would experience a high impact of over 40%. The ground floor level window would experience a significant loss in terms of views of the sky however this would only affect 3 sq. m of the room.
- 11.25 The basement level windows are already constrained by an existing 4m high masonry boundary wall that is located approximately 7.6m from the rear elevation of the existing rear extension of the building. It is not clear what the basement level windows serve; however, it is considered that they would either serve bedrooms or kitchen / dining areas rather than living rooms. Given the location of the windows that serve the rooms at the basement level of the building and the existing physical constraints of the site, the impact is considered acceptable in this urban location in Central London.

11.26 Due to the orientation of the windows there are no windows that are relevant for sunlight.

36-38 Bloomsbury Street

11.27 No. 36-38 Bloomsbury Street is located on the eastern side of Bloomsbury Street, to the west of the site. The buildings are occupied by the Gresham Hotel, Bloomsbury. Hotels are generally afforded less protection, given the transient nature and short term use of the accommodation.

11.28 Of the 23 bedroom windows that have been assessed for VSC, 9 fully complied with BRE compliance. Of the remaining 14 windows, 10 would experience low magnitude impact of between 20.5% - 29.7%, 3 would experience medium magnitude impact of between 32.9% and 34.5% and 1 would experience high magnitude impact of over 40%. The 1 window would experience the following losses:

- 46.6% Basement level, room 1 (bedroom) window 1 (W1/B01)

11.29 This window that serves a bedroom at basement level has a current VSC value below 20%, receiving 13.1%. Any loss is therefore large in percentage terms. The basement window is already constrained by an existing 4m high masonry boundary wall that runs along the eastern boundary approximately 10m-11m from the rear elevation of the buildings. Given the location of the affected window within a basement room, and taking its use as a hotel room into consideration, the retained VSC levels would be typical for this type of urban development and the amenity impact would be considered acceptable.

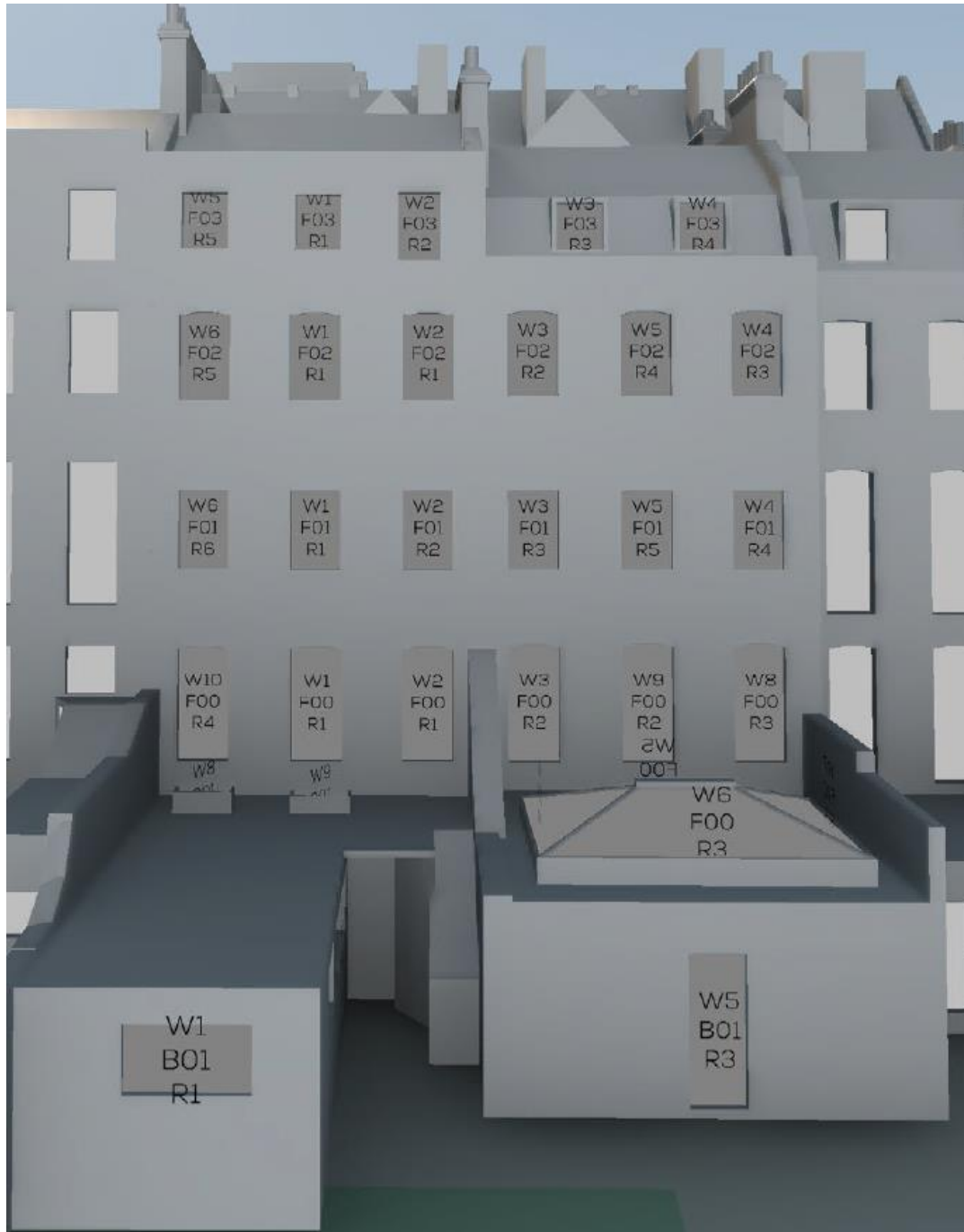


Figure 16 (above): Windows on the rear elevation of nos. 36-38 Bloomsbury Street

- 11.30 With regards to NSL, 10 of the 19 rooms tested would meet the BRE guidance. Of the 9 remaining rooms, 3 rooms would experience a low magnitude impact of between 20.8% and 29.4%, 3 rooms would experience a medium impact of between 33.1% and 37.9% and 3 rooms would experience a high impact of over 40%. The majority of the windows would retain over 50% NSL which would be considered acceptable given the density of this urban environment.

- 11.31 There are no windows relevant for assessment of sunlight due to their orientation.
- 11.32 Overall, it is acknowledged that there are BRE transgressions experienced at a number of the windows in the rear of no. 36-38 Bloomsbury Street and no. 40 Bloomsbury Street. It must be noted that the majority of the affected windows are located at basement and ground floor levels. This is a more constrained location where existing daylight levels are not as high as the upper floors. The buildings are used as a hotel and self-catering accommodation for short term use by visitors. Visitors to London have a wide choice of hotel and self-catering accommodation. Visitors would see the benefits of a highly accessible location, close to the British Museum that would outweigh the need for good quality daylight particularly to rooms with windows at the basement and ground floors at the rear of the buildings.
- 11.33 Although the buildings along this part of Bloomsbury Street were historically in residential use they have been in commercial use for a significant period of time. The Museum is the freeholder of the Bloomsbury Street properties which are the subject of long leaseholds and there is no evidence to suggest that they would return to residential use in the future. Nevertheless most of the windows would still retain VSC values within the locally typical range for residential use in Bloomsbury.

Loss of privacy

ISS

- 11.34 The new ISS building would house UKPN and British Museum switchboard rooms. There are no windows in the new ISS building. Consequently there would be no harmful overlooking to neighbouring occupiers.

SWEC

- 11.35 The existing rooms within properties fronting the eastern side of this part of Bloomsbury Street have their main outlook onto Bloomsbury Street. Given that the ground and first floors of the new SWEC building would be used as plant rooms there would be no overlooking into the basement and ground floor windows of the neighbouring properties. The main office windows within SWEC would be at 4th and 5th floor levels. The properties along this part of Bloomsbury Street are mainly 4 storey's in height. The upper floors of no. 36-38 Bloomsbury Street are located approximately 18.9m from the office windows at 3rd and 4th floors of the new SWEC building which meets the required separation distance between properties without the need for mitigation. The upper floors of no. 40 Bloomsbury Street are located 17m from the office windows at 3rd and 4th floors of the new SWEC building. The windows directly opposite this property serve storage areas. A condition would be attached to obscure glaze these windows to ensure there is no direct overlooking to windows in the rear elevation of this building (condition 8).

- 11.36 No. 42 Bloomsbury Street lies directly opposite the new SWEC building and has an authorised use as a language school (Class D1 now F1). The current occupiers are a communication skills training company. The windows in the upper floors of the building are approximately 12.5m from the west elevation of the new SWEC building. At 3rd and 4th floor levels of the new SWEC building the windows directly opposite no. 42 would serve male changing rooms. A condition would be attached for the windows to be obscure glazed to ensure there is no direct overlooking to the windows in the rear elevation of this building. Views from the office windows into the windows on the lower floors of the buildings along this part of Bloomsbury Street would be oblique and would not be considered to result in any harm to the amenity of these properties.

Noise

- 11.37 A noise assessment has been submitted in support of the application which assesses the noise impacts associated with the proposed development. The assessment was reviewed by the Council's Environmental Health officer.
- 11.38 Appropriate noise guidelines have been followed within the report such as Noise Policy Statement for England, National Planning Policy Framework (NPPF), Planning Practice Guidance on Noise, BS 8233 Guidance on sound insulation and noise reduction for buildings, Camden Council's Local Plan, version June 2017 and BS 4142:2014 "Methods for rating and assessing industrial and commercial sound". The submitted plant noise criteria have been adequately predicted taking into consideration distance losses, surface acoustic reflections and, where applicable, screening provided by the building.
- 11.39 The assessments indicates that the proposed plant and emergency building services within SWEC and new switchboard rooms within ISS should be capable of achieving the proposed environmental noise criteria with specified noise mitigation at the nearest and potentially most affected noise sensitive receptor.
- 11.40 Given suitable facade design specification and mechanical plant noise level criteria, officers are satisfied that the submitted acoustic submissions meets local plan guidelines and therefore are acceptable in environmental health terms.
- 11.41 Conditions would be attached to secure noise limits for the plant, vibration measures and use and noise limits for the emergency generator (conditions 10, 11 and 12)

Light spill

- 11.42 Lighting of the SWEC building would include wall mounted luminaires (with only downward beam) on the western façade, surface mounted downlights

in the external corridor that separates the northern and southern parts of the SWEC building at ground floor level and the covered entrance at the rear of the building and wall lights to facilitate access to the mechanical plant at roof level. The ground floor wall-mounted luminaires on the brick wall opposite the SWEC building would be controlled by daylight sensors to switch on at sunset and automatically switch off at 23:00. The luminaries at roof level would be switched on by passive infrared sensor (PIR) and would be turned on when access to the roof is required or when maintenance is taking place. A condition would be attached to secure the hours of operation of the lighting (condition 9).

Summary of amenity impacts

- 11.43 An assessment of the amenity impacts on neighbouring properties has been undertaken. This has been independently reviewed. Two buildings would experience daylight losses above the BRE guidelines, that are both used for hotel use. No. 40 Bloomsbury Street is the worst affected building, but the windows most affected are at the basement and ground floor levels and daylight and outlook is already affected by a 4m high brick boundary wall that separates the property and the application site. The separation distances between this property and the buildings within this part of the Estate are modest. For this part of the site to be developed, there will be impacts on these windows. The impacts outlined above, on neighbouring windows, are considered acceptable, especially given that no existing permanent residential accommodation is affected. The scheme has been designed to minimise loss of privacy. The proposals are acceptable in terms of noise, subject to conditions.
- 11.44 In terms of the proposed external lighting of the building, this would not result in harmful light spill to the neighbouring occupiers or add to any harmful illumination of the night sky.

12. NATURE CONSERVATION, LANDSCAPE, AND BIODIVERSITY

- 12.1 The nature conservation, landscape and biodiversity considerations are as follows:
- Policy review
 - Introduction
 - Trees
 - Landscaping
 - Biodiversity
 - Conclusion

Policy Review

- 12.2 London Plan policy D8 (Public realm) states that new development proposals should seek to create new public realm and that the public realm should be

of a high quality. The Camden Local Plan policies A2 (Open space) and A3 (Biodiversity) and Camden CPG Biodiversity seek to protect existing trees, secure additional trees and vegetation and to protect and promote biodiversity.

Introduction

- 12.3 In order to consider and assess the value of the existing site for biodiversity and nature conservation as well as potential impacts caused by the development, a Preliminary Ecological Appraisal Report, Arboricultural Implication Assessment and Arboricultural Method Statement have been submitted as part of the application. The Council's Nature Conservation Officer and the Tree and Landscape Officer have reviewed these documents.
- 12.4 The reports show that the existing site is of limited ecological value with the majority of the site being occupied by built form or hard standing, with the remainder featuring amenity lawn areas. The rear gardens of neighbouring properties that bound the site to the west and east include some established trees.

Trees

- 12.5 No trees are proposed to be removed in order to facilitate the development. Pruning is proposed to allow for sufficient access and clearance is considered to be of an acceptable level. The impact of the scheme on trees to be retained is considered to be of an acceptable level.
- 12.6 The submitted tree protection plan and method statement demonstrate the trees to be retained would be adequately protected throughout the development; however, tree protection site monitoring and supervision details have not been included and would be required to be secured by condition (condition 14).
- 12.7 Hard and soft landscaping would be proposed although full details have not been included and would be required. As part of the landscaping scheme 4 new trees are proposed to be planted along the eastern boundary of the site adjacent to Montague Street (see figure below).

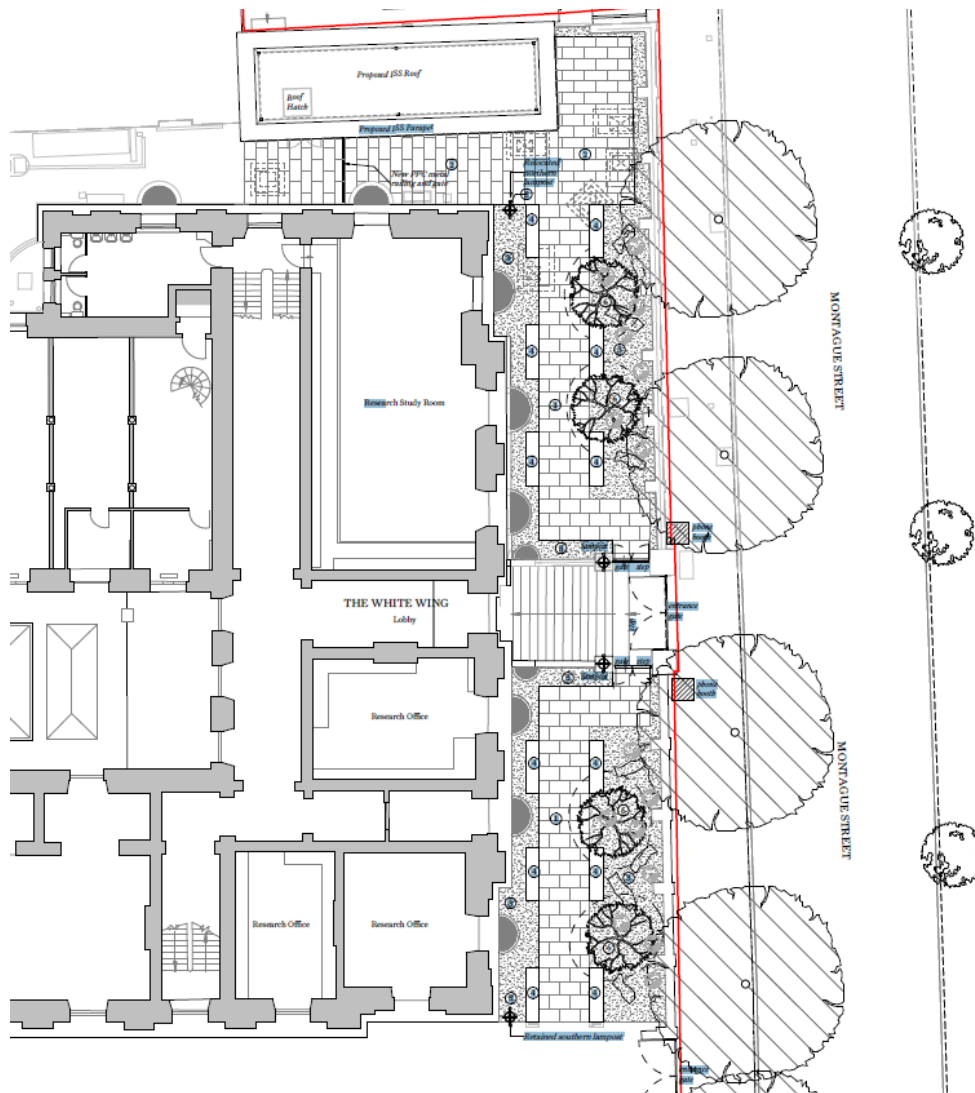


Figure 17 (above): Landscaping plan for south east part of the estate fronting Montague Street

- 12.8 No details have been provided of the tree species or sizes of the new trees. These would be secured by condition (condition 15).

Biodiversity

- 12.9 Camden Local Plan 2017 policy A3 seeks to protect, manage and enhance biodiversity.
- 12.10 The back-of-house areas of the proposed SWEC and ISS sites are mainly covered in hardstanding and the proposal would not introduce any newly planted areas (excluding the 4 new trees to be planted along the Montague Street frontage). It is not possible to introduce green roofs on the roof of the new SWEC building as it is taken up with the ASHP's. The roof of ISS could include a green roof however it would be very modest in terms of its size measuring 39 sq. m. Given the function of the new buildings to provide mainly mechanical services for the Estate as a whole and the nature of these

back-of-house locations, the opportunity for introducing soft landscaping is extremely limited.

- 12.11 The ecological assessment concluded there to be negligible risk to protected species, but did recommend further surveying of the area of the proposed SWEC building be undertaken for birds if construction works start during the nesting season (March to September). A condition would be attached to secure this (condition 18). Various mitigation measures would also be proposed to enhance the value of the site for ecology. These would include installation of bird and bat boxes.
- 12.12 Enhancement opportunities have been identified including installation of at least 1 bat box and 3 bird boxes within the new SWEC building.
- 12.13 Lighting of the SWEC building would include wall mounted luminaires (with only downward beam) on the western façade, surface mounted downlights in the external corridor that separates the northern and southern parts of the SWEC building at ground floor level and the covered entrance at the rear of the building and wall lights to facilitate access to the mechanical plant at roof level. The ground floor wall-mounted luminaires on the brick wall opposite the SWEC building would be controlled by daylight sensors to switch on at sunset and automatically switch off at 23:00. The luminaires at roof level would be switched on by PIR and would be turned on when access to the roof is required or when maintenance is taking place.
- 12.14 Conditions would be attached regarding details of bird and bat boxes and lighting (condition 17 and 19).

13. CONTAMINATED LAND

- 13.1 CLP policy A1 seeks to protect the quality of life of occupiers and neighbours. The Council will consider a number of factors include contaminated land. Development on contaminated land can expose people to a wide range of potential health risks. In these areas remediation action is particularly important in developments where people will have access to the ground to enjoy for a variety of activities.
- 13.2 Historic land uses on and in the vicinity of the British Museum include a former workshop and a former pharmaceutical chemical works and oil and colour storage land use (adjacent to the site).
- 13.3 The proposal would be for a commercial end use site and would be considered to be very low risk. In the event that the proposed landscaped areas for the external amenity space for the Museum staff includes areas of soft landscaping, this could introduce a potential pathway of contaminants of concern within the underlying soils to the site users, noting Camden is known to have high background concentrations of heavy metals. The proposed ISS

site would be re-landscaped which would be approximately 290 sq. m. This area would provide Museum staff with an external amenity space. As such a condition would be secured requiring the submission of a preliminary risk assessment report and subject to the findings of this report details of any mitigation measures to minimise any risks from land contamination to the future users of the land and neighbouring land (condition 20).

14. AIR QUALITY

- 14.1 CLP policy CC4 is relevant with regards to air quality.
- 14.2 An Air Quality Assessment (AQA) has been submitted in support of the application which has been assessed by the Council's Air Quality officer.
- 14.3 The site is in an area of poor air quality as the estimated NO₂ background concentrations based on the Defra background maps exceed 40 ug/m³. The proposal would not introduce sensitive receptors as the buildings would primarily be used for plant with replacement offices and meeting rooms.
- 14.4 Two standby / emergency generators would be proposed within SWEC. It is noted that the generator flue terminates 7m above nearby buildings with over 20m separation laterally. It has also been confirmed that the testing regime would be limited to 30 minutes per generator, once per month, totally 12 hours of testing. The proposed generators would only feed the estates emergency power network and would not be used for business continuity functions.
- 14.5 The proposals would be car-free and would be Air Quality Neutral.
- 14.6 The proposals would be considered acceptable in terms of air quality subject to a condition to ensure no non-road mobile machinery (NRMM) shall be used on site unless it is compliant with the NRMM low emissions zone requirements (condition 21). Air quality during demolition and construction would be managed within the Construction Management Plan (CMP), which would be secured by s106 legal agreement. An informative would also be attached reminding the applicant that any mitigation measures to control construction-related air quality should be secured within the CMP.

15. SUSTAINABILITY AND ENERGY

- 15.1 In November 2019, Camden Council formally declared a Climate and Ecological Emergency. The council adopted the Camden Climate Action Plan 2020-2025 which aims to achieve a net zero carbon Camden by 2030.
- 15.2 In line with London Plan (LP) policies, SI1, SI2, SI3, SI4, SI5 and SI7 and Camden Local Plan (CLP) policies CC1, CC2, CC3, and CC4, development should follow the core principles of sustainable development and circular economy, make the fullest contribution to the mitigation of and adaptation to

climate change, to minimise carbon dioxide emissions and contribute to water conservation and sustainable urban drainage.

15.3 The primary function of the proposed SWEC building is to provide new low carbon heating and cooling technologies comprising air and water source heat pumps (ASHPs and WSHPs) to assist the Museum in working towards the site-wide decarbonisation of its whole estate. Therefore it is welcomed in principle.

15.4 An Energy and Sustainable Design Statement has been submitted in support of the application which sets out the measures to reduce the energy consumption and associated carbon emissions and sustainability design and construction measures of the SWEC building. This was assessed by the Council’s Sustainability officer.

Energy and carbon reductions

15.5 To minimise operational carbon, development should follow the energy hierarchy set out in the London Plan (2021) Chapter 9 (particularly Policy SI2 and Figure 9.2) and major developments should meet the target for net zero carbon. The first stage of the energy hierarchy is to reduce demand (be lean), the second stage is to supply energy locally and efficiently (be clean), and the third step is to use renewable energy (be green). The final step is to monitor, verify and report on energy performance (be seen).

15.6 After the Council is satisfied that carbon has been reduced as much as possible on-site, an offset fund payment can be made to achieve net zero carbon.

Energy and carbon summary

15.7 The following summary table shows how the proposal performs against the policy targets for operational carbon reductions in major schemes, set out in the London Plan and Camden Local Plan.

Policy requirement (on site)	Min policy target	Proposal reductions
Total carbon reduction: LP policy SI2 and LP CC1	35%	36%
Be lean stage (low demand): LP policy SI2	15% commercial	23%
Be green stage (renewables): CLP policy CC1	20%	13%

Figure 18 (above) - Carbon saving targets (for majors) and the scheme results

- 15.8 The operational carbon savings and measures set out below will be secured under an **Energy and Sustainability Strategy secured by Section 106 legal agreement** which includes monitoring, in compliance with the development plan.

Total carbon reductions

- 15.9 Reductions are measured against a baseline which are the requirements set out in the Building Regulations. Major development should aim to achieve an on-site reduction of at least 35% in regulated carbon emissions below the minimums set out in the building regulations (Part L of the Building Regulations 2021). The remainder of the carbon savings to 100% reduction (zero carbon) should then be secured through a carbon off-set payment. This is charged at £95/tonne CO₂/yr (over a 30 year period) which is spent on delivery of carbon reduction measures in the borough.
- 15.10 In this case, the development meets the policy target of 35% reductions, achieving an overall on-site reduction of 36% below Part L requirements as shown in Figure 18 above. A **carbon offset contribution of £17,175 would be secured by s106 legal agreement** to bring it to zero carbon, in compliance with the development plan.

Be lean stage (reduce energy demand)

- 15.11 London Plan policy SI 2 sets a policy target of at least a 15% (non-residential) reduction through reduced energy demand at the first stage of the energy hierarchy.
- 15.12 In this case, the development exceeds the policy target of 15% (non-residential), reducing emissions by 23% at this stage through energy efficient design, in compliance with the development plan. The proposals involve high performance insulation (ground floor slab, walls and roof), efficient glazing, and addresses the requirements of the cooling hierarchy and overheating which reduces the use of active cooling in the development. The proposal includes energy efficient measures including MVHR, Waste Water Heat Recovery system, and low energy LED light fittings.
- 15.13 The cooling hierarchy has been utilised and active cooling would be proposed as part of the scheme to provide mechanical cooling for the 4th and 5th floor of the SWEC building that would consist of open-plan office, meeting rooms and mess area. An overheating analysis has been submitted which includes dynamic thermal modelling in line with the Part 8 of the GLA's Energy Assessment Guidance. The modelling demonstrates that two of the meeting rooms in the southeast corner of the SWEC building - one at 4th floor level and one at 5th floor level would fail to meet CIBSE TM52 criteria. As the meeting rooms are internal within the floors and face onto a lightwell there

is minimal solar gains in the space. The Overheating Analysis in combination with sections addressing the cooling hierarchy in the energy/sustainability statement have adequately demonstrated the need for active cooling within the SWEC building. Nonetheless, the design of the building keeps overall energy demand low in line with policy.

Be clean stage (decentralised energy supply)

- 15.14 London Plan Policy SI3 requires developers to prioritise connection to existing or planned decentralised energy networks, where feasible, for the second stage of the energy hierarchy. Camden Local Plan policy CC1 requires all major developments to assess the feasibility of connecting to an existing decentralised energy network, or where this is not possible establishing a new network.
- 15.15 The Museum whole site heat demands would be met by a site wide air source heat pump (ASHP) and waste source heat pump system. A district heating network was considered but was discounted due to operational and technical reasons (refer to 7.6 to 7.9 of the report for further details). The submitted Energy and Sustainability Design Statement includes route for piped connection and plant room within the new SWEC building for potential future connection to a district heating network. This would be secured through the s106 legal agreement to ensure future proofing for a District Heat Network. Details of the ASHP system would be secured by condition.

Be green stage (renewables)

- 15.16 Camden Local Plan policy CC1 requires all developments to achieve a 20% reduction in CO2 emissions through renewable technologies (after savings at Be Lean and Be Clean), where feasible, for the third stage in the energy hierarchy.
- 15.17 In this case, the development would fail to meet the policy target of 20%, reducing emissions by only 13% at this stage through renewable technology. Options were explored but the listed status of the buildings imposes understandable restrictions on where renewable technology, like photovoltaics, can be placed. It is important to avoid or minimise harm to designated heritage assets, and on balance, officers felt the roof level of the new SWEC would be the appropriate place to site any renewables. However, minimal space is available and as the ASHP would be located at roof level within the new SWEC building to fulfil its primary function, there would not be enough space to house additional low or zero carbon measures such as PV panels at roof level.
- 15.18 Whilst the use of renewables on site are limited and less than normally expected, this needs to be balanced with the site's heritage constraints which are given considerable weight. Furthermore, the purpose of this proposal is to transition the Museum to electric technologies, so the decarbonisation of

the grid means this enables a future move to fully renewable energy for the museum in the mid to long term. The proposal includes technologies including Air Source Heat Pumps (ASHP's) and water-source heat pump installations that would form part of the primary plant infrastructure that would serve the new SWEC building and the whole of the Estate. The efficiency of the heating air source heat pumps seasonal co-efficient of performance (SCOP) is 3.8. It is recommended that the ASHP has a SCOP of at least 3.4 or a seasonal performance factor (SPF) of 2.5. A condition would be attached to ensure these standards are met and the systems are properly maintained (condition 22).

Be seen (energy monitoring)

- 15.19 The London Plan policy SI 2 requires the monitoring of energy demand and carbon emissions to ensure that planning commitments are being delivered. In this case, the development has committed to reporting. Requirements for reporting and monitoring would be secured as part of the s106 legal agreement incorporated into the energy and sustainability plan. These also secure reporting to the GLA in line with the London Plan.

Climate change adaption and sustainable design

- 15.20 Local Plan policy CC2 expects non-residential development, to meet BREEAM Excellent. The CPG Energy, Efficiency and Adaptation sets out in section 11 an expectation for at least 60% of the available credits in Energy, 60% in Water and 40% in Materials categories to be achieved to give the greatest environmental benefits.
- 15.21 An Energy and Sustainable Design Statement has been submitted in support of the application. For the new SWEC building the BREEAM credits overall target is 75.2% with 74% energy, 67% water and 64% materials which would exceed the BREEAM requirements of scoring Excellent, surpassing policy requirements. These measures and targets would again be secured through the s106 legal agreement energy and sustainability plan.

Water efficiency

- 15.22 The development plan (CLP policy CC3 and LP policy SI12 and SI13) also seeks to ensure development does not increase flood risk, reducing the risk of flooding where possible. Development should incorporate sustainable drainage systems (SUDS) and water efficiency measures.
- 15.23 The scheme proposed a range of sustainability measures including sustainable building materials and water conservation measures such as an attenuation tank adjacent to the West Residence building. Indicative section drawings have been submitted, therefore details of this system and its maintenance would be secured by condition (condition 23 and 24). A sustainability plan would be secured by s106 legal agreement that would secure other sustainable building measures.

Conclusion (Energy, sustainability and water efficiency)

- 15.24 The primary purpose of the proposals are part of the wider strategy to decarbonise the British Museum's Estate which is in line with the climate aspirations of the development plan. The SWEC building includes passive design measures to improve its sustainability performance. Active energy efficient systems would be integrated into the design and would include ASHP's, water to water source heat pumps (WSHP's) and mechanical ventilation with heat recovery (MVHR). The energy and sustainability targets are generally in line with the development plan's policy requirements, but the move to electric, coupled with the increasing decarbonisation of the energy grid, means the proposal will prepare the museum for a renewable and low carbon future, in compliance with the objectives of the development plan. These measures would be secured by s106 legal agreement and planning conditions which have the potential to make further improvements to the climate credentials of the scheme as it is worked up into more detail following the planning stage. Overall, the scheme is in accordance with the development plan.

16. FLOOD RISK AND DRAINAGE

- 16.1 Policy CC3 is relevant with regards to flood risk and drainage.
- 16.2 The site is located within Flood Zone 1. There are 3 flood zones for flooding by rivers and the sea as defined by the Environmental Agency; Flood Zones 1, 2 and 3. These are based on the likelihood of an area flooding, with flood zone 1 areas least likely to flood and flood zone 3 areas more likely to flood. The site is located within a Critical Drainage Area but is not located within a local flood zone or any previously flooded streets. The site is also not within a fluvial flood zone.
- 16.3 It is proposed to install a singular attenuation tank in the south west corner of the Estate. The tank would measure approximately 24 m³ which would provide sufficient storage volume for storms up to and including the 1:100 year + 40% climate change allowing of controlled discharge from the tank at 2 l/s. Indicative sections have been included within the drainage and SuDS report. The details of the attenuation tank would be secured by condition (condition 23).

Water infrastructure

- 16.4 Thames Water was consulted on the application and has advised that the proposed development is located within 15m of a strategic water main. Thames Water will not allow any building within 5 metres of trunk mains. Following this advice further clarification on this matter was sought from Thames Water to understand the exact location of the trunk mains and if the development would be located within the 5m restriction area.

- 16.5 Thames Water has recommended that a piling method statement be submitted in consultation with them to ensure that any piling would not impact on local underground water utility infrastructure. A condition would be attached to secure these details (condition 27). This would ensure that the Thames Water would review the detailed information in relation to the location of the trunk mains and the proposed extension to ensure its protection.
- 16.6 Thames Water has recommended a number of informatives be attached to any planning permission relating to procedures associated with their infrastructure and measures to reduce waterflow into the mains. They have also recommended that the applicant should contact Thames Water to discuss their proposed development in more detail. The piling method statement, produced in consultation with Thames Water, would ensure the development cannot commence until these impacts are considered in further detail.
- 16.7 Thames Water advised they do not have any objection to the proposal in terms of sewerage infrastructure capacity. A number of informatives have been requested by Thames Water which would be attached to any planning permission.

17. FIRE SAFETY

- 17.1 Policy D12 of the London Plan also requires the application to be accompanied by a fire statement, prepared by a suitably qualified third-party assessor. London Plan Policy D5 seeks to ensure that developments incorporate safe and dignified emergency evacuation for all building users.
- 17.2 A Fire Statement has been submitted as part of the application, which demonstrates the ability to comply with Building Regulations. This statement has been prepared and approved by a suitably qualified consultant and addresses the requirements of London Plan policy D12(B). An Automatic Fire Suppression System, evacuation lift, fire resistant materials, structural fire resistance, compartmentation and smoke ventilation measures would be employed. Options for means of escape and fire brigade access have been considered and would be further progressed in the technical design stage. A condition is attached ensuring compliance with the submitted Fire Statement (condition 28).

18. TRANSPORT

Policy review

- 18.1 Policy T1 of the Local Plan promotes sustainable transport by prioritising walking, cycling and public transport in the borough. Policy T2 seeks to limit the availability of car parking and requires all new developments in the borough to be car-free.

- 18.2 Policy T3 sets out how the Council will seek improvements to transport infrastructure in the borough. Policy T4 addresses how the Council will promote the sustainable movement of goods and materials and seeks to minimise the movement of goods and materials by road.
- 18.3 [Camden's Transport Strategy](#) (CTS) aims to transform transport and mobility in Camden, enabling and encouraging people to travel, and goods to be transported, healthily and sustainably. The CTS sets our objectives, policies, and measures for achieving this goal.
- 18.4 The Council's priorities include:
- increasing walking and cycling
 - improving public transport in the Borough
 - reducing car ownership and use
 - improving the quality of our air
 - making our streets and transport networks safe, accessible, and inclusive for all
- 18.5 In In 2022, the Council reviewed its progress so far on the CTS and also set out our delivery plan for the period covering 2022/23 - 2024/25. This was presented to [Cabinet on 14th December 2022](#). The plan includes commitments, all of which are pertinent to this application, and which will be expanded upon in later sections, to:
- implement proposals which will transform the public realm in the area and make many streets more attractive to pedestrians and cyclists via the Holborn Liveable Neighbourhood (HLN) scheme.
 - continue to expand our dockless bike and e-scooter hire network, and
 - expand significantly our Electric Vehicle Charging Point network.
- 18.6 Camden's [Clean Air Action Plan](#) and [Climate Action Plan](#) also contain policies which are relevant to our transport observations.
- 18.7 London Plan Policy T1 (Strategic approach to transport) states that Development Plans should support, and development proposals should facilitate, the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle, or public transport by 2041.
- 18.8 London Plan Policy T1 also states that all development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking, and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.
- Site location and access to public transport
- 18.9 The site is located in the Central London Area and is bounded by Montague Place to the north, Montague Street to the east, Great Russell Street to the

south and Bloomsbury Street to the west. Bloomsbury Street also forms part of the Strategic Road Network (SRN). The Council is the highway authority for these roads and is therefore responsible for their maintenance. However, TfL has a duty under the Traffic Management Act 2004 to ensure that any development does not have an adverse impact on the SRN.

- 18.10 The site is easily accessible by public transport with a Public Transport Accessibility Level (PTAL) rating of 6b (excellent).
- 18.11 The closest London Underground stations to the site are Russell Square, located approximately 450m north of the site, with Holborn and Tottenham Court Road (also offering Elizabeth Line services) located approximately 550 south-east and south-west of the site respectively. The closest bus stop is located almost in front of the main entrance into the site on Great Russell Street.
- 18.12 The site is easily accessible from the Strategic Cycle Network with Cycleway C10 to the west on Bloomsbury Street, and C52 to the east on Montague Street and north on Montague Place, providing access to Euston station.
- 18.13 The nearest Santander cycle hire docking stations are located on Montague Street and Great Russell Street in very close proximity to the site. Both stations also provide dedicated parking bays for dockless rental e-bikes and rental e-scooters. These bays, however, are already showing signs of overcapacity and increasing demand. The Council has plans to expand the network of bays in the area and it is expected that additional bays will be provided in the future through various sources, including via developer contributions. This is part of our ambition to increase the total number of bays in the Borough from just under 200 (currently) to around 300 to create a suitably dense network.

Trip generation

- 18.14 The existing site consists of plant rooms and supporting facilities, including a relocated office space. The Transport Assessment (TA) includes a trip generation exercise to understand the total number of trips generated by the existing office use, using trip rates for Inner London office sites extracted from the TRICS database.
- 18.15 The existing trip generation analysis is presented in the Table 3.3 of the TA and reproduced below:

Land Use	AM Peak Hour (08:00 – 09:00) Trips		PM Peak Hour (17:00 – 18:00) Trips		Total Daily Trips	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departure
B1 Office (existing SWEC)	3	0	0	3	13	12
B1 Office (3x portacabins)	3	0	0	3	12	12
Total	6	0	0	6	25	24

Table 4 (above): Table 3.3 of the TA illustrating the existing trip generation

- 18.16 The proposed development is not expected to generate additional trips. The increased office space would be used by staff relocating from other areas of the site, whilst the incoming substation will be visited by internal museum staff, requiring infrequent visits for maintenance purposes.

Travel planning

- 18.17 A draft Travel Plan (TP) targeted at office workers has been submitted in support of the planning application.
- 18.18 Paragraph 4.1.6 of the draft TP states: *‘Due to the location in Central London, the mode share for car is set at 0%. This is in line with the Mayoral target to achieve 80% of trips by public transport or active travel by 2041 for London as a whole, and 95% for trips within Central London, with 100% of trips targeted to be used by public transport or active travel within the 5th year of occupation’*. This supports our request for a car free development, which is further elaborated on later in the report.

- 18.19 A TP and an associated monitoring and measures contribution of £11,221 will be secured by legal agreement if planning permission is granted.

Cycle parking

- 18.20 The Council requires high quality cycle parking to be provided in accordance with Local Plan policy T1, London Plan policy T5, and the London Cycling Design Standards (LCDS).
- 18.21 The Transport Statement confirms that no additional trips would be expected to be generated by the development and the proposals would rely on the existing long-stay and short-stay cycle parking across the wider estate. This is considered acceptable.

Car-parking and vehicle access

- 18.22 The site is located in a controlled parking zone CA-C (Holborn and Covent Garden) which operates from 08:30 to 18:30 hours on Monday to Friday and from 08:30 to 18:30 hours on Saturday for pay by phone parking bays and single yellow lines.

- 18.23 There are 15 on-site parking spaces which are available for use by maintenance vehicles if booked in advance. There are also 5 blue badge bays provided on site. The existing contractor vehicle parking spaces fulfil the operational requirements for the British Museum and are not used by employees as office parking spaces. In order to ensure that the office staff who would be relocated into the new SWEC building would be restricted from using parking spaces reserved for the maintenance vehicles the scheme would be car-capped for the office users. This would be required to be secured by s106 legal agreement.

Construction management

- 18.24 The site is located in close proximity to Woburn Place which form part of the strategic road network and strategic cycle route network. Traffic congestion is a significant problem in this part of the Borough, particularly during peak periods but often throughout the day during the working week (Monday to Friday). The proposal is also likely to lead to a variety of amenity issues for local people and visitors (e.g., noise, vibration, air quality, temporary loss of parking, etc).
- 18.25 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. More detailed Demolition Management Plan (DMP) and Construction Management Plan (CMP) documents will be required to be secured by s106 legal agreement in accordance with Local Plan Policy A1 if planning permission is granted.
- 18.26 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. The draft Construction/Demolition Management Plan confirms that construction vehicle movement would be restricted to the hours of 9.30am to 4.30pm on weekdays. The document also acknowledges the fact that the site is within the Cumulative Impact Area (CIA) and commits to no working on Saturday.
- 18.27 The contractor would be required to register the works with the Considerate Constructors' Scheme. The contractor would also need to adhere to the CLOCS standard for Construction Logistics and Community Safety.
- 18.28 Due to the site constraints and the access to the southwest corner of the site from Great Russell Street, significant input would be required from Camden's transport and CMP officers at demolition and construction stage. This would relate to the development and assessment of the CMP as well as ongoing monitoring and enforcement of the DMP and CMP during demolition and construction.
- 18.29 An implementation support contribution of £4,194 and impact bond of £8,000 for the demolition and construction phases of the development works would

be secured by s106 legal agreement in accordance with Local Plan Policy A1 if planning permission were granted.

- 18.30 Although the Museum site is surrounded by mainly commercial uses, there are residential properties adjacent to the West Road site entrance fronting Great Russell Street where the majority of the construction works would be carried out. A further requirement to form a construction working group consisting of representatives from the local community prior to commencement of demolition or construction would also be required to be secured by legal agreement if planning permission is granted.

Deliveries and servicing

- 18.31 The office floorspace is not expected to increase the level of the deliveries per day beyond the existing, with no uplift in servicing trips expected.
- 18.32 The site would be serviced by maintenance vehicles which would be able to use the contractor's parking and nearby loading bays providing by the Museum. The maintenance vehicle trips would not be expected to increase beyond the current number of trips.
- 18.33 Swept path analysis, provided for a 7.5t Panel Van, which is the largest servicing vehicle proposed to access SWEC, shows a minor buffer overhang of the kerbline. However, this is considered acceptable as the auto tracking includes a 300mm error margin. The applicant is requested to also clarify the servicing vehicles access arrangements for ISS.

Highway works

- 18.34 The proposal would not require any physical alterations to the public highway. However, the draft CMP indicates the construction vehicles would conflict, for example, with the kerb at both South West and North East gates when entering and exiting the site. Therefore, a contribution of £20,000 would be secured s106 legal agreement to cover any damage to highway caused by the construction vehicles in the vicinity of the site. This is a standard request when access and egress is potentially constrained by the narrow roads and/or access points leading into the site

Pedestrian, cycling and environmental improvements

- 18.35 The proposal will not result in intensification of use, and there will be no increase in the staffing levels generated by the new office. It is felt that a contribution towards pedestrian, cycling and environmental improvements is not required on this occasion.

Micro-mobility improvements

- 18.36 Parking bays for dockless rental e-bikes and rental e-scooters are located nearby along Montague Street and Great Russell Street. These provide capacity for existing usage by residents and people who work in or visit the

area. Considering the applicant's commitment to encouraging and promoting trips by sustainable modes of transport amongst the staff, the demand for more parking bays would be anticipated should planning permission be granted. A cycle/e-scooter hire improvements contribution of £5,000 would therefore be required to be secured by s106 legal agreement. This would allow the Council to provide additional capacity for the parking of dockless rental e-bikes and rental e-scooters in the local area (e.g., by expanding existing bays and providing additional bays). Officers anticipate staff and visitors using these modes of transport as an alternative to public transport, especially when their primary mode of transport is rail with a secondary trip by bus.

Conclusion (Transport)

18.37 The proposal is acceptable in terms of transport implications subject to some conditions including the provision and ongoing retention of cycle parking facilities and electric vehicle charging infrastructure, and the following planning obligations being secured by legal agreement:

- Travel plan and associated monitoring and measures contribution of £11,221.
- Highway works contribution of £20,000.
- Demolition Management Plan (DMP), Construction Management Plan (CMP), and DMP/CMP implementation support contribution of £4,194 and DMP/CMP Impact Bond of £8,000.
- Requirement to form a construction working group consisting of representatives from the local community.
- Micro-mobility (cycle / e-scooter hire) improvements contribution of £5,000

19. SAFETY AND SECURITY

19.1 Camden Local Plan policy C5 and CPG Design are relevant with regards to secure by design.

19.2 The Metropolitan Police's Designing Out Crime officer was consulted during the application process and has raised no objections to the proposals subject to suggested recommendations including security rated doors and windows and installation of alarm systems and appropriate lighting. The proposed design of the scheme would provide spaces that would not encourage anti-social behaviour. An informative would be attached to any planning permission advising the applicant to liaise directly with the Designing Out Crime officer to ensure that the scheme achieves a secure by design accreditation to a silver award and to maintain this standard.

20. REFUSE AND RECYCLING

- 20.1 Policy CC5 and Camden Planning Guidance 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.
- 20.2 The proposals would not alter the Estate wide refuse and recycling strategy. As the existing office space and contractors mess would be rationalised and relocated into the new SWEC building there would be no additional refuse or recycling required. The proposal would not give rise to any additional impacts in relation to these matters and would be considered acceptable.

21. EMPLOYMENT AND TRAINING

- 21.1 The Local Plan policies E1 and E2 and CPG Employment sites and business premises states 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. A floorspace uplift of this size (1222.68sq. m) triggers the need for an employment and training plan related to the construction phase of the development and would require the standard obligations to be secured by s106 legal agreement:
- Apprenticeships - as the build cost for this scheme will exceed £3 million at approximately £80 million the applicant must recruit 27 construction apprentices paid at least London Living Wage per £3 million of build costs and pay the council a support fee of £1,700 per apprentice as per section 63 of the Employment sites and business premises CPG which totals £45,333. Recruitment of construction apprentices should be conducted through the Council's Euston Skills Centre.
 - Construction Work Experience Placements - The applicant should provide a set number of work experience placements (this is one placement per 500sq m of employment floor space) of not less than 2 weeks each, to be undertaken over the course of the development, to be recruited through the Council's Euston Skills Centre, as per section 69 of the Employment sites and business premises CPG. With an uplift of 1222 sq. m Class F1 floor space, this would be 2 work experience placements.
 - Local Recruitment – The standard local recruitment target is 20%.The applicant should work with the Euston Skills Centre to recruit to vacancies, advertising with us for no less than a week before the roles are advertised more widely.
 - Local Procurement – The applicant must also sign up to the Camden Local Procurement Code, as per section 61 of the Employment sites and business premises CPG. The Council's local procurement code sets a target of 10% of the total value of the construction contract. Whilst there is an expectation that the developer or their contractor be proactive in their

own research on procurement or supplies within the borough, they would be encouraged to liaise with Camden’s Inclusive Economy Team who would assist with them prior to starting works on site.

21.2 End use obligations are triggered by an increase of more than 1000 sq m of employment floorspace specifically. As the majority of the scheme relates to the provision of infrastructure and related space supporting the Museum there is no policy requirement for end use employment and training obligations. However, the applicant has agreed to the following measures that would be secured by s106 legal agreement;

- A rolling programme of apprenticeships recruitment, working with Camden Apprenticeships to ensure local people access the roles
- Working with Good Work Camden/the Council’s Inclusive Economy Service to recruit to vacancies locally and inclusively
- Engagement with Camden’s Disability Job Hub to create paid work opportunities for local disabled people.
- Working with the council/Camden Spark to deliver work experience placements during STEAM work experience week (July 2024).
- Working with the Camden Climate Change Alliance’

21.3 The proposal would be in accordance with the guidance set out in the Council’s Employment Sites and Business Premises CPG and policies E1 and E2 of the Camden Local Plan.

22. PLANNING OBLIGATIONS

22.1 The following contributions are required to mitigate the impact of the development on the local area, including the impact on local services. These heads of terms will mitigate any impact of the proposal on the infrastructure of the area.

Contribution	Amount (£)
Carbon off-set fund	£17,175
BREEAM Excellent (targeted credits of 74% (energy), 67% (water) and 64% (materials)	N/A
Energy ad sustainability plan	N/A
Future proofing to link to a district heating network	N/A
Travel plan and associated monitoring and measures contribution	£11,221

Car capped – commercial office users	N/A
Highway works contribution	£20,000
Demolition Management Plan (DMP)	N/A
Construction Management Plan (CMP)	N/A
DMP/CMP implementation support contribution	£4,194
DMP/CMP Impact Bond	£8,000
Construction working group	N/A
Micro-mobility (cycle / e-scooter hire) improvements contribution	£5,000
Rolling programme of apprenticeship recruitment	N/A
Working with Good Work Camden	N/A
Engagement with Camden’s disability Job Hub	N/A
Working with Camden Spark to deliver work experience placements	N/A
Construction apprenticeships	£1,700 x 27 apprentices = £45,333
Construction work experience placement opportunities through the King’s Cross Construction Skills Centre	N/A
Local recruitment	N/A
Local Procurement	N/A
TOTAL	£110,923

23. MAYOR OF LONDON’S CROSSRAIL CIL

- 23.1 The proposal would be liable for the Mayor of London’s Crossrail Community Infrastructure Levy (CIL).

24. CAMDEN CIL

- 24.1 The proposal would be liable for the Camden Community Infrastructure Levy (CIL).

25. CONCLUSION

- 25.1 The existing energy infrastructure is considered outdated and would not meet the requires of the Museum. The proposed development seeks to demolish the existing infrastructure buildings that are poor quality and proposes the erection of the new energy centre buildings and upgrading the distribution network to support the Museum's operation. The buildings would deliver the primary electrical and distribution upgrades to provide the required capacity for the low carbon heating system to service the entire Estate. This would help support the Museum's transition from primarily using intensive fossil fuel gas boilers to an all-electric system; The new energy efficient systems would result in an estimated annual net saving of 1,700 tonnes of CO2 compared to the existing heating system. This would help to support the delivery of the Government's and the Council's committee to achieving Net Zero. There is a clear need for the new energy centre in order to meet the long-term sustainability objectives of the Museum.
- 25.2 The secondary use proposed within the new SWEC building would be the re-provision of the maintenance support accommodation. This would rationalise and consolidate this accommodation which is currently housed in mainly temporary accommodation that is dispersed within buildings in the southwest, and northeast of the Estate. It would allow efficient operations, meet security requirements, and provide designated space independent of other Museum departments for third party contractors employed by the Museum. This would further the Museum's ability to improve and maintain the estate and the collections held within it. Alternative options have been considered. The outcome of that exercise confirms that there are no other locations for the replacement accommodation within the existing Museum building or the wider estate.
- 25.3 Section 8 identified heritage assets both on the site and surrounding it. The proposed works to the SWEC would cause less than substantial harm to multiple designated heritage assets; from a very low level of harm to 24-60 Bloomsbury Street (Grade II) and the Bloomsbury Conservation Area, to a low level of harm to the British Museum complex.
- 25.4 When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation and clear and convincing justification for the harm is required. The applicant has sought to avoid and mitigate harm as far as possible. The scheme having evolved from an earlier proposal where the plant at roof level was higher. However, less than substantial harm has been identified and considerable weight and importance must be given to that harm. There are a number of public benefits that outweigh that harm, and as such, the proposal remains in accordance with the development plan as a whole The public benefits of the scheme include:

- Numerous energy and sustainability measures including long-term decarbonisation of the museum's energy use in support of the Government's and Council's commitment to Net Zero, and the elimination of the direct carbon emissions produced by existing gas boilers.
- Removal of buildings of low architectural quality and the provision of an improved quality of architecture in its place.
- Removal of several temporary prefabricated structures across the site with improved landscaping, enhancing the setting of several heritage assets.
- Reduction and mitigation of critical risks of harm to people, buildings and the museum collection, as well as service failure leading to localised or complete closure of the museum.
- Support the future upgrade of M&E and distribution and services to each of the galleries and collections storage. This would ensure the protection of the world-renowned collection by creating sustainable environmental conditions (heating, cooling and humidity).
- Future proofing facilities for anticipated growth in support functions;
- Prevention of an unaffordable acceleration in maintenance costs associated with ageing and life-expired infrastructure.
- Transport package including micro-mobility improvements.
- Employment and training package including apprenticeships, local recruitment, and local procurement.

25.5 As well as the public benefits the scheme has been designed to minimise its impact on neighbouring properties in terms of loss of light, outlook and privacy.

25.6 In conclusion, the proposed development causes less than substantial harm, but this is outweighed by the development plan as a whole. The scheme will support the Museum in its future operations enabling it to better function on an environmental level while continuing to serve as a generator of tourist related development to the benefit of Camden's economy. Taking account of the policies of the development plan and all the material planning considerations the proposals would deliver significant environmental, economic and cultural benefits that outweigh the less than substantial harm to heritage assets and it is therefore recommended that planning permission be granted.

26. RECOMMENDATION

26.1 Grant conditional Listed Building Consent.

26.2 Grant conditional Planning Permission subject to a Section 106 Legal Agreement with the following heads of terms:

- Carbon off-set fund of £17,175

- Energy and sustainability plan (including carbon targets, monitoring, and BREEAM Excellent with targeted credits of 74% (energy), 67% (water) and 64% (materials))
- Future proofing to link to a district heating network
- Travel plan and associated monitoring and measures contribution of £11,221,
- Car capped – commercial office users
- Highway works contribution of £20,000,
- Micro-mobility (cycle / e-scooter hire) improvements contribution of £5,000
- Demolition Management Plan (DMP),
- Construction Management Plan (CMP),
- DMP/CMP implementation support contribution of £4,194,
- DMP/CMP Impact Bond of £8.000,
- Requirement to form a construction working group consisting of representatives from the local community,
- Rolling programme Rolling programme of apprenticeship recruitment
- Working with Good Work Camden
- Engagement with Camden’s disability Job Hub
- Working with Camden Spark to deliver work experience placements
- 27 construction apprenticeships and support fee of £45,333
- Construction work experience placements
- Local recruitment
- Local procurement

27.LEGAL COMMENTS

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

28. CONDITIONS [PLANNING APPLICATION]

1	<p>Three years from the date of this permission This development must be begun not later than three years from the date of this permission.</p> <p>Reason: In order to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).</p>
2	<p>Approved drawings The development hereby permitted shall be carried out in accordance with the following approved plans and documents:</p> <p>ISS Existing Drawings: 10771-WW-SE-01-DR-A-1171 rev P4; 10771-WW-SE-02-DR-A-1172 rev P4; 10771-WW-SE-RF-DR-A-1173 rev P4; 10771-WW-SE-XX-DR-A-1270 rev P4; 10771-WW-SE-XX-DR-A-1271 rev P4; 10771-WW-SE-XX-DR-A-1370 rev P4; 10771-WW-SE-XX-DR-A-1371 rev P4; 10771-WW-SE-XX-DR-A-1372 rev P4; 10771-WW-SE-XX-DR-A-1374 rev P4.</p> <p>Demolition Drawings: 10771-WW-SE-01-DR-A-1671 rev P4; 10771-WW-SE-02-DR-A-1672 rev P4; 10771-WW-SE-RF-DR-A-1673 rev P4; 10771-WW-SE-XX-DR-A-1780 rev P4; 10771-WW-SE-XX-DR-A-1781 rev P4; 10771-WW-SE-XX-DR-A-1870 rev P4; 10771-WW-SE-XX-DR-A-1871 rev P4; 10771-WW-SE-XX-DR-A-1872 rev P4; 10771-WW-SE-XX-DR-A-1874 rev P4.</p> <p>Proposed Drawings: 10771-WW-SE-01-DR-A-2171 rev P6; 10771-WW-SE-03-DR-A-2173 rev P6; 10771-WW-SE-01-DR-A-2174 rev P6; 10771-WW-SE-XX-DR-A-2270 rev P6; 10771-WW-SE-XX-DR-A-2271 rev P6; 10771-WW-SE-XX-DR-A-2272 rev P6; 10771-WW-SE-01-DR-A-2370 rev P6; 10771-WW-SE-01-DR-A-2371 rev P6; 10771-WW-SE-01-DR-A-2372 rev P6; 10771-WW-SE-01-DR-A-2374 rev P6; 10771-WW-SE-XX-DR-A-2272 rev P6; 10771-WW-SE-XX-DR-A-2370 rev P6.</p> <p>SWEC 10771-WW-SI-RF-DR-A-1030 rev P4; 10771-WW-SW-RF-DR-A-1031 rev P4; 10771-WW-SW-01-DR-A-1131-rev P4; 10771-WW-SW-02-DR-A-1132 rev P4; 10771-WW-SW-03-DR-A-1133 rev P4; 10771-WW-SW-04-DR-A-1134 rev P4; 10771-WW-SW-05-DR-A-1135 rev P4; 10771-WW-SW-05-DR-A-1135 rev P4; 10771-WW-SW-06-DR-A-1136 rev P4; 10771-WW-SW-RF-DR-A-1137 rev P4; 10771-WW-SW-XX-DR-A-1230 rev P4; 10771-WW-SW-XX-DR-A-1231 rev P4; 10771-WW-SW-XX-DR-A-1232 rev P4; 10771-WW-SW-XX-DR-A-1233 rev 4; 10771-WW-SW-XX-DR-A-1233 rev P4; 10771-WW-SW-XX-DR-A-1234 rev P4; 10771-WW-SW-XX-DR-A-</p>

1330 rev P4; 10771-WW-SW-XX-DR-A-1331 rev P4; 10771-WW-SW-XX-DR-A-1332 rev P4; 10771-WW-SW-XX-DR-A-1333 rev P4.

Demolition Drawings

10771-WW-SI-RF-DR-A-1600 rev P2; 10771-WW-SW-01-DR-A-1651 rev P4; 10771-WW-SW-02-DR-A-1652 rev P4; 10771-SW-03-DR-A-1653 rev P4; 10771-WW-SW-03-DR-A-1653 rev P4; 10771-SW-04-DR-A-1653 rev P4; 10771-WW-SW-04-DR-A-1654 rev P4; 10771-WW-SW-05-DR-A-1655 rev P4; 10771-WW-SW-06-DR-A-1656 rev P4; 10771-WW-SW-RF-DR-A-1657 rev P4; 10771-WW-SW-XX-DR-A-1750 rev P4; 10771-WW-SW-DR-A-1751 rev P4; 10771-WW-SW-XX-DR-A-1652 rev P4; 1071-WW-SW-XX-DR-A-1754 rev P4; 1071-WW-SW-XX-DR-A-1850 rev P4; 10771-WW-SW-XX-DR-A-1851 rev P4; 10771-WW-SW-XX-DR-A-1852 rev P4; 10771-WW-SW-XX-DR-A-1852 rev P4; 10771-WW-SW-XX-DR-A-1853 rev P4.

Enabling Works

10771-WW-SW-XX-DR-A-1900 rev P4; 10771-WW-SW-XX-DR-A-1901 rev P4; 10771-WW-SW-XX-DR-A-1902 rev P2; 10771-WW-SW-XX-DR-A-1903 rev P2; 10771-WW-SW-XX-DR-A-1904 rev P1; 10771-WW-SW-XX-DR-A-1905 rev P1; 10771-WW-SW-XX-DR-A-1906 rev P1; 10771-WW-SW-XX-DR-A-1907 rev P1; 10771-WW-SW-XX-DR-A-1908 rev P1; 10771-WW-SW-XX-DR-A-1909 rev P1; 10771-WW-SW-XX-DR-A-1910 rev P1.

Proposed Drawings

10771-WW-SI-RF-DR-A-2030-rev P4; 10771-WW-SW-RF-DR-A-2031 rev P4; 10771-WW-SW-01-DR-A-2141 rev P4; 10771-WW-SW-02-DR-A-2142 rev P4; 10771-WW-SW-03-DR-A-2143 rev P4; 10771-WW-SW-04-DR-A-2144 rev P4; 10771-WW-SW-05-DR-A-2145 rev P4; 10771-WW-SW-06-DR-A-2146 rev P4; 10771-WW-SW-RF-DR-A-2147 rev P4; 10771-WW-SW-XX-DR-A-2240 rev P4; 10771-WW-SW-XX-DR-A-2241 rev P4; 10771-WW-SW-XX-DR-A-2242 rev P4; 10771-WW-SW-XX-DR-A-2242 rev P4; 10771-WW-SW-XX-DR-A-2243 rev P4; 10771-WW-SW-XX-DR-A-2243 rev P4; 10771-WW-SW-XX-DR-A-2244 rev P4; 10771-WW-SW-XX-DR-A-2245 rev P4; 10771-WW-SW-XX-DR-A-2246 rev P4; 10771-WW-SW-XX-DR-A-2340 rev P4; 10771-WW-SW-XX-DR-A-2341 rev P4; 10771-WW-SW-XX-DR-A-2342 rev P4; 10771-WW-SW-XX-DR-A-2343 rev P4.

Documents:

Planning Statement prepared by Montague Evans dated October 2023; Design and Access Statement rev F prepared by Wright and Wright Architects dated 13/02/2024; Heritage Statement prepared by Montagu Evans dated October 2023; Demolition Schedule of Works rev F prepared by Wright and Wright Architects dated 13/02/2024; Structural Statement prepared by Alan Baxter dated October 2023; Preliminary BREEAM Assessment prepared by Eight Versa dated 30/11/2023; South-West Energy Centre Energy and Sustainability Design Statement prepared by Steensen Varming dated 02/02/2024; Energy and Sustainability Proforma; Overheating Analysis rev 01 prepared by Steensen Varming dated

	<p>22/09/2023; Civil engineering notes on below ground drainage and SuDS prepared by Alan Baxter dated February 2024; Environmental Noise Impact Assessment prepared by Encon Associates dated 22/05/2023; Daylight, Sunlight and Overshadowing Assessment prepared by Gordon Ingram Associates dated 19/10/2023; Air Quality Assessment (ref A6016) Rev C prepared by Encon dated 13/10/2023; Archaeological Desk-Based Assessment dated September 2023; Preliminary Ecological Appraisal prepared by Pre-Construct dated October 2023; Arboricultural Method Statement prepared by Writtle Forest dated October 2023; Arboricultural Implication Assessment prepared by Writtle Forest date September 2023; Tree Survey and Tree Constraints Plan prepared by Writtle Forest dated October 2023; Lighting Assessment rev 03 prepared by Steensen Varming dated 19/10/2023; Construction Management Plan prepared by Real PM dated October 2023; Transport Statement prepared by Momentum dated 12/03/2024; Framework Travel Plan prepared by Momentum dated 18/10/2023; Fire Statement prepared by Arup dated 19/10/2023; Statement of Community Involvement prepared by Concillo dated October 2023.</p> <p>Reason: For the avoidance of doubt and in the interest of proper planning.</p>
3	<p>Uses within the development</p> <p>The development hereby approved shall provide 327.04 sq. m of office / workshop and meeting room space and 244.87 sq. m floorspace of welfare space (mess, WC's, lockers and showers) in association with the contractor support and welfare accommodation.</p> <p>Reason: For the avoidance of doubt and in the interest of proper planning.</p>
4	<p>Details and samples of materials – SWEC and ISS buildings</p> <p>Before the relevant part of the work is begun on the buildings hereby approved, detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the local planning authority:</p> <p>a) Details including sections at 1:10 of all windows (including jambs, head and cill), ventilation grills, external doors and gates;</p> <p>b) Samples and manufacturer's details at a scale of 1:10, of all facing materials including windows and door frames, glazing, and brickwork with a full scale sample panel of brickwork, and glazing elements of no less than 1m by 1m including junction window opening demonstrating the proposed colour, texture, face-bond and pointing.</p> <p>c) A sample panel of all facing materials for the South West Energy Centre and the Incoming Substation buildings should be erected on-site and approved 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. The relevant part of the works shall be carried out in</p>

	<p>accordance with the details thus approved and all approved samples shall be retained on site during the course of the works.</p> <p>Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policies D1 and D2 of the London Borough of Camden Local Plan 2017.</p>
5	<p>Lycian Building new pipework</p> <p>Prior to the relevant part of the works details of all new and replacement service ducts to be installed on the Lycian Building shall be submitted to an approved in writing by the Local Planning Authority.</p> <p>Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policies D1 and D2 of the London Borough of Camden Local Plan 2017.</p>
6	<p>Fenestration materials</p> <p>Notwithstanding the steel framed fenestration, metal framed acoustic louvres, metal framed doors and metal framed louvre grilles on the South West Energy Centre building (shown on drawing nos. 10771-WW-SW-XX-DR-A-2340 rev P4, 10771-WW-SW-XX-DR-A-2341 rev P4, 10771-WW-SW-XX-DR-A-2342 rev P4 and 10771-WW-SW-XX-DR-A-2343 rev P4) the fenestration and ventilation details including elevations, sections and manufacturers details shall be submitted to and approved in writing by the local planning authority.</p> <p>Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policies D1 and D2 of the London Borough of Camden Local Plan 2017.</p>
7	<p>No additional items fixed to building</p> <p>No lights, meter boxes, flues, vents or pipes, and no telecommunications equipment, alarm boxes, television aerials, satellite dishes or rooftop 'mansafe' rails shall be fixed or installed on the external face of the buildings.</p> <p>Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy D1 of the London Borough of Camden Local Plan 2017.</p>
8	<p>Obscure glazing (SWEC building)</p> <p>The male changing rooms and storage room windows at 3rd and 4th floor levels on the western front elevation of the South West Energy Centre building hereby approved shall be obscure glazed to an internal floor height of 1.7m. Once installed the obscure glazing shall be maintained and retained thereafter.</p>

	<p>Reason: To safeguard the amenity of the neighbouring occupied in accordance with the requirements of policy A1 of the London Borough of Camden Local Plan 2017.</p>
9	<p>Automatic time clocks (SWEC building) Prior to the commencement of the use of the South West Energy Centre building, automatic time clocks shall be fitted to the wall mounted lighting hereby approved, to ensure that the lighting equipment only operates between sunset and 23:00 hours. The timer equipment shall thereafter be permanently retained and maintained.</p> <p>Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies D1 and A1 of the London Borough of Camden Local Plan 2017.</p>
10	<p>Noise (from plant) The external noise level emitted from plant, machinery or equipment at the development with specified noise mitigation hereby approved shall be lower than the typical existing background noise level by at least 10dBA, by 15dBA where the source is tonal, as assessed according to BS 4142:2014 “Methods for rating and assessing industrial and commercial sound” at the nearest and/or most affected noise sensitive premises, with installation operating at maximum capacity and thereafter be permanently retained.</p> <p>Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise from mechanical installations/ equipment in accordance with the requirements of policies A1 and A4 of the London Borough of Camden Local Plan 2017</p>
11	<p>Vibration (plant) Prior to use, machinery, plant or equipment at the development shall be mounted with proprietary anti-vibration isolators and fan motors shall be vibration isolated from the casing and adequately silenced and maintained as such.</p> <p>Reason: To ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by vibration in accordance with the requirements of policies A1 and A4 of the London Borough of Camden Local Plan 2017</p>
12	<p>Noise (emergency generator and plant) Noise emitted from the emergency plant and generators hereby permitted shall not increase the minimum assessed background noise level (expressed as the lowest 24 hour LA90, 15 mins) by more than 10dB one metre outside any premises.</p>

	<p>The emergency plant and generators hereby permitted may be operated only for essential testing, except when required by an emergency loss of power.</p> <p>Testing of emergency plant and generators hereby permitted may be carried out only for up to one hour in a calendar month, and only during the hours 09.00 to 17.00 hrs Monday to Friday and not at all on public holidays.</p> <p>Reason: To ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by vibration in accordance with the requirements of policies A1 and A4 of the London Borough of Camden Local Plan 2017</p>
13	<p>Archaeology</p> <p>No demolition or development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and</p> <ul style="list-style-type: none"> A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works B. Where appropriate, details of a programme for delivering related positive public benefits C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI
14	<p>Trees retained and protected on site</p> <p>Prior to the commencement of any works on site, details demonstrating how trees to be retained shall be protected during construction work shall be submitted to and approved by the local planning authority in writing. Such details shall include a full schedule of arboricultural monitoring and supervision to be undertaken by the project arboriculturalist and shall follow guidelines and standards set out in BS5837:2012 "Trees in Relation to Construction". 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 the approved protection details.</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 London Borough of Camden Local Plan 2017.</p>

15	<p>Landscaping details to be submitted</p> <p>No development shall take place until full details of hard and soft landscaping and means of enclosure of all un-built, open areas have been submitted to and approved by the local planning authority in writing. Such details shall include details of any proposed earthworks including grading, mounding and other changes in ground levels. The relevant part of the works shall not be carried out otherwise than in accordance with the details 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 A2, A3, D1 and D2 of the London Borough of Camden Local Plan 2017.</p>
16	<p>Landscaping in accordance with details</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, or prior to the occupation for the permitted use of the development or any phase of the development, whichever is the sooner. Any trees or areas of planting (including trees existing at the outset of the development other than those indicated to be removed) 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, D1 and D2 of the London Borough of Camden Local Plan 2017.</p>
17	<p>Bird and bat boxes (SWEC)</p> <p>Prior to commencement of work on the new South West Energy Centre building excluding the cores and substructures, a plan detailing 3 bird boxes and at least 1 bat box locations and types shall be submitted to and approved in writing by the local planning authority. The boxes shall be installed in accordance with the approved plans prior to the occupation of the development and thereafter permanently 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 policy A3 of the Camden Local Plan 2017</p>
18	<p>Bird Habitat protection (SWEC)</p>

	<p>No vegetation and built structures potentially suitable as a bird habitat shall be removed except outside of the bird nesting season (March-September inclusive). Where this is not possible, an ecologist shall be engaged to assess any vegetation and built structures for active signs of nesting and in the event a nest is found an appropriate exclusion zone should be implemented around it until the young have fledged.</p> <p>Reason: In order to secure appropriate features to conserve and enhance wildlife habitats in accordance with the requirements of policy A3 of the Camden Local Plan 2017.</p>
19	<p>Lighting</p> <p>Details of the proposed lighting scheme, to include a lux levels plan, (including any mitigation for expected light spill, especially during the active period for bats between November – May), shall be submitted to and approved in writing by the Local Planning Authority. The approved lighting scheme and mitigation measures should be implemented in accordance with the approved details prior to occupation and retained and maintained as such thereafter.</p> <p>Reason: In the interest of ecology, visual amenity and promoting a safe and secure environment in accordance with policies A1, A2, A3 and C5 of the Camden local Plan.</p>
20	<p>Contaminated land</p> <p>A) No demolition or development shall commence until the following components of a scheme to deal with the risks associated with contamination of the site have been submitted to and approved in writing by the local planning authority:</p> <ul style="list-style-type: none"> i) A site investigation scheme, based on previous findings to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site; ii) The site investigation results and the detailed risk assessment resulting from i); iii) An options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken; iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in iii) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. <p>The development shall thereafter be implemented in accordance with the details and measures approved.</p> <p>B) Prior to occupation of any part of the development, a verification report demonstrating completion of the works set out in the approved remediation</p>

	<p>strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a “long-term monitoring and maintenance plan”) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority.</p> <p>C) If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination will be dealt with.</p> <p>Reason: To ensure the risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with policies G1, D1, A1 and DM1 of the London Borough of Camden Local Plan 2017.</p>
21	<p>Air Quality (Construction)</p> <p>All Non-Road Mobile Machinery (NRMM) (any mobile machine, item of transportable industrial equipment, or vehicle - with or without bodywork) of net power between 37kW and 560kW used on the site for the entirety of the demolition and construction phase of the development hereby approved shall be required to meet Stage IIIA of EU Directive 97/68/EC. The site shall be registered on the NRMM register for the demolition and construction] phase of the development.</p> <p>Reason: To safeguard the amenities of the adjoining occupiers, the area generally and contribution of developments to the air quality of the borough in accordance with the requirements of policies G1, A1, CC1 and CC4 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 (or COP of 4 or more or SCOP of 3.4 or more) 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 meter to monitor the energy output from the approved renewable energy systems. 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</p>

	<p>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 Policies</p>
23	<p>SuDS</p> <p>Prior to commencement of above-ground development / development, full details of the sustainable drainage system including an attenuation tank of at least 24m³ to 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, or on any part of the entire development site for up to and including a 1:30 year storm. The details shall demonstrate a site run-off rate conforming to a run-off rate of 2l/s approved by the Local Planning Authority. An up to date drainage statement, SuDS pro-forma, a lifetime maintenance plan and supporting evidence should be provided including:</p> <ul style="list-style-type: none"> • The proposed SuDS or drainage measures including storage capacities • The proposed surface water discharge rates or volumes <p>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 CC2 and CC3 of the London Borough of Camden Local Plan Policies and Policy SI 13 of the London Plan 2021.</p>
24	<p>SuDS (Evidence of installation)</p> <p>Prior to occupation, evidence that the system has been implemented in accordance with the approved details as part of the development shall be submitted to the Local Planning Authority and approved in writing. The systems shall thereafter be retained and maintained in accordance with the approved maintenance plan.</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 CC2 and CC3 of the London Borough of Camden Local Plan Policies and Policy SI 13 of the London Plan 2021.</p>
25	<p>Diesel back-up generators</p>

	<p>Prior to commencement of above ground works details of the proposed Emergency Diesel Generator Plant and any associated abatement technologies including make, model and emission details shall have been submitted to and approved by the Local Planning Authority in writing. Generators should be appropriately sized for life saving functions only, alternatives to diesel fully considered and testing minimised. The maintenance and cleaning of the systems shall be undertaken regularly in accordance with manufacturer specifications and details of emission certificates by an accredited MCERTS organisation shall be provided following installation and thereafter every three years to verify compliance with regulations made by the Secretary of State.</p> <p>Reason: To safeguard the amenity of occupants, adjoining premises and the area generally in accordance with the requirements of policies A1 and CC4 of the London Borough of Camden Local Plan 2017.</p>
26	<p>Emergency Generator flues</p> <p>Unless otherwise agreed in writing by the local planning authority, all combustion flues must terminate at least 1m above the highest roof of the building and any other within a 20m radius, in order to ensure maximum dispersion of pollutants, and must be located away from ventilation intakes and accessible roof gardens and terraces.</p> <p>Reason: In order to ensure the proposed development does not have a detrimental impact on occupiers of residential premises within the area and to maintain local air quality and ensure that exhaust does not contribute to local air pollution, particularly nitrogen dioxide and particulates PM10 and PM2.5, in accordance with policy CC4 of the London Borough of Camden Local Plan 2017 and London Plan policy SI 1.</p>
27	<p>Piling method statement</p> <p>No piling shall take place until a piling method statement (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 in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.</p> <p>Reason: To safeguard existing below ground public utility infrastructure and controlled waters in accordance with the requirements of Policy CC3 of the London Borough of Camden Local Plan 2017.</p>
28	<p>Fire Statement</p>

	<p>The development shall be constructed in accordance with, and at all times occupied and managed in strict compliance with, the approved Fire Statement.</p> <p>Reason: To ensure the development incorporates the necessary fire safety measures in accordance with policies D5 and D12 of the London Plan.</p>
29	<p>Securing the ISS improvement works</p> <p>No part of the new SWEC site shall be occupied until the portacabins have been removed from the ISS site, and the frontage of the new proposed ISS site and the associated landscaping have been completed, or any other alternative deadline agreed in writing by the local planning authority.</p> <p>Reason: To secure the enhancement to heritage assets arising from the proposals at the ISS in accordance with policy D2 of the London Borough of Camden Local Plan 2017.</p>
30	<p>Siting and design of the temporary security tent</p> <p>Notwithstanding the approved details in the application, no works shall commence for the relocation of the security tent on the southern forecourt until all the following details have been submitted:</p> <ul style="list-style-type: none"> i) the siting and design of the security tent, ii) the timetable for relocation and programme of works required, iii) the timetable for continued operation of the security tent, and iv) the detail or works required, and their timetable, for remediation of the forecourt. <p>The works shall thereafter be undertaken in accordance with the approved details, and at the end of the timetable agreed, they shall be removed and remediated in accordance with those details.</p> <p>Reason: To mitigate the impact on the setting of the British Museum and other heritage assets in the area, in accordance with policy D2 of the London Borough of Camden Local Plan 2017.</p>

29. INFORMATIVES

1	<p>Building Regulations</p> <p>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).</p>
2	<p>Archaeology (WSI)</p>

	<p>The written scheme of investigation will need to be prepared and implemented by a suitably professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.</p>
3	<p>Designing Out Crime</p> <p>The applicant is advised to consult with the Designing Out Crime Office of the Metropolitan Police to ensure adequate security and safety measures are provided as part of the development hereby approved. The following link gives advice on what can be achieved –</p> <p>https://www.securebydesign.com/images/COMMERCIAL_GUIDE_2023_web.pdf.</p>
4	<p>Highways</p> <p>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, 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.</p>
5	<p>Construction related impacts (Air Quality Mitigation)</p> <p>Mitigation measures to control construction-related air quality impacts should be secured within the Construction Management Plan as per the standard CMP Pro-Forma. The applicant will be required to complete the checklist and demonstrate that all mitigation measures relevant to the level of identified risk are being included.</p>
6	<p>Construction (Hours)</p> <p>All works should be conducted in accordance with the Camden Minimum Requirements - a copy is available on the Council's website (search for 'Camden Minimum Requirements' at www.camden.gov.uk) or contact the Council's Noise and Licensing Enforcement Team, 5 Pancras 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</p>

	Noise and Licensing Enforcement Team prior to undertaking such activities outside these hours.
7	<p>Construction (Noise)</p> <p>At least 21 days prior to the commencement of any site works, all occupiers surrounding the site should be notified in writing of the nature and duration of works to be undertaken. The name and contact details of a person responsible for the site works should be made available for enquiries and complaints for the entire duration of the works and updates of work should be provided regularly. Any complaints should be properly addressed as quickly as possible.</p> <p>Best Practicable Means (BPM) should be used, including low vibration methods and silenced equipment and machinery, in accordance with the Approved Codes of Practice of BS5228:2009 for noise and vibration control on construction and open sites.</p>
8	<p>Legal agreement</p> <p>Your attention is drawn to the fact that there is a separate legal agreement with the Council which relates to the development for which this permission is granted. Information/drawings relating to the discharge of matters covered by the Heads of Terms of the legal agreement should be marked for the attention of the Planning Obligations Officer, Sites Team, Camden Town Hall, Argyle Street, WC1H 8EQ.</p>
9	<p>Protection of public sewers</p> <p>There are public sewers crossing or close to your development. If you're planning significant work near Thames Water sewers, it's important that you minimize the risk of damage. Thames Water need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes.</p>
10	<p>Sewerage</p> <p>A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade_effluent@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.</p>

11	<p>Sewerage utility infrastructure</p> <p>Please read Thames Water's guide 'working near our assets' to ensure the workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</p>
12	<p>Surface water drainage</p> <p>Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.</p> <p>Should you require further information please refer to our website. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes</p>

30. CONDITIONS [LISTED BUILDING CONSENT]

1	<p>Three years from the date of this permission This development must be begun not later than three years from the date of this permission.</p> <p>Reason: In order to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).</p>
2	<p>Approved drawings The development hereby permitted shall be carried out in accordance with the following approved plans and documents:</p> <p>ISS Existing Drawings: 10771-WW-SE-01-DR-A-1171 rev P4; 10771-WW-SE-02-DR-A-1172 rev P4; 10771-WW-SE-RF-DR-A-1173 rev P4; 10771-WW-SE-XX-DR-A-1270 rev P4; 10771-WW-SE-XX-DR-A-1271 rev P4; 10771-WW-SE-XX-DR-A-1370 rev P4; 10771-WW-SE-XX-DR-A-1371 rev P4; 10771-WW-SE-XX-DR-A-1372 rev P4; 10771-WW-SE-XX-DR-A-1374 rev P4.</p> <p>Demolition Drawings: 10771-WW-SE-01-DR-A-1671 rev P4; 10771-WW-SE-02-DR-A-1672 rev P4; 10771-WW-SE-RF-DR-A-1673 rev P4; 10771-WW-SE-XX-DR-A-1780 rev P4; 10771-WW-SE-XX-DR-A-1781 rev P4; 10771-WW-SE-XX-DR-A-1870 rev P4; 10771-WW-SE-XX-DR-A-1871 rev P4; 10771-WW-SE-XX-DR-A-1872 rev P4; 10771-WW-SE-XX-DR-A-1874 rev P4.</p> <p>Proposed Drawings: 10771-WW-SE-01-DR-A-2171 rev P6; 10771-WW-SE-03-DR-A-2173 rev P6; 10771-WW-SE-01-DR-A-2174 rev P6; 10771-WW-SE-XX-DR-A-2270 rev P6; 10771-WW-SE-XX-DR-A-2271 rev P6; 10771-WW-SE-XX-DR-A-2272 rev P6; 10771-WW-SE-01-DR-A-2370 rev P6; 10771-WW-SE-01-DR-A-2371 rev P6; 10771-WW-SE-01-DR-A-2372 rev P6; 10771-WW-SE-01-DR-A-2374 rev P6; 10771-WW-SE-XX-DR-A-2272 rev P6; 10771-WW-SE-XX-DR-A-2370 rev P6.</p> <p>SWEC 10771-WW-SI-RF-DR-A-1030 rev P4; 10771-WW-SW-RF-DR-A-1031 rev P4; 10771-WW-SW-01-DR-A-1131-rev P4; 10771-WW-SW-02-DR-A-1132 rev P4; 10771-WW-SW-03-DR-A-1133 rev P4; 10771-WW-SW-04-DR-A-1134 rev P4; 10771-WW-SW-05-DR-A-1135 rev P4; 10771-WW-SW-05-DR-A-1135 rev P4; 10771-WW-SW-06-DR-A-1136 rev P4; 10771-WW-SW-RF-DR-A-1137 rev P4; 10771-WW-SW-XX-DR-A-1230 rev P4; 10771-WW-SW-XX-DR-A-1231 rev P4; 10771-WW-SW-XX-DR-A-1232 rev P4; 10771-WW-SW-XX-DR-A-1233 rev 4; 10771-WW-SW-XX-DR-A-1233 rev P4; 10771-WW-SW-XX-DR-A-1234 rev P4; 10771-WW-SW-XX-DR-A-</p>

1330 rev P4; 10771-WW-SW-XX-DR-A-1331 rev P4; 10771-WW-SW-XX-DR-A-1332 rev P4; 10771-WW-SW-XX-DR-A-1333 rev P4.

Demolition Drawings

10771-WW-SI-RF-DR-A-1600 rev P2; 10771-WW-SW-01-DR-A-1651 rev P4; 10771-WW-SW-02-DR-A-1652 rev P4; 10771-SW-03-DR-A-1653 rev P4; 10771-WW-SW-03-DR-A-1653 rev P4; 10771-SW-04-DR-A-1653 rev P4; 10771-WW-SW-04-DR-A-1654 rev P4; 10771-WW-SW-05-DR-A-1655 rev P4; 10771-WW-SW-06-DR-A-1656 rev P4; 10771-WW-SW-RF-DR-A-1657 rev P4; 10771-WW-SW-XX-DR-A-1750 rev P4; 10771-WW-SW-DR-A-1751 rev P4; 10771-WW-SW-XX-DR-A-1652 rev P4; 1071-WW-SW-XX-DR-A-1754 rev P4; 1071-WW-SW-XX-DR-A-1850 rev P4; 10771-WW-SW-XX-DR-A-1851 rev P4; 10771-WW-SW-XX-DR-A-1852 rev P4; 10771-WW-SW-XX-DR-A-1852 rev P4; 10771-WW-SW-XX-DR-A-1853 rev P4.

Enabling Works

10771-WW-SW-XX-DR-A-1900 rev P4; 10771-WW-SW-XX-DR-A-1901 rev P4; 10771-WW-SW-XX-DR-A-1902 rev P2; 10771-WW-SW-XX-DR-A-1903 rev P2; 10771-WW-SW-XX-DR-A-1904 rev P1; 10771-WW-SW-XX-DR-A-1905 rev P1; 10771-WW-SW-XX-DR-A-1906 rev P1; 10771-WW-SW-XX-DR-A-1907 rev P1; 10771-WW-SW-XX-DR-A-1908 rev P1; 10771-WW-SW-XX-DR-A-1909 rev P1; 10771-WW-SW-XX-DR-A-1910 rev P1.

Proposed Drawings

10771-WW-SI-RF-DR-A-2030-rev P4; 10771-WW-SW-RF-DR-A-2031 rev P4; 10771-WW-SW-01-DR-A-2141 rev P4; 10771-WW-SW-02-DR-A-2142 rev P4; 10771-WW-SW-03-DR-A-2143 rev P4; 10771-WW-SW-04-DR-A-2144 rev P4; 10771-WW-SW-05-DR-A-2145 rev P4; 10771-WW-SW-06-DR-A-2146 rev P4; 10771-WW-SW-RF-DR-A-2147 rev P4; 10771-WW-SW-XX-DR-A-2240 rev P4; 10771-WW-SW-XX-DR-A-2241 rev P4; 10771-WW-SW-XX-DR-A-2242 rev P4; 10771-WW-SW-XX-DR-A-2242 rev P4; 10771-WW-SW-XX-DR-A-2243 rev P4; 10771-WW-SW-XX-DR-A-2243 rev P4; 10771-WW-SW-XX-DR-A-2244 rev P4; 10771-WW-SW-XX-DR-A-2245 rev P4; 10771-WW-SW-XX-DR-A-2246 rev P4; 10771-WW-SW-XX-DR-A-2340 rev P4; 10771-WW-SW-XX-DR-A-2341 rev P4; 10771-WW-SW-XX-DR-A-2342 rev P4; 10771-WW-SW-XX-DR-A-2343 rev P4.

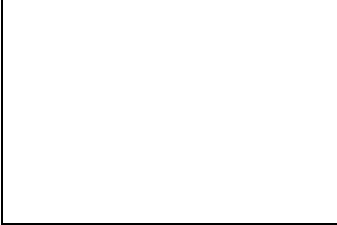
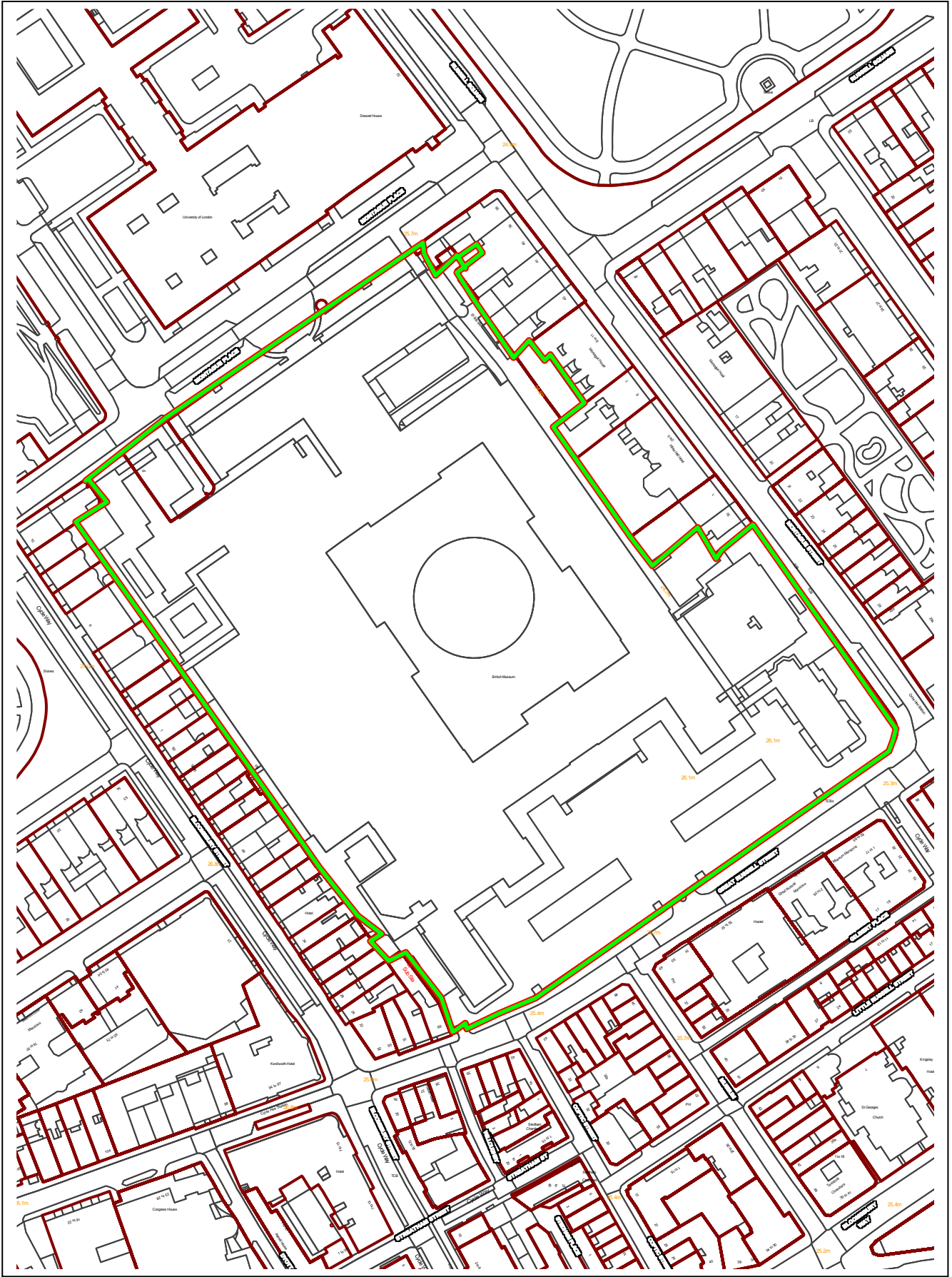
Documents:

Planning Statement prepared by Montague Evans dated October 2023; Design and Access Statement rev F prepared by Wright and Wright Architects dated 13/02/2024; Heritage Statement prepared by Montagu Evans dated October 2023; Demolition Schedule of Works rev F prepared by Wright and Wright Architects dated 13/02/2024; Structural Statement prepared by Alan Baxter dated October 2023; Preliminary BREEAM Assessment prepared by Eight Versa dated 30/11/2023; South-West Energy Centre Energy and Sustainability Design Statement prepared by Steensen Varming dated 02/02/2024; Energy and Sustainability Proforma; Overheating Analysis rev 01 prepared by Steensen Varming dated

	<p>22/09/2023; Civil engineering notes on below ground drainage and SuDS prepared by Alan Baxter dated February 2024; Environmental Noise Impact Assessment prepared by Encon Associates dated 22/05/2023; Daylight, Sunlight and Overshadowing Assessment prepared by Gordon Ingram Associates dated 19/10/2023; Air Quality Assessment (ref A6016) Rev C prepared by Encon dated 13/10/2023; Archaeological Desk-Based Assessment dated September 2023; Preliminary Ecological Appraisal prepared by Pre-Construct dated October 2023; Arboricultural Method Statement prepared by Writtle Forest dated October 2023; Arboricultural Implication Assessment prepared by Writtle Forest date September 2023; Tree Survey and Tree Constraints Plan prepared by Writtle Forest dated October 2023; Lighting Assessment rev 03 prepared by Steensen Varming dated 19/10/2023; Construction Management Plan prepared by Real PM dated October 2023; Transport Statement prepared by Momentum dated 12/03/2024; Framework Travel Plan prepared by Momentum dated 18/10/2023; Fire Statement prepared by Arup dated 19/10/2023; Statement of Community Involvement prepared by Concillo dated October 2023.</p> <p>Reason: For the avoidance of doubt and in the interest of proper planning.</p>
3	<p>All new work and work of making good shall be carried out to match the existing adjacent work as closely as possible in materials and detailed execution.</p> <p>Reason: In order to safeguard the special architectural and historic interest of the building in accordance with the requirements of policy D2 of the Camden Local Plan 2017.</p>
4	<p>Prior to the relevant part of the works, detailed method statements covering dismantling, storage and reinstatement of all architectural components affected by the works shall be submitted to and approved in writing by the Local Planning Authority:</p> <ul style="list-style-type: none"> (i) The removal of gates, gate posts and sections of railing forming the westernmost section of the British Museum’s main frontage onto Great Russell Street; (ii) The removal of sections of railings forming the southeast section of the British Museum’s frontage onto Montague Street; and (iii) The removal of the lampposts in the south east section of the British Museum’s frontage onto Montague Street (iv) The removal of the lampposts in the West Lawn of the British Museum’s main forecourt <p>Reason: In order to safeguard the special architectural and historic interest of the building in accordance with the requirements of policy D2 of the Camden Local Plan 2017.</p>

31. INFORMATIVES

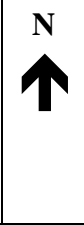
1	You are advised that any works of alterations or upgrading not included on the approved drawings which are required to satisfy Building Regulations or Fire Certification may require a further application for listed building consent.
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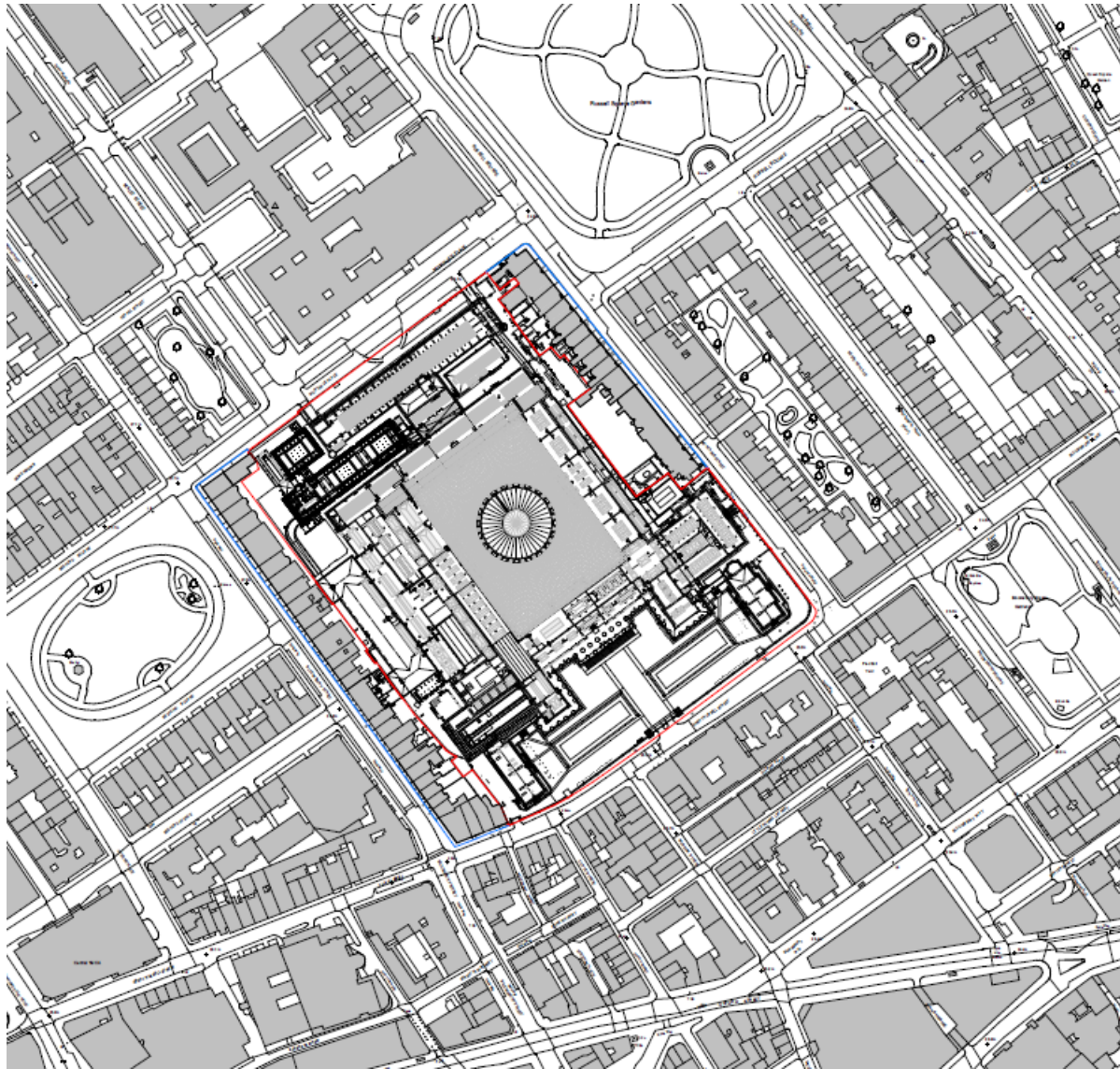
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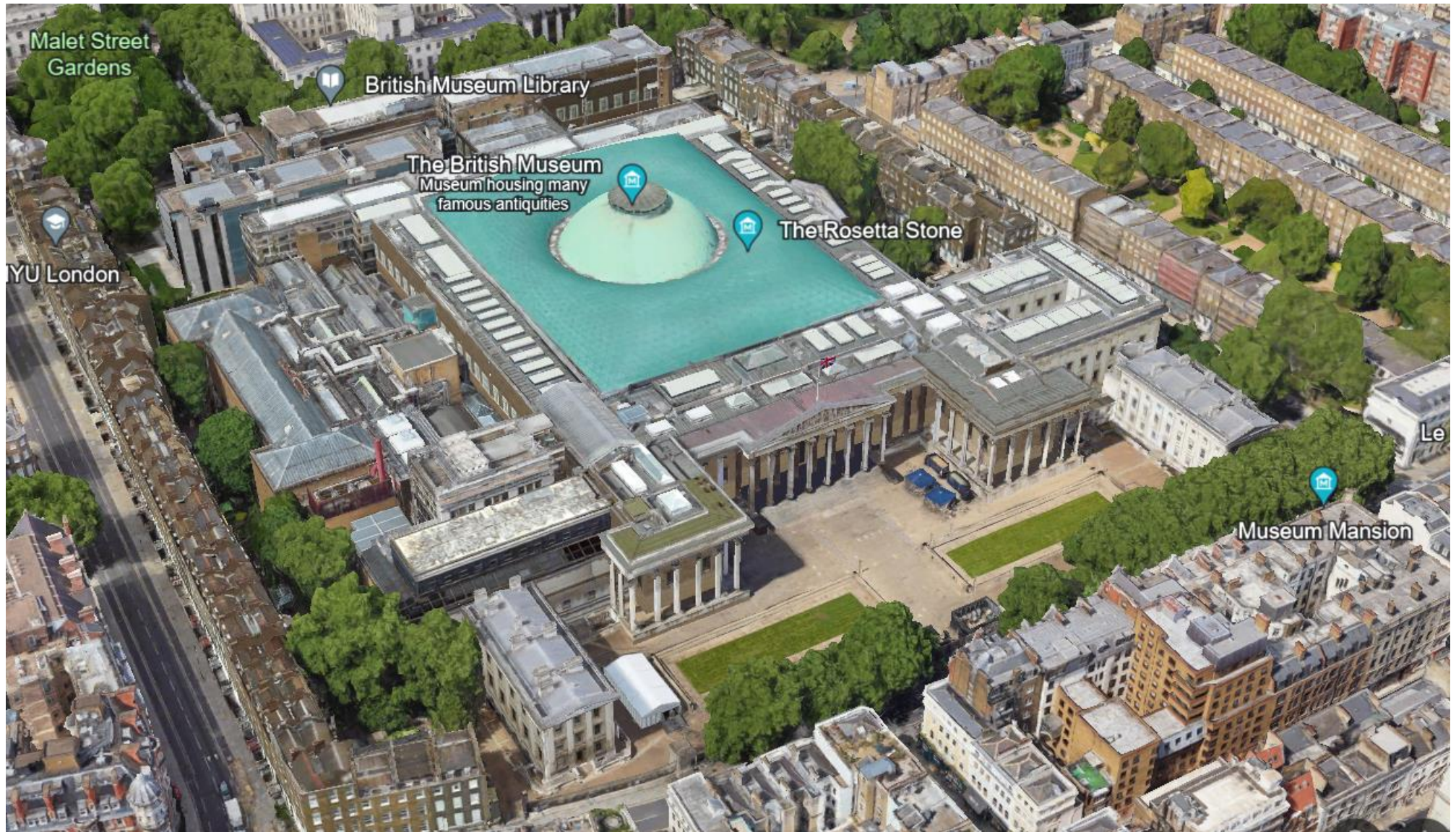
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London
WC1E 7JW**

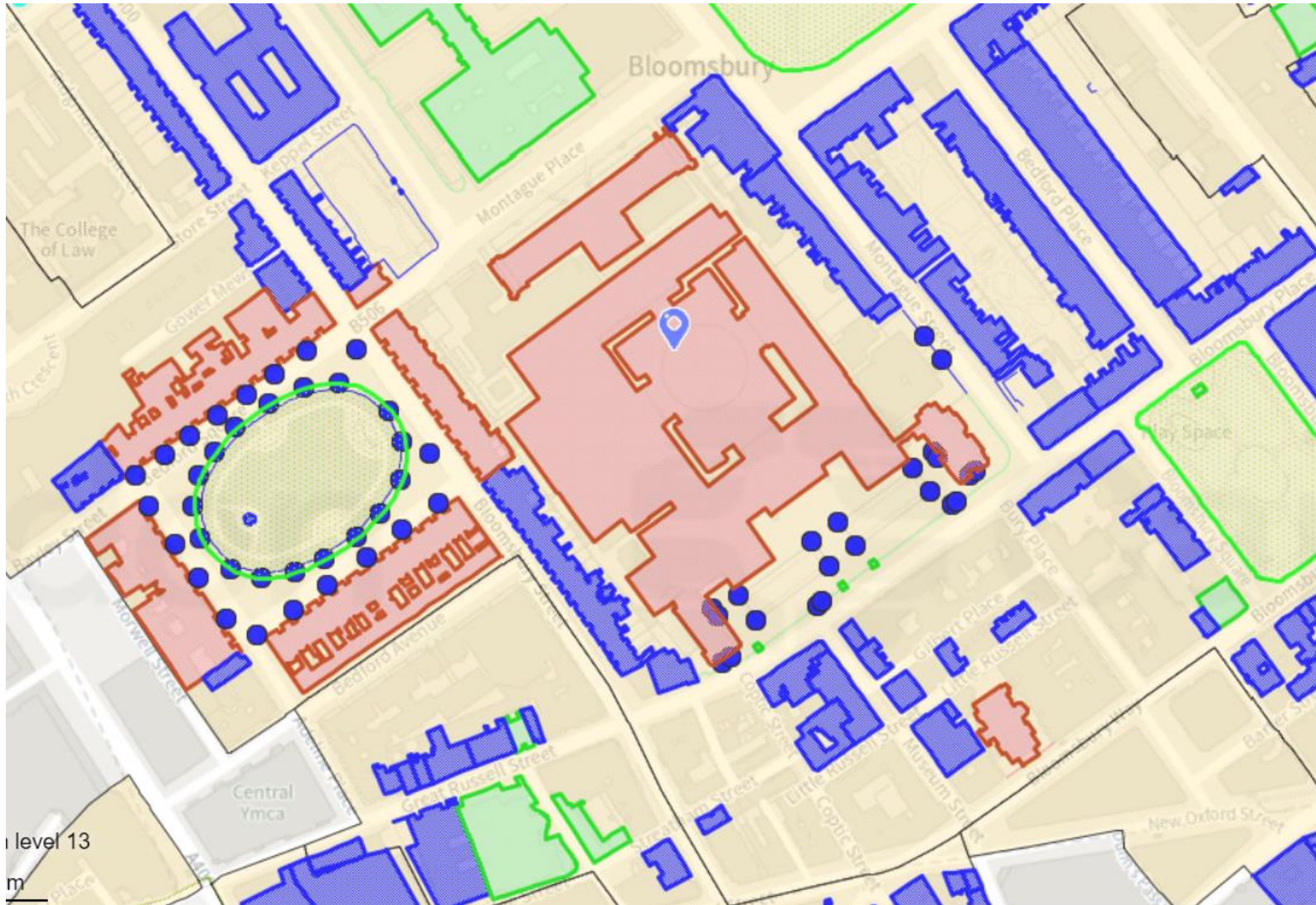
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1:2000
Date:
12-Mar-24**



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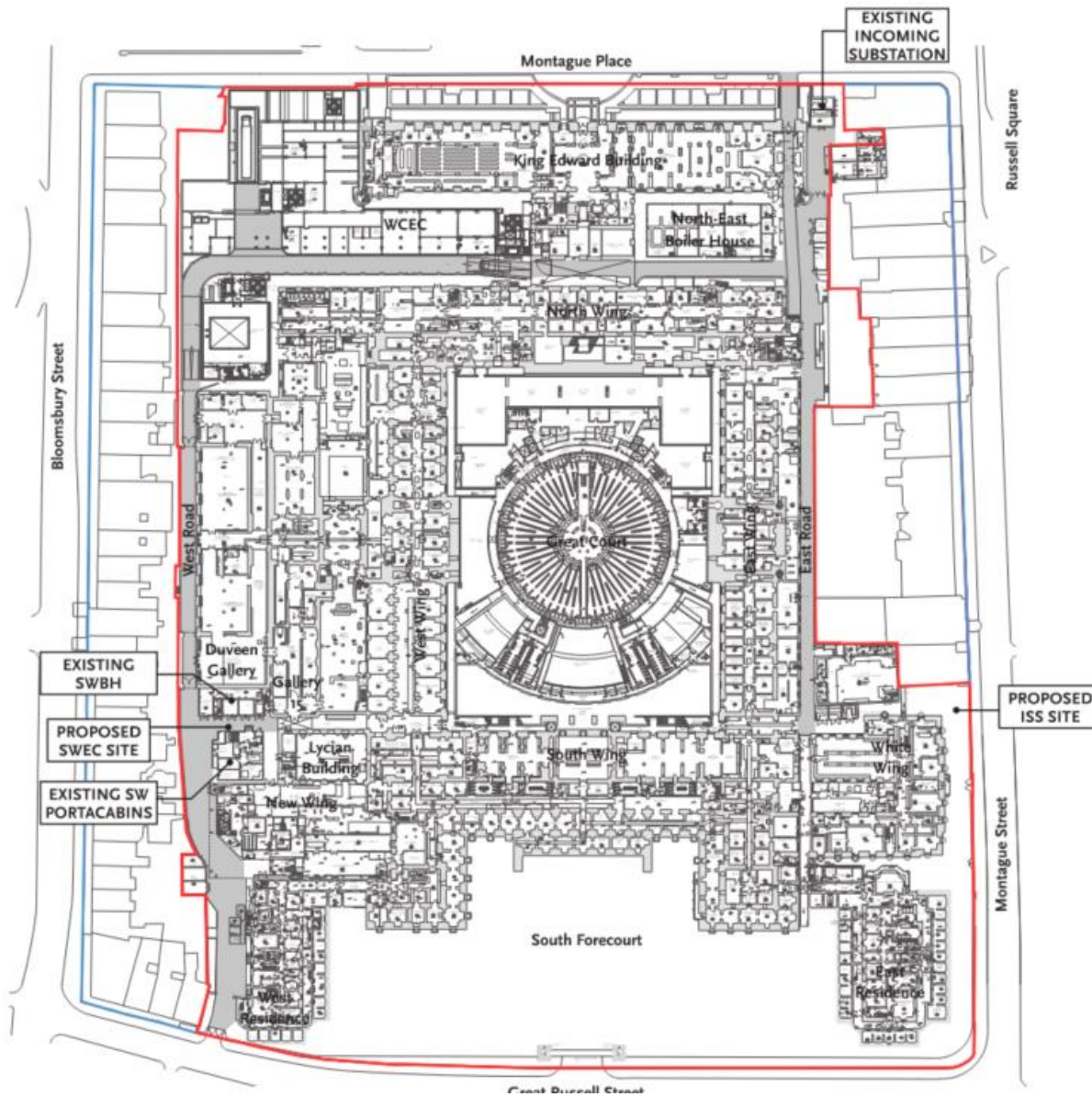


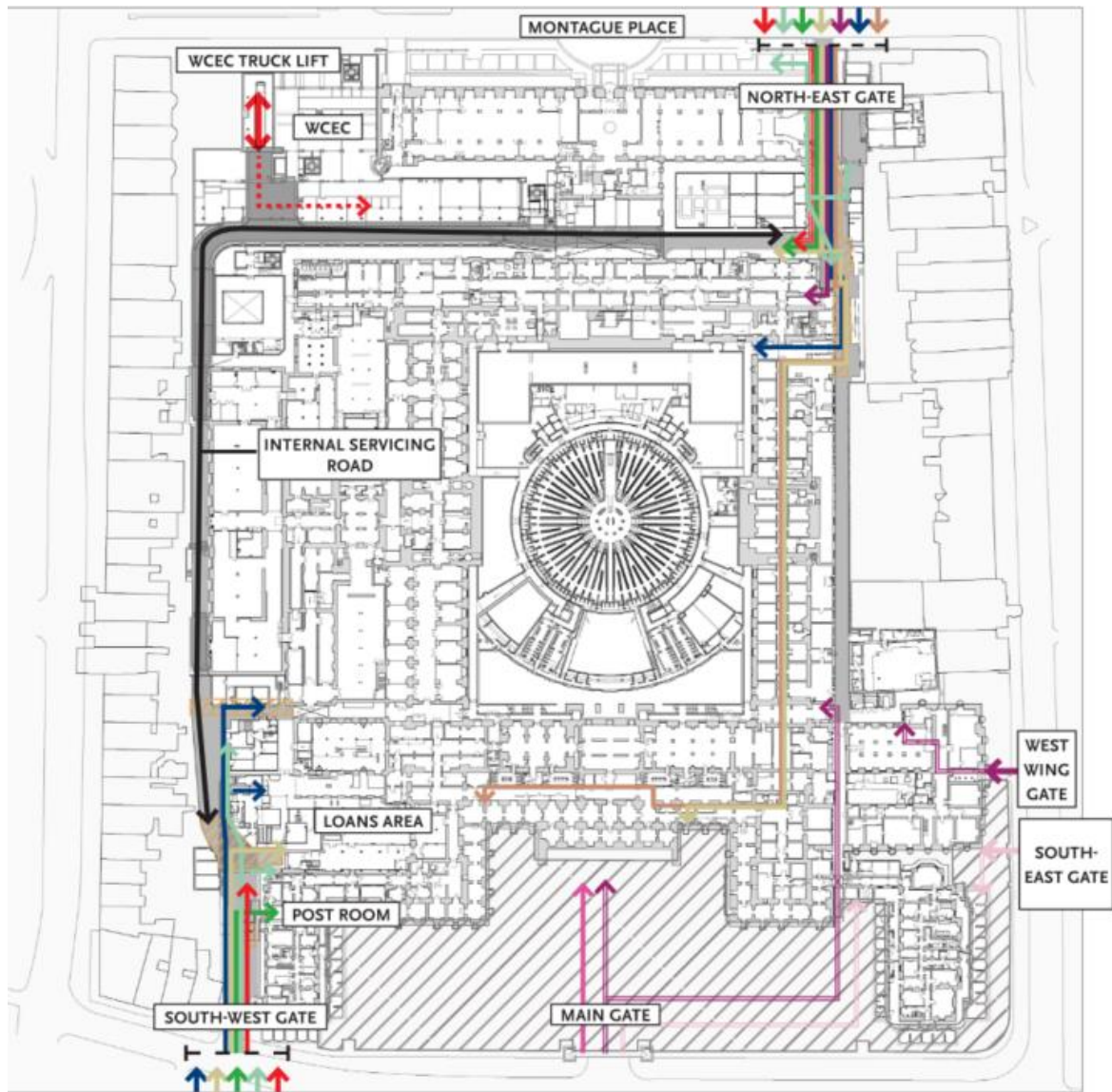


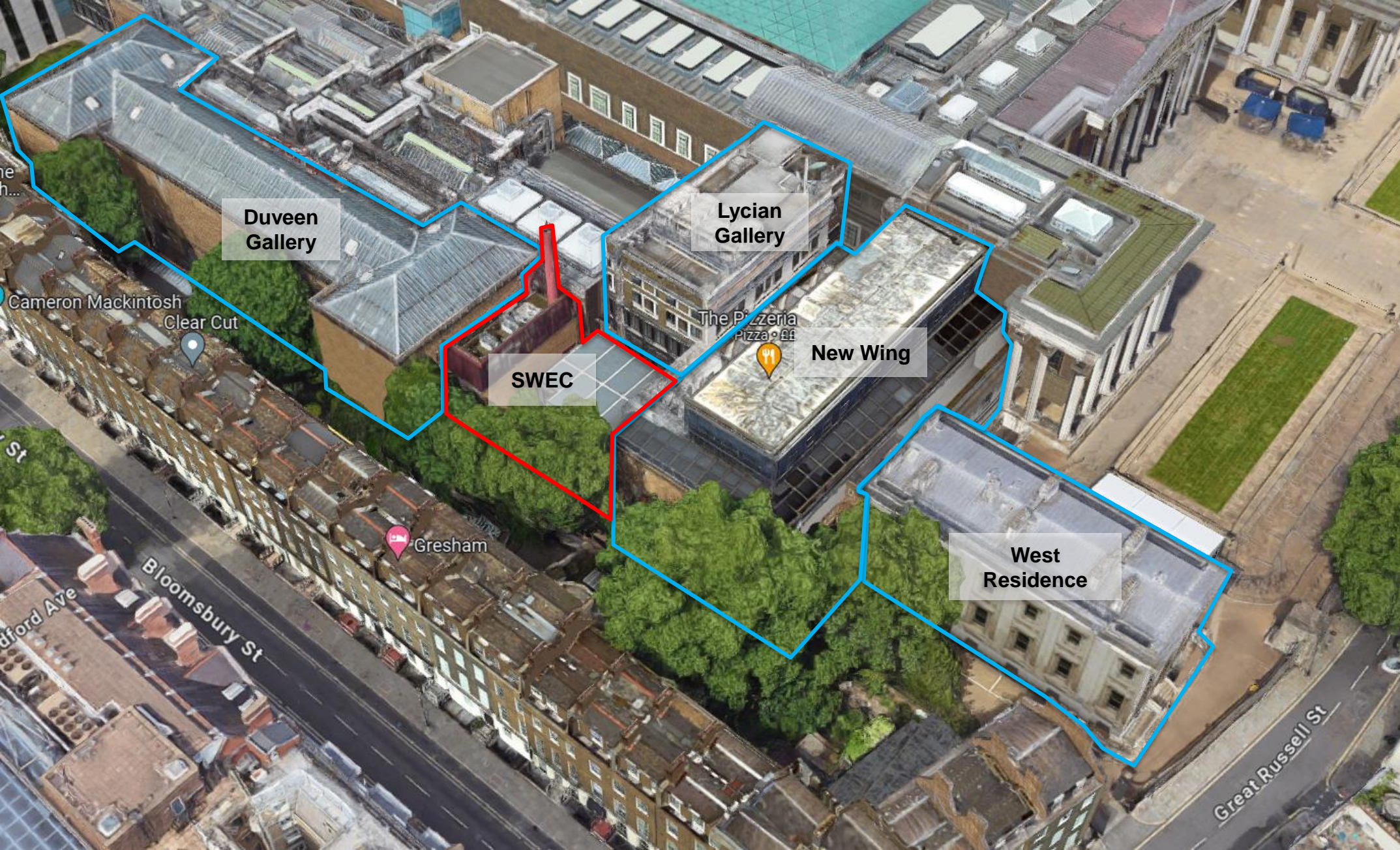


- Registered Historic Park Or Garden
- Local List
- ⊖ Listed Building
 - I
 - II
 - II*
- Conservation Area Carto

level 13
m







Duveen Gallery

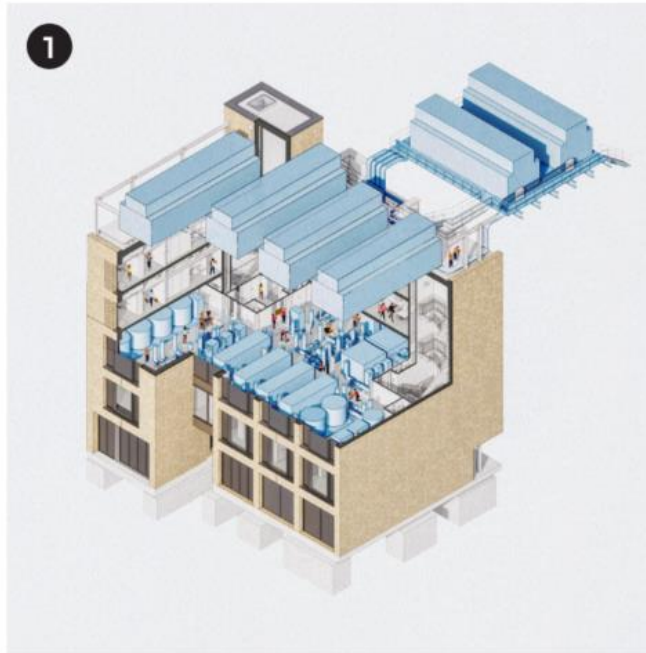
Lycian Gallery

SWEC

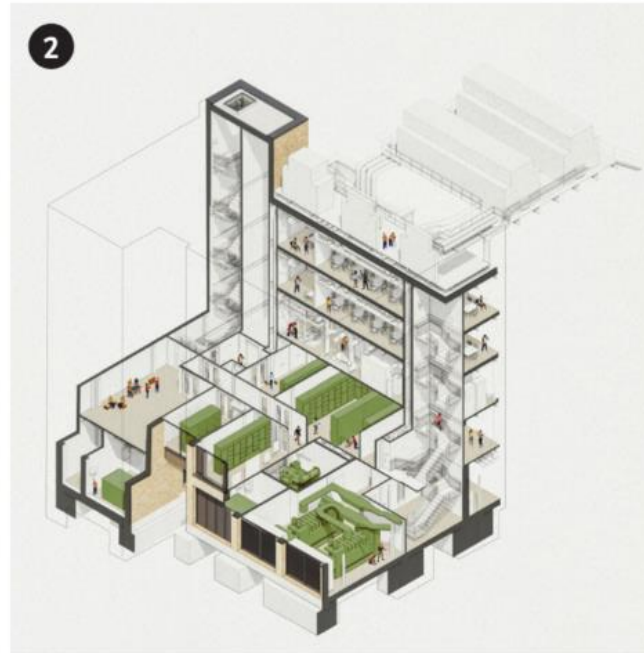
New Wing

West Residence

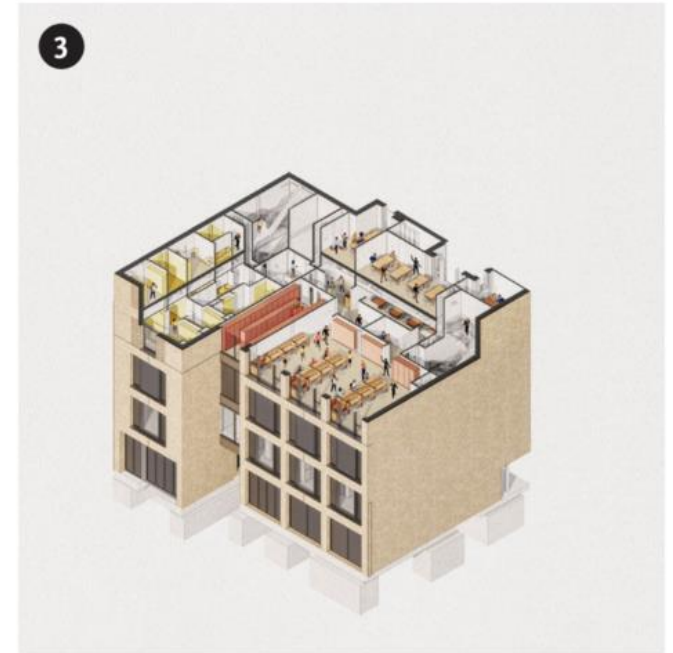




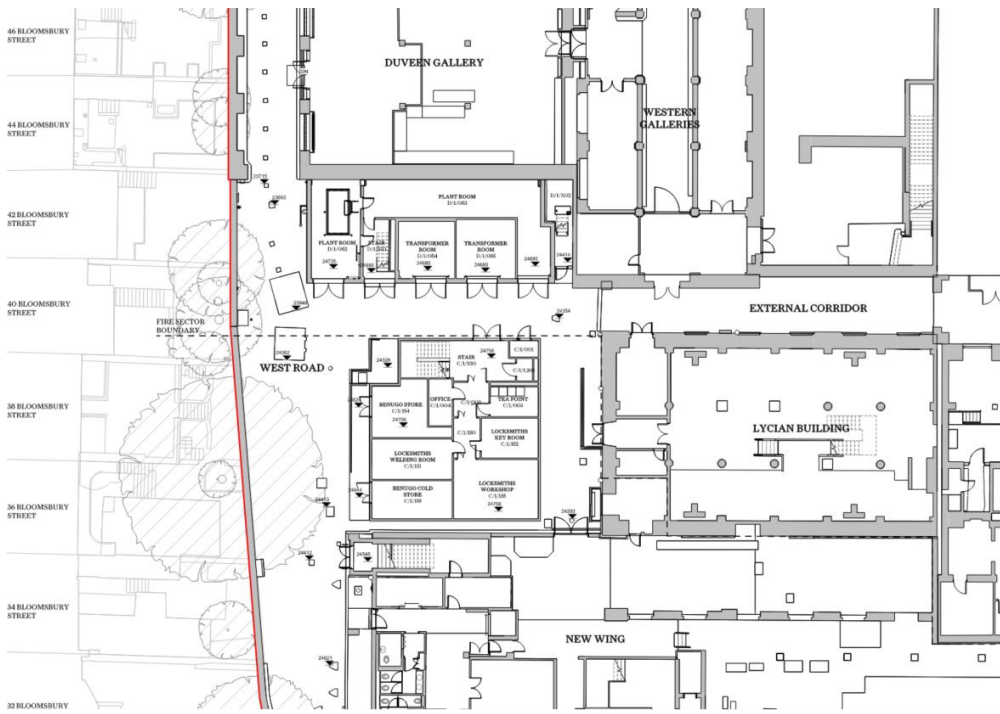
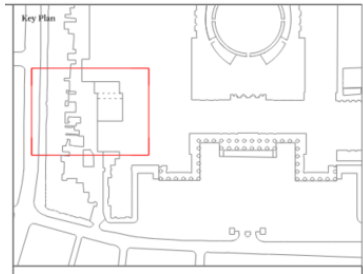
2nd and 5th floors
Heating and cooling system



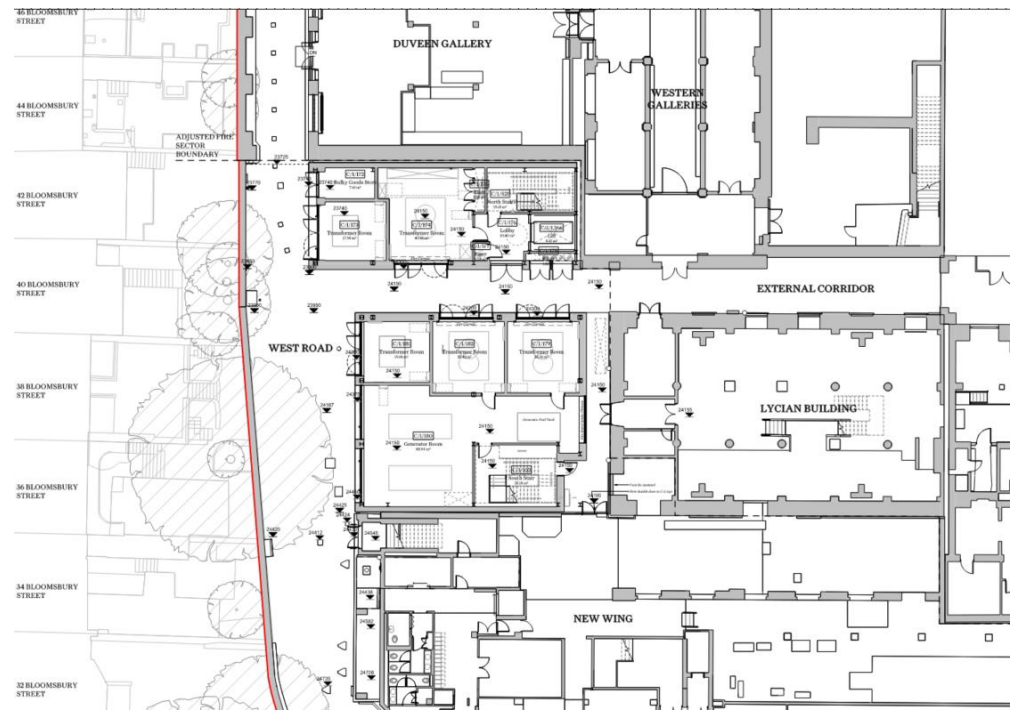
Ground and 1st floors
Primary electrical system



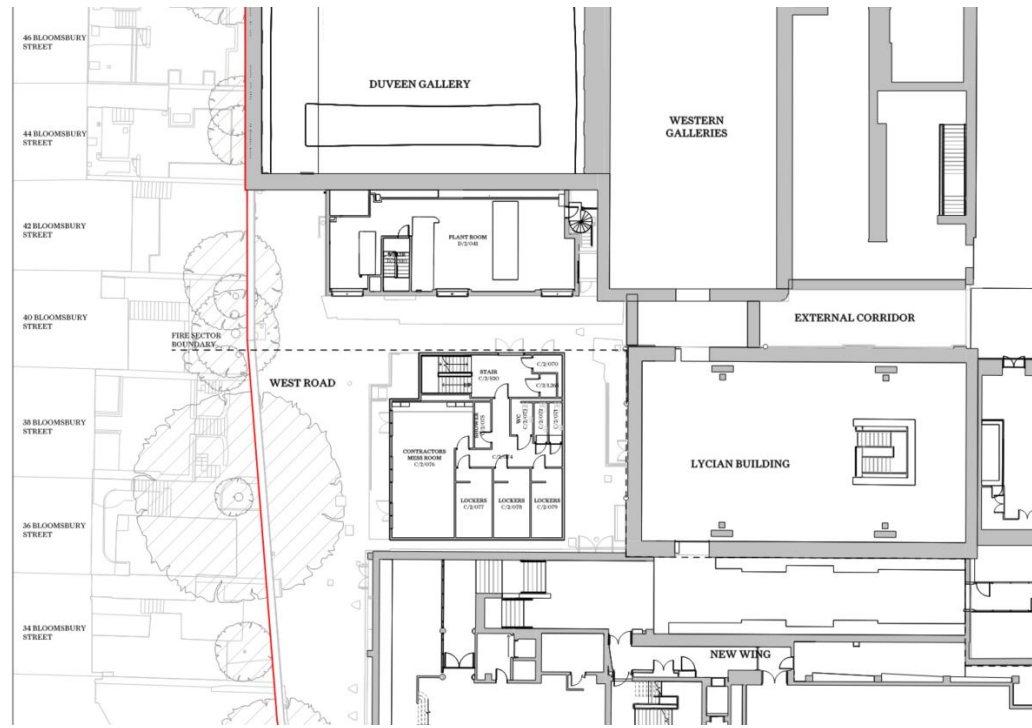
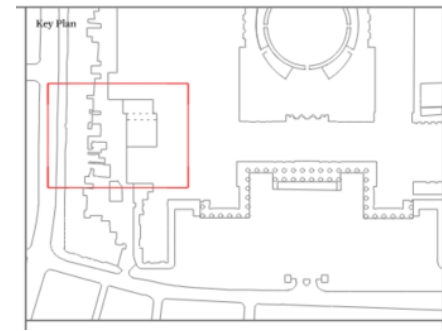
3rd and 4th floors
Maintenance support
accommodation



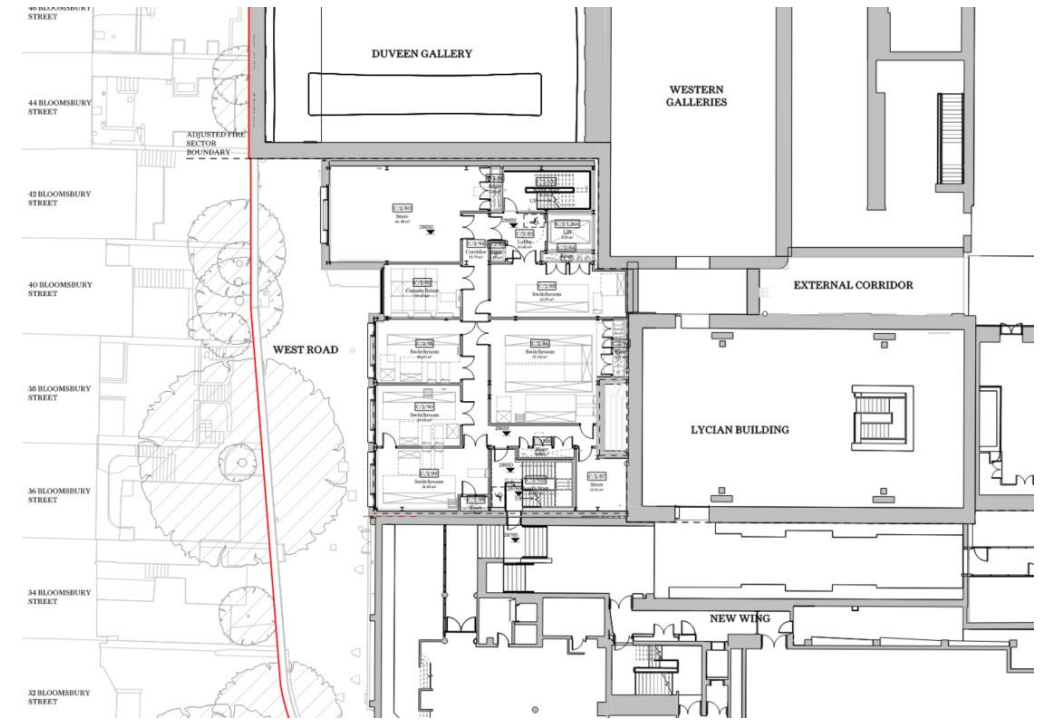
Existing ground floor plan



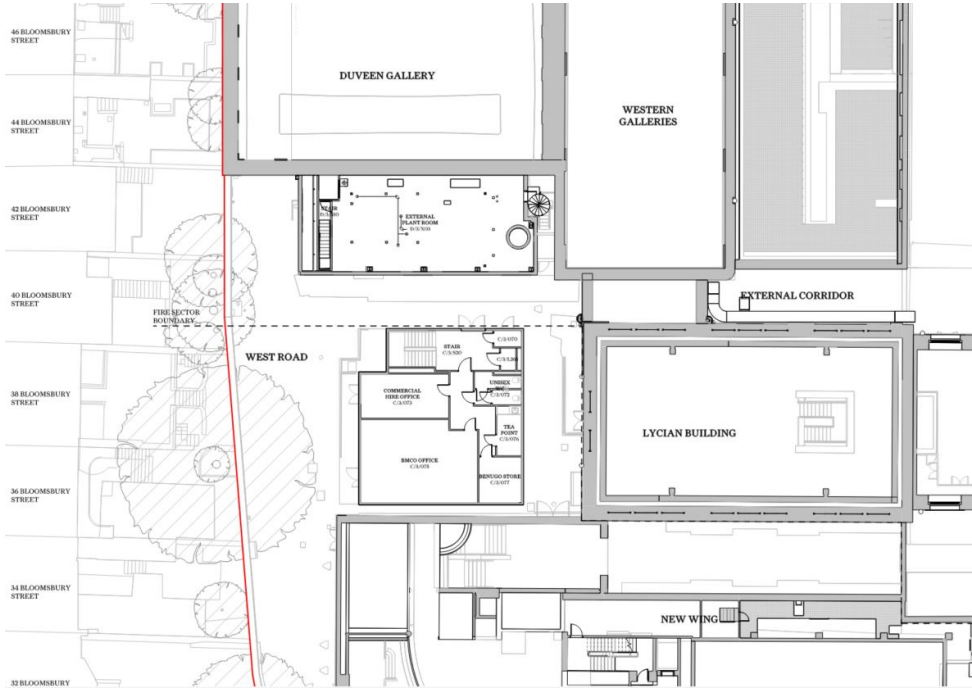
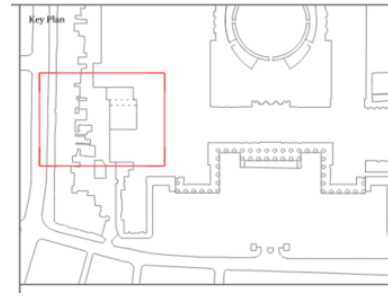
Proposed ground floor plan



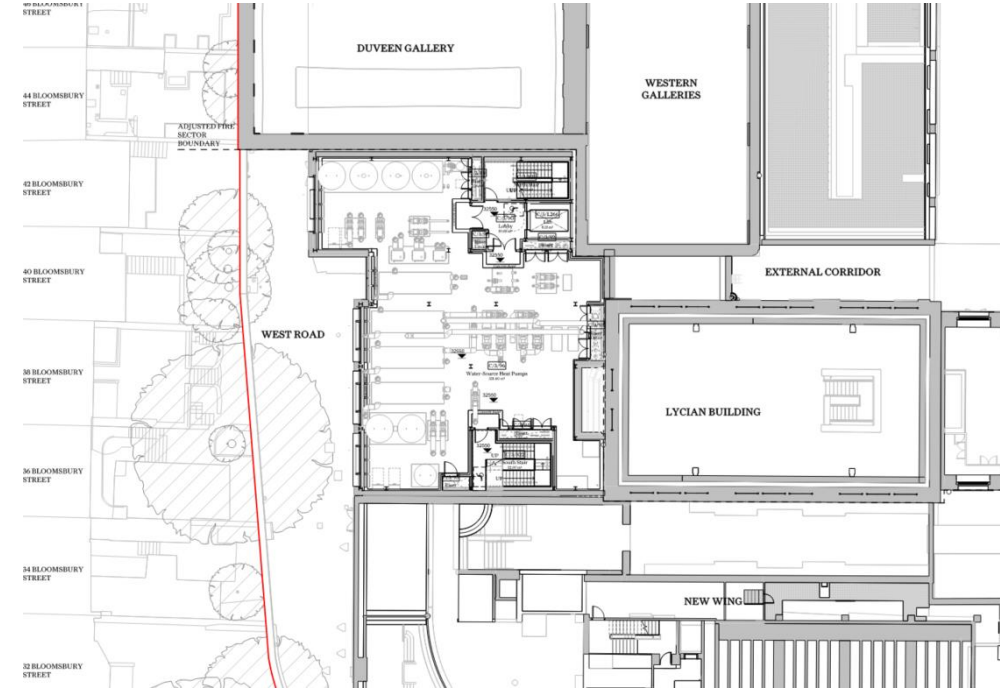
Existing 1st floor plan



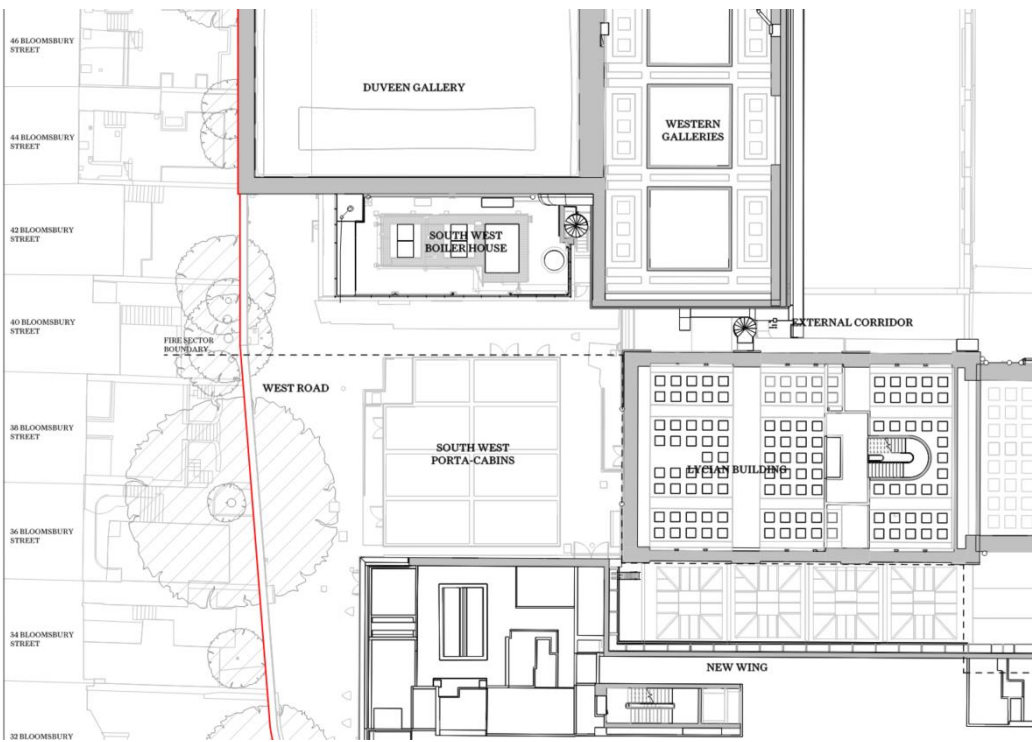
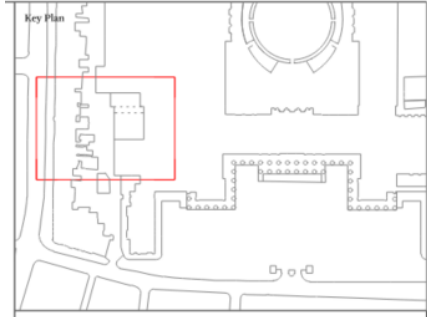
Proposed 1st floor plan



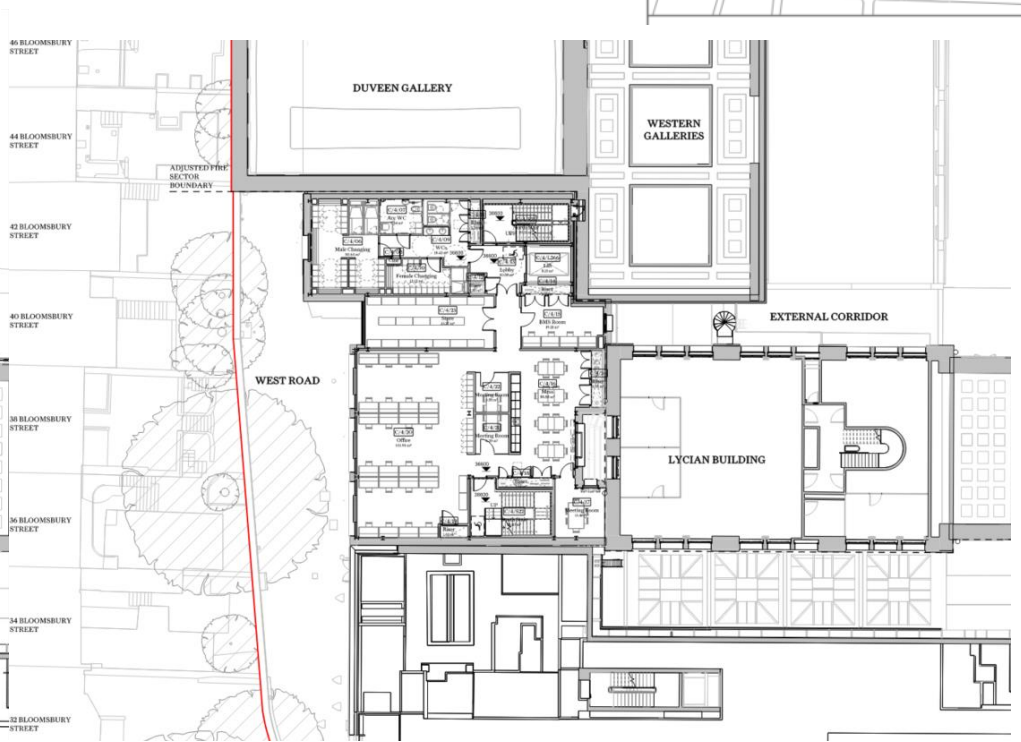
Existing 2nd floor plan



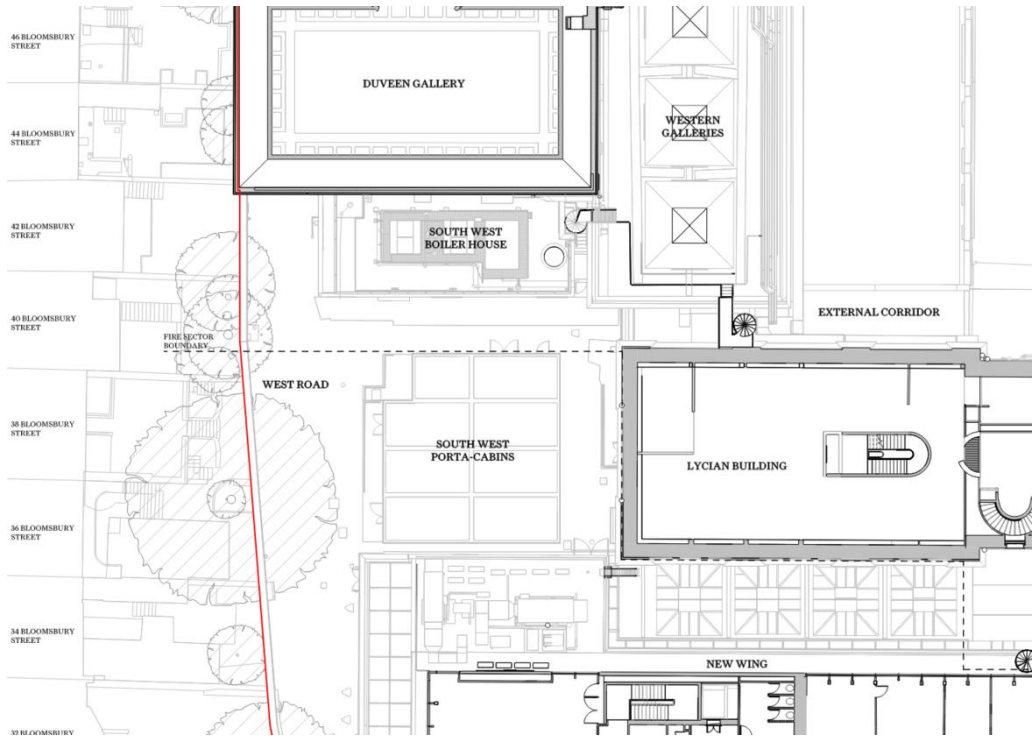
Proposed 2nd floor plan



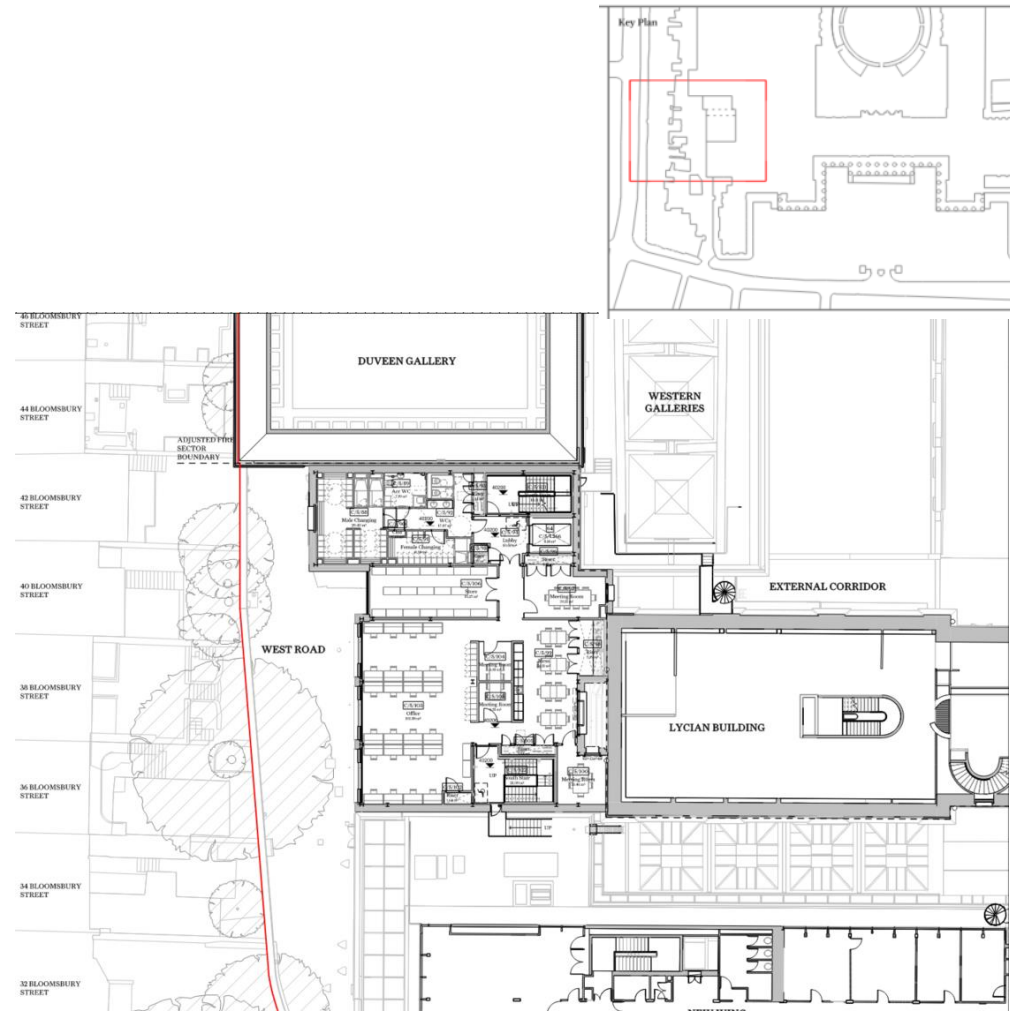
Existing 3rd floor plan



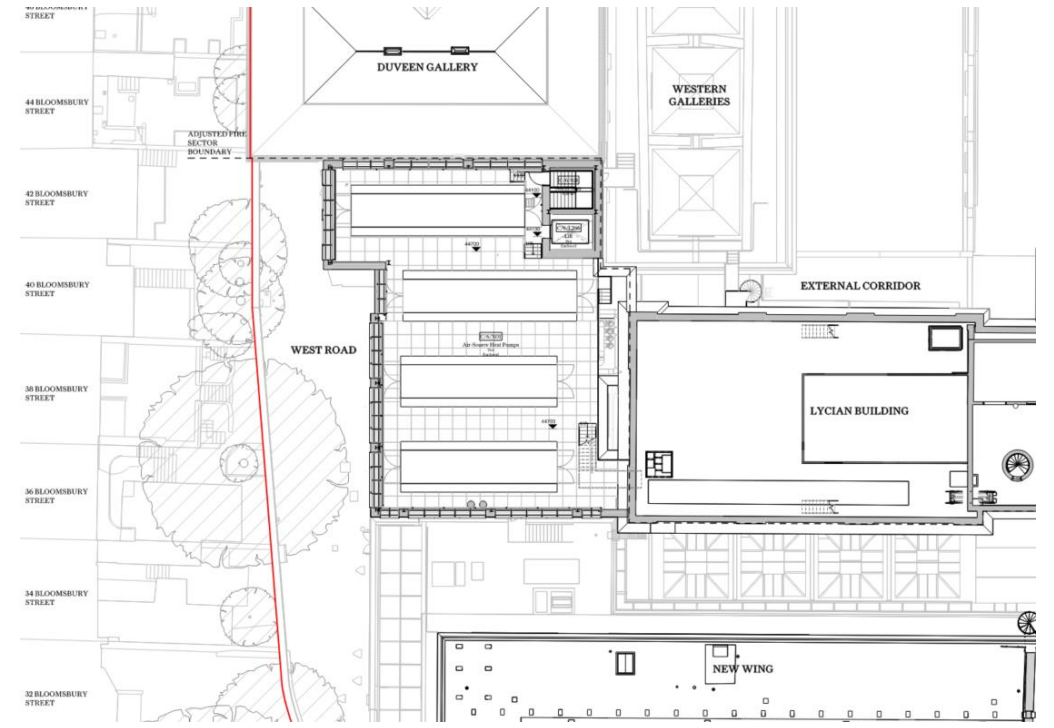
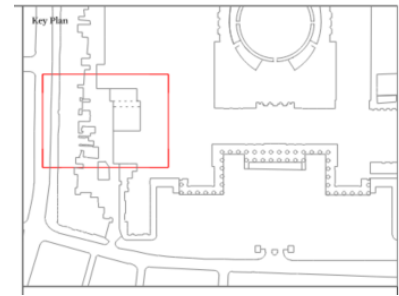
Proposed 3rd floor plan



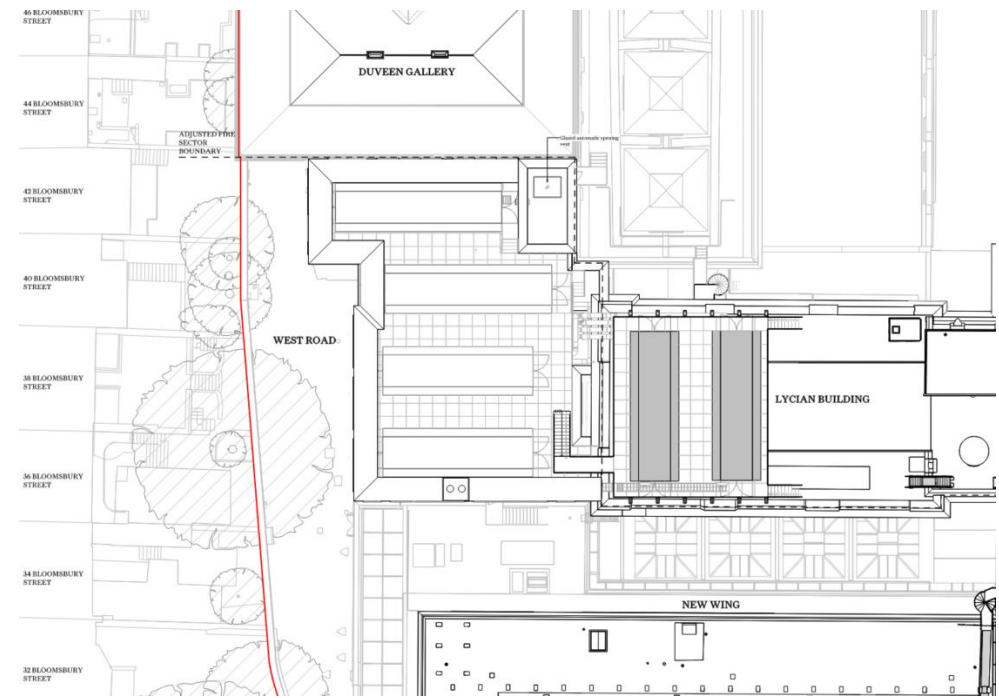
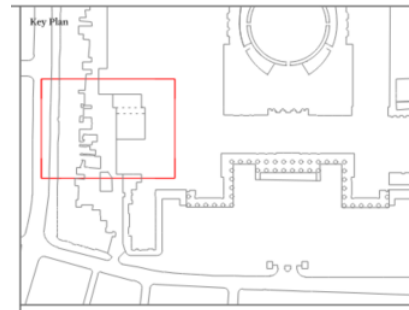
Existing roof plan



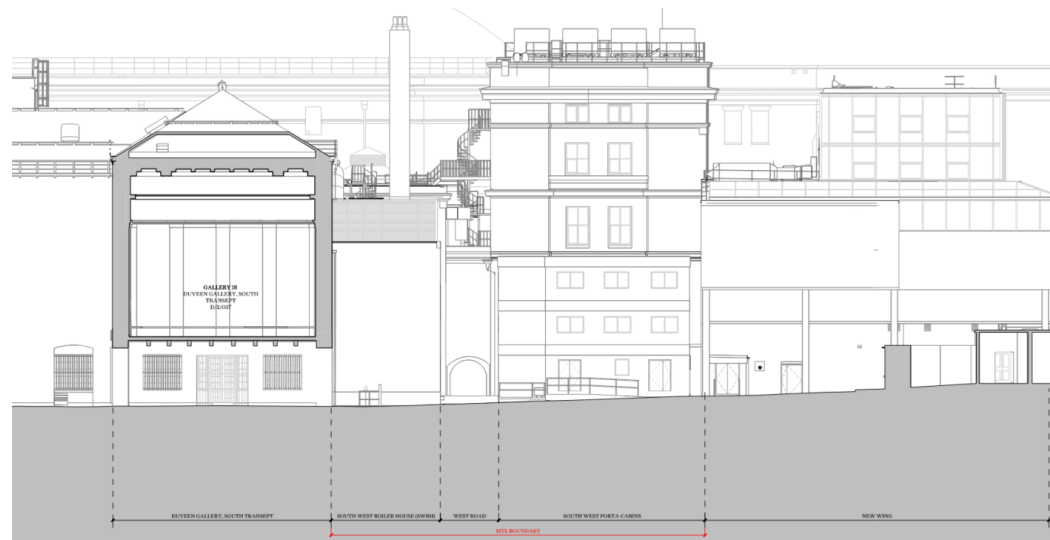
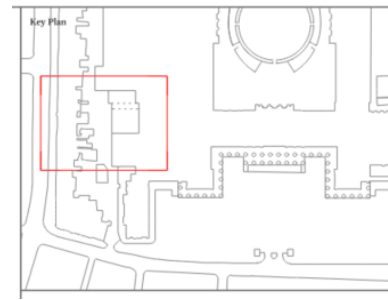
Proposed 4th floor plan



Proposed 5th floor plan



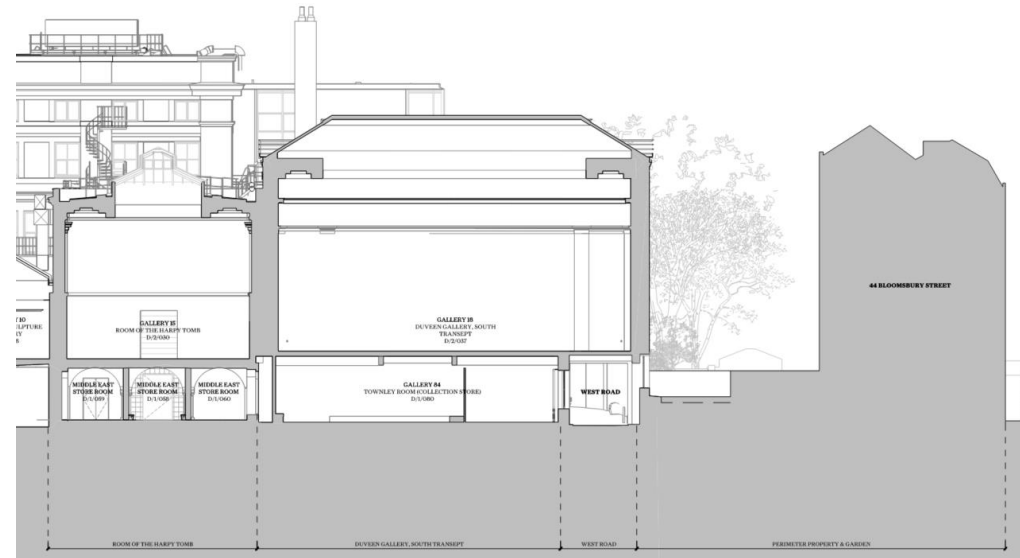
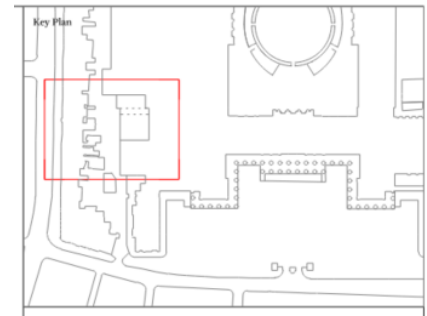
Proposed roof plan



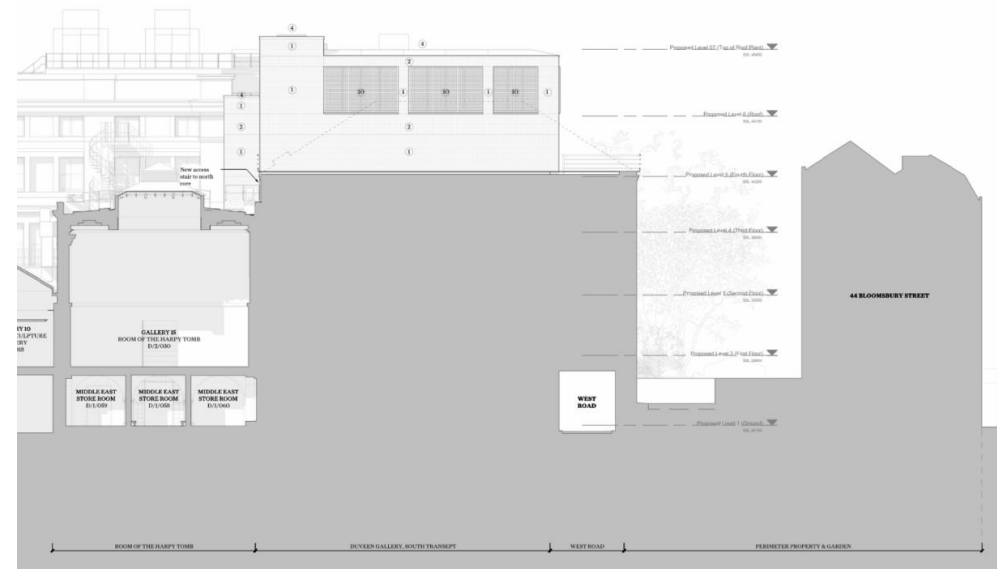
Existing west elevation



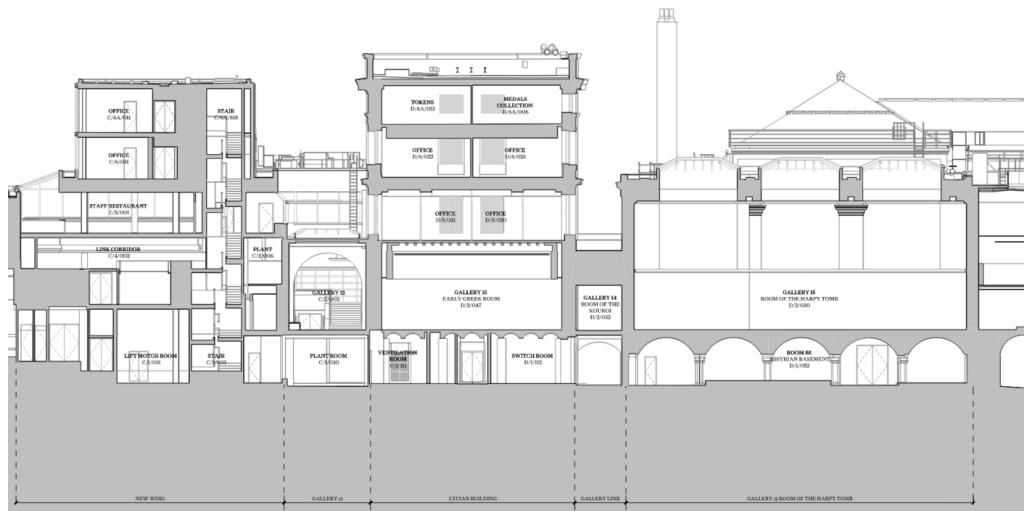
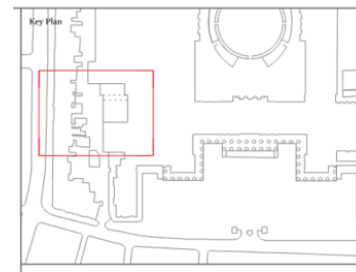
Proposed west elevation



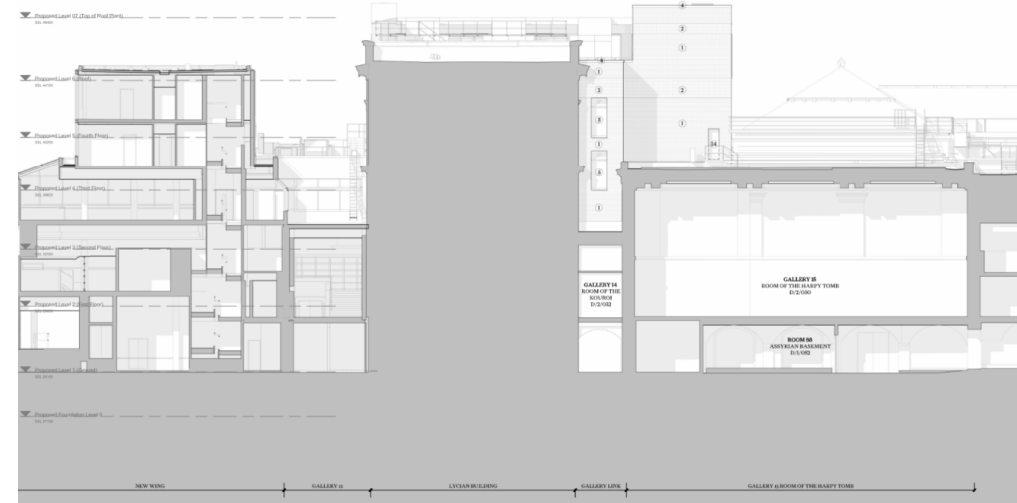
Existing north elevation



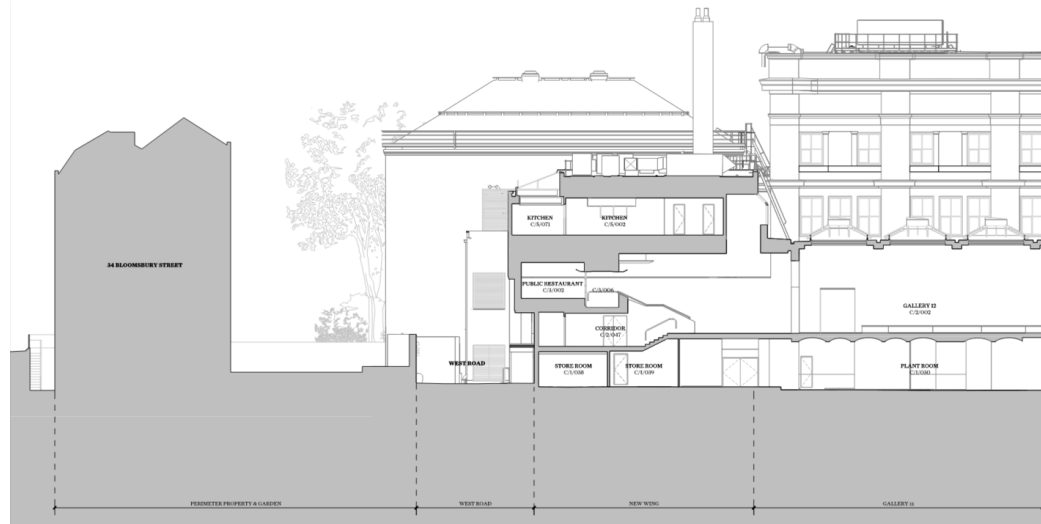
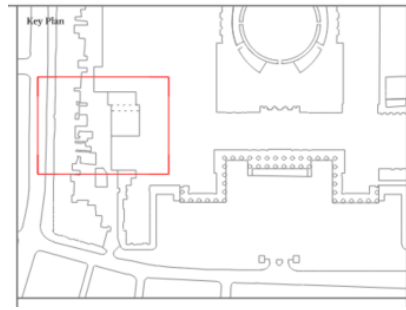
Proposed north elevation



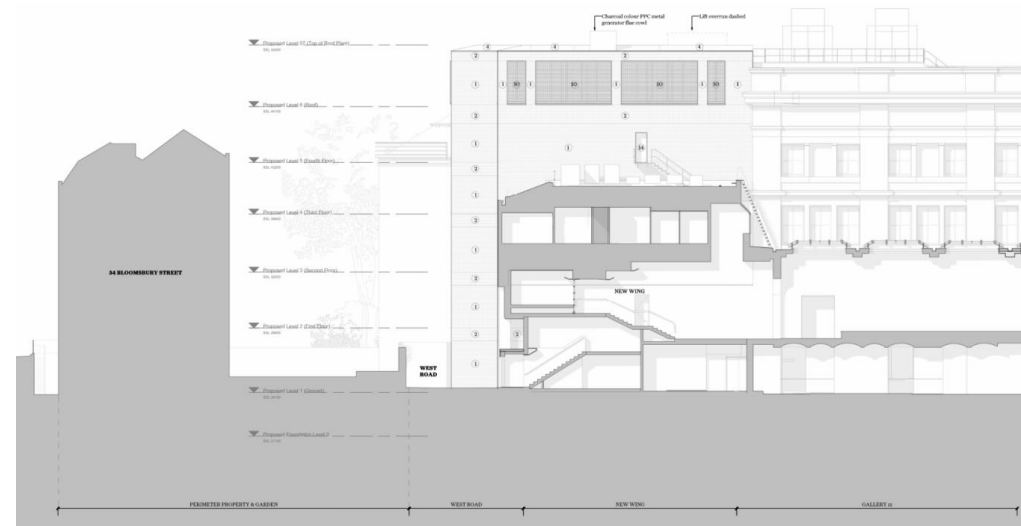
Existing east elevation



Proposed east elevation

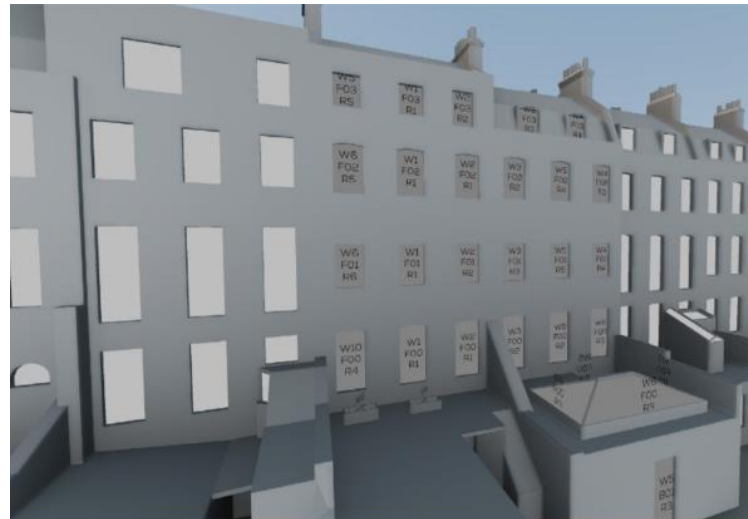
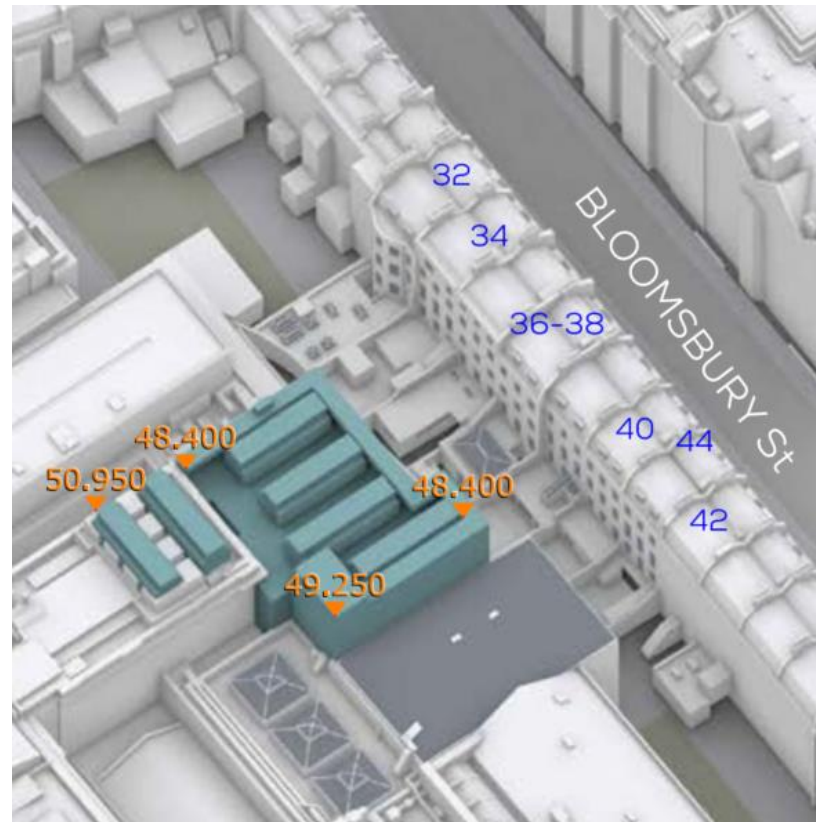


Existing south elevation



Proposed south elevation





Windows to 36-38 Bloomsbury Street



Windows to 40 Bloomsbury Street

Existing view













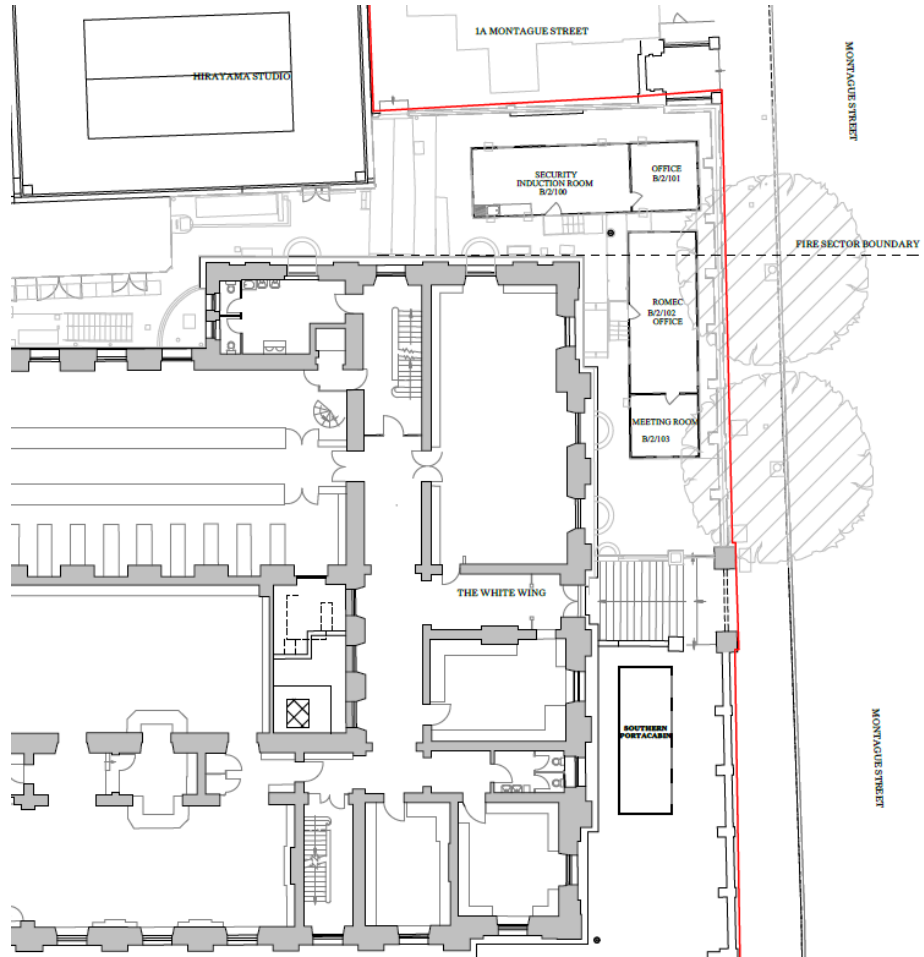




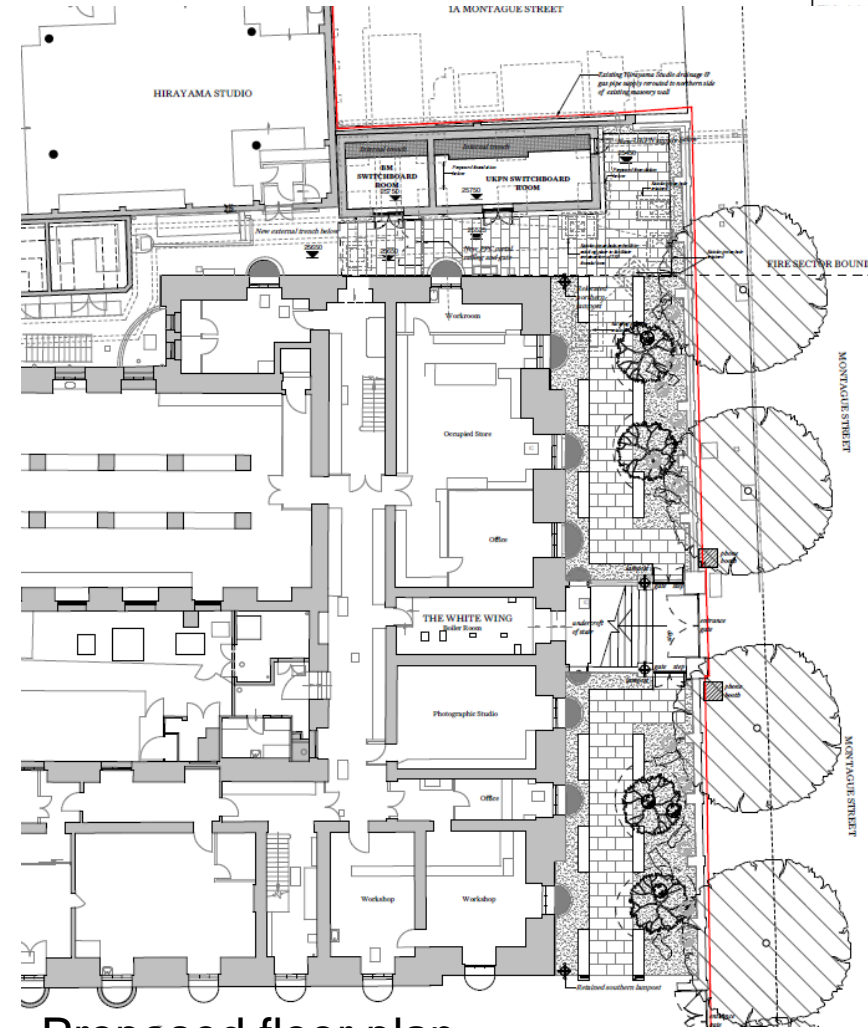
Incoming Substation



Incoming Substation (ISS)



Existing floor plan

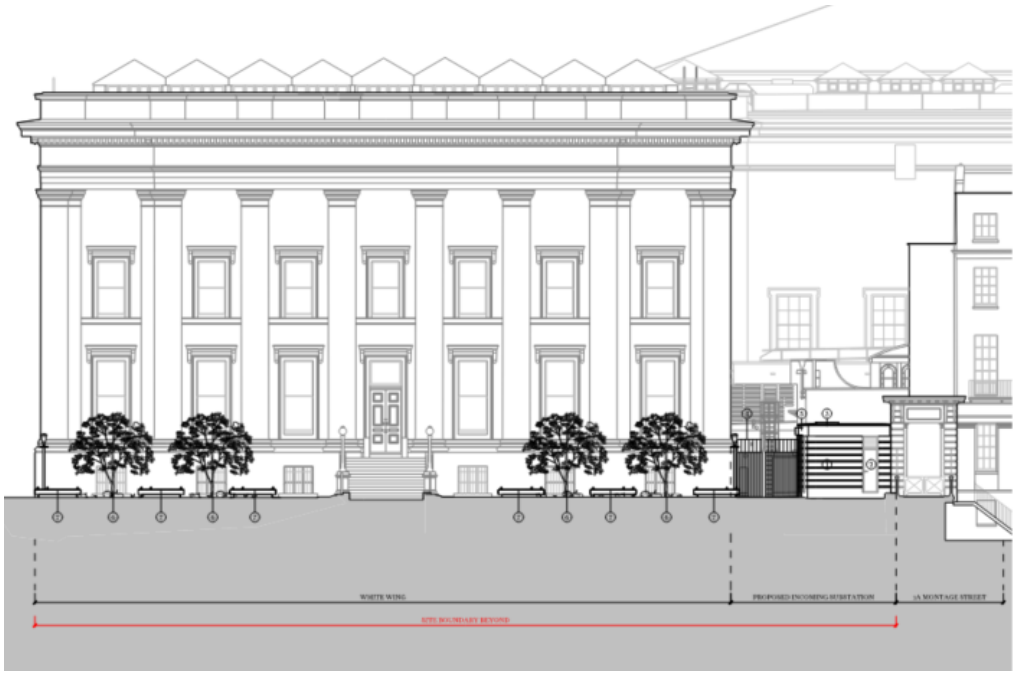


Proposed floor plan

Incoming Substation (ISS)

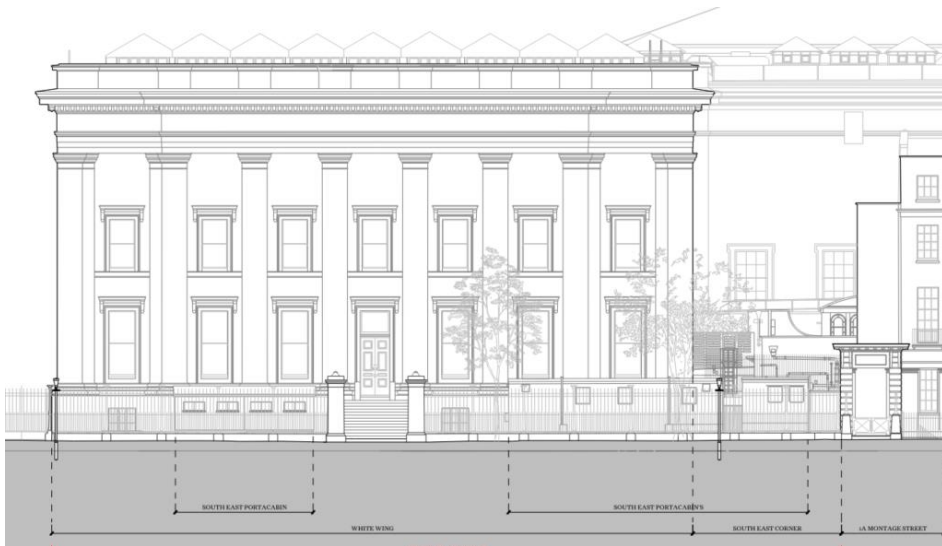


Existing East Elevation fronting Montague Street (excluding front railings)



Proposed East Elevation fronting Montague Street (excluding front railings)

Incoming Substation (ISS)

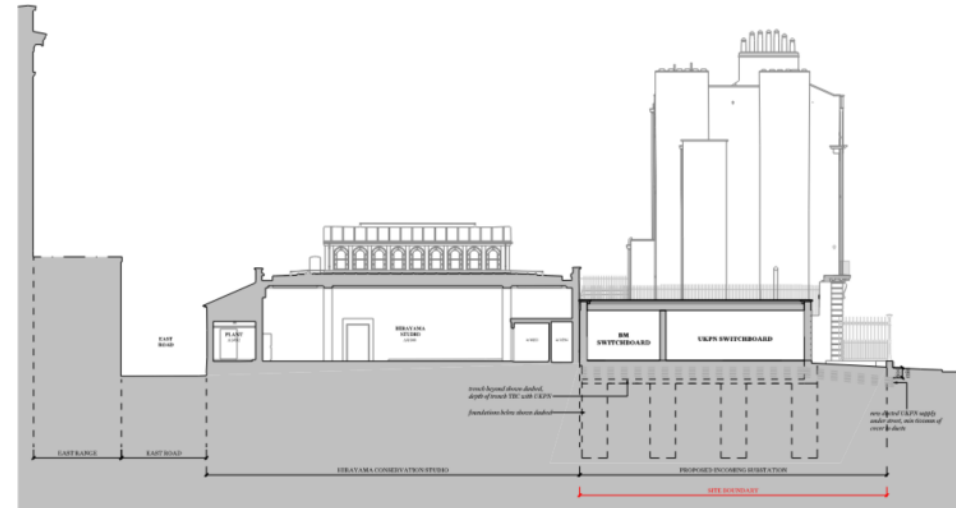
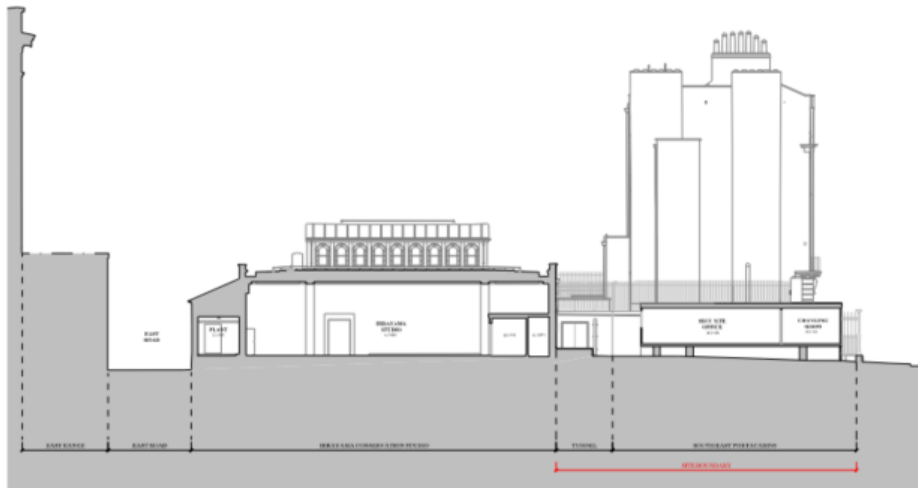


Existing East elevation fronting Montague Street (with front railings)



Proposed East elevation fronting Montague Street (with front railings)

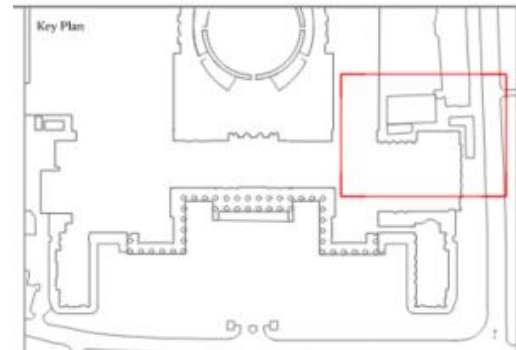
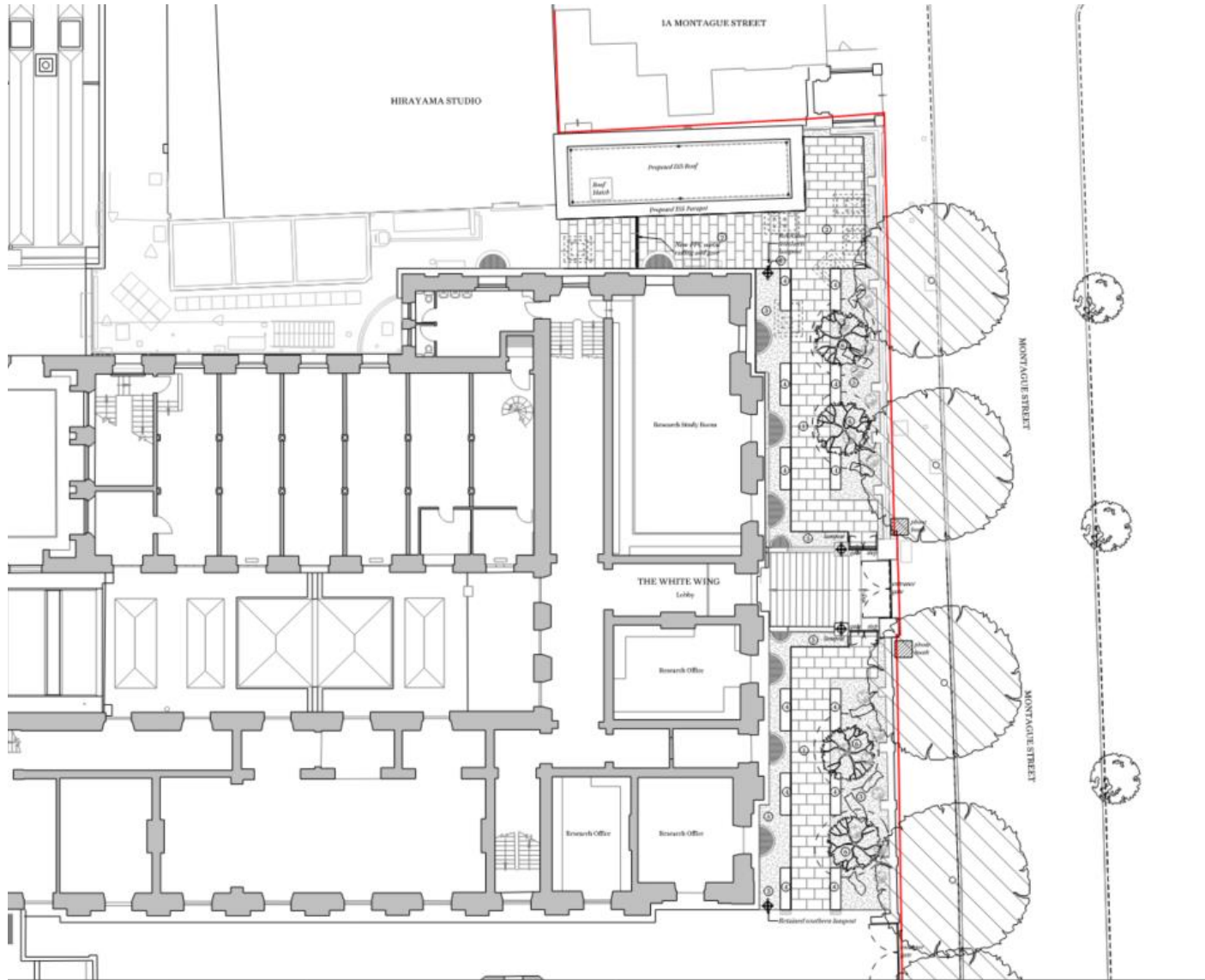
Incoming Substation (ISS)



Existing section AA

Proposed section AA





This drawing is not to be scaled. Dimensions govern.
 Wright & Wright Architects shall be notified in writing of any discrepancies.
 All dimensions are in millimeters unless noted otherwise.
 This drawing issued at First Contract is indicative of design intent and should be read in association with all specifications, schedules and consultants information.
 The Contractor is required to complete the detailed designs, final coordination and interfaces. Contractor and Sub-Contractors design are subject to Architects acceptance.

Key:

- Site Boundary
- - - Fire Sector Boundary
- - - - - Underground drainage manhole / cover

Landscape Key:

- ① Large format natural stone paving
- ② Medium format natural stone paving
- ③ Edge gravel
- ④ Natural stone outdoor bench seating
- ⑤ Relocated external northern lamppost
- ⑥ New trees and planting in gravel on topsoil. Feature sculptural objects/stones in soft landscaping