

Address:	Highgate Studios 53 - 79 Highgate Road London NW5 1TL		1
Application Number(s):	2023/1804/P	Officer: Kristina Smith	
Ward:	Kentish Town North		
Date Received:	27/04/2023		
Proposal:	Erection of a 7 and 4 storey building at Plots A and F (respectively) following demolition of existing buildings and structures; erection of roof extensions at Plots B, E, I and J; external refurbishment of the existing buildings at Plots C and D; erection of replacement entrance pavilion at Plot P; plus cycle parking and plant provision; hard and soft landscaping to provide an additional c.16,000sqm (GIA) of Class E (g) floorspace and ancillary uses		
Background Papers, Supporting Documents and Drawing Numbers:			
<u>Existing Drawings:</u>			
13683-A-SL-L00-07-100 REV A; 13683-A-SW-L00-07-100 REV A; 13683-A-SW-LRF-07-101 REV A; 13683-A-A-L00-07-100 REV A; 13683-A-A-LB1-07-101 REV A; 13683-A-A-LZZ-07-140 REV A; 13683-A-A-LZZ-07-141 REV A; 13683-A-A-LZZ-07-150 REV A; 13683-A-B-L00-07-100 REV A; 13683-A-B-L01-07-101 REV A; 13683-A-B-L02-07-102 REV A; 13683-A-B-LRF-07-103 REV A; 13683-A-B-LZZ-07-140 REV A; 13683-A-B-LZZ-07-141 REV A; 13683-A-B-LZZ-07-142 REV A; 13683-A-B-LZZ-07-143 REV A; 13683-A-B-LZZ-07-150 REV A; 13683-A-B-LZZ-07-151 REV A; 13683-A-E-L00-07-100 REV A; 13683-A-E-L01-07-101 REV A; 13683-A-E-L02-07-102 REV A; 13683-A-E-L03-07-103 REV A; 13683-A-E-LRF-07-104 REV A; 13683-A-E-LB1-07-105 REV A; 13683-A-E-LZZ-07-140 REV A; 13683-A-E-LZZ-07-141 REV A; 13683-A-E-LZZ-07-142 REV A; 13683-A-E-LZZ-07-150 REV A; 13683-A-E-LZZ-07-151 REV A; 13683-A-F-L00-07-100 REV A; 13683-A-F-LRF-07-101 REV A; 13683-A-F-LB1-07-102 REV A; 13683-A-F-LZZ-07-140 REV A; 13683-A-F-LZZ-07-141 REV A; 13683-A-F-LZZ-07-150 REV A; 13683-A-I-L00-07-100 REV A; 13683-A-I-L01-07-101 REV A; 13683-A-I-L02-07-102 REV A; 13683-A-I-L03-07-103 REV A; 13683-A-I-L04-07-104 REV A; 13683-A-I-L05-07-105 REV A; 13683-A-I-LRF-07-106 REV A; 13683-A-I-LZZ-07-140 REV A; 13683-A-I-LZZ-07-141 REV A; 13683-A-I-LZZ-07-142 REV A; 13683-A-I-LZZ-07-150 REV A; 13683-A-I-LZZ-07-151 REV A; 13683-A-J-L00-07-100 REV A; 13683-A-J-L01-07-101 REV A; 13683-A-J-L02-07-102 REV A; 13683-A-J-L03-07-103 REV A; 13683-A-J-LRF-07-104 REV A; 13683-A-J-LZZ-07-140 REV A; 13683-A-J-LZZ-07-141 REV A; 13683-A-J-LZZ-07-150 REV A.			
<u>Demolition Drawings:</u>			
13683-A-A-L00-07-200 REV A; 13683-A-A-LB1-07-201 REV A; 13683-A-A-LZZ-07-240 REV A; 13683-A-A-LZZ-07-241 REV A; 13683-A-A-LZZ-07-250 REV A; 13683-A-B-L00-07-200 REV A; 13683-A-B-L01-07-201 REV A; 13683-A-B-L02-07-202 REV A; 13683-A-B-LRF-07-203 REV A; 13683-A-B-LZZ-07-240 REV A; 13683-A-B-LZZ-07-241 REV A; 13683-A-B-LZZ-07-242 REV A; 13683-A-B-LZZ-07-243 REV A; 13683-A-B-LZZ-07-250 REV A; 13683-A-B-LZZ-07-251 REV A; 13683-A-E-L00-07-200 REV A; 13683-A-E-L01-07-201 REV A; 13683-A-E-L02-07-202 REV A; 13683-A-E-L03-07-203 REV A; 13683-A-E-LRF-07-204 REV A; 13683-A-E-LB1-07-205 REV A; 13683-A-E-LZZ-07-240 REV A; 13683-A-E-LZZ-07-241 REV A; 13683-A-E-LZZ-07-242 REV A; 13683-A-E-LZZ-07-250 REV A; 13683-A-E-LZZ-07-251 REV A; 13683-A-F-L00-07-200 REV A; 13683-A-F-LRF-07-201 REV A; 13683-A-F-LB1-07-202 REV A; 13683-A-F-LZZ-07-240 REV A; 13683-A-F-LZZ-07-241 REV A; 13683-A-F-LZZ-07-250 REV A; 13683-A-I-L00-07-200 REV A; 13683-A-I-L01-07-201 REV A; 13683-A-I-L02-07-202 REV A; 13683-A-I-L03-07-203 REV A; 13683-A-I-L04-07-204 REV A; 13683-A-I-L05-07-205 REV A; 13683-A-I-LRF-07-206 REV A;			

13683-A-I-LZZ-07-240 REV A; 13683-A-I-LZZ-07-241 REV A; 13683-A-I-LZZ-07-242 REV A; 13683-A-I-LZZ-07-250 REV A; 13683-A-I-LZZ-07-251 REV A; 13683-A-J-L00-07-200 REV A; 13683-A-J-L01-07-201 REV A; 13683-A-J-L02-07-202 REV A; 13683-A-J-L03-07-203 REV A; 13683-A-J-LRF-07-204 REV A; 13683-A-J-LZZ-07-240 REV A; 13683-A-J-LZZ-07- REV A; 13683-A-J-LZZ-07-250 REV A.

Proposed Drawings:

13683-A-SL-L00-07-300 REV A; 13683-A-SW-L00-07-300 REV B; 13683-A-SW-LRF-07-301 REV B; 13683-A-A-L00-07-300 REV A; 13683-A-A-L01-07-301 REV A; 13683-A-A-L02-07-302 REV A; 13683-A-A-L03-07-303 REV A; 13683-A-A-L04-07-304 REV A; 13683-A-A-L05-07-305 REV A; 13683-A-A-L06-07-306 REV A; 13683-A-A-L07-07-307 REV B; 13683-A-A-LRF-07-308 REV B; 13683-A-A-LB1-07-309 REV B; 13683-A-A-LZZ-07-340 REV B; 13683-A-A-LZZ-07-341 REV A; 13683-A-A-LZZ-07-342 REV B; 13683-A-A-LZZ-07-343 REV A; 13683-A-A-LZZ-07-350 REV B; 13683-A-A-LZZ-07-351 REV A; 13683-A-B-L00-07-300 REV A; 13683-A-B-L01-07-301 REV A; 13683-A-B-L02-07-302 REV A; 13683-A-B-L03-07-303 REV A; 13683-A-B-L04-07-304 REV A; 13683-A-B-LRF-07-305 REV A; 13683-A-B-LRF-07-298 REV A; 13683-A-B-LZZ-07-340 REV A; 13683-A-B-LZZ-07-341 REV A; 13683-A-B-LZZ-07-342 REV A; 13683-A-B-LZZ-07-343 REV A; 13683-A-B-LZZ-07-350 REV A; 13683-A-B-LZZ-07-351 REV A; 13683-A-E-L00-07-300 REV A; 13683-A-E-L01-07-301 REV A; 13683-A-E-L02-07-302 REV A; 13683-A-E-L03-07-303 REV A; 13683-A-E-L04-07-304 REV A; 13683-A-E-L05-07-305 REV A; 13683-A-E-L06-07-306 REV A; 13683-A-E-LRF-07-307 REV A; 13683-A-E-LB1-07-308 REV B; 13683-A-E-LZZ-07-340 REV A; 13683-A-E-LZZ-07-341 REV A; 13683-A-E-LZZ-07-342 REV A; 13683-A-E-LZZ-07-343 REV A; 13683-A-E-LZZ-07-350 REV A; 13683-A-E-LZZ-07-351 REV A; 13683-A-F-L00-07-300 REV B; 13683-A-F-L01-07-301 REV B; 13683-A-F-L02-07-302 REV B; 13683-A-F-L03-07-303 REV B; 13683-A-F-L04-07-304 REV B; 13683-A-F-LRF-07-305 REV B; 13683-A-F-LB1-07-306 REV B; 13683-A-F-LZZ-07-340 REV B; 13683-A-F-LZZ-07-341 REV A; 13683-A-F-LZZ-07-342 REV A; 13683-A-F-LZZ-07-343 REV B; 13683-A-F-LZZ-07-350 REV B; 13683-A-F-LZZ-07-351 REV A; 13683-A-I-L00-07-300 REV A; 13683-A-I-L01-07-301 REV A; 13683-A-I-L02-07-302 REV A; 13683-A-I-L03-07-303 REV A; 13683-A-I-L04-07-304 REV A; 13683-A-I-L05-07-305 REV A; 13683-A-I-LRF-07-306 REV A; 13683-A-I-LZZ-07-340 REV A; 13683-A-I-LZZ-07-341 REV A; 13683-A-I-LZZ-07-342 REV A; 13683-A-I-LZZ-07-350 REV A; 13683-A-I-LZZ-07-351 REV A; 13683-A-P-L00-07-300 REV A; 13683-A-P-L01-07-301 REV A; 13683-A-P-LZZ-07-340 REV A; 13683-A-P-LZZ-07-350 REV A; 13683-A-J-L00-07-300 REV A; 13683-A-J-L01-07-301 REV A; 13683-A-J-L02-07-302 REV A; 13683-A-J-L03-07-303 REV A; 13683-A-J-L04-07-304 REV A; 13683-A-J-LRF-07-305 REV A; 13683-A-J-LZZ-07-340 REV A; 13683-A-J-LZZ-07-341 REV A; 13683-A-J-LZZ-07-350 REV A.

Documents: Air Quality Assessment (prepared by Air Pollution Services, dated 24 April 2023); Archaeological Desk-Based Assessment (prepared by AOC Archaeology Group, dated April 2023); Biodiversity Net Gain Report (prepared by Assystem Energy & Infrastructure Ltd, dated April 2023); BREEAM Ecology and Land Use Assessment (prepared by Assystem Energy & Infrastructure Ltd, dated April 2023); Outline Construction Management Plan (prepared by RGP, dated April 2023); Cover Letter (prepared by DP9 Ltd, dated 26 April 2023); Design and Access Statement (prepared by Piercy & Company, dated 25 April 2023); Daylight, Sunlight and Overshadowing Report (prepared by GIA Chartered Surveyors, dated 24 April 2023); Delivery and Servicing Management Plan (prepared by RGP, dated April 2023); Fire Statement (prepared by BB7, dated 25 April 2023); Health Impact Assessment (prepared by Ben Cave Associates, dated April 2023); Heritage, Townscape and Visual Impact Assessment (prepared by The Townscape Consultancy, dated April 2023); Landscape Ecological Management Plan (prepared by Assystem Energy & Infrastructure Ltd, dated March 2023); Landscape Design and Access Statement (prepared by CLB Studio, dated 24 April 2023); Environmental Noise Survey Report (prepared by Sandy Brown, dated 21 April 2023); Estate Management Plan (prepared by Colliers, dated April 2023); Preliminary Ecological Appraisal (prepared by Schofield Lothian,

dated April 2023); Planning Statement (prepared by DP9, dated April 2023); Statement of Community Involvement (prepared by Lowick, dated April 2023); Sustainability Statement (prepared by Red Engineering Design, dated 25 April 2023); Healthy Streets Transport Assessment (prepared by RGP, dated April 2023); Travel Plan, (prepared by RGP, dated April 2023); Urban Greening Factor Assessment (prepared by Assystem Energy & Infrastructure Ltd, dated April 2023); Whole Life Carbon Assessment (prepared by Savills Earth, dated April 2023); Tenant Overview. *Received 04 May 2023*; Flood Risk Assessment and SuDS Strategy Report Rev 02 (prepared by Heyne Tillett Steel, dated July 2023). *Received 24 July 2023*; Basement Impact Assessment (prepared by Soiltechnics, dated February 2024); Energy Statement Rev 006 (prepared by Red Engineering Design Ltd, dated September 2023); BREEAM New Construction Pre-Assessment Report for Plots A, F, B, E, J Rev 002 (prepared by Red Engineering Design Ltd, dated 08 August 2023); Fire Assembly Point document; Ground Investigation Report (prepared by Soiltechnics, dated April 2024); LVMF Parliament Hill views, winter and summer (prepared by Millerhare). Circular Economy Statement (prepared by Savills Earth, dated September 2023) Received 09 April 2024.

RECOMMENDATION SUMMARY:

Grant conditional Planning Permission following:

- (i) referral to Mayor of London for his direction and**
- (ii) finalisation of detailed wording for conditions following consultation with the Mayor**
- (iii) completion of section 106 Legal Agreement**

Applicant:

Kentish Town UK Office Propco Ltd
4th Floor, 78 St. James's Street,
London
SW1A 1JB

Agent:

DP9
100 Pall Mall
St. James's
London
SW1Y 5NQ

ANALYSIS INFORMATION

Land use details

Use Class	Description	Existing GIA (sqm)	Proposed GIA (sqm)	Difference GIA (sqm)
Class E (g)	Office; research and development; and any industrial process which can be carried out in a residential area without detriment to its amenity	22,967	39,046	+16,078
Class E	Flexible – commercial, business, services	2506	3,436	+930

Parking details

Car Type	Existing spaces	Proposed spaces	Difference
Car - General	95	0	-95
Car - Disabled accessible	0	4	+4
Cycle Type	Existing spaces	Proposed spaces	Difference
Cycle – long stay	0	294	+294
Cycle – short stay	53	66	+13

EXECUTIVE SUMMARY

- i. The site comprises ten commercial buildings (Plots A-J) (refer to Figure 1 for site layout and development plots) bounded by Highgate Road to the northeast, Sanderson Close to the northwest and Murphy’s Yard to the south and west. All the buildings that make up the site are locally listed with the exception of Plots A and F. The site is located within the Kentish Town Industry Area and covered by two Neighbourhood Plans (Dartmouth Park NP to the north of Carker’s Lane and Kentish Town NP to the south) and the Kentish Town Planning Framework.
- ii. The proposals entail the demolition of plots A and F which are buildings of no or very limited architectural merit. These plots would accommodate new buildings of seven and four storeys (respectively) for largely employment uses. Across the rest of the site, Plots B, E and J would be extended with roof extensions of various forms and heights whilst plot I would retain its mansard form albeit with a minor upwards extension. A new timber entrance pavilion ‘Plot P’ against the flank wall of Plot I would replace an existing security hut.
- iii. The new buildings and extensions represent a contextual response to the scale and language of the host buildings and surrounding area and provide a very high standard of design and finish. A comprehensive landscaping scheme for the existing yard spaces would provide an enhanced public realm with improved biodiversity, drainage and amenity value.
- iv. Assessing the development overall, it is considered that it would preserve the setting of the surrounding conservation areas. Less than substantial harm is identified to Highgate Business Centre, which is a non-designated heritage asset. This derives from the height and proximity of the building proposed for Plot A which competes with the chimney in various views and undermines its historical significance. This impact has been given considerable importance and weight. There are significant public benefits arising from the scheme that are considered to outweigh that harm, as follows:

- Additional employment floorspace of over 16,000 sqm in a designated industry area and refurbishment of existing floorspace which would retain and promote creative industry uses;
 - Provision of over 1,300 sqm of fully fitted out affordable workspace secured in perpetuity;
 - Significant employment and training opportunities during construction and end use phases;
 - A sustainable scheme that meets carbon reduction and renewables targets;
 - The introduction of two new well-designed buildings in place of car parking areas and low-quality buildings;
 - Restoration and enhancement works to locally listed buildings;
 - Enhancement of Carker's Lane, providing a welcoming and generous future route through to Murphy's Yard;
 - Reduction in over 90 car parking spaces and a shift towards more active travel choices through the provision of substantial cycle parking and further improvements via a Travel Plan; and
 - Significant contributions towards the provision of local infrastructure and facilities through CIL, financial contributions in the S106 and public realm improvements.
- v. In conclusion, the proposal represents a significant uplift and improvement of employment floorspace in an accessible area and in accordance with the requirements of policy E2. The development would secure much needed affordable workspace for local businesses and a wide range of further employment benefits including construction phase and end use employment opportunities. The new buildings and extensions have been designed to a high standard and are sensitive to surrounding heritage assets and neighbouring residential occupiers. Whilst there would be less than substantial harm to a non-designated heritage asset and isolated neighbouring amenity impacts, the benefits of the scheme would be significant enough to outweigh these impacts.

OFFICER REPORT

Reason for Referral to Committee:

Major development involving the provision of more than 1,000 sqm of non-residential floorspace (Clause 3(i)); and subject to the completion of a legal agreement for matters which the Director of Economy, Regeneration and Investment does not have delegated authority (Clause 3(iv)).

Referral to the Mayor:

The application would provide more than 15,000 sqm of non-residential development and is therefore referable to the Mayor under the Mayor of London Order 2008. The Mayor has the power to direct the local authority to refuse the application or call in the application for determination.

Environmental Impact Assessment (EIA):

A screening opinion for the proposal was provided by the Council on 13 April 2023 (Ref. 2023/0870/P) which determined that an Environmental Impact Assessment (EIA) was not required as the proposed development did not trigger the thresholds for Schedule 1 Development and whilst it did trigger the threshold for Schedule 2 Development (insofar that it exceeds the threshold of 1 hectares of non dwellinghouse development), the applicant has demonstrated that the development is not likely to have significant effects on the environment as assessed against Schedule 3 of the Regulations. These are the characteristics of the development, location of the development; type and characteristics of the potential impact.

1. SITE AND BACKGROUND

Location

- 1.1 The application site covers an area of approximately 1.1 hectares (11,030 sqm) and is bounded by Highgate Road to the northeast, Sanderson Close to the northwest and Murphy's Yard to the south and west. Carker's Lane provides access into the site from Highgate Road and is terminated by Plot A.
- 1.2 The site comprises ten commercial buildings (plots A-J) that were formerly factories and warehouses throughout the 19th and 20th centuries and are now in predominantly office use with the exception of the ground floor of Plot G which is a restaurant, Plot F which is a gym and car park and Plot A which is a single storey commercial building with car park above. The Kentish Town Planning Framework identifies the site as a cluster of creative businesses from the media communications, fashion, design and manufacturing sectors. This is consistent with Highgate Studio's website branding which markets itself as '*a creative community... home to an eclectic mix of creative individuals and innovative businesses*'.
- 1.3 Plots G, H and J are buildings with long elevations along Highgate Road whilst the other buildings are set further back into the site and largely concealed in public views from Highgate Road. Plots A and B are situated to the south and

north (respectively) of Carker's Lane. Plot I faces onto an internal courtyard space. Plots A, C, D, E and F have elevations that face onto Murphy's Yard, but most are separated by a level change.

- 1.4 The site is not located within a conservation area but comprises 8 locally listed buildings (all buildings except Plots A and F). The site also falls within the Mayor of London's Strategic Viewing Corridor from Kenwood to St Paul's Cathedral. A 'Protected Corridor' and 'Peripheral Corridor' designated under the Kentish Town Neighbourhood Plan crosses the southwestern boundary of the site to Parliament Hill from the area adjacent to Kentish Town Station.
- 1.5 The site is a designated industrial site and is located within the Kentish Town Industry Area which also includes Murphy's Yard to the west. For the purposes of the London Plan, the site is a Locally Significant Industrial Site (LSIS).
- 1.6 The site is split between two Neighbourhood Plan areas, the boundary of which runs along Carker's Lane. Plot A to the south of Carker's Lane falls within the Kentish Town Neighbourhood Plan area whilst the rest of the site to the north of Carker's Lane falls within the Dartmouth Park Neighbourhood Plan area.



Figure 1 – Development plots

Surrounding area

- 1.8 The surrounding area to the north, east and west of the site are predominantly residential in character with a mix of styles but largely Victorian and Georgian terrace typologies. To the west / south-west is Murphy's Yard which is in industrial use and largely yard space with several isolated built structures.

There is currently no connection between the application site and Murphy's Yard. Beyond Murphy's Yard to the south is Regis Road, an industrial estate with a variety of uses and building typologies, largely low-rise 20th century structures with little architectural or historical significance. Further south / south-east is Kentish Town Town Centre that runs along Kentish Town Road which is more commercial in character with residential uses above and on the secondary streets leading off the High Street.

- 1.9 The site is located just outside the Dartmouth Park Conservation Area but is visible from within the conservation area.
- 1.10 On adjacent sites, locally listed buildings include Highgate Business Centre and 39-51 Highgate Road (The Maple Building) to the south and the locomotive sheds at Murphy's Yard to the west.
- 1.11 The closest statutorily listed buildings are to the immediate east of the site fronting Highgate Road, no's 64-70 (even). Further afield to the south, listed buildings include the former Church of St John, no.23 Highgate Road (Grade II); The Forum (built 1934 as a cinema, Grade II); nos.1-7 Highgate Road (c.1786, Grade II); Bull & Gate PH (1871, Grade II); The Assembly House PH (1989, Grade II). To the north of the site are no's. 98-108 Highgate Road (Grade II), late C18 terraced housing which predate the C19 industrialisation of the area.
- 1.12 The site has a Public Transport Accessibility Level (PTAL) rating range of 5 – 6a (highly accessible). The closest stations are Kentish Town, Gospel Oak and Tufnell Park. The site is also adjacent to a bus stop served by services 88 and 214.

2. THE PROPOSAL

2.1 The proposal is for the redevelopment of the Highgate Studios site for the intensification of employment uses (Class E (g)) and complementary flexible Class E uses. The interventions are described at the plot level, as follows:

2.2 Plot A

- Demolition of existing structure and construction of a 7-storey [73m AOD] building including cycle parking at lower ground floor level.
- Provision of roof terraces at 5th and 7th floor levels.
- External cycle store adjacent to building.

2.3 Plot B

- Retention of existing building and upwards extension of 1 storey on south-west of building and 2 storeys on north-east of building constructed in a translucent 'lightweight' material. [61m AOD]

- Demolition of northeast 'bolt-on' core lift and provision of replacement core on northwest elevation
- Biodiverse and blue roof with PV array.
- Internal demolition of mezzanines.
- Alterations to elevations including replacement northeast entrance.
- Provision of cycle store at lower ground level.

2.4 Plot D

- Part demolition of lower ground floor to facilitate new core extension to Plot E.

2.5 Plot E

- Introduction of two storey masonry extension with a further set back metal clad pavilion structure following demolition of rooftop ancillary plant space.
- Provision of rooftop terraces with soft landscaping and biodiverse and blue roof with PVs.
- Two new bolt-on cores to provide lifts and staircase on southeast and northwest elevations constructed in U-channel glazing.

2.6 Plot F

- Demolition of existing single storey building (currently in use as a gym) and car park and construction of 4 storey brick building (plus lower ground floor level) including cycle parking at lower ground floor level.
- Provision of roof terrace.
- Provision of biodiverse and blue roof with PVs.

2.7 Plot I

- Existing mansard roof extended vertically to improve internal heights.

2.8 Plot J

- Construction of single storey rooftop pavilion extension set-back from the existing sawtooth roof profile below.
- Provision of biodiverse and blue roof with PVs.
- Infill of atrium void and first to third floor levels.
- Reconfigured food & beverage space at ground floor level to connect north and south site.

2.9 Construction of a new two-storey timber framed entrance pavilion (Plot P) is proposed at the gable end wall of Plot I replacing the existing security hut. The pavilion includes a reception area and community meeting room at mezzanine level. Affordable access to the local community will be secured through s106 legal agreement.

- 2.10 No works are proposed to Plots C, G and H other than external refurbishment works that can be carried out without the need for planning permission.
- 2.11 Extensive hard and soft landscaping is proposed within the external yard spaces.
- 2.12 The additional floorspace per plot is broken down as follows:

	GIA (sqm)
Plot A	6,745
Plot B	996
Plot C	0
Plot D	0
Plot E	3,905
Plot F	3,338
Plot G	0
Plot H	0
Pot I	0
Plot J	954
Plot P	140
Total	16,078

2.13

Revisions

- 2.14 The following revisions have been made since the application was submitted:
- The incorporation of the substation within Plot F. As submitted, this sat outside of the building envelope and so was sited within the public realm.
 - Amendments to the windows on Plot F to mitigate the perception of overlooking and improve the building's relationship with its context.
 - The addition of a further 60 cycle spaces at lower ground floor level in Plot B.
 - Removal of second lift overrun from roof of Plot A building to improve views from street level.
 - Additional affordable workspace negotiated.

3. ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

- 3.1 A screening opinion for the proposal was provided by the Council on 28/02/2023 which evaluated the potential significant environmental effects in terms of the perceived sensitivity of the local environment and with regard to the criteria set out in schedule 3 of the EIA regulations.

- 3.2 The development is Schedule 2 development as it exceeds the threshold of 1 hectare of non dwelling/house development. However, the submission concluded that any environmental effects associated with the development are unlikely to be significant and could be adequately mitigated by planning conditions and through legal obligations.
- 3.3 As such, the Council adopted the Screening Opinion that an EIA is not warranted in this case.

4. RELEVANT HISTORY

The site

- 4.1 A range of minor planning permissions have been obtained over time for minor design changes or small-scale changes of use. Details of recent upgrade works or significant developments are provided below.
- 4.2 **2022/4761/P** – Replacement of existing single glazed windows with double glazed units across all buildings. **Approved 17/02/2023**
- 4.3 **PE9900567** – Erection of new building on car park to accommodate 20 live/work units and 2 residential flats. **Approved 05/08/1999** *n.b. never implemented*

The area

Murphy's Yard

- 4.4 **2021/3225/P** – ‘Outline planning permission with all matters reserved for the demolition of existing buildings and structures and phased redevelopment comprising 18 development plots including residential units (Class C3), residential institution (Class C2), industrial floorspace within Use Classes E(g)(iii), B2 and B8 general industrial and/or storage floorspace, commercial floorspace (Class E)....’ – **Application for outline planning permission withdrawn 19/05/2022**

5. CONSULTATION

Statutory consultees

Greater London Authority

- 5.1 The GLA's Stage 1 response can be summarised as follows:
- The site is designated LSIS, however the applicant has confirmed the site is currently in non-industrial use. Prior to Stage 2, the LPA should demonstrate the loss of industrial capacity would not have a detrimental impact on industrial land capacity within the borough. The applicant should clarify the affordable workspace offer and, if acceptable, this should be secured by the LPA.

Officer response: The existing site includes a combination of employment uses largely within the creative industries within use class E (g) which includes office and light industrial uses. The proposed development would intensify the existing use. It is not considered reasonable to require industrial uses of B2 and B8 uses to come forward just because it has been designated as LSIS. These uses are not considered compatible with the site and the preference is to intensify employment uses including light industry. The affordable workspace offer is set out in the Land Use section of the report and will be secured by s106 agreement.

- The scheme is not considered to include tall buildings however the Council should confirm this prior to Stage 2. Further information is required on fire safety and inclusive access.

Officer response: the proposal does not contain tall buildings. A Fire Assessment has been provided with the submission and is assessed in 'Fire Strategy'

- The proposed development would not cause harm to the nearby heritage assets and would not have a detrimental impact on strategic views.

Officer response: noted, though officers consider minor harm to be caused to Highgate Business Centre, a non-designated heritage asset.

- GLA Officers support the proposed removal of car parking spaces to make the development car free (excluding blue badge parking). Further information is required on Active Travel Zone assessment and cycle parking. The Council should secure the proposed pedestrian and cycle routes.

Officer response: Noted. The Carker's Lane and Sandrroutes and will be secured as public rights of way via the S106.

- Further information is required on energy; whole life-cycle carbon and circular economy.
- Further information is required on flood risk; drainage and water efficiency.

Officer response: above information has now been received

Historic England

5.2 Historic England does not object to the scheme, but provides the following advice:

- Notes the scheme retains the locally listed buildings in their present form along the edge to the Dartmouth Park Conservation Area and seems broadly sensitive to it. However, note that in some views looking south from

within the conservation area, Block A would compete with the landmark chimney which could affect appreciation of this interesting historical industrial area.

- Note that the new large block A would appear quite prominent in long views from Parliament Hill but that this has only been illustrated in wireline in summer. Given this is an important and formally defined viewpoint, it was recommended that this is rendered in full and shown in both winter and summer views. Once further information was provided to HE, they provided a further response which can be summarised as follows:
 - The new buildings would create relatively large forms in the foreground but they are set fairly low, would be part obscured in summer and would not notably detract from any landmarks. As such, would have only a small impact on this view.
 - Overall, Historic England does not object to the proposal but officers should take the advice into account.

5.3 *Officer response: Less than substantial harm (at the minor end of scale) to the Highgate Business Centre building has been identified for the reasons referred to by HE. Officers agree the scheme to be broadly sensitive to Dartmouth Park Conservation Area.*

Greater London Archaeological Advisory Service

5.4 Advised that considering the proposals with reference to information held in the Greater London Historic Environment Record and made available in connection with this application, the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. No further assessment or conditions are therefore necessary.

Neighbourhood Forums

5.5 The Dartmouth Park Neighbourhood Forum object to the proposal on the following grounds:

- Consider the proposals for all the plots acceptable in terms of scale and appearance and would be in keeping with the local context, with the exception of Plot F due to its scale and massing.
- Plot F fails to respect the scale and layout of Carol and Sanderson Close housing estate. At the lower end of Sanderson Close, the Plot F block would rise five storeys plus a roof terrace and would overlook rows of two storey houses with gardens, the nearest of which would be about 25m from the facade of the building. This would result in a loss of privacy and overshadowing for these residents.

5.6 *Officer response: The detailed design of Plot F has been amended in response to concerns. Officers do not consider it will lead to harmful overlooking or overshadowing. This is discussed in detail in the Amenity section of the report.*

- 5.7 The Kentish Town Neighbourhood Forum did not submit a representation to the application.

Ward Councillors

- 5.8 Objections were received from Councillor Slater and Councillor McNamara covering the following issues:

- Overall, supportive of the intention of Highgate Studios in making the development greener and more open, providing potential connections to Murphy's Yard, and improving the provision of office space for the area – including affordable workspace, which is much needed in Kentish Town.
- Also welcomed the discussions had with the owners to ask for more cycle storage and are pleased to see this being reflected in the plans, though the applicant is encouraged to make this available at low or no cost to local residents given the high demand for safe cycle storage in this area.
- No objection to the plans for Plots B, C, D, E, G, H, I, J and for the entrance pavilion at Plot P. However, would like the applicants to address the concerns made by the Metropolitan Police in their objection and ask the Planning Committee to adopt their reasonable recommendations.
- Main objection is to Plot F. Specifically, the impact of the proposed building on overlooking properties and gardens on Sanderson Close and noise from the roof terrace. Request that the Planning committee include conditions to restrict the hours of use of the roof terrace to mitigate impacts on neighbouring amenity; and to provide frosted or restricted view windows on the side of the building facing Sanderson Close to mitigate overlooking of residential properties.
- Construction Management Plan should input from neighbourhood groups.
- Consider the retention of the gym.
- Supportive of Plot A building over underused carpark. However, concerned with the height of the proposed building, being two storeys taller than the adjacent Business Centre and the impacts this will have on the Maple Building Residents in terms of amenity and overlooking.

- 5.9 Officer response:

- *The long-stay cycle provision would be for employees only. Allowing residents access to cycle stores within any private commercial building is not practical.*
- *Recommendations from the Met Police involve gating the site at night which is not an approach officers consider compatible with high quality placemaking and design. Softer measures like lighting and surveillance will be incorporated.*
- *A condition will apply to the roof terraces to prevent their use outside of the hours of 8am-8pm.*
- *Construction Management Plan will include a Construction Working Group including local residents.*

- *It is the applicant's intention to retain a gym use and efforts to reprovide will be secured by the Use Plan.*
- *Plot A would be located sufficient distance from The Maple Building for there to be no harmful overlooking. Please refer to Amenity section of report.*

Local groups

Conservation Area Advisory Committee

5.10 Dartmouth Park Conservation Area Advisory Committee have objected on the following grounds:

- The proposed building on Plot F on Sanderson Close would be clearly visible from the CA and would impact on the setting of the CA.
- It is monolithic in size and massing, bland in appearance, contrasting with the local red brick buildings, and without architectural ambition.
- It neither preserves or enhances the character and appearance of the CA.
- Support is shown to the many objections already expressed on the detrimental effect the building will have to the amenity of residents of the Carrol and Sanderson housing estate.
- The construction traffic on Highgate Road will cause traffic jams and congestion on an already busy road.
- The CMP is only outline and lacks any reassurance to the local community that dust, noise and vibration will be sufficiently mitigated. There will be potential harmful health effects from air pollution, especially in the demolition phase, and construction noise and vibration.
- Vibration from heavy construction traffic on an already poorly surfaced road could cause potential structural harm to the two early 19th century listed building at Nos. 68 and 70 Highgate Road within the Conservation area. It is requested that structural effects are monitored and indemnified.
- Proposals across site to increase greenery and create amenity for tenants and the local community are welcomed.

Officer response:

- *The building at Plot F would be well set back from Highgate Road.*
- *No harm is found to the Dartmouth Park Conservation Area by virtue of the very limited views of the proposed development from the conservation area as a whole and because the industrial buildings form a different character area separate to the Highgate Road sub-area of the conservation area. No views that the proposal impacts are referenced in the CAAMS as being important.*
- *A full detailed CMP will be secured by Section 106 and prepared by the appointed contractor. It will aim to mitigate impact of construction on traffic, noise and vibration amongst other factors.*

Carrol and Sanderson Close Tenant and Resident Association

5.11 Objection covering the following issues:

- The development has failed to take into account any feedback from the TRA and has not included this within the Statement of Community Involvement.
- Proposed Plot F has poor design values and is of monolithic nature. The height will tower over existing state homes due to the topography of the land.
- In combination with other proposals in the area, the current application would result in overdevelopment of the area.
- Construction impacts and disruption to residents would be long term and unacceptable. Specifically, increased noise and dust and traffic congestion.
- Proposed Plot F would overlook existing homes and gardens from offices and the roof terrace, reducing privacy for residents.
- Proposed Plot F would crowd and overshadow the estate resulting in loss of light to home and gardens.
- Sustainability aspects of the proposal lack ambition.
- Increased footfall and noise in the area resulting from the new development, especially during office hours.
- The proposed community benefits of the development are undeveloped in concept and the added value is unclear.
- The proposal would obscure the historic sawtooth skyline of Plot J
- Impacts of the development on the mental and physical health and wellbeing of residents in terms of stress, noise, traffic and dust during construction, and reduction in quality of life due to overdevelopment of the site.

5.12 Officer response:

- *Design amendments have been carried out to Plot F to reduce and break down the scale of glazing to the windows facing the residential properties. At ground plus three storeys, the building is consistent with or of less height than surrounding buildings on site.*
- *The impact on residential amenity from Plot F is considered acceptable and is discussed in detail in the Amenity section of the report.*
- *The roof extension on Plot J has been designed as a quiet backdrop to the distinctive sawtooth roofline which would remain prominent.*
- *The development largely achieves relevant policy targets for energy and sustainability and planning obligations will push for improvements to renewables.*
- *For a discussion of community benefits, refer to the report's conclusion which includes an overview of public benefits.*
- *The increased footfall and construction impacts will be mitigated by planning obligations, including a pedestrian, cyclist and environmental*

improvements contribution (PCE) and a Construction Management Plan (CMP).

Adjoining occupiers

- 5.13 The site notices were displayed around the site, one outside 1 Carrol Close, one outside 62 Highgate Road and one Carker's lane. The site notices were displayed on 17/05/2023 until 10/06/2023 and the application was advertised in the local newspaper on 18/05/2023 until 11/06/2023.
- 5.14 Objections were received from at least 28 local households and 17 other comments were received. The objections received are on the Council's website. The key issues raised are summarised below.

Design and Heritage

- The proposed height of the building is excessive.
- Block F fails to respect the surrounding context. The proposed height would tower over houses on the adjacent estate.
- The scale of Plots A and B is out of keeping and detracts from the chimney on the Business Centre.
- The height of the buildings will appear overbearing and loom over the adjoining residential estate. The height should be reduced.
- The gap between Plots E and J is too narrow and will create a dark alleyway.
- The proposal would result in overdevelopment of the site.
- The proposal is unsympathetic to the character of Kentish Town.
- Monolithic design which lacks imagination.
- The development should be setback further into the site away from the pavement.
- There is an inaccurate view in the HTVIA (Section 7, 7.26, View 7) is not taken from crossroads of Lady Somerset and Burghley Roads, but from the junction of Lady Somerset and Evangelist Roads, which is nearer to the development. It is likely that the view from the crossroads would show greater bulk of the new extensions to Plots E and I. Therefore, this view as shown in the document is unrepresentative and would have more negative impact than indicated.

Officer response: Full discussion on design and heritage matters are provided in the relevant 'urban design' and 'heritage' sections of the report. In summary, officers acknowledge the height of Plot A with regards to surrounding townscape and non-designated heritage assets but consider the minor harm is outweighed by public benefits of the scheme. Overall, the architecture is considered to be contextual and of a high quality.

Neighbouring amenity

- Impacts of construction works and traffic on residents of Highgate Road, including noise and vibration, disturbance and pollution (air quality and dust).
- Reduction of light received by adjoining neighbours due to increased height of the proposed buildings.
- Increase of noise, especially from the proposed roof terrace.
- Proposed block F would overlook adjoining houses and gardens from the office and roof terrace.
- Overlooking of Maple Building residents due to height of proposed buildings.
- Light pollution impacts on neighbouring amenity.

Officer response: The impact on daylight, overshadowing and privacy is considered within acceptable limits. Minor harm with respect to loss of daylight is identified to several windows associated with properties on Sanderson Close. Terrace areas shall be subject to an hours of use condition. Please refer to 'Amenity' section of the report for full discussion.

Transport

- Increased traffic congestion during construction.
- Concerns regarding site access during construction. There is only one access which may be blocked for emergency vehicles trying to enter the site during construction works.
- The increased construction traffic may negatively impact the bus services on Highgate Road.
- Conflict between vehicles access and construction traffic causing traffic to back up on Sanderson Close and Highgate Road.
- Parking problems will be exacerbated.
- Increased pedestrian traffic on a narrow pavement.
- Increase traffic congestion and bottlenecking at the Highgate Road and Gordon House Road intersection.

Officer response: A Construction Management Plan is secured by s106 agreement to mitigate highway and amenity impacts during the construction period, as well as manage issues around access. This will include a requirement to form a Community Working Group. The development removes on-site car parking spaces and will be secured as car-free so employees cannot obtain on-street parking permits.

Other

- The new building does not include any facilities for youth.
- The proposal provides no benefit to the community or community spaces.
- Loss of the gym is not supported.
- Lack of consultation with adjoining neighbours by the developer.

- Insufficient public infrastructure to support the site.

Officer response: The applicant intends to re-provide the gym and the flexible Class E space will be subject to a Use Plan to ensure it is maintained and responsive to local needs.

6. POLICY

National and regional policy and guidance

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

[Draft NPPF \(2024\)](#)

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

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

GG1 Building strong and inclusive communities

GG2 Making the best use of land

GG3 Creating a healthy city

GG5 Growing a good economy

GG6 Increasing efficiency and resilience

D2 Infrastructure requirements for sustainable densities

D3 Optimising site capacity through the design led approach

D4 Delivering good design

D5 Inclusive design

D8 Public realm

D11 Safety, security and resilience to emergency

D12 Fire safety

D14 Noise

E1 Offices

E2 Providing suitable business space

E3 Affordable workspace

E11 Skills and opportunities for all

HC1 Heritage conservation and growth

HC3 Strategic and local views

HC4 London views management framework

G4 Open space

G5 Urban greening

G6 Biodiversity and access to nature

G7 Trees and woodland

SI1 Improving air quality

SI2 Minimising greenhouse gas emissions

SI3 Energy infrastructure

SI4 Managing heat risk

SI5 Water infrastructure

SI6 Digital connectivity infrastructure

SI7 Reducing waste and supporting the circular economy

SI12 Flood risk management

SI13 Sustainable drainage

T1 Strategic approach to transport

T2 Healthy Streets

T3 Transport capacity, connectivity and safeguarding
T4 Assessing and mitigating transport impacts
T5 Cycling
T6 Car parking
T7 Deliveries, servicing and construction
T9 Funding transport infrastructure through planning
FF1 Delivery of the plan and planning obligations

[London Plan Guidance](#)

Local policy and guidance

Camden Local Plan (2017) (CLP)

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

[Policy H2 Maximising the supply of self-contained housing from mixed-use schemes](#)

[Policy C1 Health and wellbeing](#)

[Policy C2 Community facilities](#)

[Policy C3 Culture and leisure facilities](#)

[Policy C5 Safety and security](#)

[Policy C6 Access for all](#)

[Policy E1 Economic development](#)

[Policy E2 Employment premises and sites](#)

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

[Policy A2 Open space](#)

[Policy A3 Biodiversity](#)

[Policy A4 Noise and vibration](#)

[Policy A5 Basements](#)

[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](#)

Neighbourhood Plans

6.1 [Dartmouth Park Neighbourhood Plan \(2020\)](#)

[DC1 Enhancing the sense of place](#)

[DC2 Heritage assets](#)

[DC3 Requirement for good design](#)

[CE4 Supporting employment activities](#)

[ES3 Biodiversity](#)

[ES4 Energy Efficiency](#)

[TS1 Safety and accessibility for pedestrians and cyclists](#)
[TS2 Cycling improvements](#)
[TS3 Traffic reduction](#)

6.2 [Kentish Town Neighbourhood Plan \(2016\)](#)

[D3 Design Principles](#)
[D4 Non-designated heritage assets](#)
[SP2 Kentish Town Potential Development Area \(KTPDA\)](#)
[SP2a KTPDA General development criteria](#)
[GO3 Biodiverse habitats](#)

Supplementary Planning Documents and Guidance

Most relevant Camden Planning Guidance (CPGs):

[Access for All CPG - March 2019](#)
[Adverts CPG - March 2018](#)
[Air Quality - January 2021](#)
[Amenity - January 2021](#)
[Basements - January 2021](#)
[Biodiversity CPG - March 2018](#)
[Community uses, leisure and pubs - January 2021](#)
[Design - January 2021](#)
[Developer Contribution CPG - March 2019](#)
[Digital Infrastructure CPG - March 2018](#)
[Employment sites and business premises - January 2021](#)
[Energy efficiency and adaptation - January 2021](#)
[Planning for health and wellbeing - January 2021](#)
[Public open space - January 2021](#)
[Transport - January 2021](#)
[Trees CPG - March 2019](#)
[Water and flooding CPG - March 2019](#)

Other guidance:

- [Dartmouth Park Conservation Area appraisal and management strategy \(2009\)](#)
- [Kentish Town Planning Framework \(2021\)](#)

Draft Camden Local Plan (DCLP)

The Council has published a new [Draft Camden Local Plan](#) (incorporating Site Allocations) for consultation (DCLP). The consultation closed on 13 March 2024. The DCLP is a material consideration 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).

7. ASSESSMENT

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

8	LAND USE
9	EMPLOYMENT AND TRAINING
10	URBAN DESIGN AND LANDSCAPING
11	HERITAGE
12	IMPACT ON NEIGHBOURING AMENITY
13	PUBLIC OPEN SPACE AND BIODIVERSITY
14	SUSTAINABILITY AND ENERGY
15	WATER AND FLOODING
16	AIR QUALITY
17	LAND CONTAMINATION
18	BASEMENT CONSIDERATIONS
19	MICROCLIMATE
20	TRANSPORT AND HIGHWAYS
20	HEALTH & WELLBEING
22	FIRE STRATEGY
23	SAFETY AND SECURITY
24	REFUSE & RECYCLING
25	PLANNING OBLIGATIONS
26	COMMUNITY INFRASTRUCTURE LEVY

8. LAND USE

- 8.1 Policy G1 of the Local Plan sets out how the Council will create conditions for growth to deliver homes, jobs and infrastructure by supporting development that makes the best use of the site, providing a mix of uses in accessible parts of the borough to deliver 16,800 new homes, 695,000sqm of new office floorspace and 30,000sqm of new retail floorspace by 2031. G1 anticipates growth to be delivered across the whole Borough, but particularly in highly accessible locations. With a PTAL rating of between 5 - 6a, the site is highly accessible.
- 8.2 The proposal involves a substantial uplift of c.16,000 sqm of employment floorspace (Class E (g)) as well as the refurbishment and upgrade of existing

floorspace (c. 20,500 sqm). A proportion (13%) of the new employment space shall be secured at affordable rent (50% market rent) in perpetuity.

- 8.3 In addition to employment floorspace, the proposals includes an additional 930 sqm of flexible Class E floorspace to complement the Class E (g) use. This will be located at the lower ground floor levels of Plots A and F. This is in addition to the retained gym and café uses in plots E and J respectively. It will be managed by a Use Plan which will seek to ensure the space is retained and available to the local community, both Highgate Studio employees and local residents.
- 8.4 A community space is also proposed in the new entrance pavilion building. This would be ancillary to the Class E (g) though accessible to the general public and its operation will also be covered by the Use Plan.
- 8.5 It is noted that the encouragement or requirement to include self-contained housing as part of a mixed-use development under policies H2 and E2 (respectively) does not apply to the site given its location within the Kentish Town Industry Area and the prioritisation of employment uses.

Provision of employment floorspace (Class E (g))

- 8.6 The proposal would provide 16,078 sqm of additional employment floorspace across two new buildings and extensions to existing commercial buildings. Existing Class E (g) floorspace within those buildings being extended would also be upgraded and refurbished (c.20,500 sqm). The use class sought is Class E (g) which comprises offices; research and development; and any industrial use that can be carried out in a residential area without detriment to amenity.
- 8.7 London Plan Policy GG2(C) sets out that development should proactively explore the potential to intensify the use of land to support additional workspaces, promoting higher density development, particularly in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling. London Plan Policy GG2(D) highlights that proposals should use a design-led approach to determine the optimum development capacity of sites. London Plan Policy D3 requires all development to make the best use of land by following a design-led approach that optimises the capacity of sites. LP policy E7 relates to industrial intensification and co-location, with part A providing approaches to intensification (e.g higher plot ratios, development of multi-storey schemes) and part C ensuring that mixed-use or residential development does not compromise the continued operation of industry. LP policy E6 (Locally Significant Industrial Sites) emphasises the inclusion of flexible space suitable for SMEs.
- 8.8 Policy E1 of the Local Plan supports the provision of a range of business and employment floorspace including the intensification of existing employment sites where additional employment benefits are involved. Policy E2 of the Local

Plan reiterates that sites which are suitable for business use will be protected and the intensification of employment uses will be supported provided they are maintained or increased. Policy E2, together with its supporting text, goes on to state that where premises or sites are suitable for continued business use, the Council will consider higher intensity redevelopment schemes which:

- improve functional efficiency;
- maintain or, preferably, increase the amount of employment floorspace and number of jobs;
- provide other priority uses, such as housing, community facilities and open space where this would not prejudice the continued operation of businesses on the site;
- retain existing businesses that desire to remain on the site;
- employment floorspace should be designed flexibly to accommodate a range of business types and sizes, in particular small and medium-sized enterprises (SMEs) and businesses in growth sectors such as the creative industries.

8.9 With respect to the above, the proposals would improve the efficiency of the buildings, introducing improved permeability between the north and south of the site, providing new cores and allowing for step-free access throughout the existing and proposed buildings. The employment floorspace would be substantially increased by c.16,000 sqm, or the equivalent of c.1,300 jobs (based on average employment density of 1 job per 12 sqm). In terms of other priority uses, no housing is included in the proposal mainly because the site is a designated Industry Area, designated as such due to its concentration of employment floorspace and absence of housing, but also because the site has a business campus character and housing would feel at odds with this. It is noted that housing will be provided as part of an industry/employment-led development at the adjacent Murphy's site. It is the applicant's intention to retain existing businesses on site and at the time of writing, works of landscaping and window replacement (to improve energy efficiency) are planned or commenced with a view to encourage existing tenants to remain on site. In terms of flexibility of accommodation, Category A offices of various configurations and sizes will be provided including 1,342 sqm of affordable accommodation dedicated to SMEs which will be fully fitted out.

8.10 The site falls within the Kentish Town Industry Area which is safeguarded by policy E2 of the Camden Local Plan. Paragraph 5.46 describes it as '*a large area with a mix of industrial uses and no housing, making it particularly suited for continued industrial employment use*' and at paragraph 5.46 states that it will '*retain the Kentish Town Industry Area for industrial and warehousing uses as set out in Policy E1 Economic development, by resisting any proposals that would lead to the loss of [industrial uses]...The Council will consider higher intensity redevelopment proposals for [industrial employment uses]*.'

Redevelopment proposals for the Industry Area will be assessed in accordance with Policy E2’.

- 8.11 Whilst the policy and supporting text refers to industry and industrial uses, the existing buildings are predominantly used as offices and production studios associated with the creative sector. Examples of companies occupying the space include a video production company, an architecture firm, a software company and a media communication agency. The uplift in Class E (g) floorspace therefore aligns with the existing uses on site and would not compromise their continued operation. The adjacent site ‘Murphy’s Yard’ makes up the rest of the Kentish Town Industry Area and has a B2 (general industry) use class. Here, the Council will ensure that future redevelopment proposals retain the existing industrial use alongside other priority uses including housing.
- 8.12 Condition 37 will restrict the additional floorspace (with the exception of the flexible Class E floorspace which is annotated on the plans) as Class E (g) and remove permitted development rights.

Affordable workspace

- 8.13 LP policy E1 (part G) sets out that developments comprising office floorspace should consider the need for a range of suitable workspace including lower cost and affordable workspace to support the growth of new start-up companies and to accommodate SMEs, including lower-cost and affordable business space.
- 8.14 CLP policy E1 harnesses benefits for local residents and businesses and seeks to maintain premises suitable for firms of differing sizes and resources. whilst policy E2 supports the intensification of employment sites provided that the proposed development includes floorspace suitable for start-ups and SMEs, such as affordable managed workspace. At a local level, policy CE4 of the Dartmouth Park Neighbourhood Plan supports the provision of affordable workspaces.
- 8.15 In relation to the creative industries particularly, policy E1 recognises that the variety and richness of Camden’s cultural and creative offer relies on the availability of small affordable accommodation, and states that the Council will continue to support the growth of the sector by promoting the provision of a range of premises.
- 8.16 Recognising that all development proposals involve a unique set of considerations, there is no prescribed approach to affordability and so it is negotiated on a case-by-case basis.
- 8.17 The affordable workspace offer is 13.5% of the uplift (9,810 sqm excluding ancillary facilities) which is 1,324 sqm. This would be offered at 50% discounted market rent which would be secured in perpetuity, or for the

meaningful life of the building via the s106 agreement. In terms of location, this would be provided in Plot F at ground, first and second floor levels and would be fully fitted out ready for an occupier to move into. The affordable workspace would be managed by General People (a sister company to the developer, General Projects) who have a track record in managing affordable workspace in other London Boroughs and examples of existing workspace has been provided to evidence this. The affordable workspace would be secured by s106 together with the affordable workspace operator and an affordable workspace strategy.

- 8.18 Officers consider the affordable workspace offer to be proportionate to the size and nature of the scheme as a whole. Whilst the CPG defines affordability in the context of previous schemes, giving examples of 20% of the workspace provided at 50% rents or an element of the floorspace provided at a peppercorn rent, the affordable workspace in this case would be provided in perpetuity which offsets the lower proportion.
- 8.19 In addition to the affordable workspace, a community space would be provided in the new entrance pavilion at mezzanine level. The applicant has agreed to make this space available to local residents and community uses at a peppercorn level of rent during certain times when the wider site is in less use i.e. after hours and weekends. During the week it will also be available for hire by the community though not at a reduced rent. Details of how this will be managed, including hire fees, will be secured by the Use Plan in the section 106.
- 8.20 The affordable workspace is a significant benefit of the scheme that will provide much needed space for start-up businesses and SMEs.

Provision of flexible Class E

- 8.21 There is an existing creche, gym and café on site which are available for use by the general public. To support the employment uses and to offer some diversity of use, a further 930 sqm of flexible Class E is proposed, which – according to the applicant - is likely to be used as a café, bar and creche. It is the applicant's intention to retain and relocate the gym use to the lower ground floor level of Plot E. To ensure this is brought forward, the requirement to adequately market a space for a gym would be secured by the Use Plan. This is supported by policy C3 which seeks to protect leisure facilities and where such facility is lost or not re-provided, it must be demonstrated that there is no longer a demand.
- 8.22 Whilst outside of the Town Centre, there are various retail, food and drink uses in the immediate area and the scale is considered appropriate to the uplift in employment floorspace and would avoid competing with the offer in Kentish Town Town Centre.

- 8.23 Policy TC1 seeks to distribute retail uses and other town centre uses largely within growth areas, Town Centres and Neighbourhood Centres but recognises need for 'appropriate provision' of small shops outside of centres to meet local needs. In this case, the Class E provision is designed to meet the needs of the office workers rather than compete with the existing offer of Kentish Town Town Centre. The scale of the proposed flexible Class E is considered appropriate.

9. EMPLOYMENT AND TRAINING

- 9.1 By virtue of the scale of the scheme and because the proposed land uses are all commercial, the proposed development would generate significant increased employment opportunities during construction and operational phases. To ensure local people benefit from these opportunities in line with CLP policy E1, the following obligations have been negotiated and will be secured by Section 106 agreement.

Opportunities during construction

- 9.2 Apprenticeships - the applicant will be expected to recruit a construction apprentice, paid at least London Living Wage, for every £3million of build costs with a support fee of £1,700 per apprentice as per section 63 of the Employment sites and business premises CPG. Recruitment of construction apprentices should be conducted through the Council's Euston Skills Centre (moved to a new location hence a new name). With an estimated build cost of £51 million, this would be 17 construction apprentices and a £28,900 support fee.
- 9.3 Construction Work Experience Placements - the applicant will provide 32 construction work placement opportunities (one placement per 500 sqm of employment floorspace), of not less than 2 weeks to be undertaken over the course of the development construction. This would be recruited through the Council's Euston Skills Centre, as per section 69 of CPG Employment sites and business premises.
- 9.4 Local Recruitment - the applicant will work with the Euston Skills Centre to recruit to vacancies, targeting 20% local recruitment, advertising with Camden for no less than a week before the roles are advertised more widely.
- 9.5 Local Procurement - the applicant will also sign up to the Camden Local Procurement Code, as per section 61 of the Employment sites and business premises CPG. This sets a target of 10% of the total value of the construction contract, which aligns with the applicant's Employment and Training Strategy and its focus on the local area.

Opportunities post construction – End User

- 9.6 There are a number of end-use employment opportunities associated with the scheme given the employment uses proposed. Based on the scale of the

scheme and the number of total job opportunities, 3 apprenticeships are sought on a 5-year rolling basis.

9.7 The developer has also committed to ensuring the site offers local employment benefits in the long term by:

- Working with Camden Learning/STEAM on school engagement and with their commercial occupiers to offer work experience placements.
- Joining the Council's Inclusive Business Network and promoting this and good employment practice.
- Working with the Council to deliver work experience placements.
- Working with Good Work Camden/the Council's Inclusive Economy Service to recruit to vacancies locally with Good Work Camden/the Council's Inclusive Economy Service
- Working with Good Work Camden/the Council's Inclusive Economy Service to offer specific opportunities to those furthest from the labour market.

9.8 The aforementioned benefits would be secured through s106 agreement within a post-construction employment and training plan.

9.9 For larger commercial developments, the Council will seek to negotiate a section 106 contribution to support initiatives which create and promote employment and training opportunities and to support local procurement initiatives in Camden in accordance with section 73 of CPG Employment sites and business premises. This is calculated as follows:

16078 sqm (net increase in floor space - sqm GIA) / **12sqm** (space requirement per full time employee) = 1340 full time jobs created

1340 x 21% (% of Camden residents who work in Camden) = 281 jobs for Camden residents

281 x 35% (% of employees requiring training) = 98 employees who need training

98 x £3,995 (£ per employee requiring training) = £391,510.

9.10 A financial contribution of £391,510 would be secured through a s106 agreement.

9.11 The employment and training offer, taken together with the affordable workspace, are considered a substantial public benefit that is given considerable weight in the planning balance.

10. URBAN DESIGN

10.1 London Plan policies D3, D4, D5, D8, and D9 and Camden Local Plan policies D1, D2 and CPG Design are relevant to the consideration of design when assessing planning applications. At a local level, policies D3 and SP2 of the

Kentish Town Neighbourhood Plan and policies DC1, DC2 and DC3 of the Dartmouth Park Neighbourhood Plan are all relevant.

Existing site

- 10.2 Highgate Studios is a characterful complex of industrial warehouses home to a cluster of creative businesses. The existing yards have evolved out of the incremental development of the site and are a key component of the architectural and historic interest of the site (refer to Heritage section of the report for information on its historic development). However, they are currently very underutilised and are dominated by car parking and a lack of greenery.
- 10.3 There are two access points into the site: Carker's Lane and Sanderson Close; with no connection currently between them. Primary access into the site is via Carker's Lane. There is surface car parking along the southern side of Carker's Lane leading to a more formal car park on the roof of a single storey building (Plot A) which terminates Carker's Lane. There is a small security booth and refuse enclosure on the northern side of Carker's Lane, both of which are functional, but add to the incoherence of the public realm around the site. Further bollards and railings add to the clutter. A second dedicated surface level car park is accessed from Sanderson's Close (Plot F).
- 10.4 Officers consider that there is an opportunity to improve the quality, accessibility and biodiversity of the site through:
- landscape improvements to the yard spaces around the buildings;
 - a better arrival experience and improved legibility across the site;
 - improvements and future-proofing of routes through the Murphy's Yard development area;
 - sensitive additions to the current fabric that respect the history and development of the site; and
 - the refurbishment and continued provision of sustainable and flexible commercial space.

Design response

- 10.5 The proposed development is for a series of roof extensions across several plots and two new buildings. New routes are created through the site allowing for generous and welcoming future links to Murphy's Yard as well as new landscape proposals across the entire site that will increase greening and create amenity space for tenants and the local community.



Image 1 – CGI of improved Carker's Lane

Site layout and ground floor

- 10.6 Proposals seek to link the north and south sides of the site to improve permeability and to provide potential future links to the Murphy's Yard site. Wayfinding will be improved through new building entrances and a new entrance pavilion. New hard and soft landscaping is proposed to improve the public realm and create different landscape characters to provide better external amenity for the building occupants and local community.
- 10.7 The proposals seek to future proof the site to facilitate the future development of Murphy's Yard and to make the site more outward looking than the existing situation. This will be secured through a clause in the s106 agreement. New entrances and active uses will activate and enliven the extension of Carker's Lane and the new frontage to Sanderson Close, humanising these important future routes.

Plot A

- 10.8 Plot A currently comprises a single storey building at lower ground level with a rooftop car park, accessed by a ramp which lies at the western end of Carker's Lane. The building is currently empty and has been remodelled several times. It is not included on the local list.
- 10.9 Proposals for this plot involve the demolition of the existing car park structure and its replacement with a commercial building of 8 storeys with rooftop plant

enclosure and terrace. The new building would form the southern edge of Carker's Lane which would extend to the Murphy's Yard boundary, future-proofing access into this development site. The provision of a route into Murphy's Yard is a key design move, supported in key policy and guidance documents including policy KT3 (Murphy's Yard Site Allocation) of the draft new Camden Local Plan and the Kentish Town Planning Framework and is welcomed as part of these proposals.



Image 2 - CGI of Plot A building

- 10.10 The massing of the building has been determined by its relationships with the buildings around it. The northeastern corner of the building has been cut out to create space around the adjacent historic chimney (belonging to Highgate Business Centre) and ensure that this can still be viewed in the round as the industrial area's most recognisable feature. Further up the building the upper storeys step back on western elevations to create terraces and align with datums of neighbouring buildings. The overall height of the building is considered to visually compete with the chimney, which loses its status as the tallest structure in certain longer views, including from the junction of Highgate Road and Chetwynd Road. The impact on this building is discussed in more detail in the heritage section of the report which concludes less than substantial harm at the lower end of the scale.
- 10.11 The building line carries through from the Highgate Business Centre and Maple Building in order to create sufficient width to the new route for it to feel safe,

provide some landscaping and allow good views up and down Carker's lane from Highgate Road and Murphy's Yard to help with safety, legibility and to maintain views of the historic chimney. The positive engagement of this with activity along the route through openable doors, windows and an engaging interface will determine the success of this route and are crucial at the next stage of detailed design. The building core and reception is positioned at the plot's northern corner where it is visible from the entry point to the site helping to improve legibility across the site.

- 10.12 The material palette proposed consists of a red brick as the primary facing material, which is in character with the existing industrial warehouses. Wide window bays are given detail and scale through the incorporation of high-level glass bricks. High quality materials have been selected and as with all the new buildings and extensions, these will be secured by condition 9.

Plot B

- 10.13 Plot B was built circa 1893-6 as part of the Bottling Factory complex and has since had several piecemeal alterations and demolitions. The northern part of the building is four storeys, with the lower ground floor the only remaining original part of the building. The southern part of the building is two storeys. Its ground floor level is with Murphy's Yard on its southwestern boundary, and due to the fall of the land is barely legible when viewed from Carker's Lane.
- 10.14 Where many of the buildings in the Studios are not visible from surrounding streets, this building is highly visible from Highgate Road and can be seen as a standalone building where many of the others interlock. The current building is unremarkable in the way it presents itself towards Carker's Lane, with the northern elevation suffering from later additions which detract from the legibility of the building and public realm. Proposals to celebrate the building with a lightweight two storey extension providing a dynamic counterpoint to the historic building below are therefore supported. A new entrance in the northern elevation providing a more legible and engaging frontage to the building is a welcome part of the proposals.



Image 3 - CGI of Plot B and entrance pavilion

10.15 To the rear, a single additional masonry storey is proposed in the same language of the existing building, which maintains the character. Additional openings are proposed at the lower ground floor to address and activate the northern side of the new Carker's Lane route to Murphy's Yard.

Plot E

10.16 Plot E was built in the late 1950s as part of the western expansion of the Shand Kydd factory, with an additional storey added in the 1960s. It is a four-storey masonry building and is partially painted to the northern elevation.

10.17 The proposal for Plot E introduces a two-storey masonry extension with a further set-back single storey rooftop pavilion and rooftop terrace providing amenity space for tenants. The massing of the extension is sympathetic to the existing building and is supported. A new lift and stair core is proposed on the south elevation to improve the entrance and vertical circulation to this building which is currently compromised.

10.18 The proposed palette of materials comprises brickwork to match the existing brick facade, reconstituted stone cills and soffits and a dark-toned metal pavilion on top in contrast with the rest of the building. The combination of materials is contextually appropriate while adding a subtle contemporary set back roof pavilion.

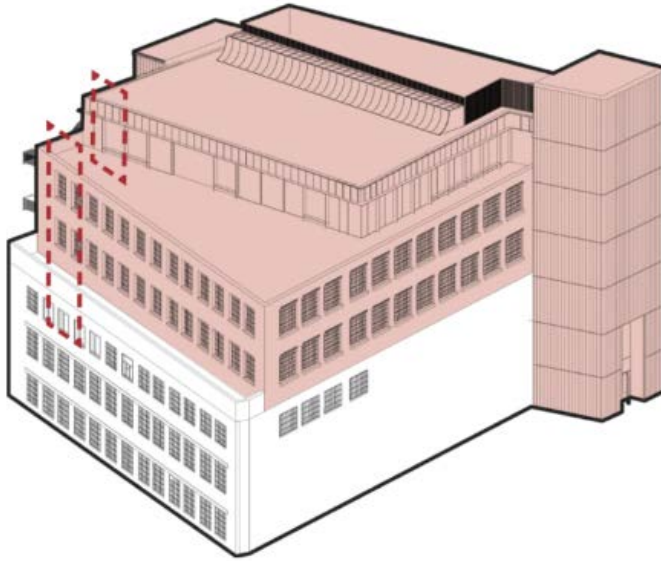


Image 4 - axo visual of Plot E extension



Image 5 - Plot E roof extension (two storeys plus rooftop pavillion)

Plot F

10.19 Plot F was built in 1955 and comprises a single storey, flat-roofed, low quality structure that overlooks a hardstanding area of car parking. Below this is an existing area of lower ground floor which is revealed as Sanderson Close slopes down towards Murphy's Yard.

10.20 The proposed building replaces the single storey building and car park. It is five storeys with plant enclosure above and mediates a full storey level change along the northern elevation as Sanderson Close drops down into Murphy's Yard. A commercial unit with entrances from Murphy's Yard and activity along this frontage are an important part of the design of this new building, offering an open frontage onto this future development site.

10.21 The setting back of the building line along Sanderson Close is welcomed and important in helping to create a more welcoming route into Murphy's Yard, which will become a key route in and out of this development area. The integration of a substation into the ground floor is also supported along with measures that help to create a safe and engaging ground floor frontage on Sanderson Close which will be crucial for this primary route into the new growth area. Though overall a high-quality building, officers sought to negotiate further improvements and consider there is a missed opportunity for it to better respond to the fall of the site through, for example, stepped internal floor levels or double height spaces which would provide more interest and activity along this key route. Nonetheless, officers consider that the scheme as a whole is of high quality with good public benefits and on balance this building is also supported.



Image 6 - Plot F building

Plot I

10.22 Proposals here are to extend the top storey upwards by approximately 1m to improve internal accommodation. The distinctive mansard form would be retained. The principle of this is supported.



Image 7 - retained and extended mansard roof form

Plot J

- 10.23 Plots G, H and J were built between the 1920s and 1950s facing Highgate Road as part of the wallpaper factory by Shand Kydd. Plot J can be read in two parts: the front-facing Highgate Road, between Plots G and H, and the rear part, which has the distinctive saw tooth roof profile and extends westwards towards Plot E.
- 10.24 The proposal comprises a single storey roof extension which sits behind the saw tooth roof profile, which is a distinctive feature of the Highgate Studios. The proposals have been set back to give prominence to the historic sawtooth parapet profile of the host building below. Setbacks and breaks in the rooftop forms create opportunities for greening and external amenity. Taken on balance together with the design of the other elements of the scheme, the proposals here are acceptable.



Image 8 - Plot J extension

Plot P

- 10.25 A new entrance pavilion (see Image 3 above) is proposed to replace the existing security hut at the arrival point via Carker's Lane. The proposed pavilion will abutt the gable wall of Plot I, in the location of a historic ground floor extension demolished at the end of the 20th century. The principle of a new structure in this location is supported, especially given its use and where it contributes to the legibility of the site and improved public realm.
- 10.26 The proposed design is for a lightweight sculptural timber pavilion, accommodating a reception, waiting area and communal meeting room. Proposed of timber construction, using sustainable materials, this is an interesting and expressive design that will enhance the architectural quality of the public realm.



Image 9 - new entrance pavillion including community space

Landscaping

- 10.27 The existing site is almost devoid of any greenery. The proposed landscape design seeks to introduce a significant increase in greenery on the site for its visual, wellbeing and biodiversity benefits. It is proposed to create a series of six distinct spaces between the buildings (as annotated on Figure 2), each with their own character.
- 10.28 Highgate Passage provides a route through the site, connected by the shared uses of the ground floor of Building J. The passage is defined by Cherry trees, planting as habitat for butterflies and seating. Carker's Lane, which will provide a connection to the Murphy's site in the future, is conceived as a Birch Walk with rain gardens on either side of a generously scaled and gently sloping central lane. The main access route to Building E is conceived as a 'secret garden' defined by topiary and climbing plants to the walls either side. Water Yard makes use of the slope to create a series of rain gardens along with seating. Carkers Yard is defined by areas of ornamental grasses and seating adjacent to a bicycle store and entrance to Building B. Sandersons Yard is conceived as a fern garden and planting appropriate to its shaded conditions.



Figure 2 – landscaping character areas

- 10.29 The total number of trees on site will increase from 1 to 29 with further detail including the species and size, secured by condition (Condition 13).
- 10.30 Policy G5 of the London Plan states that major developments should contribute to the greening of London by “including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature based sustainable drainage”. It sets out an Urban Greening Factor (UGF) of 0.4 for predominantly residential developments and 0.3 for all other developments. The submitted UGF assessment concludes that a total UGF value of 0.338 is proposed. This will be secured by condition 33.
- 10.31 Subject to conditions securing further details, the proposed landscaping scheme will enhance the areas between the buildings, providing attractive amenity areas for employees and the general public; together with improvements to biodiversity and sustainable drainage.

Design Review Panel

10.32 The proposals were presented to the DRP twice during the pre-application process, firstly on 7th October 2022 and again on 27th January 2023. At the second review, the Panel welcomed the improvements made since the first meeting including the setbacks made to Plot A and the simplification of the landscape design. A summary of the key points of their feedback from the second review meeting, together with explanation of how this has been addressed is provided below.

- More generosity should be given to the two main through-routes of Sanderson Close and Carker's Lane that will connect Highgate Road to the new development at Murphy's Yard.

Officer response: No widening of Carker's Lane has taken place but officers are satisfied that it would provide a legible, welcoming and sufficiently wide route into Murphy's Yard. The building line of Plot F has been pulled in to allow for better sight lines and a more generous pavement width along Sanderson Close.

- Further consideration to the distribution of massing of the two new buildings. On Plot A, the size of the cutback should be increased to allow the adjacent chimney more breathing space and to create more generosity at the entrance. On Plot F, the footprint should be reduced and pulled away from the red line boundary, to widen the pavement on Sanderson Close and improve the visual connection to Murphy's Yard.

Officer response: the size of the cutback has been meaningfully increased up the height of the building which has allowed more breathing space. This has however led to an additional storey which is considered to contribute to the harm identified to Highgate Business Centre. The building line of Plot F has been pulled in to allow for better sight lines and a more generous pavement width along Sanderson Close.

- Internal functions of Plot F should be reconsidered to provide more interaction and activation.

Officer response: officers agree with the DRP feedback and have tried to progress this but the applicant has advised that due to plant and substation requirements, it has not been possible to address.

- Disappointed that sustainability feedback has not been addressed.

Officer response: The proposals comply with energy and sustainability targets. Please refer to the relevant section of the report for further information.

Design conclusion

- 10.33 In conclusion, the proposals represent a high quality and contextual design response to the site, resulting from detailed analysis and ongoing collaboration with officers and the Design Review Panel. The architect (Piercy&co) will be retained by Section 106 agreement to ensure that the development is carried out to a high standard.

11. HERITAGE

Historic development

- 11.1 The early settlement of Kentish Town was established around its high street around the 13th century. Building initially formed ribbon development with individual properties strung out along the road to Highgate following the course of the River Fleet. The road was an important route, and various inns were established to serve the many travellers going between London and the north.
- 11.2 As London expanded westwards in the 18th century, Kentish Town also changed and grew. More houses were built along the main road. Within a period of 25 years, from the mid-1840s to 1870, Kentish Town was transformed by the introduction of the railways. The site is a legacy of the railway infrastructure in Kentish Town: the Read Brothers, and then Shand Kydd built their bottling and wallpaper warehouses and factories linking to rail and road infrastructure.
- 11.3 By the early 20th century the north, east and south sides of the site were occupied by their buildings. Further extensions to the Shand Kydd buildings started to form characterful external yards between buildings and these additions reinforced the north-east to south-west route of Carker's Lane. Following the demolition of the Bottling stores in the 1960s, the south of the site was redeveloped, first by Shand Kydd and then, following a change of ownership, by Sanderson.

Designated and non-designated heritage assets

- 11.4 There are a number of important heritage assets in the area. Special regard must be given to the preservation of a listed building, its setting or its features of special architectural or historic interest under s.66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended by the Enterprise and Regulatory Reform Act 2013. In addition, special regard must be given to preserving or enhancing the character or appearance of a conservation area under s.72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended by the Enterprise and Regulatory Reform Act 2013.
- 11.5 All the existing buildings on the site, with the exception of Plots A and F, are locally listed. Camden's Local List identifies historic buildings and features that are valued by the local community and that help give Camden its distinctive identity but are not already designated in another way (for example a listed

building). On adjacent sites, locally listed buildings include the locomotive sheds at Murphy's Yard to the west and 39-51 Highgate Road to the south. Highgate Business Centre with its classic red brick warehouse architecture and distinctive chimney which can be seen in long views is not currently on the Local List but its addition would seem logical. Given its attributes, it will be assessed as a non-designated heritage asset.

- 11.6 The site is located just outside the Dartmouth Park Conservation Area (shown in pink on the image below), but is visible from within the conservation area and so the proposals have potential to affect its character and appearance.
- 11.7 The closest statutorily listed buildings are to the immediate east of the site fronting Highgate Road, no's 64-70 (even). Further afield to the south listed buildings include the former Church of St John, no.23 Highgate Road (Grade II); The Forum (built 1934 as a cinema, Grade II); nos.1-7 Highgate Road (c.1786, Grade II); Bull & Gate PH (1871, Grade II); The Assembly House PH (1989, Grade II). To the north of the site are no's.98-108 Highgate Road (Grade II), late C18 terraced housing which predate the C19 industrialisation of the area.

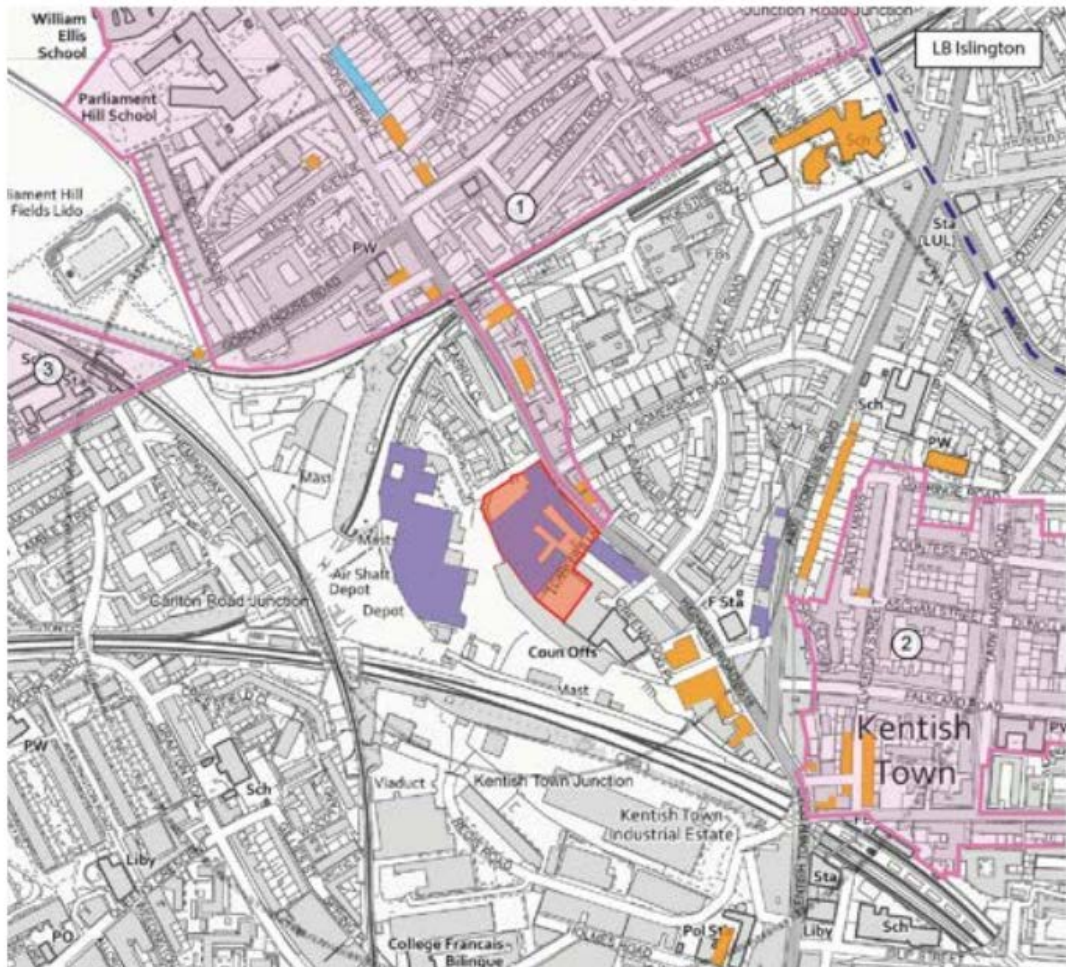


Figure 3 - Locally listed buildings (purple); Statutorily listed buildings (yellow); conservation areas (pink)

Surrounding locally listed buildings to include Highgate Studios and Highgate Business Centre – Less than substantial harm

- 11.8 The significance of the site includes its architectural design and materials, floorplan, townscape value and evidential value as an evolving industrial site from the nineteenth to the twentieth centuries.
- 11.9 The character of the site derives from its incremental evolution as an industrial site, the disposition of the buildings, the materials used in construction, the underlying architectural styles, the existing elevations, the result of layered alterations, the formation of functional yards between the buildings, all driven by the functional requirements of a working industrial site over a period of 150 years.
- 11.10 The new building at Plot A is sited adjacent to the Highgate Business Centre, a non-designated heritage asset. The choice of red brick and deep recessed windows with an 'industrial' character marries the new building into the warehouse context of its neighbours. At seven storeys, this would become the tallest on site and even with the set-back of the upper two storeys to create a more sympathetic shoulder height and the carved-out corner, the building still visually and physically competes with the historic chimney adjacent. Historically, chimneys would be the tallest structures by necessity in order to expel pollution at height and reduce impact on air quality and the local environment. With the seventh storey extending to the same height as the chimney, Building A competes with the historic chimney and dilutes the historic significance of this architectural feature.
- 11.11 The relationship between Plot A and the chimney can also be appreciated further afield to the north from Highgate Road (close to the junction with Chetwynd Road). Currently, the chimney is an isolated moment of height in the background whereas the proposal would introduce massing adjacent, infilling an area of sky between the chimney and the buildings in the foreground.



Image 10 - Existing view from Chetwynd Road / Highgate Road junction



Image 11 - Proposed view from Chetwynd Road / Highgate Road junction

11.12 The fact that the chimney is no longer in use does not reduce either its significance or its contribution to the historic and visual context of the area/site. The height and massing of Building A is therefore considered to bring about less than substantial harm to its setting.



Image 12 – Maple Building in foreground and Highgate Business Centre in background

Highgate Road buildings (Maple House and Plots G, H and I) – no harm

11.13 The locally listed buildings fronting Highgate Road date from the first phase of site development in the 1920s and all contribute positively to the local townscape. They are built up hard to the pavement edge with very few breaks and so provide a sense of continuous enclosure to Highgate Road. The large, functional factory floor plates punctuated by regular window provides strong horizontal expression.

11.14 No extensions are proposed to these buildings and their character and appearance will be retained. In certain limited views from Highgate Road, the new building at plot A and the extension to plot B will be visible in the background of these buildings; however, this is not considered to result in harm

to their significance. In views from Lady Somerset Road, the roof extension to Plots I and E will be visible in the background to the Highgate Road building, though this would read as distinct owing to its set back and contemporary design.

Locally listed buildings within application site (B, E, I, J) – no harm

- 11.15 The proposals would add sensitive and contextual extensions to three existing buildings as well as the removal of unsympathetic and piecemeal additions. Though contemporary in style, the building's historic character and special interest would be preserved in all cases.
- 11.16 The extension to Plot B would be contemporary and lightweight, emphasising the solidity of the original fabric below. At three storeys, Plot E is the largest extension. The two lower floors would replicate the existing building design but with a stepped form to break up the massing, with a contemporary lightweight and well set back pavilion above. Plot J has been designed to respect and celebrate the unique sawtooth parapet through a generous set back and self-effacing design.
- 11.17 At Plot I, a minor extension to the mansard roof is proposed to improve internal head heights. This increase would be hardly imperceptible and so the appearance would be preserved.

Dartmouth Park Conservation Area – no harm

- 11.18 The Dartmouth Park Conservation Area lies to the east of the site with its boundary along Highgate Road. The Appraisal notes that development proposals outside of the CA which would affect its setting or views into or out of the area should preserve or enhance the character and appearance of the CA. The part of the CA opposite and to the north of the site is situated in sub-area 1: Highgate Road. The character and appearance of this sub-area is dominated by Highgate Road and its mix of uses and buildings types and busy road. The Appraisal notes that there is a more commercial feel in this sub-area than in others, with ground floor shops and commercial activity. It goes on to state that the ad hoc nature of the development of the area is seen in the differing ages and styles of buildings seen along Highgate Road, which often follow common themes of material and plot width, but give the street an 'informal character'. Furthermore, the Appraisal notes that, in the part of the sub-area opposite the Site, the properties sit hard on the pavement, and that there is a 'dense urban quality formed by the lack of front gardens and commercial use on some ground floors'.
- 11.19 The contribution of the site to the setting of the CA creates the strong sense of enclosure which defines the character of this part of Highgate Road and also forms part of the former industrial character that can be best appreciated in more elevated views from further north on Highgate Road.

11.20 Whilst the aforementioned view of the chimney and Plot A building is situated within the Dartmouth Park Conservation Area, it is not a view crucial to the character of the conservation area and is not referenced in the Appraisal. The proposed development, being only visible in certain views from the southern part of the CA along Highgate Road, would not affect the vast majority of this large conservation area. As such, the character and appearance of the conservation area would be preserved.

Statutorily listed buildings – no harm

11.21 Further afield to the south beyond the site and out of linear view due to the road curve, listed buildings include the former Church of St John, no.23 Highgate Road (Grade II); The Forum (built 1934 as a cinema, Grade II); nos.1-7 Highgate Road (c.1786, Grade II); Bull & Gate PH (1871, Grade II); The Assembly House PH (1989, Grade II). To the north of the site are no's.98-108 Highgate Road (Grade II), late C18 terraced housing which predate the C19 industrialisation of the area. Due to the curvature of the road, these properties are afforded middle-distance oblique views of the site.

64-70 Highgate Road

The significance of these buildings lies in their survival as a piece of original Highgate Road development. Their setting includes buildings from various periods and does not contribute to their significance, which in any event would not be altered by the proposal as the buildings along Highgate Road are not being redeveloped.



11.22

Image 13 – 64-70 Highgate Road

98-108 Highgate Road

11.23 Situated north of the application site, the listing comprises a terrace of six houses constructed in the late 18th century. Its setting has undergone substantial change since the properties were built and outside of the building group, does not contribute to its significance.

2-3; 4-7; and 8 Little Green Street

- 11.24 Situated further north than the application site, each listing comprises terrace housing which formerly had ground floor shops. The immediate setting of each contributes to the significance of the wider terrace as it consists of similar development of the same period. The application site is not visible from the listed building, nor does it contribute to its significance.

The Forum, Highgate Road

- 11.25 Situated to the south of the site, The Forum is a former cinema, now a live music venue. The significance of the building lies within its architectural style and detailing. The setting of the building, which has evolved substantially, does not contribute to its significance. The proposed works would be visually removed from the listed building.

Christ Apostolic Church, Highgate Road

- 11.26 Situated to the south of the site, its significance lies in its historic and architectural interest. The building's curtilage provides breathing space and openness but beyond this, the evolving townscape of the wider setting does not contribute to its significance. The proposed works would be visually removed from the listed building.

Heritage conclusion

- 11.27 Harm at the lower end of the scale has been identified to the neighbouring locally listed building, Highgate Business Centre. The building itself is a non-designated heritage asset and the works will harm it as identified – this is a matter of planning balance as set out in paragraph 197 of the NPPF:

11.28

'197. The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.'

12. IMPACT ON NEIGHBOURING AMENITY

- 12.1 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 of the report. The thrust of the policies is that the quality of life of current and future nearby occupiers should be protected and development which causes an unacceptable level of harm to amenity should be refused.

12.2 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.”

12.3 In this case there are no non-residential properties that are considered to be in a sensitive use and so the assessment will be focused on residential occupiers.

Daylight and sunlight

12.4 A Daylight, Sunlight and Overshadowing Report has been submitted as part of the application which details any impacts upon neighbouring properties. The following properties have been assessed:

- 54-78 Highgate Road (even)
- 91 Highgate Road
- 72-80 Lady Somerset Road
- **2 Carrol Close**
- **1-5 Sanderson Close (odd)**
- 1-6 College Yard (consecutive)
- Linton House
- St John the Baptist Church

12.5 Of the above addresses, only those in bold demonstrate transgressions from the BRE guidance. The methodology used in the impact assessment is explained below followed by a detailed assessment of those properties that do not meet the guidance.

12.6 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.

12.7 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

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

- **Vertical Sky Component (VSC)** – This relates to daylight on the surface of a window. A measure of the amount of sky visible at the centre of a window.
- *The BRE considers that 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) – This relates to daylight penetration into a room. 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)** - A measure of 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. 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.

Assessment

2 Carrol Close

12.9 This is a three/four storey residential property to the north of the site, positioned perpendicular to Plot F.



Image 14 - 2 Carroll Close

- 12.10 In terms of daylight, all windows and rooms met VSC and NSL tests respectively.
- 12.11 For sunlight, 31 of 34 windows (91%) will adhere to the BRE guidance. Of the 3 windows that do not adhere, the impact on two windows is considered minor (between 20-30% reduction) and would retain annual values of 19% and 24% (against a target of 25%). These windows serve bedrooms which the BRE guidance recognises as less important than living spaces.
- 12.12 The third window would experience a winter PSH alteration in excess of 40% but remain fully BRE compliant for annual PSH (less than 20% reduction and a retained value of 24%).

1, 3 and 5 Sanderson Close

- 12.13 This is a short terrace of three dual aspect houses to the north of the site with windows on the south elevation facing Plot F at a distance of approx. 28m.



Image 15 – 1, 3, 5 Sanderson Close properties

- 12.14 Eighteen windows (6 at each property) serving 12 rooms (4 at each property) have been assessed in total.

1 Sanderson Close

- 12.15 All windows at this property meet the VSC test. Two rooms of the four would fall short of the NSL targets but would retain values of at least 59% which is considered good for the urban location. Both affected rooms are expected to be bedrooms which the BRE guidance considers to be less important.

- 12.16 In terms of sunlight, all 6 windows adhere to the BRE guidance.

3 Sanderson Close

- 12.17 Three of the windows will comply with the BRE guidance for the VSC test. The three windows which would fall short are located at ground floor level and presumed to serve a Lounge/Kitchen/Diner (LKD). All would experience a minor transgression above the 20% threshold of between 20.4% - 21.6% and in each case would retain around 24% VSC which is considered very good for an urban environment.

- 12.18 Three of the four rooms would not adhere to the NSL test but would retain a value of at least 52% which is considered good for the location. The ground floor LKD would retain a particularly good NSL value of 73%. The other two affected rooms are expected to be bedrooms which the BRE guidance considers to be less important.

- 12.19 All 6 windows adhere to the BRE guidelines for sunlight impact.

5 Sanderson Close

- 12.20 All 6 windows at this property would experience transgressions from the BRE guidance, experiencing reductions of between 20% - 30% which are

considered minor transgressions. Furthermore, all windows will retain at least 21.5% VSC which is good when considering the urban location.

12.21 For NSL, all four rooms would not adhere to BRE guidance with two experiencing losses of around 30% (minor/moderate) and two bedrooms experiencing more significant impacts of around 50%. The lowest retained value is 47.7% in a bedroom whilst the ground floor LKD retains 60.4% which is considered to be commensurate to the urban location. The most impact would be felt to less sensitive habitable rooms (i.e. bedrooms) whilst the LKD would retain an acceptable level of daylight.

12.22 All 6 windows adhere to the BRE guidelines for sunlight impact.

Overshadowing

12.23 The overshadowing of open spaces is assessed by considering any changes to surrounding outdoor amenity spaces. A Sun Hours on Ground assessment has been undertaken which uses the BRE methodology.

12.24 The BRE recommends at least half (50%) of the area should receive at least two hours (120 mins) of sunlight on the 21st March, and the area which can receive some sun on the 21st March is less than 0.8 times its former value.

Assessment

12.25 The rear gardens of 1, 3 and 5 Sanderson Close and the rear communal gardens of 91 Highgate Road have been considered in relation to overshadowing.

12.26 The images below demonstrate that all four amenity areas will remain fully BRE compliant with no area experiencing more than a 1.24% reduction in their current values.



Figure 4 - overshadowing as existing



Figure 5 - overshadowing as proposed

- 12.27 In terms of daylight, sunlight and overshadowing overall, there would be some impact to the windows and amenity areas facing the site but these are all within acceptable limits and the development is not considered to bring about an unacceptable degree of harm. Retained VSC would remain at a good level for an urban environment.
- 12.28 The Sanderson Close properties are dual aspect houses with unobstructed aspect to the north. Even though the development is to the south of the properties, it would have no impact on the sunlight received to any windows. As demonstrated by Figures 4 and 5, the overshadowing impact on the garden is negligible.
- 12.29 The windows at Carrol close would achieve BRE compliance in daylight terms for all windows and only a minor transgression in terms of sunlight.

Privacy

- 12.30 Several consultation responses have been received from residents of Sanderson Close regarding the potential of overlooking from the proposed building at Plot F to rear windows and gardens. As shown in Figure 6 below, distances between the new building and the nearest windows and gardens would be at least 18m and 27m respectively. Furthermore, there is an area of vegetation in-between which provides thick coverage at least in summer months.
- 12.31 It is appreciated that even though distances exceed what is considered to be comfortable by CPG Amenity, some nearby residents may feel a perceived sense of overlooking. To address this, the size and design of the windows of Plot F facing Sanderson Close have been revised to reduce the window apertures through the inclusion of a solid metal spandrel at the base of each, and the inclusion of more window bars.

12.32 The nature of office use is typically temporal and in this case it is expected the new buildings will be used intensively during the day and much less so in the evening. At weekends it is expected the offices will hardly be in use. All roof terraces will be subject to a condition limiting their occupation to between 8am – 8pm (Condition 34).

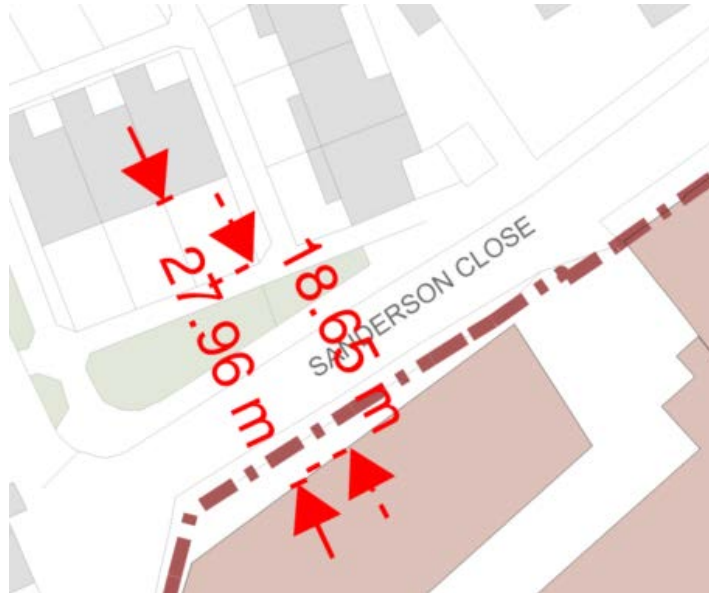


Figure 6 – separation distances between Sanderson Close and Plot F

12.33 Some residents of the apartments on the upper floors of the Maple Building fronting Highgate Road have also raised concerns about overlooking from the new building on Plot A. The distances are shown on Figure 7 below and would be in excess of 30m which is considered a generous separation distance that would not give rise to loss of privacy. Again, the office use is temporal in nature and is expected to have very light use during evenings and weekends.



Figure 7 – separation distances between Maple House and Plot A

Noise

- 12.34 Policy A4 seeks to ensure that noise and vibration is controlled and managed in order to protect the amenity of the surrounding area.
- 12.35 Potential noise sources associated with the proposal include the installation of new plant equipment and the provision of roof terraces across the site.
- 12.36 A noise impact assessment was submitted with the application and has been reviewed by the Council's Environmental Health officer who advises that the assessment indicates the proposed installations should be capable of achieving the Camden's environmental noise criteria at the nearest and potentially most affected noise sensitive receptors. They conclude that the submission meets Camden Local Plan guidelines and is therefore acceptable subject to conditions limiting noise levels from plant (Condition 28), limiting noise level from emergency plant and generators (Condition 29), and ensuring plant equipment is mounted with anti-vibration isolators (Condition 30).
- 12.37 In terms of potential noise from the terrace areas, these will have a condition limiting their occupation to between 8am – 8pm (Condition 34). Use within this time range would be associated with an office which unlike a food & beverage or entertainment use, is not expected to result in a harmful level of noise.

13. PUBLIC OPEN SPACE AND BIODIVERSITY

Open space

- 13.1 CLP policy A2 seeks to secure publicly accessible open space as part of a scheme to address the impact of schemes on the demand for public open

space. This takes account of the scale of the proposal, the number of future occupants and the land uses involved.

- 13.2 The Public Open Space CPG expects new commercial floorspace over 1,000sqm to provide 0.74sqm of public open space for every worker. In this instance, there is no public open space being provided on site and so a payment-in-lieu is appropriate. This is calculated by dividing the proposed floorspace by 12 (standard amount of floorspace per worker) and multiplying by 0.74 sqm and then multiplying by the capital cost of providing new public open space. The calculation is as follows: $9,810/12 \times 0.74 \times \text{£}200 = \text{£}120,990$.
- 13.3 A further payment is then required towards the maintenance of the new open space for a period of ten years. This would be $9,810/12 \times 0.74 \times \text{£}7 \times 10$ (years) = $\text{£}42,346.50$. The total contribution towards public open space is therefore $\text{£}163,336.50$ which would be secured by a s106 agreement.

Biodiversity

- 13.4 CLP policy 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.
- 13.5 The site is not within a Site of Importance for Nature Conservation (SINC). The Council's Nature Conservation Officer has reviewed the proposals and does not raise objection subject to conditions relating to external lighting, green roofs and landscaping. The only habitat currently found on site is building and hardstanding, which has very little ecological importance.
- 13.6 There is plenty of opportunity for bird and bat boxes across the site. A condition will require full details of bird and bat box installations, including species to be supported and locations, for a minimum of 30 swift boxes, 6 black redstart boxes and 10 bat boxes. For new buildings these should be incorporated into the fabric where possible.
- 13.7 The application was submitted before Biodiversity Net Gain became a statutory requirement (February 2024) and so it is not subject to the 10% uplift.

14. SUSTAINABILITY AND ENERGY

- 14.1 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.
- 14.2 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.

Redevelopment strategy

- 14.3 The approach to redevelopment involves the retention and upwards extension of plots B, E, J and I and the demolition of plots A and F.
- 14.4 It is proposed to demolish the existing structures and construct new buildings in their place. CLP policy CC1 requires all proposals that involve substantial demolition to demonstrate that it is not possible to retain and improve the existing building in the interests of resource efficiency. CPG Energy efficiency requires a Condition & Feasibility assessment to be provided to explore the feasibility of re-use. At the time of pre-application (mid-2022), the demolition was considered to be justified without this assessment for a number of reasons explained below.
- 14.5 Plot A comprises a single storey subterranean building located underneath a car park with capacity for 64 vehicles.



Image 16 - Plot A as existing

- 14.6 It provides a hard surfaced car park with a single floor of part-subterranean basement accommodation. The plot has no design or heritage value, nor does its openness provide amenity value promote drainage or biodiversity. Based on the prevailing building heights surrounding the plot there is clear scope to optimise the site through increasing the floorspace. Furthermore, the plot has a large footprint and infringes on Carker's Lane, precluding a generous, accessible and welcoming new route into Murphy's. Through demolition there is opportunity to reduce the building's footprint and create a well-defined and high-quality continuation of Carker's Lane. This would not be possible with a retention approach.
- 14.7 Plot F includes a c.20 vehicle capacity car park and with a small, single storey (plus lower ground floor level) building in the western corner. The building is in use as a gym. It was constructed in 1955 and appears generally poor quality, comprising a flat roofed extension to what appears to be a boundary wall of

the site which forms the northern elevation of the building. Again, the openness of the car park provides no amenity, drainage or biodiversity value.



Figure 1 - Plot F as existing

- 14.8 The new building will increase the height to a four-storey building (plus lower ground floor level). Demolishing the building allowed an opportunity to adjust the building line to provide much improved sight lines into Murphy's Yard and a more generous pavement width.
- 14.9 Further demolition is proposed to Plots B, C and D in order to accommodate a new core; however this is relatively minor and consistent with works to improve the accessibility of the building.
- 14.10 The development plan promotes circular economy principles and local plan policy CC1 and London Plan policy SI7 require proposals involving substantial demolition to demonstrate that it is not possible to retain and improve the existing building and to optimise resource efficiency.
- 14.11 In this case, it does largely retain the buildings on the site with around 86% of the existing site floor area (GIA) retained. Plots A and F and parts of B, C D, E and G are proposed to be demolished. These plots offer poor quality space and building fabric, and feature ground floor car park decks. The existing buildings are stated to be inherently designed to be adaptable given their previous industrial uses. The intention is to continue to utilise the highly adaptable design by retaining as much as is reasonably possible with minimal and sympathetic extensions. Low carbon concrete in the sub and superstructure and CLT frame are proposed with detailed structural calculations to limit material use and reduce the whole life carbon impact and the new buildings. Standard sized prefabricated steel and pre-cast concrete slabs, along with design to minimise offcuts and waste as well as longevity and

adaptability are also proposed. During disassembly/demolition, building elements, original materials and components will be reused or recycled on or off site, where possible.

- 14.12 To ensure greater resource efficiency through recycling and reuse of materials, a condition is recommended requiring 95% of construction and demolition waste to be reused, recycled, or recovered, and 95% of excavation waste to be put to beneficial use (condition 25) and for a post construction circular economy monitoring report to be submitted to the GLA (condition 23) .

Whole Life Carbon

- 14.13 Due to the scale of development and the proposed demolition, a Whole Life Carbon assessment is required. The Whole-Life Carbon (WLC) emissions are the total carbon emissions resulting from the construction and the use of a building over its entire life (this is assessed as 60 years), and it includes its demolition and disposal. This is split into modules that assess each stage of the building's life.
- 14.14 The A-Modules concentrate on the emissions from the building materials (A1-A3 extraction, supply, transport and manufacture) and the construction stages (A4-A5 transport, construction and installation).
- 14.15 The B-Modules concentrate on the use stage of the building (B1-B5 use, maintenance, repair, replacement, refurbishment), but the modules that deal with operational energy and water use are excluded (B6-B7). This is because they are "regulated emissions" and so are considered separately and in detail in relation to the zero-carbon target (see the "Energy and carbon reductions" section below).
- 14.16 The C-Modules deal with the end-of-life stage of the building (C1-C4 deconstruction demolition, transport to disposal, waste processing for reuse, recovery or recycling, disposal).
- 14.17 Carbon sequestration is when carbon dioxide is removed from the atmosphere and held in materials, for example the carbon absorbed by trees as they grow and locked in timber until the end of its life. It is important to consider this in the end-of-life phase because the carbon is released again at the end of its life (when it decomposes), so it is included in the total A-C-Modules.
- 14.18 The GLA WLC assessment guidance sets out minimum benchmarks for different building typologies per square meter of gross internal area in kilograms of carbon equivalent (kgCO₂e/m² GIA). It also encourages development to aim for more ambitious aspirational benchmarks. The table below shows how the development performs against the benchmarks, as well as the aspirational targets.

Modules	Min benchmark for OFFICE (kgCO₂e/m² GIA)	Aspirational Benchmark for OFFICE (kgCO₂e/m² GIA)	Proposal (kgCO₂e/m² GIA)
A1-A5	<950	<600	466
B-C (excl. B6 & B7)	<450	<370	493
Total A-C (ex B6&B7 incl. sequestration)	<1400	<970	935

Table 1 - Summary of Whole-Life Carbon results for the commercial development

14.19 In this case, overall (including the new and retained buildings) the development meets the total benchmark as shown in Table 1. For the building materials in Modules A1-A5 and for the Totals including sequestration it meets the aspirational benchmarks, but for the Modules B and C (ex B6 and B7) it does not meet the benchmark. The reason for exceeding this benchmark is stated to be due to the large amounts of existing building retention with figures which are heavily reliant on standard estimations at this stage and improvements may be possible during further design development. Condition 23 is recommended to secure post construction reporting to the GLA and to require the carbon emissions to be further considered to reduce the whole life carbon of the building during operation and end of life to within the benchmarks, where feasible.

Energy and carbon reductions

14.20 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).

14.21 After carbon has been reduced as much as possible on-site, an offset fund payment can be made to achieve net zero carbon.

14.22 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) - New build	Min policy target	Proposal reductions
Be lean stage (low demand): LP policy SI2	15%	25%
Be green stage (renewables): CLP policy CC1	20%	27%
Total carbon reduction: LP policy SI2 and LP CC1	35%	45%

Table 2 - Carbon saving targets and the new build scheme results

Policy requirement (on site) – Refurbished areas	Min policy target	Proposal reductions
Be lean stage (low demand): LP policy SI2 (recommended)	15%	-16%
Be green stage (renewables): CLP policy CC1	20%	15%
Total carbon reduction: LP policy SI2 and LP CC1 (recommended)	35%	1%

Table 3 - Carbon saving targets and the refurbished areas scheme results

14.23 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

14.24 Reductions are measured against the 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). To achieve net zero carbon, a carbon offset payment will be secured that offsets the remaining carbon emissions caused by the development after the required on-site reductions, measured from the agreed baseline.

14.25 This is charged at £95/tonne CO₂/yr (over a 30-year period) for the new build areas which is 25.007 tonnes x £95 x 30 years = £71,270. This amount will be spent on delivery of carbon reduction measures in the borough.

14.26 It is generally acknowledged that the level of carbon savings that can be achieved through a refurbishment can vary considerably, however every effort should be made to improve the energy performance of the building in line with London Plan carbon targets and to follow the energy hierarchy. Applicants are required to maximise the potential for reducing refurbished building carbon emissions in line with the energy hierarchy.

14.27 In this case, the development meets the policy target of 35% reductions, achieving an overall on-site reduction of 45% below Part L requirements for the new build areas as shown in Table 3 above. The carbon offset of £71,270 will be secured by Section 106 legal agreement to bring it to zero carbon, in compliance with the development plan.

14.28 The refurbished areas of the development have a 15% reduction of carbon emissions at Be Green which does not meet the requirement of 20% and due to an increase from the baseline, the refurbished areas only achieve a 1% reduction overall. The retained buildings are within the red line boundary and are considered in the energy assessment however the applicant has stated that the refurbishment works do not form part of this application. Officers have encouraged the refurbishment works to make greater improvements to the existing buildings in terms of energy efficiency and maximising on site renewable energy and this is an unfortunate missed opportunity; however, the fact that the works could happen in isolation without the requirement for planning permission is a reasonable basis to consider the application as a whole as being acceptable.

Be lean stage (reduce energy demand)

14.29 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 for new developments.

14.30 In this case, the new development areas exceed the policy target of 15% (non-resi), reducing emissions by 25% at this stage through energy efficient design, in compliance with the development plan. The proposals involve high performance insulation, low air permeability, efficient glazing, and addresses the requirements of the cooling hierarchy and overheating through optimised glazing which has reduced the use of active cooling in the development to below the notional demand. The proposal includes energy efficient measures like MVHR and high efficiency LED with automated controls including occupancy detection and daylight linked dimming.

14.31 The refurbished areas include glazing upgrades to a good u-value of 1.4W/m².K but no other improvements to the insulation of the existing buildings. The existing buildings will also include MVHR and high efficiency LED with automated controls including occupancy detection and daylight linked dimming.

Be clean stage (decentralised energy supply)

14.32 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.

- 14.33 In this case an assessment of the existing London heat map has been made and demonstrated that the only existing network within a connectable range (Gospel Oak) does not have any potential to connect at the current time. Provision for future connection to a heat network has been considered, including identification of indicative pipe routes and plant space for DH plate heat exchangers.

Be green stage (renewables)

- 14.34 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.

- 14.35 In this case, the development meets the policy target of 20%, reducing emissions by 27% at this stage through renewables, in compliance with the development plan. The proposal includes solar PV panels on the three of the roof areas with a total area of 435m² providing 60,240 kWh per annum with full details secured by condition 15. A feasibility study secured by condition 16 will require further assessment with a view to maximising the solar PV coverage and improve savings at Be green stage.

- 14.36 The proposal also includes low carbon, non-combustion heating through a hybrid VRF system (variant of ASHP), this utilises refrigerant from the condensers to the hybrid branch controller boxes and then uses water from these to the fan coil units. This significantly reduces the refrigerant charge within the system. The units will be located on the roofs of the plots.

Be seen (energy monitoring)

- 14.37 The London Plan policy SI 2 requires the monitoring of energy demand and carbon emissions to ensure that planning commitments are being delivered. The proposal includes has proposed sufficient metering to allow measuring and recording of energy consumption in accordance with GLA Be Seen requirements.

- 14.38 The Energy and Sustainability Strategy secured by Section 106 legal agreement will secure reporting to the GLA in line with their published guidance.

Climate change adaption and sustainable design

- 14.39 Local Plan policy CC2 expects non-residential development, and encourages residential development arising from conversion, extension or change of use, to meet BREEAM Excellent. The BREEAM Pre Assessment indicates the

proposals will achieve BREEAM Excellent with at least 71% of available credits in Energy, 78% for Water and 64% for Materials which meets the requirements.

15. WATER, FLOOD RISK AND DRAINAGE

- 15.1 The development plan (CLP policy CC3 and LP policy SI12 and SI13) 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.
- 15.2 In this case, the development incorporates extensive green roofs and sustainable drainage including permeable paving, blue roofs and rain gardens. Indicative locations for water butts and tree pits have been provided.
- 15.3 There are 3 flood zones for flooding by rivers and the sea as defined by the Environment 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.
- 15.4 The site is located within Flood Zone 1. The site is located on a previously flooded street and is therefore considered at risk of flooding. Policy CC3 states that vulnerable development should not be located in flood prone areas. The proposed basement at Plot F includes plant equipment which is considered vulnerable; A condition is therefore attached requiring a Flood Risk Emergency Plan (Condition 6).
- 15.5 A Flood Risk Assessment and SuDS Strategy have been submitted as part of this application. The submitted documents include pro-forma, drainage calculations, exceedance flow routes and maintenance tasks ownership. SUDS are proposed in order to manage the water environment on and around the site.
- 15.6 The proposed attenuation features will provide 488m³ attenuation capacity, helping to slow rainfall reaching sewers. However, the greenfield run-off rate has not been met as around 52% of the site is unable to be served by SuDS features due to various design constraints. It is recognised that every effort has been made to maximise the areas of the site which can drain through SuDS features and the total betterment for the site is 45% which is an improvement on the existing situation.
- 15.7 A condition is attached to secure full details of the SuDS and their proposed storage capacities (Condition 7). The information will be required to demonstrate that the system has been designed to accommodate all storms up to and including a 1:100 year storm demonstrating a run off rate of no more than 222 l/s. A further condition requires evidence of installation (Condition 21).

15.8 The Lead Local Flood Authority is happy with the proposals subject to conditions on SUDS. Given the above, the proposed measures are considered acceptable in terms of flood risk.

16. AIR QUALITY

16.1 Camden Local Plan policy CC4 is relevant with regards to air quality. Owing to the scale of development, the introduction of sensitive uses and the potential to have an adverse impact on local air quality, a detailed Air Quality Assessment (AQA) has been submitted as part of this application which has been assessed by the Council's Air Quality Officer.

16.2 The site is considered to be suitable for commercial use in terms of air quality but it is recommended that any mechanical ventilation inlets are located away from roads or other emission sources and as close to roof level as possible. This will be secured through condition (Condition 10).

16.3 There is a proposed net reduction in car park spaces and traffic movements with an associated shift to active and sustainable travel modes. The heating and hot water is proposed to be non-combustion and therefore the development is considered to be Air Quality Neutral for transport and building emissions and the local air quality impacts are considered to be 'not significant'.

16.4 The dust risk assessment during construction and demolition has been reported as 'Medium' before mitigation but this includes some unknowns such as the length of unpaved roads and area of earthworks. Therefore, it is recommended that the assessment is updated prior to commencement when further details are known, to be secured through condition 8. Mitigation will be secured through the Construction Management Plan (CMP) and real time dust monitoring, as appropriate to the updated dust risk assessment, through condition 3.

16.5 No diesel generators are being proposed for life safety functions, instead an uninterruptible power supply will be used.

17. CONTAMINATED LAND

17.1 CLP Policy A1 considers the potential impacts of contaminated land and requires proposals for the redevelopment of sites that are known or have the potential to be contaminated to submit relevant assessments and take appropriate remedial action.

17.2 A site investigation was undertaken by Soiltechnics. Historic land uses on site included various contaminating uses including coal stores, garage and mechanics area, small scale gas works and fuelling depot.

- 17.3 The report identifies low/moderate risk for hydrocarbons and vapor intrusion; a low risk for PAH, TPH, chlorinated solvents and VOCs; and low risk from ground gases. The Council's Contaminated Land officer has reviewed the proposals and note that its findings were based on limited investigations works due to small sample sizes and in-ground obstructions.
- 17.4 As such, a four-part condition (Condition 4) is recommended requiring the submission of more detailed site investigation information, a remediation method statement and a verification report.

18. BASEMENT CONSIDERATIONS

- 18.1 Camden Local Plan policy A5 (Basements) seek to permit basement development where it is demonstrated that it will not cause harm, structurally, in amenity terms, environmentally or in conservation/design terms.
- 18.2 Part of Plot F is to be excavated to accommodate the proposed building which will have a lower ground floor level of a larger footprint than the existing. Due to the topography of the site, the lower ground floor will be entirely subterranean towards the east side and at ground level towards the southwest side of the site.
- 18.3 The application was accompanied by a Basement Impact Assessment authored by individuals with appropriate qualifications. An independent review was carried out by the Council's basement consultant (Campbell Reith) who reviewed the Basement Impact Assessment for potential impact on land stability and local ground and surface water conditions arising from basement development.
- 18.4 The BIA audit review concludes the following:
- The BIA author holds qualification that meet some of the requirements set by CPG Basements with the exception of CGeol. However, the site is confirmed to be London Clay and the impact to hydrogeology is accepted to be negligible.
 - Any groundwater flows are predicted to be relatively minor and manageable.
 - The site is near a historic tributary of the River Fleet, but no impacts are anticipated.
 - The BIA indicates potential damage to neighbouring buildings, but this is expected to be low and all buildings are within the applicant's ownership. Underpinning will be carried out to minimise damage to the boundary wall of Plot J. It is accepted that the development will not impact the land stability of the area.
 - The proposed development could cause damage to the nearby Sanderson Close Road infrastructure, but temporary sheet piles are proposed to minimise damage.

- It is accepted that there would be no impact to the hydrological environment and the site is at low risk from flooding. Existing drainage together with SuDS would manage surface runoffs properly.

18.5 A condition would require details of a suitably qualified basement engineer to be submitted to and approved by the Council (condition 5) as well as a condition to ensure the development is carried out in accordance with the BIA (condition 35).

19. MICROCLIMATE

19.1 Policy A1 of the Camden Local Plan 2017 acknowledges the impact that large developments can have on the local climate. CPG Amenity requires new developments to consider the local wind environment, local temperature, overshadowing and glare both on and off site.

19.2 Additional guidance from TfL's Healthy Streets for London recommends that streets should design in opportunities for sun, shade, and shelter from high winds to create places that can be enjoyed all year round.

19.3 A Wind Microclimate Assessment Report has been submitted. It concludes there are no wind safety risks associated with the proposed development at ground level but in certain locations at roof terrace level (mainly level 7 on Plot A and to lesser degree, level 4/5 of Plot A, Plot E and Plot F) which would require mitigation in order to achieve suitable conditions. It is anticipated this will take the form of balustrading, baffles or landscaping but further details will be secured by condition 17.

19.4 In terms of wind comfort conditions, these will be suitable for the intended use for all thoroughfares, existing and proposed building entrances and existing bus stops and amenity areas in the surrounding area. This applies in both winter and summer conditions.

20. TRANSPORT AND HIGHWAYS

20.1 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. Policy T3 sets out how the Council will seek improvements to transport infrastructure in the Borough which is also a critical objective of the London Plan. 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.

20.2 The site is located on Highgate Road (B518) between Carker's Lane and Sanderson Close, in the north of the Borough. The site is easily accessible by public transport with a PTAL rating of between 5 - 6a (excellent). Kentish Town

Station (National Rail and London Underground) is located circa 525 metres southeast of the site. Tufnell Park Station (London Underground) is located circa 575 metres to the northeast of the site. Gospel Oak Station (London Overground) is located circa 660 metres northwest of the site. These transport interchanges provide access to National Rail, London Overground, and London Underground services. In addition, bus stops serving bus routes 88 and 214 are located nearby on Highgate Road and other routes can be accessed from bus stops nearby on Fortress Road and Gordon House Road.

20.3 Highgate Road forms part of the primary cycle route network in the Borough (see Camden’s Cycling Action Plan – April 2019), and the wider Dartmouth Park area has been identified as a priority location in the CTS Delivery Plan for Healthy Streets interventions. Transport for London’s (TfL) prioritisation work on road safety has also identified the nearby area as a “high” priority for improvement schemes. Cyclists and pedestrians make up a significant proportion of the traffic in the vicinity of the site, particularly during peak periods. The Council has plans, subject to consultation and funding, to develop proposals to improve conditions for cycling, walking & Healthy Streets on Highgate Road, and for all vulnerable road users within the adjacent Dartmouth Park area, which would help to encourage staff and visitors to travel to and from the site on foot or by bike.

20.4 The site is conveniently located opposite a parking bay for dockless rental e-bikes and rental e-scooters on the east side of Highgate Road.

Trip generation

20.5 The proposals would create an additional 16,078 sqm of employment floorspace. A Transport Assessment (TA) has been prepared and submitted in accordance with TfL’s Healthy Streets guidance which seeks to promote healthy and active lifestyles. The TA includes details of trip generation analysis for the proposed development.

20.6 Table 4 from the TA summarises the predicted additional trips by mode for the proposed development. This is represented below:

	AM Peak Hour			PM Peak Hour			Total Daily		
	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way
Walk	58	29	87	8	26	34	395	402	797
Cycle	34	2	34	1	30	31	83	83	166
Bus	43	2	45	4	42	46	132	124	256
Rail	267	14	282	12	257	269	754	757	1,511
Vehicle	-20	-6	-27	-2	-12	-15	-61	-61	-121
Total	383	38	421	21	341	363	1,306	1,309	2,616

Table 4- Trip generation relative to existing situation

- 20.7 The proposals include the removal of 95 standard car parking spaces and the creation of 4 disabled parking spaces. Table 4 suggests that this will lead to a reduction of 121 motor vehicle trips to and from the site per day which is welcomed.
- 20.8 According to Table 4, the proposals will generate 2,616 additional trips to and from the site per day which is a significant increase. These additional trips would mainly be made by sustainable modes of transport with 963 daily trips being made on foot or by bike to and from the site. Furthermore, many more walking trips will be made from the rail stations at Kentish Town, Tufnell Park and Gospel Oak. The Healthy Streets Assessment undertaken as part of the Transport Assessment makes a number of recommendations as to how these walking routes could be improved. This includes:
- Kentish Town Road Junction with Regis Road and Leighton Road – amendments to traffic signals to improve pedestrian priority.
 - Gordon House Road – improvements to the pedestrian environment in the vicinity of Gospel Oak Station and the bridges across Gordon House Road.
 - Junction of Dartmouth Park Hill, Junction Road, Tufnell Park Road, Brecknock Road and Fortress Road - provide an enhanced environment through planting and street art; provide formal and informal places for people to stop and rest.
- 20.9 The Council would like to implement these recommendations in order to improve the walking experience to and from the site, subject to consultation where necessary and funding. In addition, the Council intends to make further improvements to the primary cycle route network, including Highgate Road. A Pedestrian Cycling and Environmental (PCE) contribution would go towards these improvements and is discussed in more detail below.

Travel planning

- 20.10 A draft travel plan has been submitted in support of the planning application. This is welcomed as it demonstrates a commitment to encouraging and promoting trips by sustainable modes of transport. However, the projected modal share for cycling is lower than expected. Modal share projections for walking and cycling will need to be in accordance with Camden's Transport Strategy and the Mayor's Transport Strategy.
- 20.11 A Travel Plan and associated monitoring and measures contribution of £11,221 would be secured as section 106 planning obligation. The Travel Plan would be targeted towards staff and visitors. The site has excellent connections to the public transport network which can help to reduce the need to travel by single occupancy private car and facilitate a shift to walking, cycling and travel by public transport as the natural choice for day-to-day trips to and from the site.

Access and permeability

20.12 The site will continue to be accessed via Carker's Lane and Sanderson Close. The main pedestrian route to the site will be from Carker's Lane. In addition, a pedestrian route to be known as Highgate Passage will run through the site, connecting Carker's Lane and Sanderson Close. These two routes will be the major thoroughfares through the site, from which secondary routes will connect to various yards, both existing and new. A s106 clause will ensure these new routes will be maintained as open to the public.

Cycle parking

20.13 There are currently 53 existing external cycle parking spaces across the site, which would be re-provided as part of the proposed redevelopment, aside from any new provision needed for the additional floorspace. The existing cycle stands are considered substandard, providing only one point of contact for which to secure bikes, and would be re-provided in line with London Cycling Design Standards (LCDS) requirements.

20.14 Cycle parking for the proposed new floorspace would be provided in accordance with the London Plan standards. For office use, the requirements are as follows, based on GEA floorspace:

- Long-stay – 1 space per 75sqm; and
- Short-stay – First 5,000sqm 1 space per 500sqm, thereafter 1 space per 5,000sqm.

20.15 The short-stay cycle parking calculation results in a requirement for 13 additional short stay spaces for the new / extended floorspace areas.

20.16 Additionally, the existing external cycle parking spaces throughout the site will be enhanced and re-provided in the form of external Sheffield stands which would be Policy T1 and London Plan Policy T6 compliant, unlike the substandard cycle wall hooks currently available.

20.17 The proposal includes 294 new long-stay cycle parking spaces and 13 additional short-stay parking spaces. It is proposed that the long-stay cycle parking would be spread across three locations: within a cycle store beside Plot A; and at lower ground floor levels of Plots A, B and F. These would be of a high standard, meeting all requirements of CPG Transport and the London Cycle Design Standards (LCDS). At least 5% of the long-stay spaces would comprise 'Sheffield' stands able to accommodate non-standard cycles (e.g., cargo bikes and tricycles).

20.18 The quantum of long stay cycle parking proposed exceeds policy requirements by approx. 60 spaces and would help provide for the existing office floorspace which is welcomed.

- 20.19 The LCDS confirm that short-stay cycle parking should be located externally and close to building entrances. Therefore, it is anticipated this would be best provided in the form of new 'Sheffield' stands integrated within the external landscaping. Overall, there would be 66 short-stay spaces in the form of 33 'Sheffield' stands across the development.
- 20.20 The proposals also include the provision of lockers, changing facilities and showers which will help to encourage staff to commute by bike. The proposals would provide a compliant quantum and quality of cycle parking and are Policy T1, CPG Transport, London Plan Policy T6, and LCDS compliant. Final details of all cycle parking would be secured by Condition 11.

Cycle hire improvements

- 20.21 A parking bay for dockless rental e-bikes and rental e-scooters is conveniently located opposite the site on the east side of Highgate Road. However, this merely provides capacity for existing usage by residents and people who work in or visit the area. Officers anticipate significant demand for more parking bays to be provided in the area should planning permission be granted. A cycle/e-scooter hire improvements contribution of £10,000 would therefore be secured as a Section 106 planning obligation. 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.

Car parking and vehicle access

- 20.22 The site is located in controlled parking zone CA-M (East Kentish Town) which operates from 0830 to 1830 hours on Monday to Friday.
- 20.23 The site presently contains 95 marked car parking spaces, with circa 75 of these accessed from Carker's Lane and the remaining 20 accessed from Sanderson Close. The proposals would include the removal of all 95 car parking spaces and the provision of 4 disabled parking spaces in accordance with Policy T2. In accordance with London Plan policy T6, all 4 disabled parking spaces should be provided with access to electric vehicle charging infrastructure which would be secured by condition 36. The location and design of the bays would be secured as part of the landscaping details (condition 13).
- 20.24 The significant reduction in on-site car parking provision could lead to visitors arriving at the site and being unable to find anywhere to park. Officers expect the large majority of visitors to travel to the site by sustainable modes of transport. However, there is potential for some visitors with electric vehicles to drive to the site with a view to parking in an 'Electric Vehicles Only' parking bay in the controlled parking zone. This would put pressure on infrastructure which has been provided primarily for local residents. A financial contribution of

£20,000 towards an additional electric vehicle charging infrastructure (fast charger) on the public highway in the general vicinity of the site (e.g. Lady Somerset Road) would be secured via s106 if planning permission is granted.

- 20.25 To facilitate the shift away from cars and reduce the stress on the surrounding CPZ, a car parking management and reduction plan would also form part of the s106 Travel Plan in accordance with Policy T2 if planning permission is granted.
- 20.26 In addition, the development would be secured as car-free (with the exception of 4 disabled parking spaces) by legal agreement in accordance with Policy T2 if planning permission is granted.

Construction management

- 20.27 Construction management plans (CMPs) are used to demonstrate how developments will minimise impacts from the movement of goods and materials during the construction process including any demolition works. A draft CMP has been submitted in support of the planning application. However, as a principal contractor has yet to be appointed, the document lacks detail and a full CMP will need to be secured via Section 106.
- 20.28 The CMP would promote public safety and ensure that construction traffic does not create (or add to existing) traffic congestion in the local area. Without careful management, the construction period is also likely to lead to a variety of amenity issues for local people (e.g. noise, vibration, air quality, temporary loss of parking, etc.). The Council needs to ensure that the development can be implemented without being detrimental to amenity or the safe and efficient operation of the highway network in the local area.
- 20.29 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 contractor would need to register the works with the Considerate Constructors' Scheme and adhere to the CLOCS standard for Construction Logistics and Community Safety.
- 20.30 The CMP would require significant input from officers in terms of the development and assessment of the CMP as well as ongoing monitoring and enforcement of the CMP during demolition and construction. A CMP implementation support contribution of £29,943 and a CMP Impact Bond of £31,497 would be secured via section 106.
- 20.31 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 secured via a Section 106.

Deliveries and servicing

- 20.32 Delivery and servicing movements will be undertaken on-site with access from either Carker's Lane or Sanderson Close. Sufficient space will be provided within the site to accommodate all delivery and servicing vehicle movements to ensure that vehicles arrive at and depart the site in a forward gear.
- 20.33 The Transport Assessment suggests that the development could generate up to 34 delivery and servicing vehicles visits per weekday. This would generally consist of light vehicles being on-site for a short duration.
- 20.34 A draft Delivery and Servicing Plan (DSP) has been submitted in support of the planning application. This is welcomed as it demonstrates that issues related to delivery and servicing movements have been considered at an early stage.
- 20.35 A more detailed DSP would be secured as a section 106 planning obligation to help ensure that any operational impacts associated with delivery and servicing movements could be mitigated. The DSP would be reviewed annually over a 5-year period by the travel plan coordinator for the site. This would allow site occupiers to demonstrate compliance with the DSP while managing a regime of continual improvement.

Highway remedial works

- 20.36 The public highway in the vicinity of the accesses to the site from Highgate Road at Carker's Lane and Sanderson Close could potentially sustain significant damage as a direct result of construction traffic travelling to and from the site during the demolition and construction phases of the proposed works.
- 20.37 The Council would need to repair any such damage to the public highway on completion of the proposed development and a highways contribution of £50,000 will be secured via section 106 to cover the costs. The highway works would be implemented by the Council's highways contractor on completion of the development and would include where necessary:
- Repaving the footway on Highgate Road directly adjacent to the site.
 - Repaving the carriageway and footway directly adjacent to the site where Highgate Road meets Carker's Lane.
 - Repaving the carriageway and footway directly adjacent to the site where Highgate Road meets Sanderson Close.
 - Any other works the Council acting reasonably requires as a direct result of the Development.

Pedestrian, cycling and environmental improvements

- 20.38 The proposed development will generate a significant increase in multi-modal trips to and from the site on a daily basis. The Council's transport policies are geared towards encouraging and promoting active travel (i.e., walking and

cycling). The Council would therefore seek to secure a pedestrian, cycling and environmental (PCE) improvements contribution as a Section 106 planning obligation if planning permission is granted. This would be used by the Council alongside similar contributions secured from other major developments to transform the public realm in the local area for the benefit of cyclists and pedestrians. The focus would be on improving conditions for walking and cycling on cycle routes near the site and on routes between the site and nearby transport interchanges, namely Kentish Town Station, Tufnell Park Station, and Gospel Oak Station, as well as on the network of residential streets that feed into the site from the east.

20.39 As mentioned previously, the Council is developing proposals to improve conditions for cyclists on Highgate Road, as part of the “primary” cycle network in the Borough, as per the Cycling Action Plan adopted in 2019 as part of the CTS and as approved by Cabinet for delivery in the period to 2025. The 2022 Cabinet approved CTS Delivery Plan to 2025 also includes a commitment to roll out an area-wide Safe & Healthy Streets scheme in the Dartmouth Park area, which extends from Fortess Walk in the south to Highgate in the north, and will provide safer walking and cycling connections, through-traffic restrictions, and other Healthy Streets measures on residential streets in the vicinity of the site. A portion of the PCE improvements contribution would therefore be used to introduce cycle facilities along the Highgate Road corridor (e.g., fully segregated stepped cycle tracks which afford cyclists a greater degree of comfort, priority, and safety), and a portion would contribute to the wider Dartmouth Park area scheme. Both schemes would deliver pedestrian, cycling and wider environmental benefits including the planting of street trees, urban greening and Sustainable Urban Drainage Systems (SUDS) where feasible.

20.40 The PCE improvements contribution would also help deliver recommendations from the Healthy Streets Assessment carried out for the development, as noted earlier

20.41 A PCE contribution of £500,000 would be secured as a Section 106 planning obligation.

21. HEALTH AND WELLBEING

21.1 Camden Local Plan policy C1 seeks to promote strong, vibrant, and healthy communities and requires major development proposals to include a Health Impact Assessment (HIA). Accordingly, a HIA has been submitted with the application and reviewed by the Council’s Public Health Strategist who finds the HIA to be robust and to provide an accurate assessment of the likely health impacts during the development phase and the operational phase. It takes into account impacts on residents living close to the site, based on socioeconomic and health data available, as well as those employed in this commercial premises.

21.2 The HIA utilises the NHS Healthy Urban Development Unit (HUDU) methods to assess impacts and concludes that many impacts are assessed as positive which means that it is likely that the development will contribute to a healthier environment and subsequently contribute to improved health. The Council's Public Health Strategist agrees with the findings of the HIA.

22. FIRE SAFETY

22.1 Policy D12 of the London Plan requires the application to be accompanied by a fire statement, prepared by a suitably qualified third-party assessor and provides a set of criteria that the statement should include. London Plan Policy D5 seeks to ensure that developments incorporate safe and dignified emergency evacuation for all building users.

22.2 A Fire Statement has been submitted by an assessor with suitable qualifications. It covers the relevant Building Regulations requirements and provides information on how the proposal will comply. With regards to means of escape for disabled persons, at least one evacuation lift is to be provided for plots A, E, F, J and G which would serve all floors. Plot B does not currently benefit from lift access but the works would include a new bolt-on core with an evacuation lift that would serve ground to fourth. Lower ground floor access would not be accessible via lift but there is an exit from this level onto Carker's Lane.

22.3 Fire appliance access will be provided adjacent to the main entrances to the building and within 18m from various dry rising main inlet points. In the case of the courtyard between plots H and I, the distance the fire tender needs to drive in order to achieve the 18m distance is approximately 32m compared to the 20m distance noted by Building Standards. However, this is an existing situation and the proposed works will improve the existing fire service access facilities across the site through providing existing buildings with dry riser coverage.

22.4 Compliance with the fire statement will be secured by condition (Condition 32).

23. SAFETY AND SECURITY

23.1 Camden Local Plan policy C5 and CPG Design are relevant with regards to secure by design. Policy C5 requires developments to demonstrate that they have incorporated design principles which contribute to community safety and security, particularly in wards with relatively high levels of crime. It is noted that Kentish Town North is not one of the wards referred to in the policy text as having relatively high levels of crime.

23.2 The Designing Out Crime officer was consulted by the Council at pre-application stage and following submission. The officer objects to the proposal due to the opportunities for concealment when businesses are closed and the

lack of visible security presence. The concern is that the yard areas could attract anti-social behaviour and crime.

23.3 The Designing out Crime officer has recommended gating the site overnight where possible to reduce the area of site open to the public and to prevent people from being drawn to areas away from the patrols along Highgate Road. However, it is considered preferable to employ a more passive approach to surveillance. Lighting will illuminate all access points, concealed / vulnerable areas and a CCTV system covering the entire site will be linked to a security control room which is in operation 24 hours a day. Signage will notify the public that it is a patrolled area with active CCTV. Lighting and signage strategies will be secured by conditions 18 and 19 respectively.

23.4 In addition, a series of technical recommendations around specifications for building features and materials have been made which have been shared with the applicant. The development will be required to achieve 'Secured by Design' accreditation which will be secured by condition 24. The Designing out crime officer will be consulted on the details once submitted.

24. REFUSE AND RECYCLING

24.1 Policy CC5 and CPG 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.

24.2 Three bin storage locations are proposed within Plots A, E and F. A total of 25 x 1,100 litre bins will be provided and separate bins for general waste, recycling and food waste provided within the buildings.

24.3 To reduce the number of bins required and reduce collection frequencies, on-site compaction would be utilised by building management staff.

24.4 Refuse collections will be privately contracted. Waste collection vehicles will enter and exit the site via Sanderson's Close and Carker's Lane as per the existing situation.

25. PLANNING OBLIGATIONS

25.1 The following obligations are required to mitigate the impact of the development upon the local area, including on local services. These heads of terms would mitigate any impact of the proposal on the infrastructure of the area.

Obligation	Amount (£)
Affordable workspace – 1,324 sqm	N/A
Affordable workspace operator	N/A
Affordable workspace strategy	N/A
Apprenticeships support fee	£28,900

Construction work placement opportunities through the Euston Skills Centre - 32	N/A
Construction apprenticeships through the Euston Skills Centre - 17	N/A
Local employment	N/A
Local Procurement	N/A
End use work apprenticeships - 3	N/A
Employment and training contribution	£391,510
Employment and training plan	N/A
Car free	N/A
Pedestrian, cycling and environmental contributions	£500,000
Highways contribution	£50,000
Electric vehicle charging point	£20,000
Cycle hire/e-scooter contributions	£10,000
CMP and DMP	N/A
CMP and DMP monitoring fee	£29,943
CMP and DMP bond	£31,497
Construction Working Group	N/A
Delivery and Servicing Plan	N/A
Travel Plan	N/A
Travel Plan Monitoring and Measures Contribution	£11,221
Energy and sustainability plans including BREEAM targets	N/A
Carbon off-set fund	£71,270
Open space contribution	£163,336.50
Use Plan	N/A
Retention of architect	N/A
TOTAL	£1,307,677.50

26. COMMUNITY INFRASTRUCTURE LEVY (CIL)

26.1 The development would be eligible for both Camden CIL and the Mayor of London's CIL.

27. CONCLUSION

27.1 The proposal would deliver an employment intensification scheme in a highly accessible location and within the Kentish Town Industry Area, a location where employment intensification is expected by regional and local policy. The proposals would fulfil the criteria for higher intensity redevelopment provided by CLP policy E2, including the provision of affordable workspace for local businesses and a wide range of employment benefits including training and apprenticeships.

27.2 Highgate Studios is home to many creative businesses and the proposal will support the creative industries in Camden, not just through providing additional floorspace but improving the quality of existing accommodation too through a comprehensive landscaping scheme, cycle provision and energy and sustainability improvements. Essentially the scheme will include affordable workspace which is crucial for creative industries to flourish.

- 27.3 The new buildings and extensions have been designed to a high standard and are sensitive to surrounding heritage assets and neighbouring residential occupiers. Whilst there would be less than substantial harm to a non-designated heritage asset and isolated neighbouring amenity impacts, the benefits of the scheme would be significant enough to outweigh these impacts.
- 27.4 The two new buildings and series of roof extensions are considered to be of very high-quality design with general support from Camden's Design Review Panel.

Public benefits

- 27.5 Harm has been identified to Highgate Business Centre, a non-designated heritage asset adjacent to the proposed Plot A building. The harm is considered less than substantial, arising from the height of the new building which would compete with the height of the chimney, currently the tallest structure on the site. There are a number of public benefits that outweigh that harm, as follows:
- Substantial uplift of employment floorspace (c.16,000 sqm) within a designated industry area resulting in end-use employment and training opportunities;
 - Fully fitted out affordable workspace (1,324 sqm) secured in perpetuity;
 - Removal of all on-site car parking and the provision of cycling facilities, facilitating a shift to active travel and contributing to improved air quality and healthier streets;
 - Creation of construction phase employment and training opportunities;
 - Refurbishment of non-designated heritage assets;
 - Provision of two high performing new buildings in energy and sustainability terms;
 - Financial contribution to open space; and
 - Financial contribution to pedestrian, cycling and environmental improvements in the local area.

28. RECOMMENDATION

- 28.1 Grant conditional Planning Permission subject to a Section 106 Legal Agreement.

29. LEGAL COMMENTS

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

30. CONDITIONS

Standard conditions

1 Three years from the date of this permission

This development must be begun not later than three years from the date of this permission.

Reason: In order to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).

2 Approved drawings

The development hereby permitted shall be carried out in accordance with the following approved plans:

Existing Drawings:

13683-A-SL-L00-07-100 REV A; 13683-A-SW-L00-07-100 REV A; 13683-A-SW-LRF-07-101 REV A; 13683-A-A-L00-07-100 REV A; 13683-A-A-LB1-07-101 REV A; 13683-A-A-LZZ-07-140 REV A; 13683-A-A-LZZ-07-141 REV A; 13683-A-A-LZZ-07-150 REV A; 13683-A-B-L00-07-100 REV A; 13683-A-B-L01-07-101 REV A; 13683-A-B-L02-07-102 REV A; 13683-A-B-LRF-07-103 REV A; 13683-A-B-LZZ-07-140 REV A; 13683-A-B-LZZ-07-141 REV A; 13683-A-B-LZZ-07-142 REV A; 13683-A-B-LZZ-07-143 REV A; 13683-A-B-LZZ-07-150 REV A; 13683-A-B-LZZ-07-151 REV A; 13683-A-E-L00-07-100 REV A; 13683-A-E-L01-07-101 REV A; 13683-A-E-L02-07-102 REV A; 13683-A-E-L03-07-103 REV A; 13683-A-E-LRF-07-104 REV A; 13683-A-E-LB1-07-105 REV A; 13683-A-E-LZZ-07-140 REV A; 13683-A-E-LZZ-07-141 REV A; 13683-A-E-LZZ-07-142 REV A; 13683-A-E-LZZ-07-150 REV A; 13683-A-E-LZZ-07-151 REV A; 13683-A-F-L00-07-100 REV A; 13683-A-F-LRF-07-101 REV A; 13683-A-F-LB1-07-102 REV A; 13683-A-F-LZZ-07-140 REV A; 13683-A-F-LZZ-07-141 REV A; 13683-A-F-LZZ-07-150 REV A; 13683-A-I-L00-07-100 REV A; 13683-A-I-L01-07-101 REV A; 13683-A-I-L02-07-102 REV A; 13683-A-I-L03-07-103 REV A; 13683-A-I-L04-07-104 REV A; 13683-A-I-L05-07-105 REV A; 13683-A-I-LRF-07-106 REV A; 13683-A-I-LZZ-07-140 REV A; 13683-A-I-LZZ-07-141 REV A; 13683-A-I-LZZ-07-142 REV A; 13683-A-I-LZZ-07-150 REV A; 13683-A-I-LZZ-07-151 REV A; 13683-A-J-L00-07-100 REV A; 13683-A-J-L01-07-101 REV A; 13683-A-J-L02-07-102 REV A; 13683-A-J-L03-07-103 REV A; 13683-A-J-LRF-07-104 REV A; 13683-A-J-LZZ-07-140 REV A; 13683-A-J-LZZ-07-141 REV A; 13683-A-J-LZZ-07-150 REV A.

Demolition Drawings:

13683-A-A-L00-07-200 REV A; 13683-A-A-LB1-07-201 REV A; 13683-A-A-LZZ-07-240 REV A; 13683-A-A-LZZ-07-241 REV A; 13683-A-A-LZZ-07-250 REV A; 13683-A-B-L00-07-200 REV A; 13683-A-B-L01-07-201 REV A; 13683-A-B-L02-07-202 REV A; 13683-A-B-LRF-07-203 REV A; 13683-A-B-LZZ-07-240 REV A; 13683-A-B-LZZ-07-241 REV A; 13683-A-B-LZZ-07-242 REV A; 13683-A-B-LZZ-07-243 REV A; 13683-A-B-LZZ-07-250 REV A; 13683-A-B-LZZ-07-251 REV A; 13683-A-E-L00-07-200 REV A; 13683-A-E-L01-07-201 REV A; 13683-A-E-L02-07-202 REV A; 13683-A-E-L03-07-203 REV A; 13683-A-E-LRF-07-204 REV A; 13683-A-E-LB1-07-205 REV A; 13683-A-E-LZZ-07-240 REV A; 13683-A-E-LZZ-07-241 REV A; 13683-A-E-LZZ-07-242 REV A; 13683-A-E-LZZ-07-250 REV A; 13683-A-E-LZZ-07-251 REV A; 13683-A-F-L00-07-200 REV A; 13683-A-F-LRF-07-201 REV A; 13683-A-F-LB1-07-202 REV A; 13683-A-F-LZZ-07-240 REV A; 13683-A-F-LZZ-07-241 REV A; 13683-A-F-LZZ-07-250 REV A; 13683-A-I-L00-07-200 REV A; 13683-A-I-L01-07-201 REV A; 13683-A-I-L02-07-202 REV A; 13683-A-I-L03-07-203 REV A; 13683-A-I-L04-07-204 REV A; 13683-A-I-L05-07-205 REV A; 13683-A-I-LRF-07-206 REV A; 13683-A-I-LZZ-07-240 REV A; 13683-A-I-LZZ-07-241 REV A; 13683-A-I-LZZ-07-242 REV A; 13683-A-I-LZZ-07-250 REV A; 13683-A-I-LZZ-07-251 REV A; 13683-A-J-L00-07-

200 REV A; 13683-A-J-L01-07-201 REV A; 13683-A-J-L02-07-202 REV A; 13683-A-J-L03-07-203 REV A; 13683-A-J-LRF-07-204 REV A; 13683-A-J-LZZ-07-240 REV A; 13683-A-J-LZZ-07- REV A; 13683-A-J-LZZ-07-250 REV A.

Proposed Drawings:

13683-A-A-L00-07-300 REV A; 13683-A-A-L01-07-301 REV A; 13683-A-A-L02-07-302 REV A; 13683-A-A-L03-07-303 REV A; 13683-A-A-L04-07-304 REV A; 13683-A-A-L05-07-305 REV A; 13683-A-A-L06-07-306 REV A; 13683-A-A-L07-07-307 REV A; 13683-A-A-LRF-07-308 REV A; 13683-A-A-LB1-07-309 REV A; 13683-A-A-LZZ-07-340 REV A; 13683-A-A-LZZ-07-341 REV A; 13683-A-A-LZZ-07-342 REV A; 13683-A-A-LZZ-07-343 REV A; 13683-A-A-LZZ-07-350 REV A; 13683-A-A-LZZ-07-351 REV A; 13683-A-B-L00-07-300 REV A; 13683-A-B-L01-07-301 REV A; 13683-A-B-L02-07-302 REV A; 13683-A-B-L03-07-303 REV A; 13683-A-B-L04-07-304 REV A; 13683-A-B-LRF-07-305 REV A; 13683-A-B-LZZ-07-340 REV A; 13683-A-B-LZZ-07-341 REV A; 13683-A-B-LZZ-07-342 REV A; 13683-A-B-LZZ-07-343 REV A; 13683-A-B-LZZ-07-350 REV A; 13683-A-B-LZZ-07-351 REV A; 13683-A-E-L00-07-300 REV A; 13683-A-E-L01-07-301 REV A; 13683-A-E-L02-07-302 REV A; 13683-A-E-L03-07-303 REV A; 13683-A-E-L04-07-304 REV A; 13683-A-E-L05-07-305 REV A; 13683-A-E-L06-07-306 REV A; 13683-A-E-LRF-07-307 REV A; 13683-A-E-LB1-07-308 REV A; 13683-A-E-LZZ-07-340 REV A; 13683-A-E-LZZ-07-341 REV A; 13683-A-E-LZZ-07-342 REV A; 13683-A-E-LZZ-07-343 REV A; 13683-A-E-LZZ-07-350 REV A; 13683-A-E-LZZ-07-351 REV A; 13683-A-F-L00-07-300 REV A; 13683-A-F-L01-07-301 REV A; 13683-A-F-L02-07-302 REV A; 13683-A-F-L03-07-303 REV A; 13683-A-F-L04-07-304 REV A; 13683-A-F-LRF-07-305 REV A; 13683-A-F-LB1-07-306 REV A; 13683-A-F-LZZ-07-340 REV A; 13683-A-F-LZZ-07-341 REV A; 13683-A-F-LZZ-07-342 REV A; 13683-A-F-LZZ-07-343 REV A; 13683-A-F-LZZ-07-350 REV A; 13683-A-F-LZZ-07-351 REV A; 13683-A-I-L00-07-300 REV A; 13683-A-I-L01-07-301 REV A; 13683-A-I-L02-07-302 REV A; 13683-A-I-L03-07-303 REV A; 13683-A-I-L04-07-304 REV A; 13683-A-I-L05-07-305 REV A; 13683-A-I-LRF-07-306 REV A; 13683-A-I-LZZ-07-340 REV A; 13683-A-I-LZZ-07-341 REV A; 13683-A-I-LZZ-07-342 REV A; 13683-A-I-LZZ-07-350 REV A; 13683-A-I-LZZ-07-351 REV A; 13683-A-P-L00-07-300 REV A; 13683-A-P-L01-07-301 REV A; 13683-A-P-LZZ-07-340 REV A; 13683-A-P-LZZ-07-350 REV A; 13683-A-J-L00-07-300 REV A; 13683-A-J-L01-07-301 REV A; 13683-A-J-L02-07-302 REV A; 13683-A-J-L03-07-303 REV A; 13683-A-J-L04-07-304 REV A; 13683-A-J-LRF-07-305 REV A; 13683-A-J-LZZ-07-340 REV A; 13683-A-J-LZZ-07-341 REV A; 13683-A-J-LZZ-07-350 REV A.

Documents: Air Quality Assessment (prepared by Air Pollution Services, dated 24 April 2023); Archaeological Desk-Based Assessment (prepared by AOC Archaeology Group, dated April 2023); Biodiversity Net Gain Report (prepared by Assystem Energy & Infrastructure Ltd, dated April 2023); BREEAM Ecology and Land Use Assessment (prepared by Assystem Energy & Infrastructure Ltd, dated April 2023); Outline Construction Management Plan (prepared by RGP, dated April 2023); Cover Letter (prepared by DP9 Ltd, dated 26 April 2023); Design and Access Statement (prepared by Piercy & Company, dated 25 April 2023); Daylight, Sunlight and Overshadowing Report (prepared by GIA Chartered Surveyors, dated 24 April 2023); Delivery and Servicing Management Plan (prepared by RGP, dated April 2023); Fire Statement (prepared by BB7, dated 25 April 2023); Health Impact Assessment (prepared by Ben Cave Associates, dated April 2023); Heritage, Townscape and Visual Impact Assessment (prepared by The Townscape Consultancy, dated April 2023); Landscape Ecological Management Plan (prepared by Assystem Energy & Infrastructure Ltd, dated March 2023); Landscape Design and Access Statement (prepared by CLB Studio, dated 24 April 2023); Environmental Noise Survey Report (prepared by Sandy Brown, dated 21 April 2023); Estate Management Plan (prepared by Colliers, dated April 2023); Preliminary Ecological Appraisal (prepared by Schofield Lothian, dated April 2023); Planning Statement (prepared by DP9, dated April 2023); Statement of Community Involvement (prepared by Lowick, dated April 2023); Sustainability Statement (prepared by Red Engineering Design, dated 25 April 2023);

Healthy Streets Transport Assessment (prepared by RGP, dated April 2023); Travel Plan, (prepared by RGP, dated April 2023); Urban Greening Factor Assessment (prepared by Assystem Energy & Infrastructure Ltd, dated April 2023); Whole Life Carbon Assessment (prepared by Savills Earth, dated April 2023); Tenant Overview. Received 04 May 2023; Flood Risk Assessment and SuDS Strategy Report Rev 02 (prepared by Heyne Tillett Steel, dated July 2023). Received 24 July 2023; Basement Impact Assessment (prepared by Soiltechnics, dated February 2024); Energy Statement Rev 006 (prepared by Red Engineering Design Ltd, dated September 2023); BREEAM New Construction Pre-Assessment Report for Plots A, F, B, E, J Rev 002 (prepared by Red Engineering Design Ltd, dated 08 August 2023); Fire Assembly Point document; Ground Investigation Report (prepared by Soiltechnics, dated April 2024); LVMF Parliament Hill views, winter and summer (prepared by Millerhare). Circular Economy Statement (prepared by Savills Earth, dated September 2023) Received 09 April 2024.

Reason: For the avoidance of doubt and in the interest of proper planning.

Pre-start conditions (any works)

3 Air quality monitoring

No development, demolition, or site clearance shall commence until all the following have been complied with:

- a) Prior to installing monitors, full details of the air quality monitors have been submitted to and approved in writing by the local planning authority. Such details shall include the location, number and specification of the monitors, including evidence of the fact that they will be installed in line with guidance outlined in the GLA's Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance;
- b) A confirmation email should be sent to airquality@camden.gov.uk no later than one day after the monitors have been installed with photographic evidence in line with the approved details; and
- c) Prior to commencement, a baseline monitoring report including evidence that the monitors have been in place and recording valid air quality data for at least 3 months prior to the proposed implementation date shall be submitted to the Local Planning Authority and approved in writing.

The monitors shall be retained and maintained on site in the locations agreed with the local planning authority for the duration of the development works, monthly summary reports and automatic notification of any exceedances provided in accordance with the details thus approved. Any changes to the monitoring arrangements must be submitted to the Local Planning Authority and approved in writing.

Reason: Development must not commence before this condition is discharged to manage and mitigate the impact of the development on the air quality and dust emissions in the area, and London as a whole, and to avoid irreversible and unacceptable damage to the environment, in accordance with policies A1, A4 and CC4 of the Camden Local Plan 2017 and policy SI1 of the London Plan.

Pre-start conditions (other than demolition or site clearance)

4 Land contamination

- 30.1 Prior to commencement of development, a written programme of ground investigation for the presence of soil and groundwater contamination and landfill gas should be submitted to and approved in writing by the local planning authority.

The site investigation shall be carried out in accordance with the approved programme and the results and a written scheme of remediation measures (if necessary as a result of the investigation) shall be submitted to and approved by the local planning authority in writing.

The remediation measures shall be implemented strictly in accordance with the approved scheme and a written report detailing the remediation shall be submitted to and approved by the local planning authority in writing prior to occupation.

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 receptors, in accordance with policies D1, A1, and C1 of the London Borough of Camden Local Plan 2017.

5 Suitable qualified engineer

The development hereby approved shall not commence (other than demolition, site clearance and preparation), until such time as a suitably qualified chartered engineer with membership of the appropriate professional body has been appointed to inspect, approve and monitor the critical elements of both permanent and temporary basement construction works throughout their duration to ensure compliance with the design which has been checked and approved by a building control body. Details of the appointment and the appointee's responsibilities shall be submitted to and approved in writing by the local planning authority prior to the commencement of development. Any subsequent change or reappointment shall be confirmed forthwith for the duration of the construction works.

Reason: To safeguard the appearance and structural stability of neighbouring buildings and the character of the immediate area in accordance with the requirements of policies D1, D2 and A5 of the London Borough of Camden Local Plan 2017.

6 Flood Risk Emergency Plan

The development hereby approved shall not commence (other than demolition, site clearance and preparation) until a Flood Risk Emergency Plan has been submitted to and approved in writing by the local planning authority. The plan shall be prepared in accordance with the aims and objectives of the ADEPT/Environment Agency Flood Risk Emergency Plans for New Development guidance. The development shall thereafter be constructed in accordance with the approved details.

Reason: To protect the occupants in the event of a flood in accordance with policy CC3 of the London Borough of Camden Local Plan 2017.

7 SuDS

Prior to commencement of any development (other than demolition, site clearance and preparation), full details of the sustainable drainage system including [775m² permeable paving with 82 m³ capacity / blue roofs with 400 m³ capacity / 60 m² bioretention with 6 m³ capacity], shall be submitted to and approved in writing by the local planning authority. Such a system should be designed to accommodate all storms up to and including a 1:100 year storm with a 40% provision for climate change such that flooding does not occur in any part of a building or in any utility plant susceptible to water, and shall demonstrate the run off rates no greater than those approved by the Local Planning Authority (222 l/s for 1 in 100yr rainfall event). A revised drainage statement, SuDS pro-forma and supporting evidence should be included with the following:

- The greenfield, existing and proposed runoff volumes
- The maintenance owner of the development

Details shall include a lifetime maintenance plan, and systems shall thereafter be retained and maintained in accordance with the approved details.

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

8 Air Quality – Revised Dust Risk Assessment

Prior to commencement, a revised dust risk assessment report, written in accordance with the relevant current guidance, for the proposed development shall be submitted to and approved by the Local Planning Authority.

If required mitigation measures based on the findings of the report shall be submitted to and approved by the Local Planning Authority prior to development.

The approved mitigation scheme shall be implemented in accordance with the approved details.

Reason: To protect the amenity of residents in accordance with London Borough of Camden Local Plan Policy CC4 and London Plan policy SI 1.

Prior to above ground works

9 Detailed drawings and samples

Prior to commencement of above ground works (other than demolition, site clearance and preparation) and notwithstanding what is shown on the approved plans, 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:

- a) Details, including plans, coloured elevations and sections at 1:20 of all new typical facade junctions (including at ground level, window / external door head and cill, and at junction with roof). To include any ventilation grills, screening, balustrades, parapets, gates, planters and associated elements and lighting fixtures;
- b) Bay study drawings, including plans, coloured elevations and sections at 1:50 of all typical façade types.
- c) Details, including plans of coloured elevations and sections at 1:20 of all cladding and façade treatment/louvres to any mechanical plant or machinery enclosures at roof terrace levels;
- d) Elevation drawings for the western elevation of Plot F at ground floor level. Details to demonstrate how the frontage will be designed to provide visual interest.
- e) Manufacturer's specification details, including high resolution photographs, of all facing materials (to be submitted to the Local Planning Authority) and samples at a minimum of 0.5m x 0.5m of those materials (to be provided on site).
- f) Sample panel(s) of typical sections of the façade at 1:1 scale (minimum 2m x 2m in size) of each façade material including a glazed opening, showing reveal and header detail and neighbouring facing materials. To include reclaimed bricks proposed to be used at lower levels. To be installed on site for review, or at alternative pre-arranged location if necessitated by construction methodology.
- g) Detailed drawings of external structures including cycle store and entrance pavilion.

The relevant part of the works shall be carried out in accordance with the details thus approved and all approved samples shall be retained on site during the course of the works.

Reason: To safeguard the appearance of the buildings and the character and appearance of the wider area in accordance with the requirements of Policies A1, D1 and D2 of the Camden Local Plan 2017.

10 Mechanical ventilation

Prior to commencement of above ground works (other than demolition, site clearance and preparation), full details of the mechanical ventilation system including air inlet locations shall be submitted to and approved by the local planning authority in writing. Air inlet locations should be located away from busy roads, railways and the emergency generator flue or any other emission sources and as close to roof level as possible, to protect internal air quality. The development shall thereafter be constructed and maintained in accordance with the approved details.

Reason: To protect the amenity of residents in accordance with London Borough of Camden Local Plan Policy CC4 and London Plan policy SI 1.

11 Cycle parking

Prior to commencement of above ground works (other than demolition, site clearance and preparation), full details of the long-stay (294 spaces) and short-stay (66 spaces) cycle parking facilities, including accessible and cargo bike provision, shall be submitted to and approved in writing by the local planning authority.

The approved cycle parking facilities shall thereafter be provided in their entirety prior to the occupation of the relevant part of the development and shall thereafter be retained.

Reason: To ensure the scheme makes adequate provision for cycle users in accordance with policies T1 and T2 of the London Borough of Camden Local Plan 2017.

12 Living roofs

Prior to commencement of above ground works (other than demolition, site clearance and preparation), full details in respect of the biodiverse intensive green roofs, to include the areas underneath the solar PV panels, shall be submitted to and approved in writing by the local planning authority. The details submitted shall include the following:

- a) maintenance plan;
- b) a section at a scale of 1:20 showing a minimum of 150mm substrate depth for storage;
- c) a planting schedule including species and planting density; and
- d) other habitat features to be included.

The development shall be carried out in accordance with the details approved and shall be fully implemented before the premises are first occupied.

Reason: To ensure the development is sustainable and promotes biodiversity in line with Camden Local Plan policies CC1, CC3 and A3.

13 Landscaping (including disabled parking bay location)

Prior to commencement of above ground works (other than demolition, site clearance and preparation), details of hard and soft landscaping and means of enclosure of all un-built, open areas and a timetable for implementation, shall be submitted to and approved in writing by the local planning authority. The details shall include tree planting schedule including species and tree pit sizes of the 29 proposed trees, any proposed earthworks including grading, mounding and other changes in ground levels, and include the locations and design details

of 4 disabled parking bays. The development shall be carried out in accordance with the approved details and timetable.

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, A5, C6, T1, D1 and D2 of the London Borough of Camden Local Plan 2017.

14 Bird and bat boxes

Prior to commencement of above ground works (other than demolition, site clearance and preparation), details of the location of the following should be submitted to and approved in writing by the Local Planning Authority:

- Minimum of 30 swift boxes
- Minimum of 6 nest boxes suitable for black redstarts associated with the biodiverse green roofs.
- Minimum of 10 bat boxes

On new buildings, these should be incorporated into the fabric of the building where feasible. The boxes shall be installed in accordance with the approved plans prior to the occupation of the development and thereafter permanently retained.

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.

15 Solar PV

Prior to commencement of above ground works (other than demolition, site clearance and preparation), drawings and data sheets showing the location, extent (435m²) and predicted energy generation of photovoltaic cells (at least 60,240 kwh/annum) 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 roof access arrangements, shall be provided. The cells shall be installed in full accordance with the details approved by the Local Planning Authority and permanently retained and maintained thereafter.

Reason: To ensure the development provides adequate on-site renewable energy facilities in accordance with the requirements of policy CC1 (Climate change mitigation) of the London Borough of Camden Local Plan 2017.

16 Solar PV feasibility study

Prior to commencement of above ground works (other than demolition, site clearance and preparation), a feasibility assessment with the aim of maximising the provision of solar photovoltaics including drawings and data sheets showing the location, extent and predicted energy generation of photovoltaic cells should be submitted to the local planning authority and approved in writing. These should include no less than 435m² of solar PV with a predicted energy generation of at least 60,240 kwh/annum and consider all potential suitable areas within the development site area. The buildings shall not be occupied until the approved details have been implemented and these works shall be permanently retained and maintained thereafter.

Reason: To ensure the development provides adequate on-site renewable energy facilities in accordance with the requirements of policy CC1 (Climate change mitigation) of the London Borough of Camden Local Plan 2017.

17 Wind mitigation

Prior to commencement of above ground works (other than demolition, site clearance and preparation), details of wind mitigation measures for the above ground amenity terraces and an assessment demonstrating that the measures will allow the terraces to achieve appropriate comfort conditions will be submitted to and approved in writing by the Local Planning Authority. The equipment shall be installed in full accordance with the details approved by the Local Planning Authority and permanently retained and maintained thereafter.

Reason: To ensure that the development provides safe amenity areas suitable for their intended purpose and that mitigation measures do not detract from the appearance of the host building in accordance with policies A1 and D1 of the Camden Local Plan 2017.

Prior to occupation or use

18 Lighting Strategy

Prior to occupation, a detailed lighting strategy for the relevant areas of the public realm and fittings to the exterior of buildings shall be submitted to and approved in writing by the local planning authority.

The lighting shall be installed in accordance with the approved plans prior to the occupation of the development and thereafter retained.

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.

19 Signage Strategy

Prior to occupation of the commercial units, a wayfinding strategy shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of Camden Local Plan policies D1 and D2.

20 Refuse and recycling

Prior to first occupation of Plots A and F, the refuse and recycling storage areas for each building shall be completed and made available to occupiers of that building.

The development of each block shall not be implemented other than in accordance with such measures as approved. All such measures shall be in place prior to the first occupation of each building and shall be retained thereafter.

Reason: To safeguard the amenities of the future occupiers and adjoining neighbours in accordance with the requirements of Camden Local Plan policy CC5.

21 SuDS - Evidence of installation

Prior to occupation, evidence that the SUDS 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.

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

22 Whole Life-Cycle Carbon Assessment

Prior to the occupation of any part of the development:

- a) the post-construction tab of the GLA's Whole Life-Cycle Carbon Assessment template should be completed in line with the GLA's Whole Life-Cycle Carbon Assessment Guidance. The post-construction assessment should be submitted to Planning Authority along with any supporting evidence as per the guidance.
- b) Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation of the development.
- c) The Whole Life Carbon should not exceed 935 kg CO₂e/M² GIA overall for Modules A-C (excluding B6 & B7 including sequestered carbon), and should at least meet the GLA WLC benchmarks for each of the modules as defined in the GLA Whole Life Carbon Assessment guidance.

Reason: In the interests of sustainable development and to maximise on-site carbon dioxide savings in accordance with the requirements of policy CC1 and CC2 of the London Borough of Camden Local Plan 2017.

23 Post-construction monitoring report

Prior to the occupation of any part of the new development, a postconstruction monitoring report and spreadsheet should be completed in line with the GLA's Circular Economy Statement Guidance. The post-construction monitoring report shall be submitted to the GLA, currently via email at: circulareconomystatements@london.gov.uk, along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation of any part of the development

Reason: In the interests of sustainable waste management and in order to maximise the re-use of materials in accordance with policy S12 of the London Plan 2021.

24 Secured by Design

Prior to occupation, evidence that the plans can achieve secured by design accreditation must be submitted to and approved in writing (in consultation with the Designing Out Crime Officer) by the local planning authority.

Reason: To ensure the development incorporates design principles which contribute to community safety and security in accordance with policy C5 of the Camden Local Plan 2017.

25 Reuse and recycling of demolition waste

The demolition hereby approved shall divert at least 95% of demolition waste from landfill and comply with the Institute for Civil Engineer's Demolition Protocol and either reuse materials on-site or salvage appropriate materials to enable their reuse off-site. Prior to occupation, evidence demonstrating that this has been achieved shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the development contributes to reducing waste and supporting the circular economy in accordance with the requirements of Policy CC1 of the London Borough of Camden Local Plan 2017, Camden Planning Guidance, and Policy SI 7 of the London Plan 2021.

Compliance conditions

26 Non-road mobile machinery

No non-road mobile machinery (NRMM) shall be used on the site unless it is compliant with the NRMM Low Emission Zone requirements (or any superseding requirements) and until it has been registered for use on the site on the NRMM register (or any superseding register).

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 Camden Local Plan policies A1 and CC4.

27 External fixtures

No lights, meter boxes, flues, vents or pipes, and no telecommunications equipment, alarm boxes, television aerials or satellite dishes shall be fixed or installed on the external face of the buildings, without the prior approval in writing of the Council.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of Camden Local Plan policies D1 and D2.

28 Plant noise

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 BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the site and surrounding premises is not adversely affected by noise from mechanical installations and equipment in accordance with the requirements of policies A1 and A4 of the London Borough of Camden Local Plan 2017.

29 Emergency plant noise

Noise emitted from any 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 10 dB one metre outside any premises.

The emergency plant and generators hereby permitted may be operated only for essential testing, except when required by an emergency loss of power.

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.

Reason: To ensure that the amenity of occupiers of the site and surrounding premises is not adversely affected by noise from emergency plant and generators in accordance with the requirements of policies A1 and A4 of the London Borough of Camden Local Plan 2017.

30 Anti-vibration

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.

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.

31 Landscaping

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

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.

32 Fire Statement

The development shall be constructed in accordance with, and at all times occupied and managed in strict compliance with the approved Fire Statement (prepared by BB7 Consulting Ltd, dated 25/04/2023)

Reason: To ensure the development incorporates the necessary fire safety measures in accordance with policies D5 and D12 of the London Plan.

33 Urban Greening Factor (UGF)

The development shall achieve a UGF Score of at least 0.338 prior to occupation and shall be retained as such in perpetuity.

Reason: To ensure that the development achieves a high quality of landscaping which contributes to the visual amenity, character and biodiversity of the area in accordance with the requirements of policies A2, A3 and D1 of the London Borough of Camden Local Plan 2017 and policy G5 of the London Plan 2021.

34 Roof Terraces

The external terraces as shown on the approved drawings shall not be used outside the following times: 08:00 to 20:00 Monday to Sunday.

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies G1, D1, A1, and A4 of the London Borough of Camden Local Plan 2017.

35 Compliance with Basement Impact Assessment

The development shall not be carried out other than in strict accordance with the methodologies, recommendations and requirements of the Basement Impact Assessment Basement Impact Assessment 38823-A2SI-XX-XX-RP-Y-0004-03 June 2024, Ground Movement Assessment 38823-A2SI-XX-XX-RP-Y-0005-02 hereby approved, and the confirmation at the detailed design stage that the damage impact assessment would be limited to Burland Category 1.

Reason: To ensure proper consideration of the structural stability of neighbouring buildings and to safeguard the appearance and character of the immediate area in accordance with the requirements of policies D1, D2 and A5 of the London Borough of Camden Local Plan 2017.

36 Electrical Vehicle Charging Provision

All four parking bays hereby approved shall have access to active electric vehicle charging points (EVCP).

Reason: To support carbon free travel in accordance with policy T6 of the London Plan and policy T2 of the Camden Local Plan 2017.

37 Restriction of use

Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 or the Town and Country Planning (General Permitted Development) Order 2015 (or any orders revoking and re-enacting those orders with or without modification), the additional floorspace shall be Class E (g) use unless otherwise indicated on the plans hereby approved.

Reason: To maintain a stock of employment premises and safeguard the Kentish Town Industry Area in accordance with policies E1 and E2 of the Camden Local Plan 2017.

31. INFORMATIVES

1	<p><u>Non-road mobile machinery</u></p> <p>Non-road mobile machinery (NRMM) is any mobile machine or vehicle that is not solely intended for carrying passengers or goods on the road. The Emissions requirements are only applicable to NRMM that is powered by diesel, including diesel hybrids. For information on the NRMM Low Emission Zone requirements and to register NRMM, please visit "http://nrmm.london/".</p>
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Biodiversity Net Gain

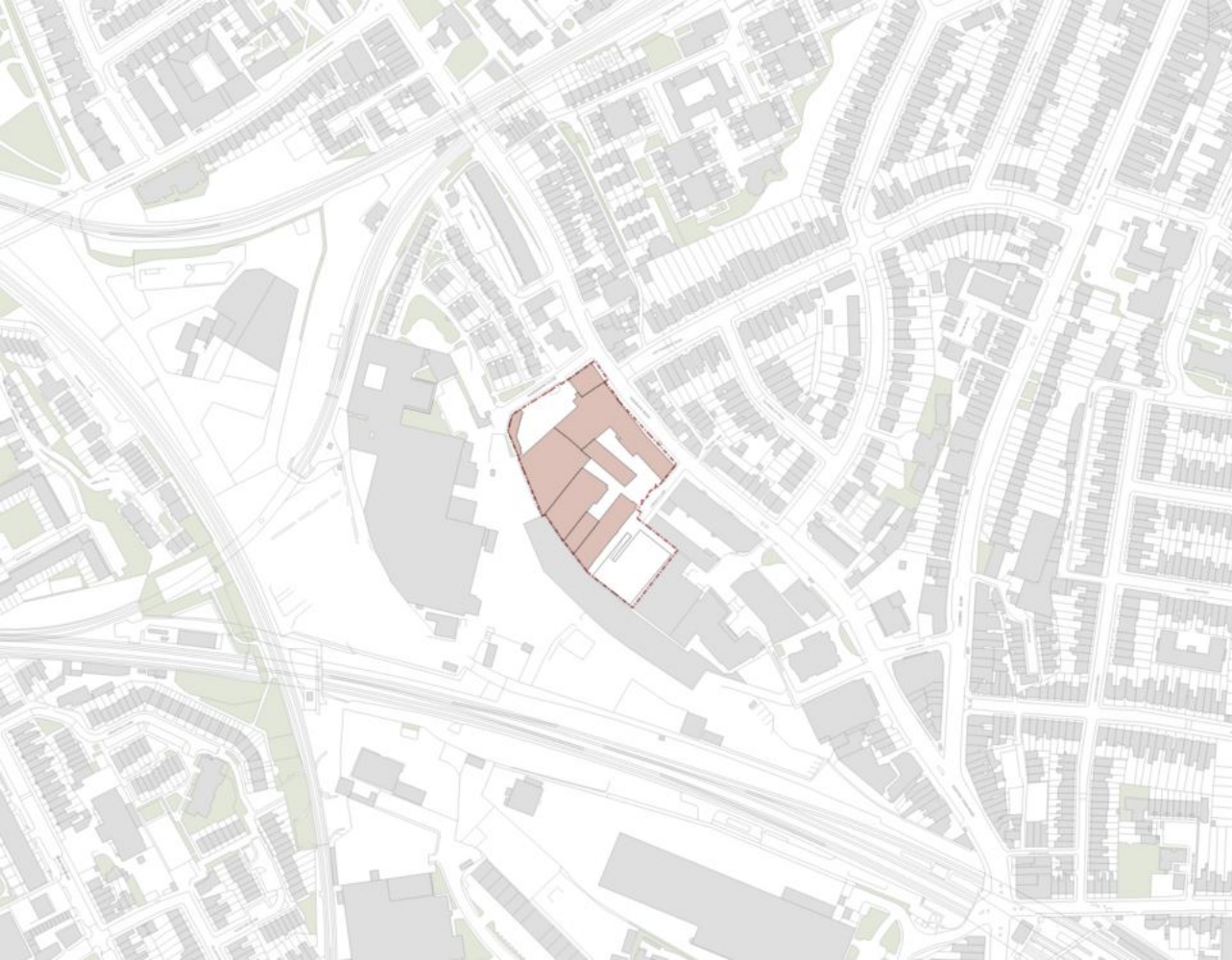
The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 (“1990 Act”) is that planning permission granted in England is subject to the condition (“the biodiversity gain condition”) that development may not begin unless: (a) a Biodiversity Gain Plan has been submitted to the planning authority, and (b) the planning authority has approved the plan.

The local planning authority (LPA) that would approve any Biodiversity Gain Plan (BGP) (if required) is London Borough of Camden.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are summarised below.

Biodiversity Net Gain

Based on the information available, the application does not require the approval of a BGP before development is begun because the application was made before 12 February 2024.



Planning Committee

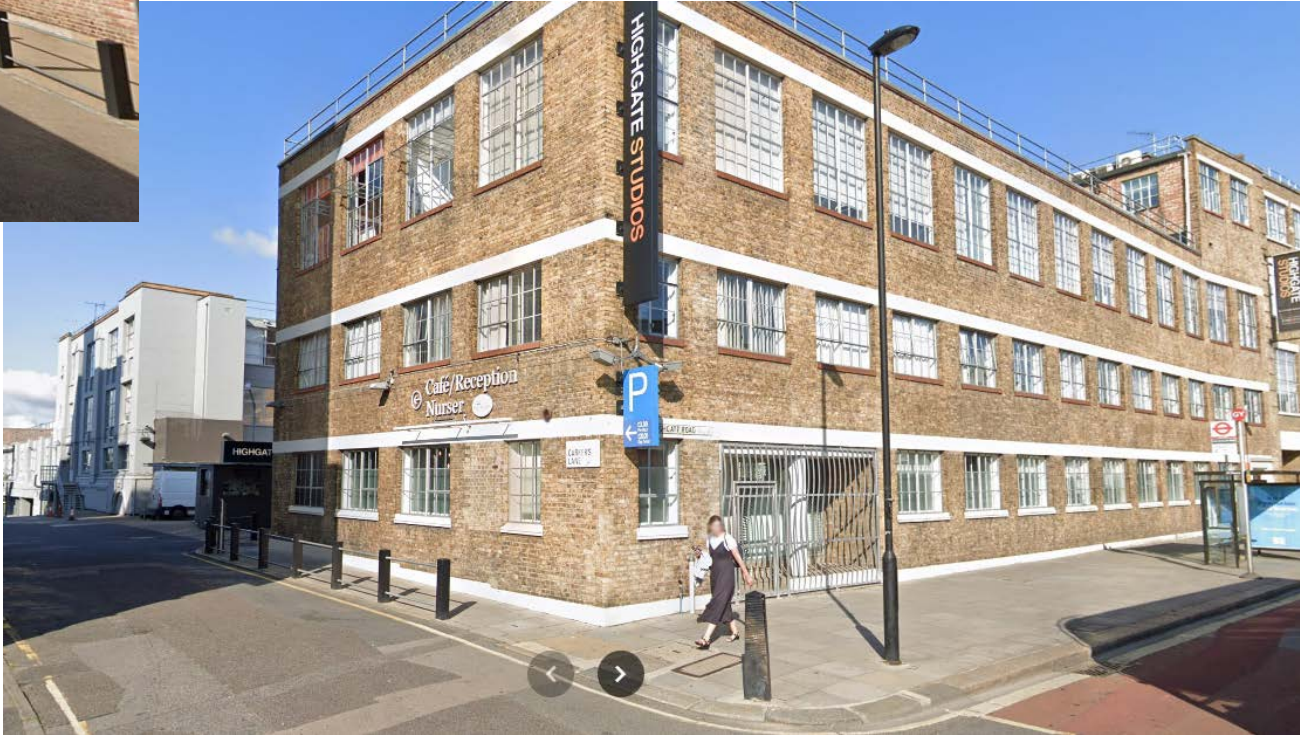
14th November 2024

2023/1804/P

Highgate Studios
53 - 79 Highgate Road
London
NW5 1TL

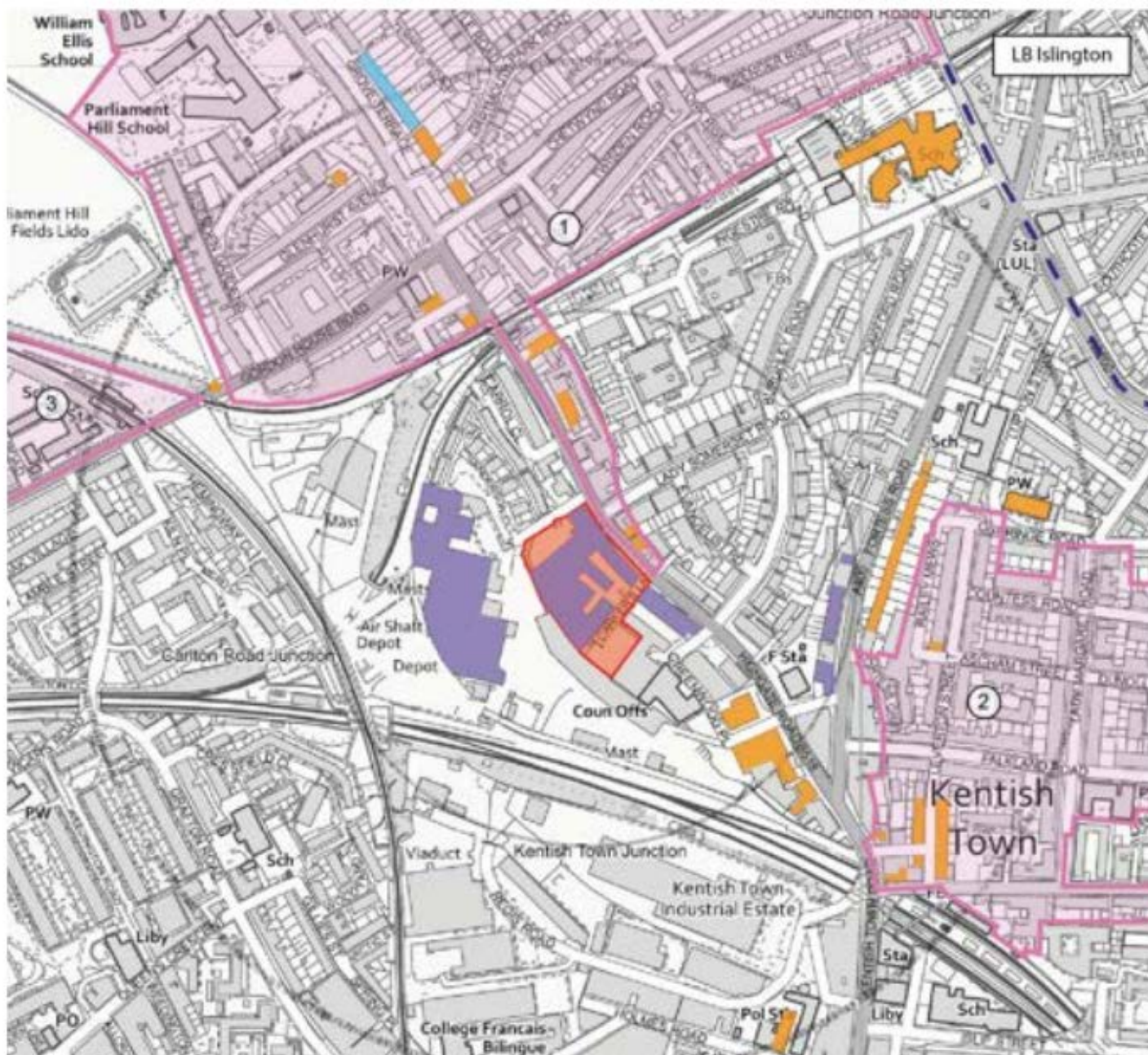








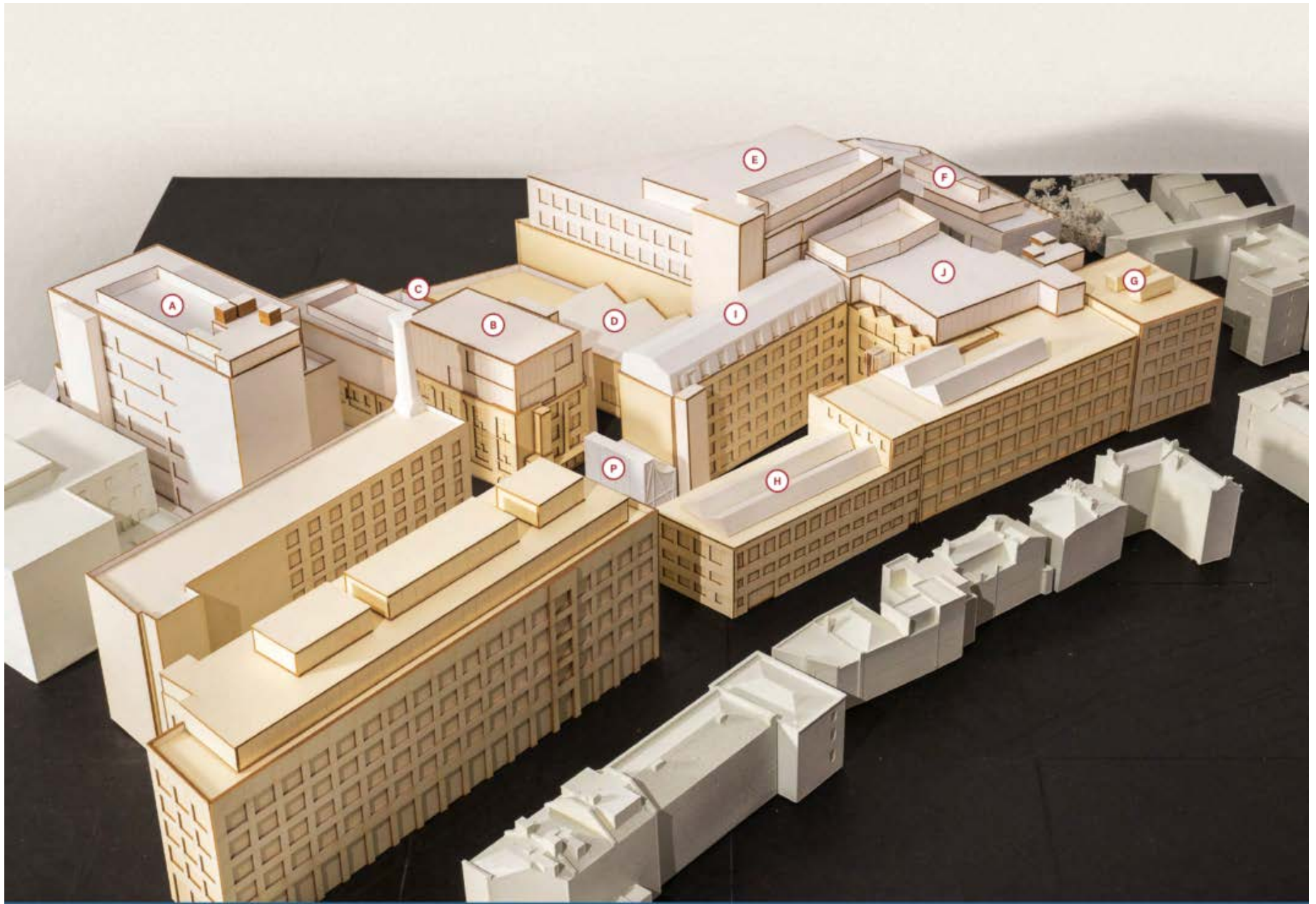








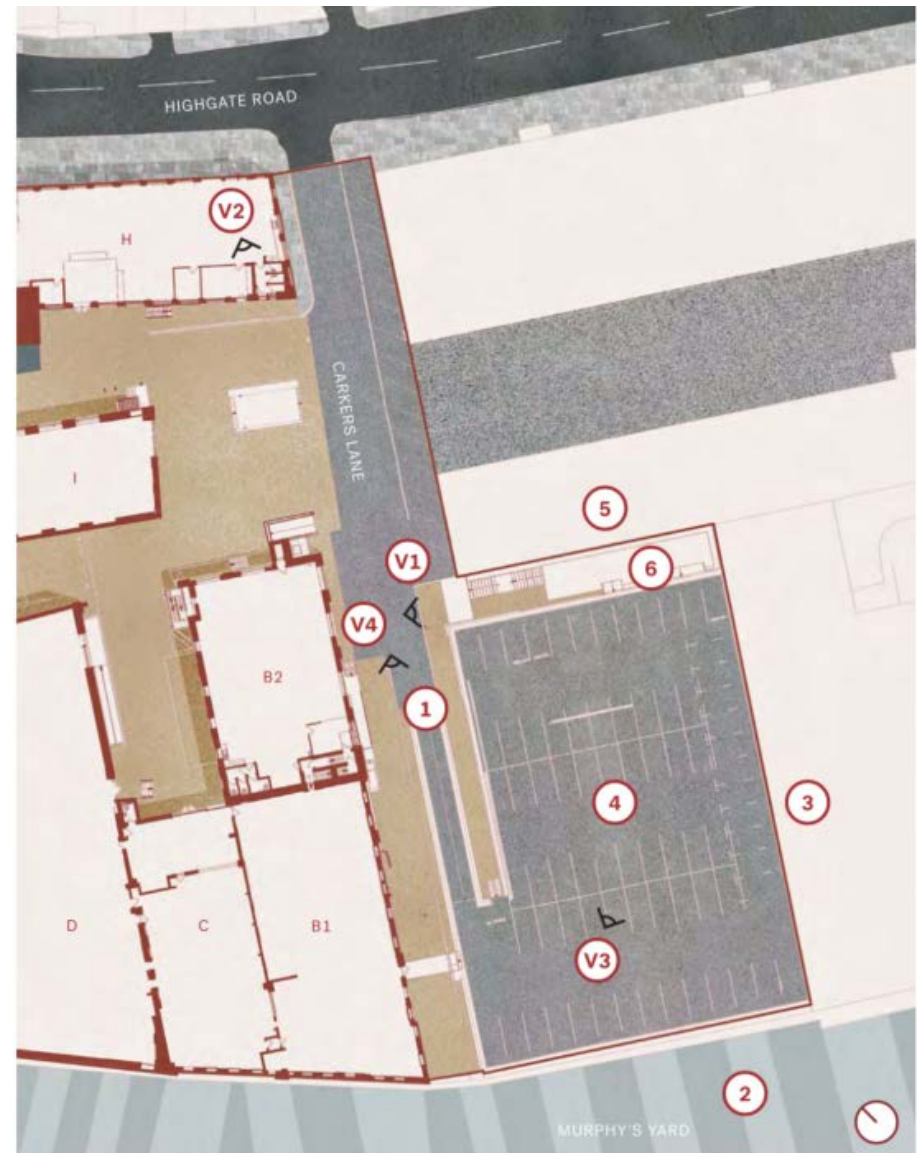
- (A)** Plot A - New Build
- (B)** Plot B - Refurbished and Extended
- (C)** Plot C - Refurbishment
- (D)** Plot D - Refurbishment
- (E)** Plot E - Refurbished and Extended
- (F)** Plot F - New Build
- (J)** Plot J - Refurbished and Extended
- (G)** Plot G - Refurbishment
- (H)** Plot H - Refurbishment
- (I)** Plot I - Refurbished and Extended
- (P)** Plot P - New Build Entrance Pavilion

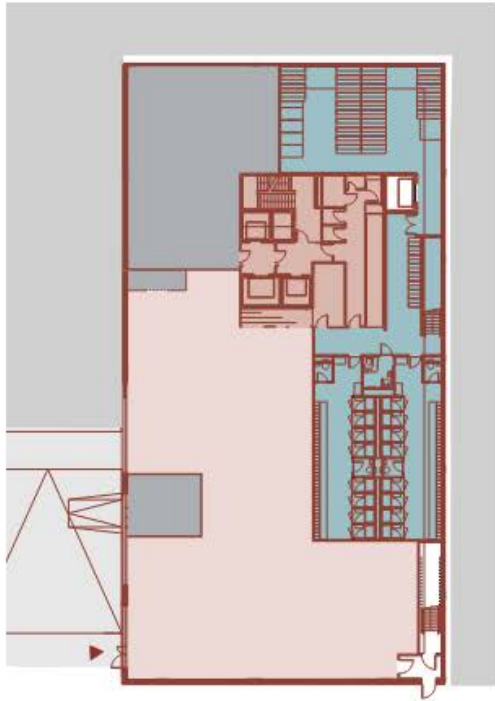






PLOT A

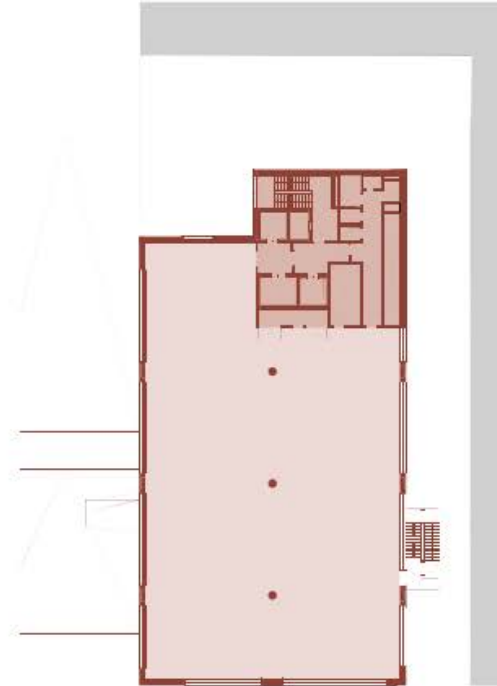




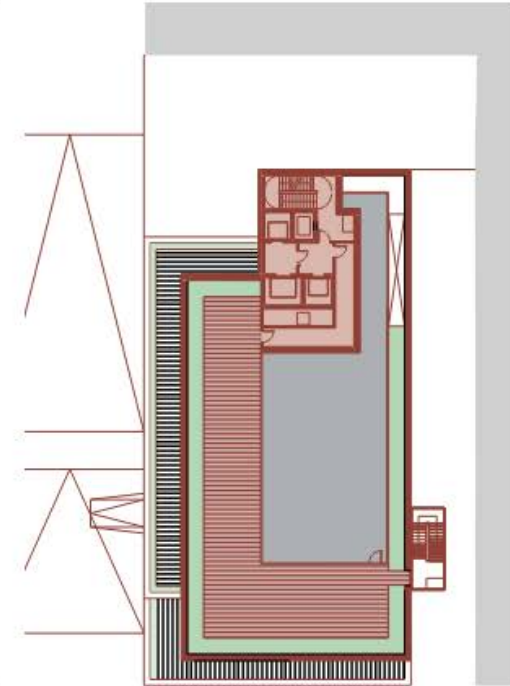
Lower Ground Floor



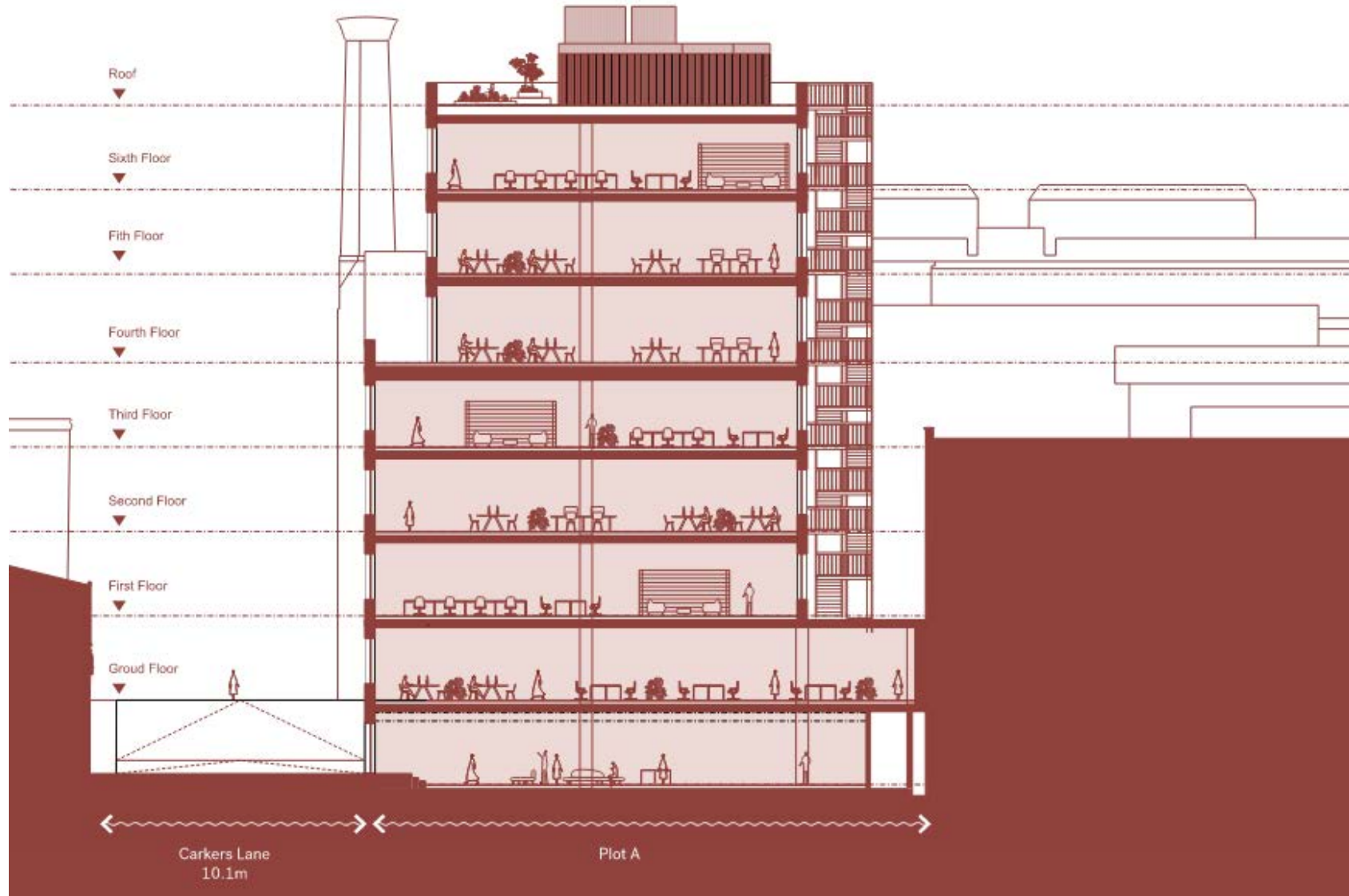
Ground Floor



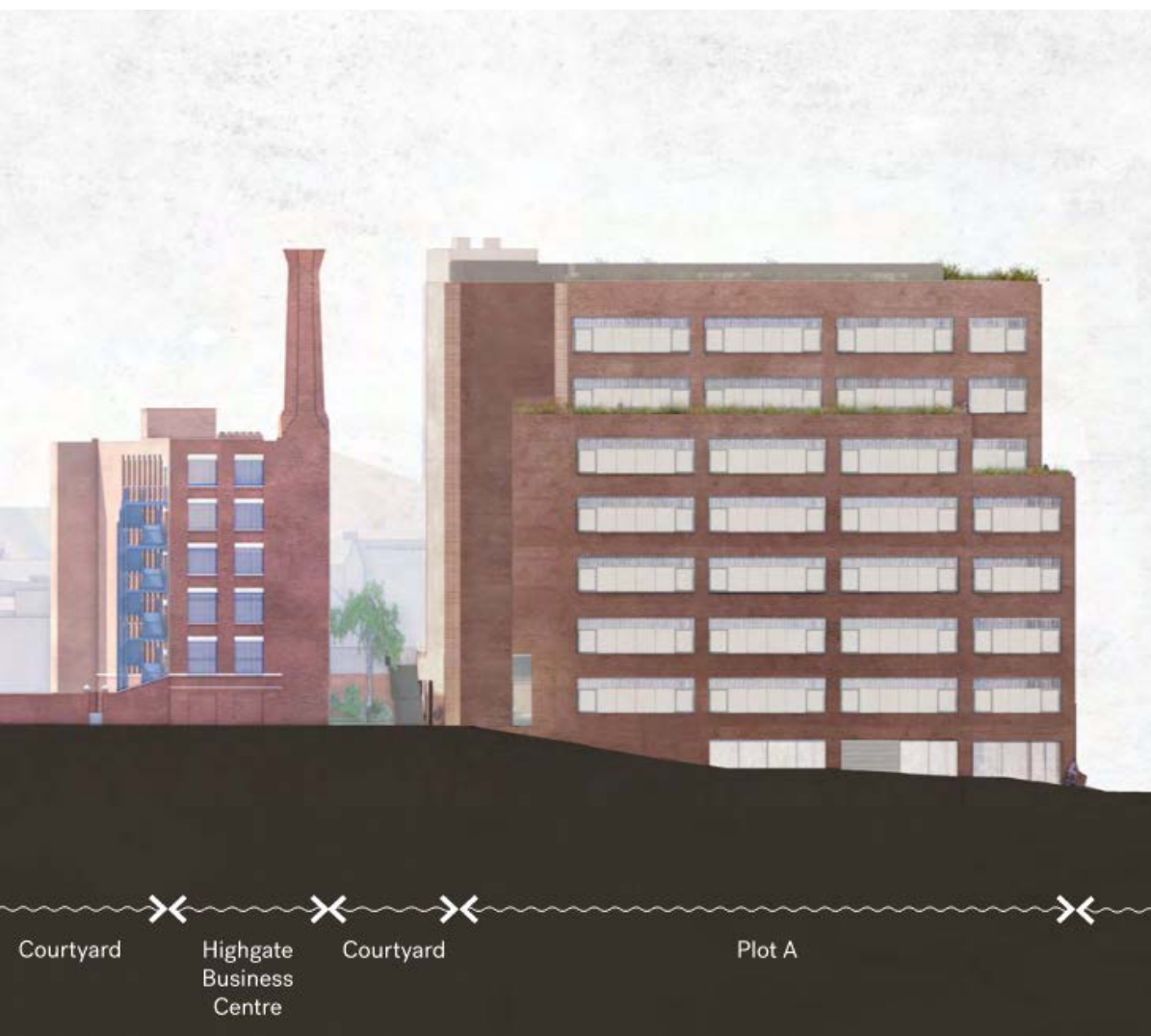
Lower Typical Floor



Roof

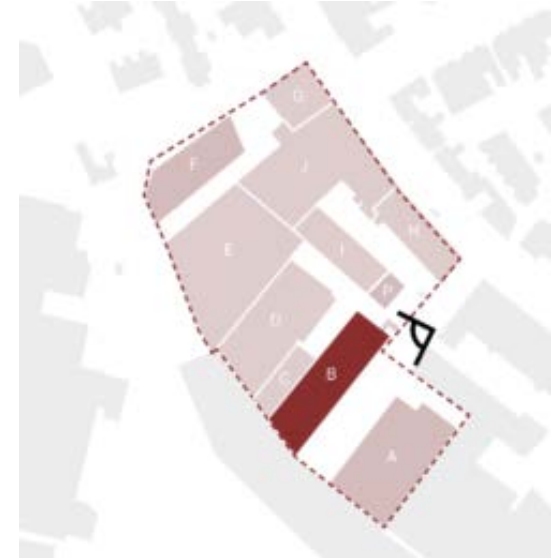


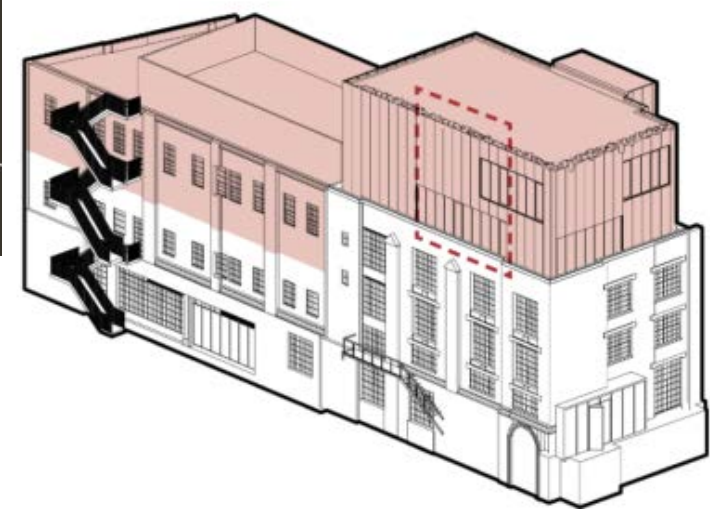
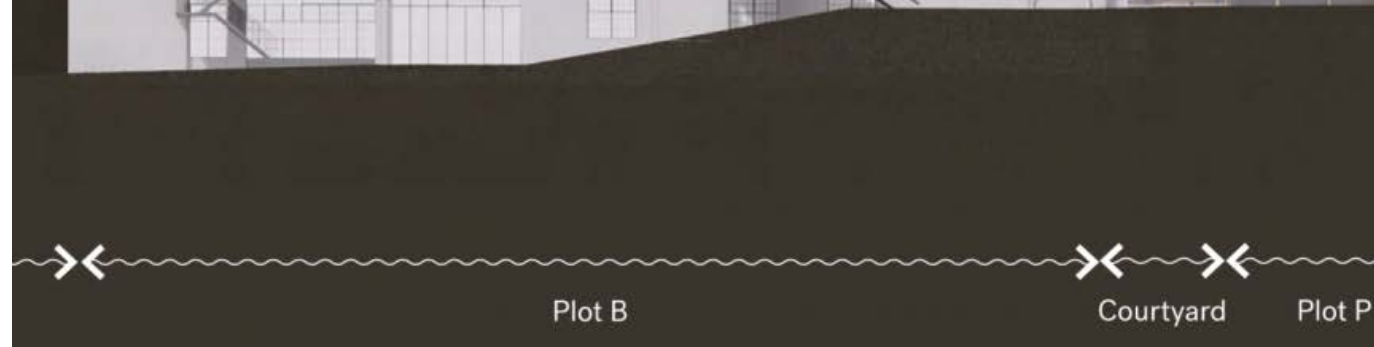


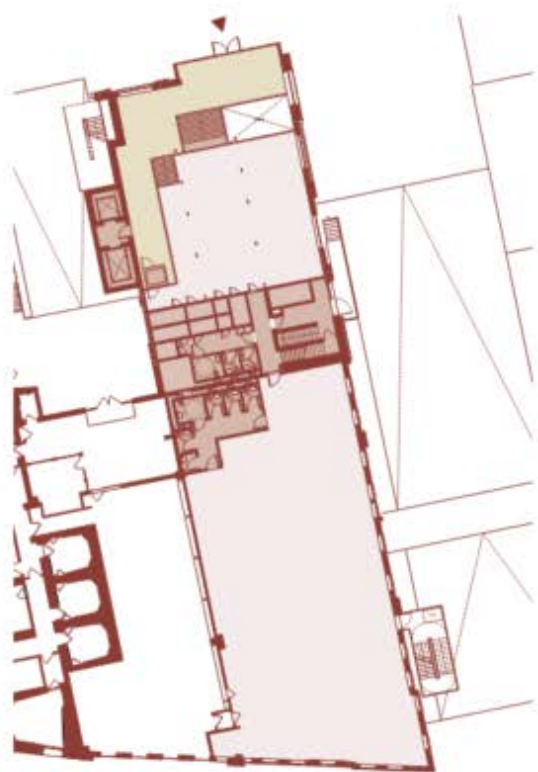




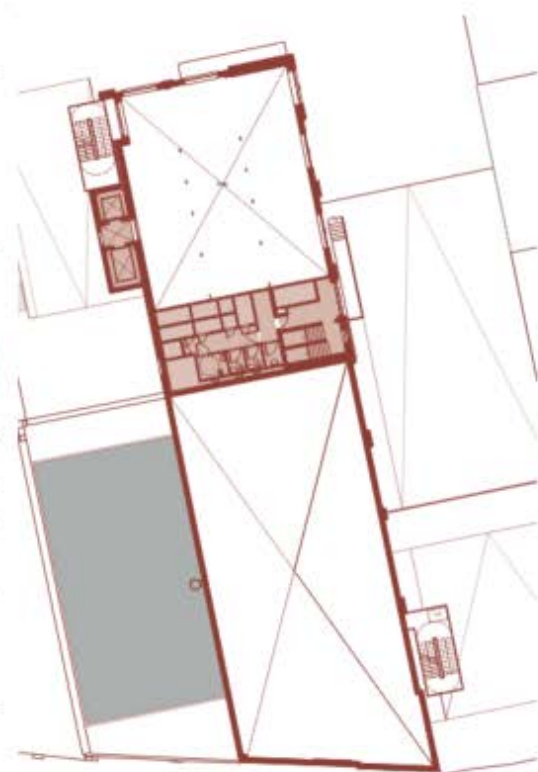
PLOT B



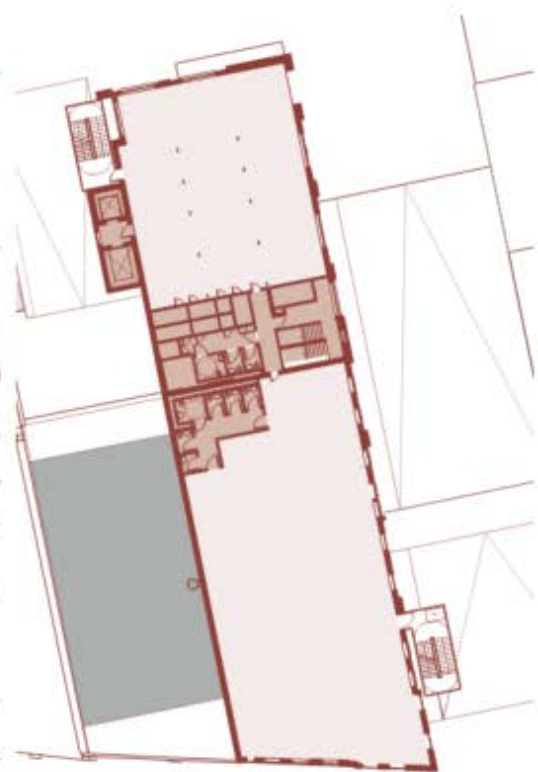




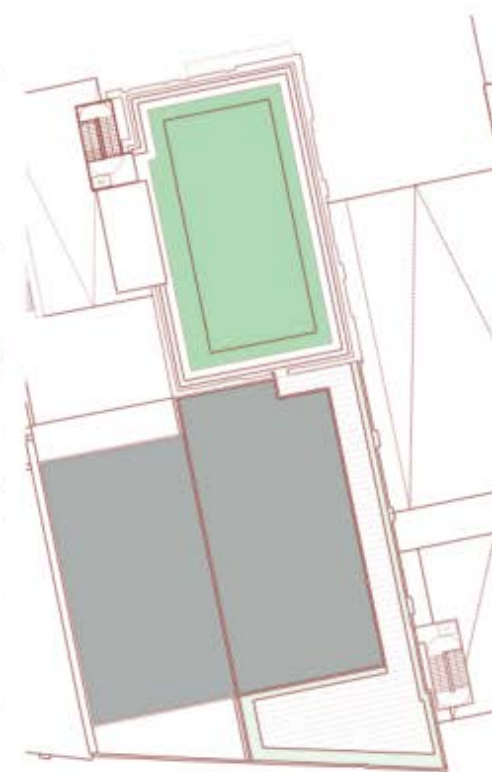
Ground Floor



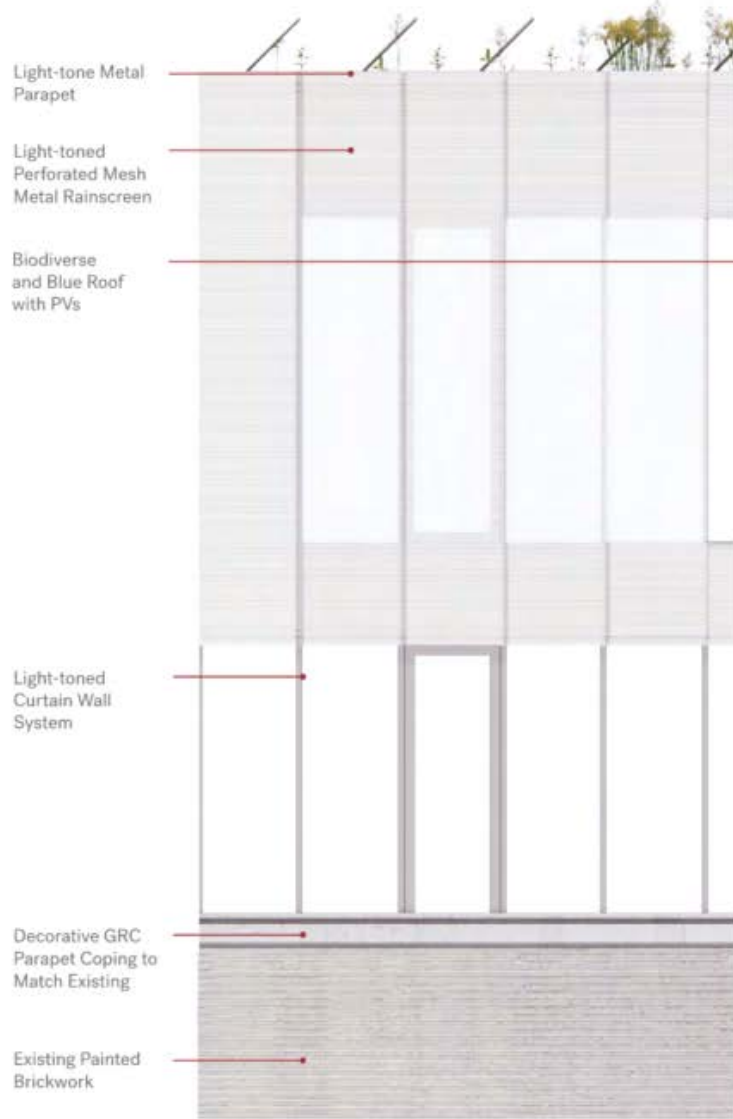
First Floor



Second Floor



Roof



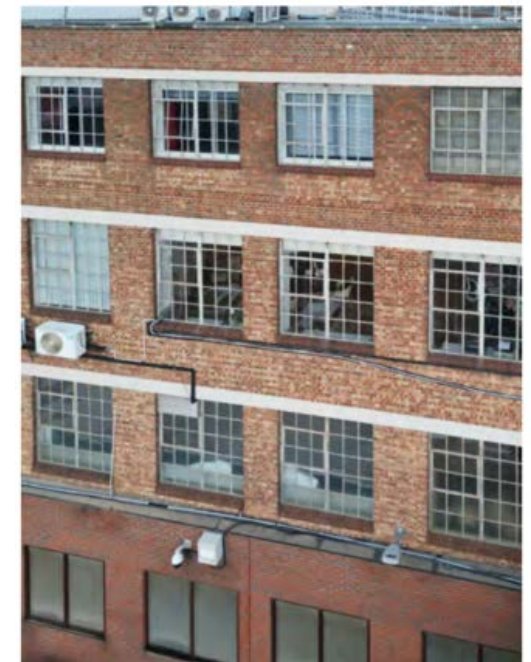
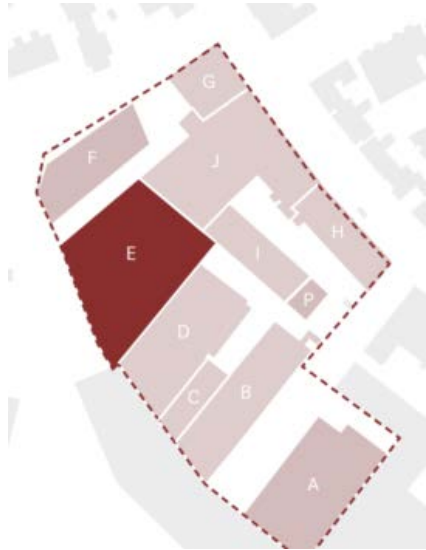
3D Elevation

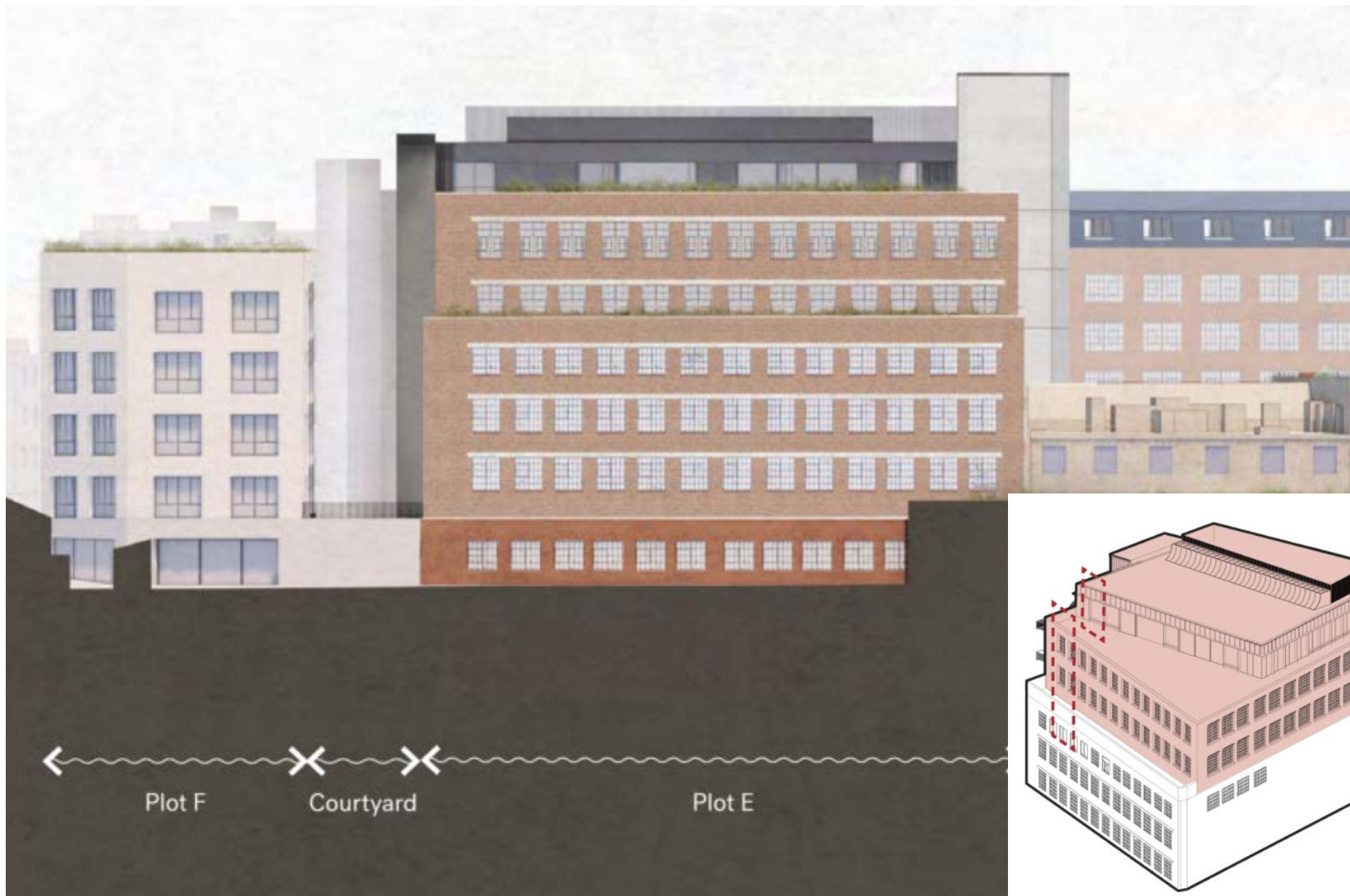


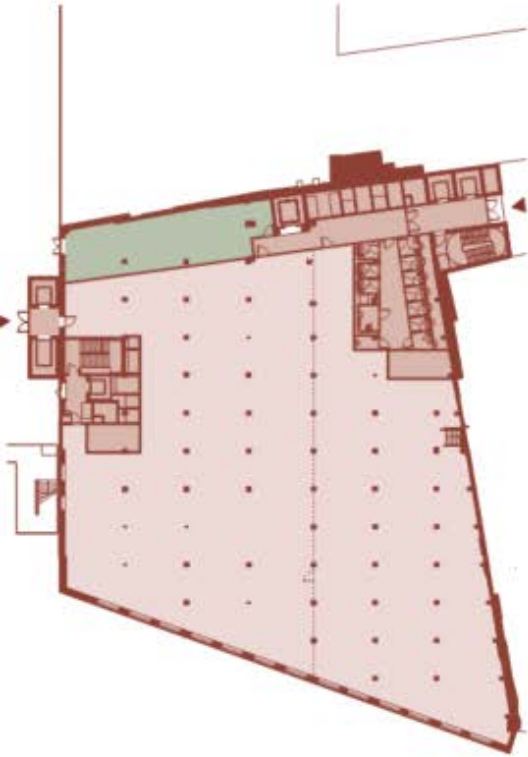
3D Axonometric



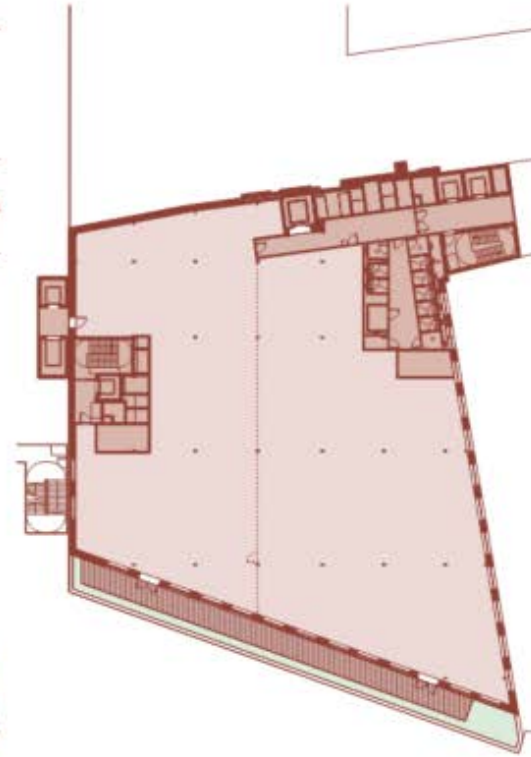
PLOT E







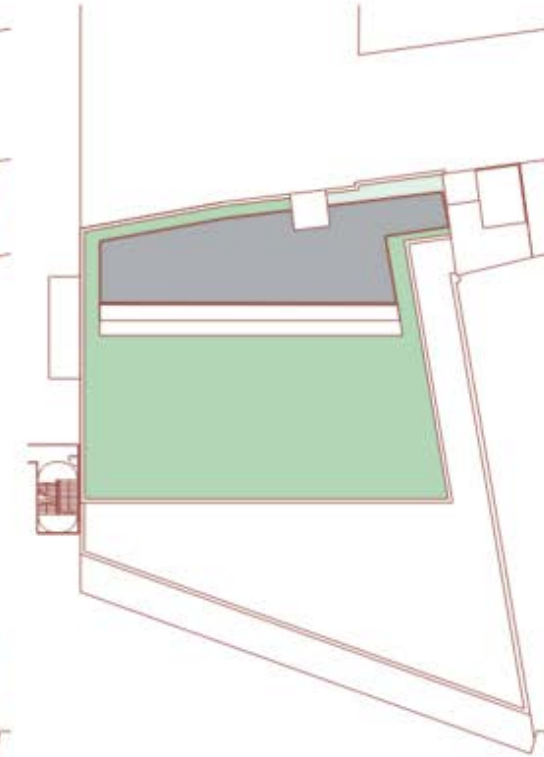
Plot E Ground Floor



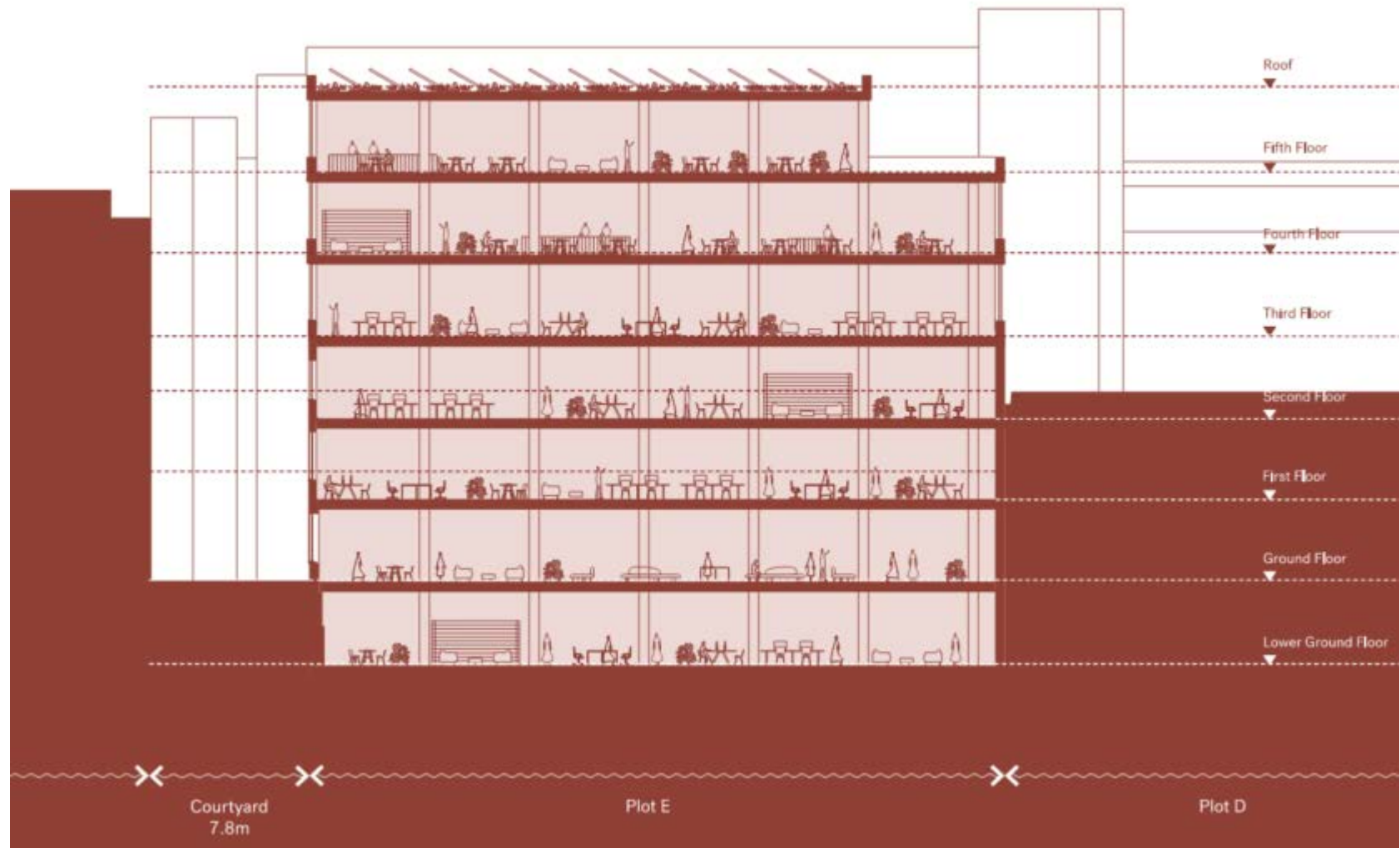
Plot E Third Floor

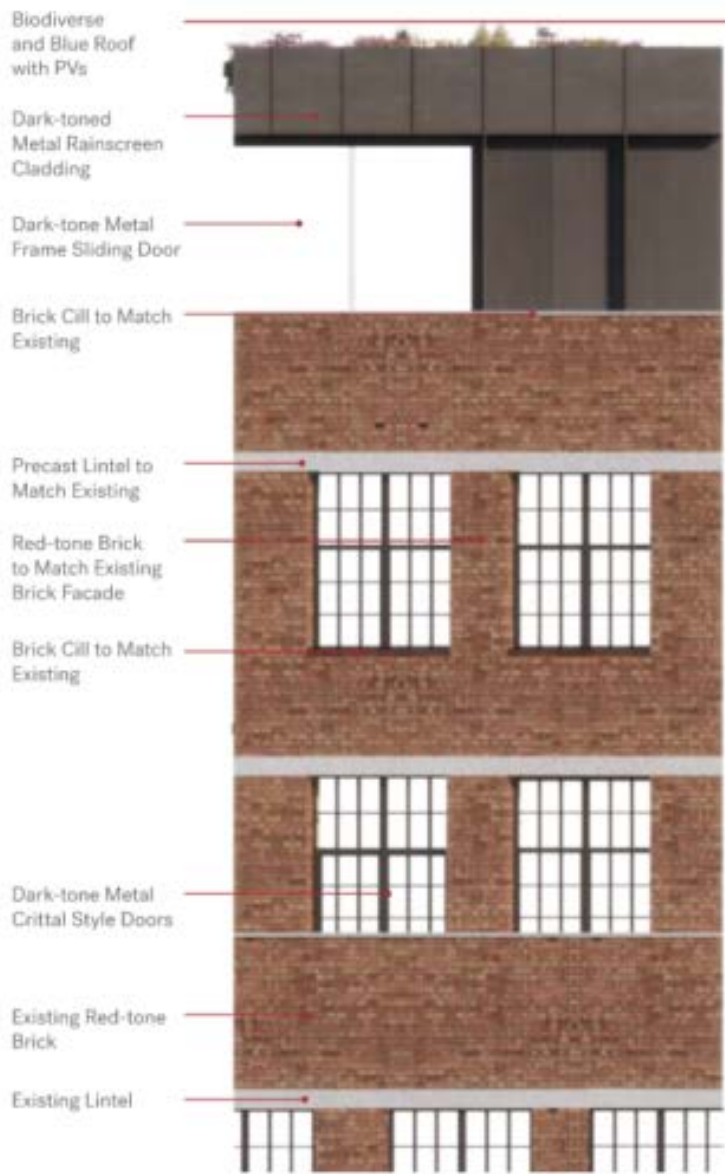


Plot E Fifth Floor



Plot E Roof





3D Elevation



3D Axonometric



PLOT F





Lower Ground Floor



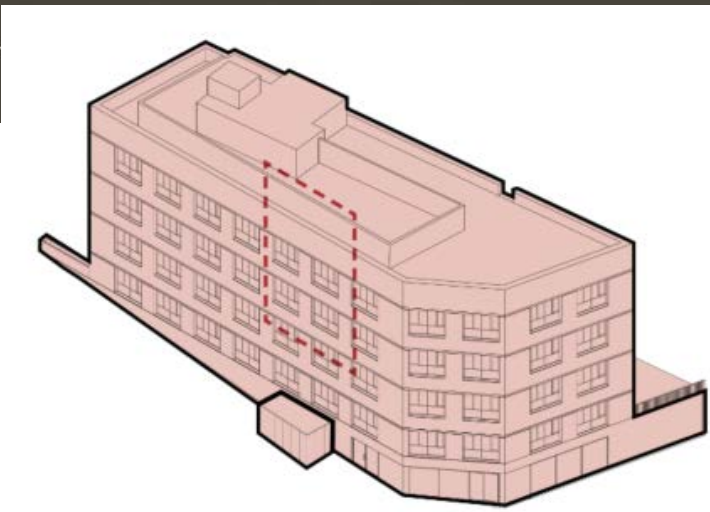
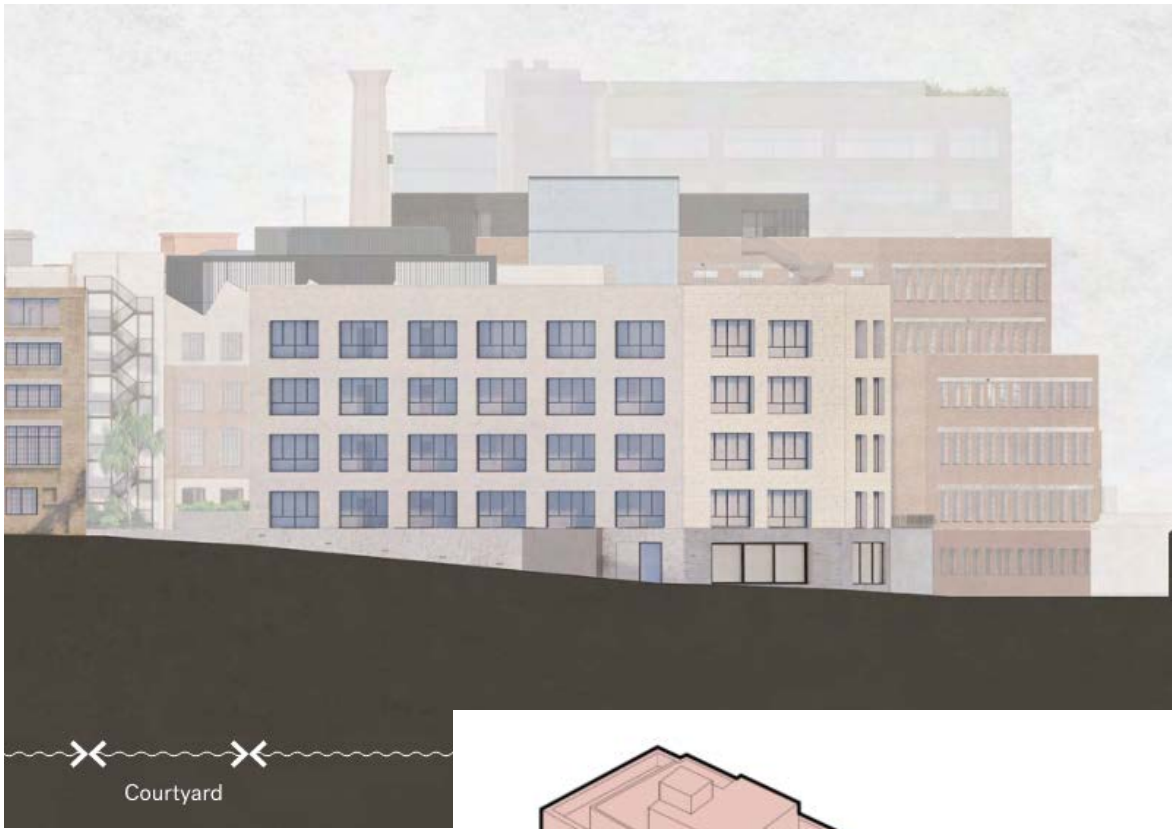
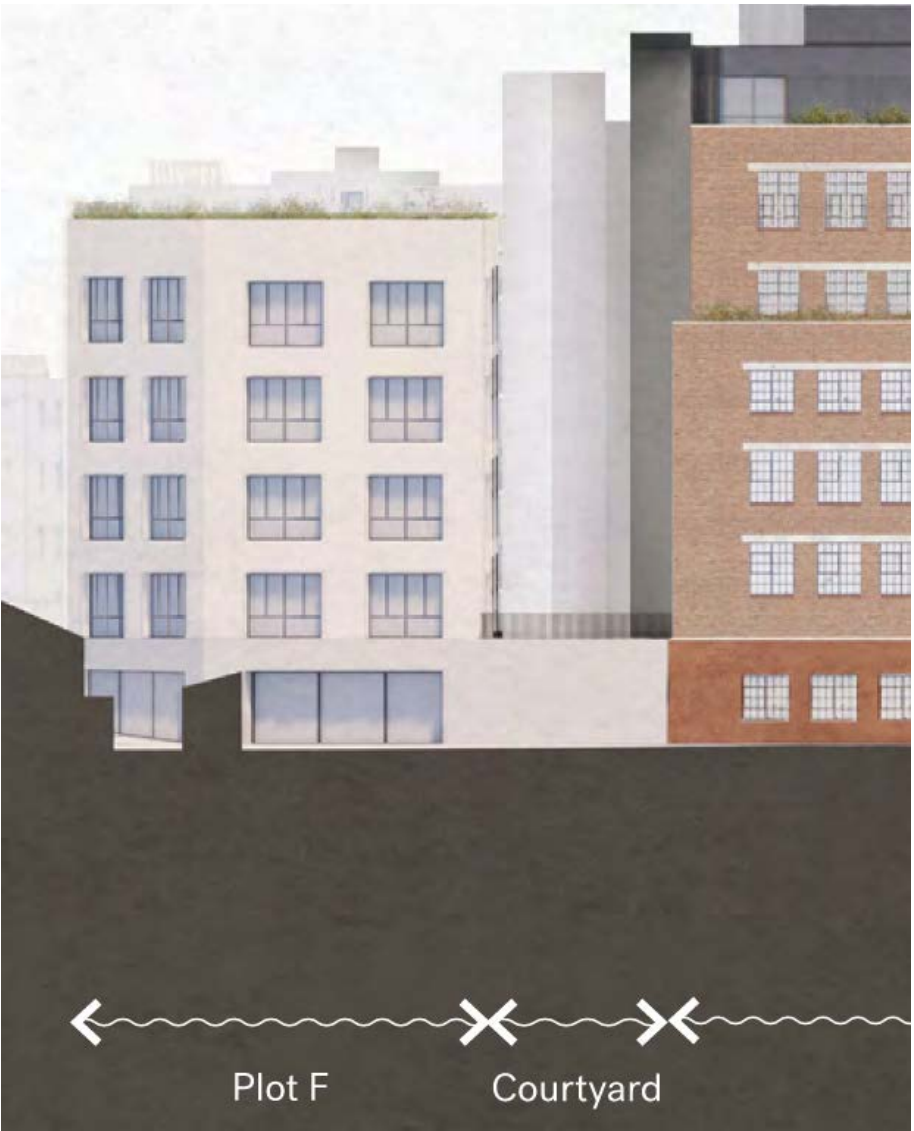
Ground Floor



Typical Floor

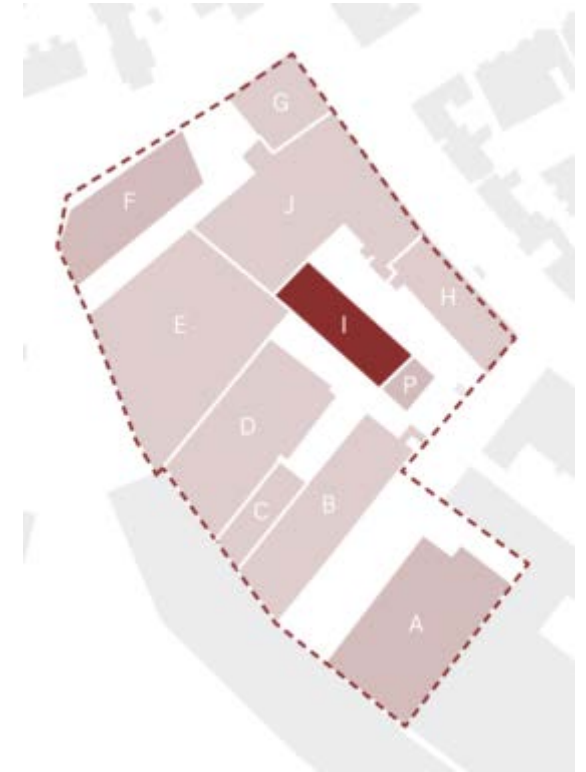


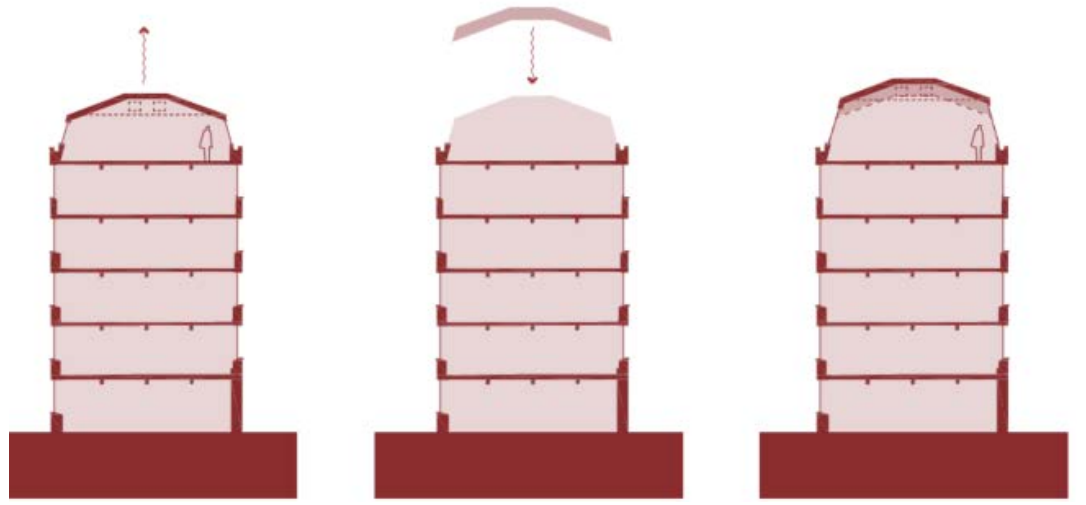
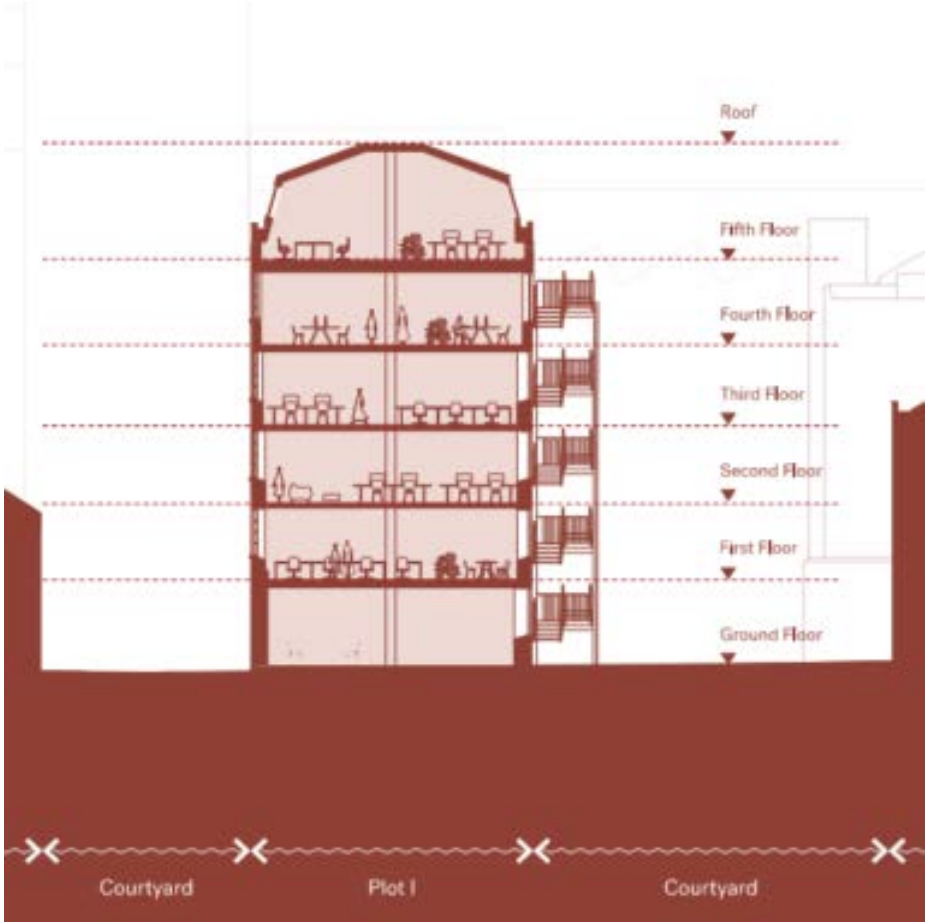
Roof



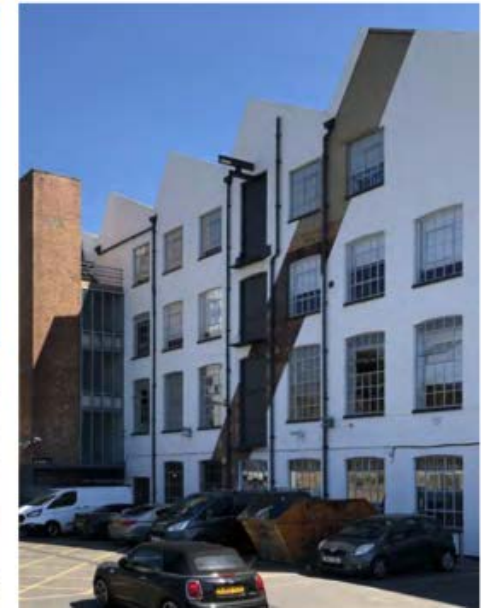
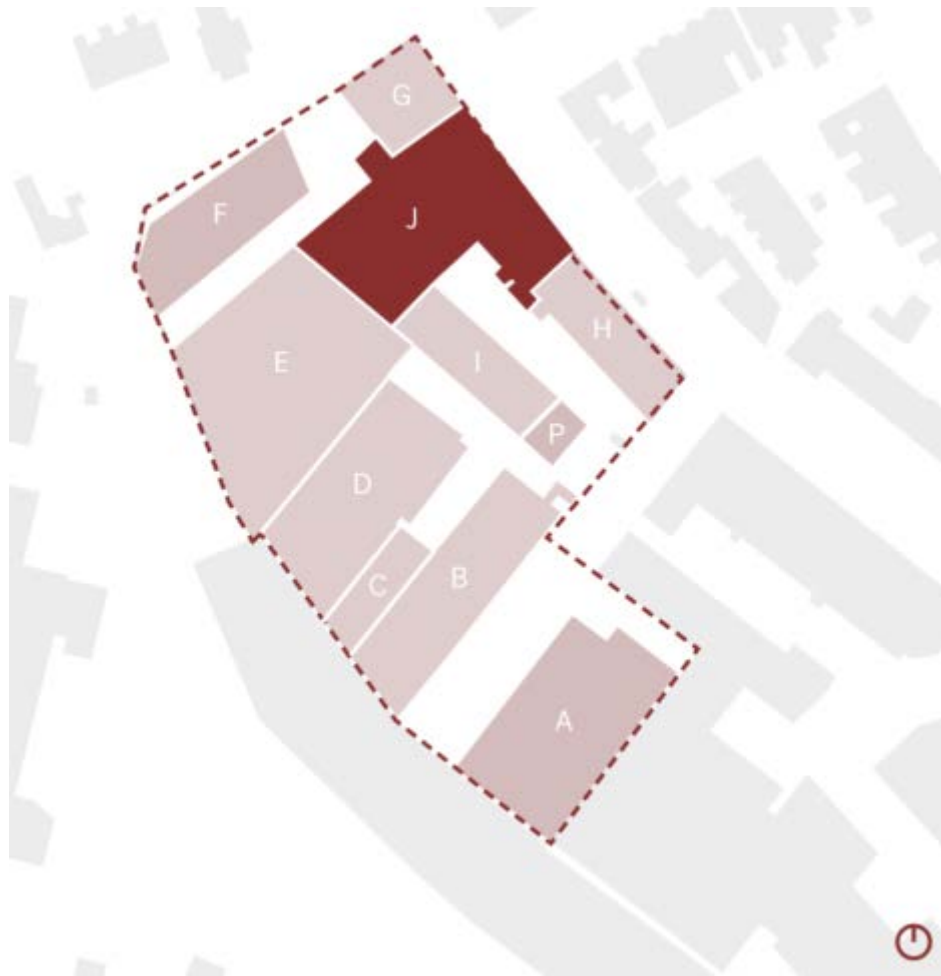


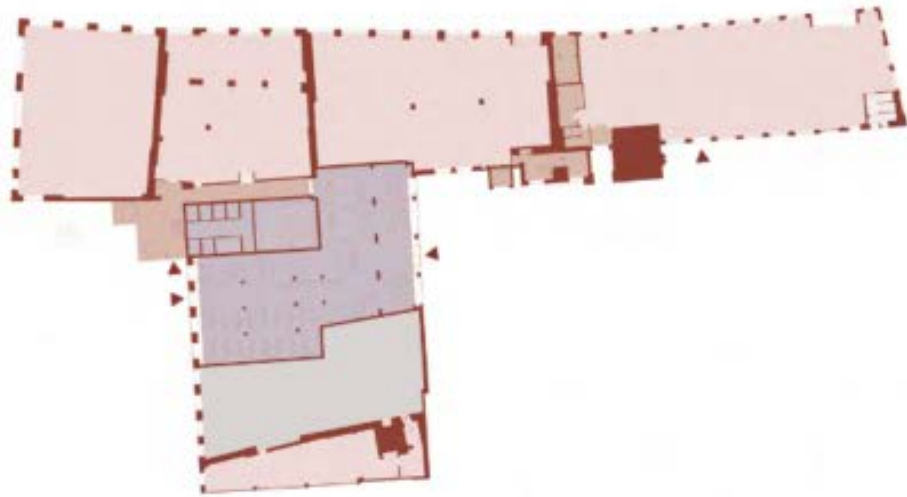
PLOT I





PLOT J





Ground Floor



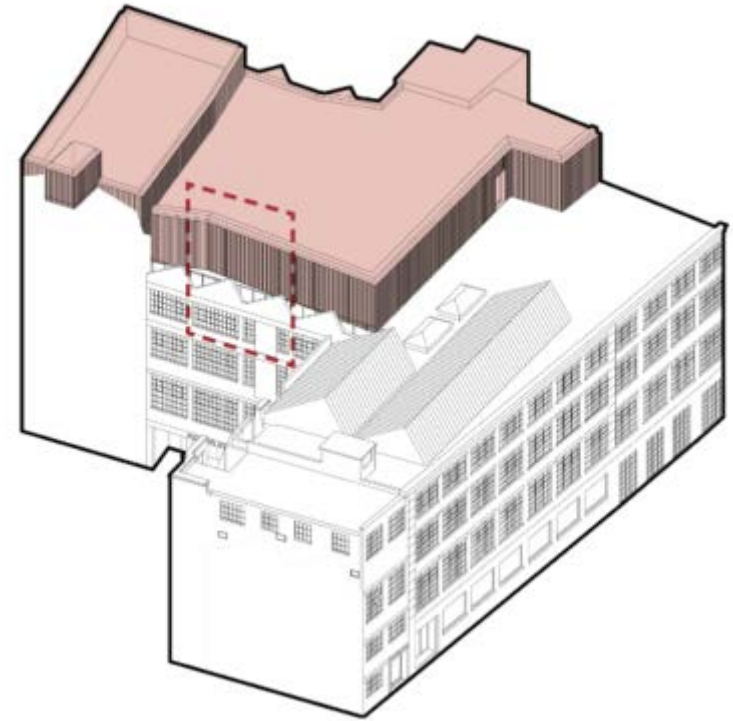
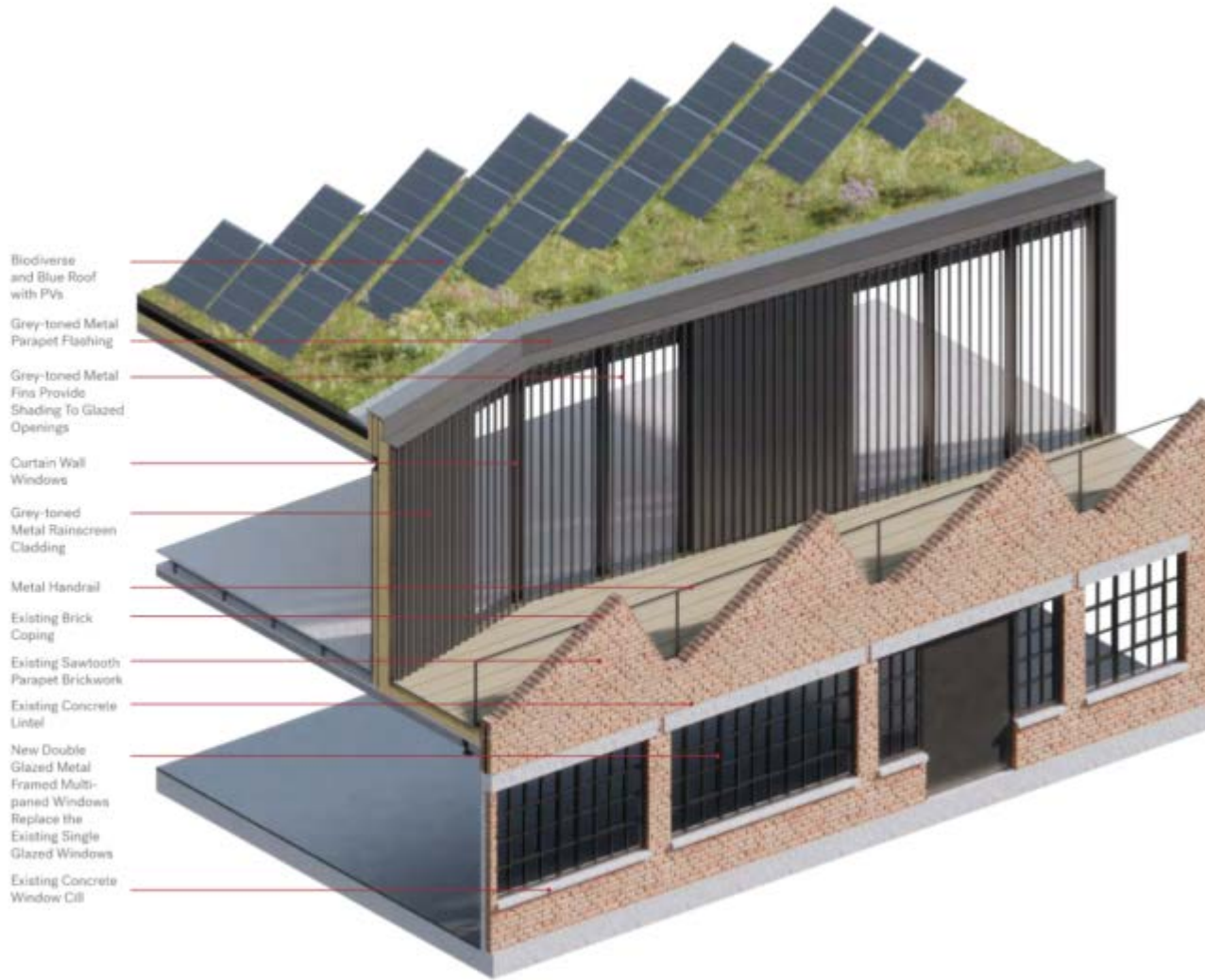
Second Floor



Fourth Floor

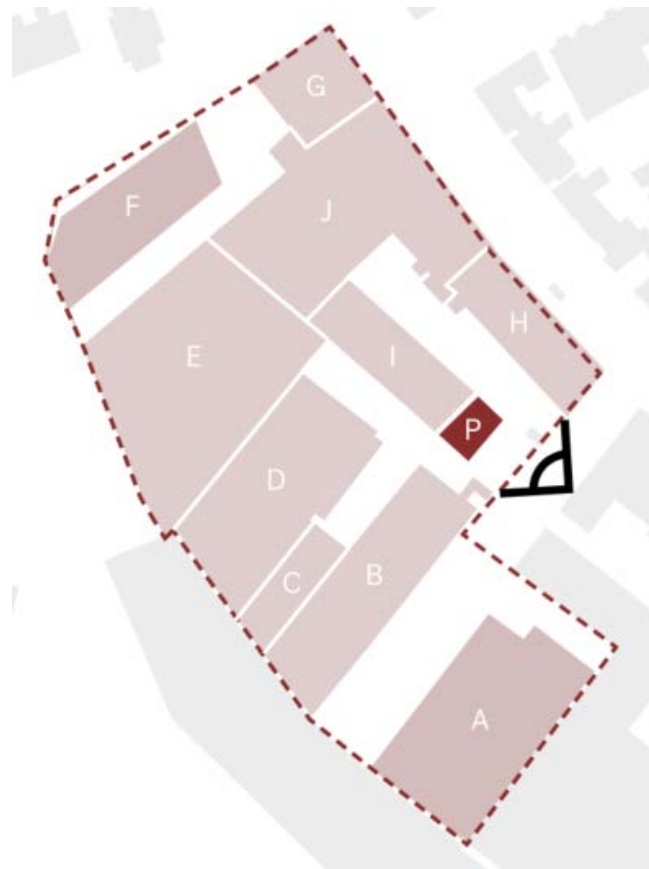


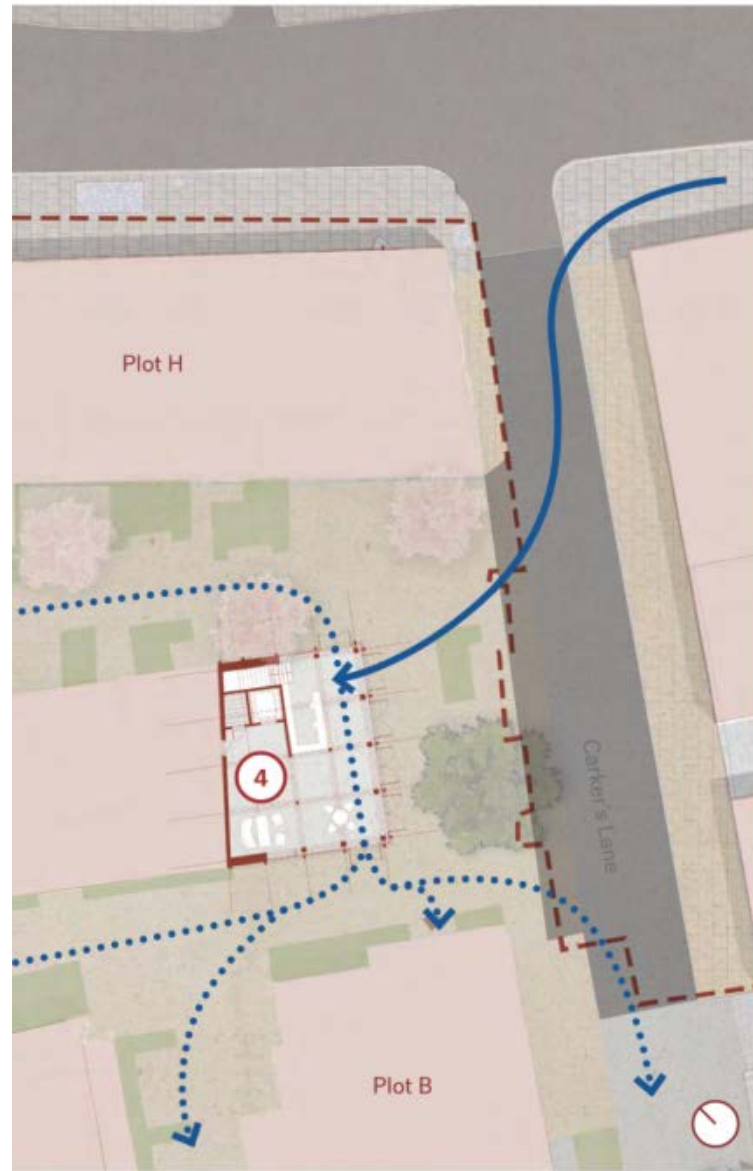
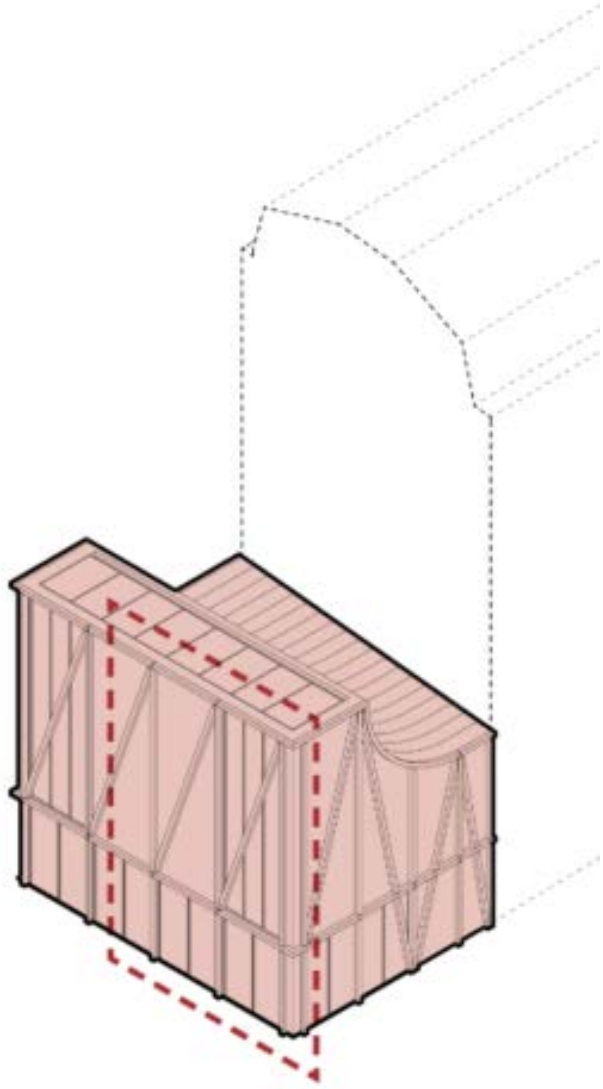
Roof



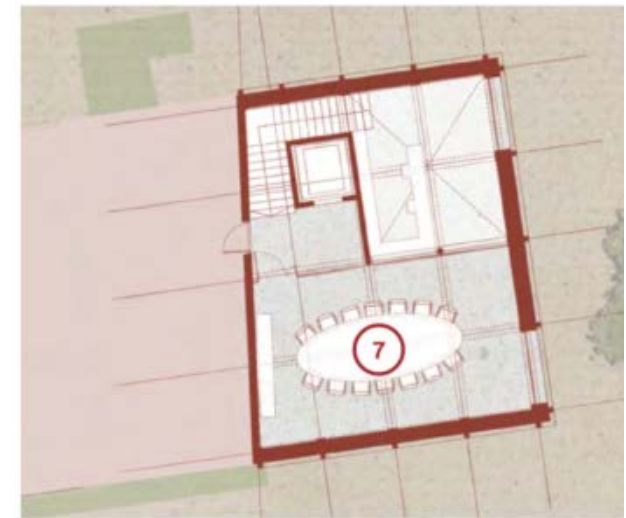


PLOT P





Pavilion Ground Floor



Light Grey-tone
Skylight Window
Frame

Curtain Wall
Glazing

Thermally Treated
Expressed Timber
Frame Cladding

Grey-tone Metal
Curtain Wall Frame

Thermally Treated
Timber Panel

Metal Connectors

Metal Curtain
Wall System with
Openable Glazed
Doors



3D Elevation



Proposed site plan

SANDERSON'S
YARD

HIGHGATE
PASSAGE

CARKER'S
LANE



SECRET
GARDEN

WATER
YARD

CARKER'S
COURTYARD