

Address:	124 Theobald's Road London WC1X 8RX		10
Application Number(s):	2024/2732/P	Officer: Ewan Campbell	
Ward:	Holborn and Covent Garden		
Date Received:	03/07/2024		
Proposal:	Refurbishment and extension of the existing building to provide additional commercial, business and service use (Class E) including nine storey front extension, replacement of roof extension and introduction of a rooftop terrace, new entrance, external alterations, new hard and soft landscaping, provision of cycle parking and bin store, provision of separate cafe unit (Class E), and other associated works.		
<p>Drawing Numbers:</p> <p>THR-ORM-ZZ-ZZ-DR-A-12001, THR-ORM-ZZ-ZZ-DR-A-12002, THR-ORM-ZZ-00-DR-A-12100, THR-ORM-ZZ-01-DR-A-12101, THR-ORM-ZZ-02-DR-A-12102, THR-ORM-ZZ-03-DR-A-12103, THR-ORM-ZZ-04-DR-A-12104, THR-ORM-ZZ-05-DR-A-12105, THR-ORM-ZZ-06-DR-A-12106, THR-ORM-ZZ-07-DR-A-12107, THR-ORM-ZZ-08-DR-A-12108, THR-ORM-ZZ-09-DR-A-12109, THR-ORM-ZZ-RF-DR-A-12110, THR-ORM-ZZ-B1-DR-A-12149, THR-ORM-ZZ-00-DR-A-12150, THR-ORM-ZZ-01-DR-A-12151, THR-ORM-ZZ-02-DR-A-12152, THR-ORM-ZZ-03-DR-A-12153, THR-ORM-ZZ-04-DR-A-12154, THR-ORM-ZZ-05-DR-A-12155, THR-ORM-ZZ-06-DR-A-12156, THR-ORM-ZZ-07-DR-A-12157, THR-ORM-ZZ-08-DR-A-12158, THR-ORM-ZZ-09-DR-A-12159, THR-ORM-ZZ-RF-DR-A-12160, THR-ORM-ZZ-B1-DR-A-12199, THR-ORM-ZZ-00-DR-A-12200, THR-ORM-ZZ-01-DR-A-12201, THR-ORM-ZZ-02-DR-A-12202, THR-ORM-ZZ-03-DR-A-12203, THR-ORM-ZZ-04-DR-A-12204, THR-ORM-ZZ-05-DR-A-12205, THR-ORM-ZZ-06-DR-A-12206, THR-ORM-ZZ-07-DR-A-12207, THR-ORM-ZZ-08-DR-A-12208, THR-ORM-ZZ-09-DR-A-12209, THR-ORM-ZZ-B1-DR-A-12299, THR-ORM-ZZ-AA-DR-A-12301, THR-ORM-ZZ-BB-DR-A-12302, THR-ORM-ZZ-AA-DR-A-12351, THR-ORM-ZZ-BB-DR-A-12352, THR-ORM-ZZ-AA-DR-A-12401, THR-ORM-ZZ-BB-DR-A-12402, THR-ORM-ZZ-NO-DR-A-12501, THR-ORM-ZZ-EA-DR-A-12502, THR-ORM-ZZ-SO-DR-A-12503, THR-ORM-ZZ-WE-DR-A-12504, THR-ORM-ZZ-NO-DR-A-12551, THR-ORM-ZZ-EA-DR-A-12552, THR-ORM-ZZ-SO-DR-A-12553, THR-ORM-ZZ-WE-DR-A-12554, THR-ORM-ZZ-NO-DR-A-12601, THR-ORM-ZZ-EA-DR-A-12602, THR-ORM-ZZ-SO-DR-A-12603, THR-ORM-ZZ-WE-DR-A-12604, THR-ORM-ZZ-SO-DR-A-12701, THR-ORM-ZZ-SO-DR-A-12702, THR-ORM-ZZ-NO-DR-A-12703, THR-ORM-ZZ-ZZ-DR-A-12704, THR-ORM-ZZ-RF-DR-A-12705, THR-ORM-ZZ-RF-DR-A-12210</p> <p>Supporting documents:</p> <p>Town Planning Statement (21 June 2024), prepared by Gerald Eve CIL Additional Information Form (24 June 2024), prepared by Gerald Eve LLP Design and Access Statement (24 June 2024) prepared by Orms Architects Transport Statement (20 June 2024), prepared by Motion Noise survey and plant noise egress limits (11 June 2024) prepared by Sandy Brown Townscape, Heritage, and Visual Impact Assessment (June 2024) prepared by KM Heritage Daylight and Sunlight (18 June 2024), prepared by GIA Archaeological Desk-Based Assessment (June 2024), prepared by PCA Arboricultural Impact Assessment Report (17 June 2024), prepared by Landmark Trees Ecological Assessment (13 June 2024), prepared by The Ecology Practice Energy Statement (14 June 2024) prepared by Twin and Earth</p>			

Statement of Community Involvement (June 2024, prepared by Quatro
 Flood Risk Assessment (14 June 2024), prepared by London Structure Lab
 Surface and Foul Water Drainage Strategy (14 June 2024), prepared by London Structure Lab
 Air Quality Assessment Rev 2 (15 October 2024) prepared by Air Quality Plan
 Response to SUDS comments - sent by email on 02/10/2024
 Surface Water Drainage - Response to LLFA Comments (16 August 2024), prepared by London Structures Lab
 Sustainability Statement (25 October 2024), prepared by Orms

RECOMMENDATION SUMMARY: Grant conditional planning permission subject to a Section 106 Legal Agreement

Applicant:	Agent:
C/O Agent	Hannah Scott Gerald Eve One Fitzroy 6 Mortimer Street London W1T 3JJ United Kingdom

ANALYSIS INFORMATION

Land use details				
Use Class	Description	Existing GIA (sqm)	Proposed GIA (sqm)	Difference GIA (sqm)
Class E	Commercial – Office and retail use	11,937	12,535	+598
Total				12,535

Parking details			
Car Type	Existing spaces	Proposed spaces	Difference
Car - General	0	0	0

Car - Disabled accessible	0	1	+1
Cycle Type	Existing spaces	Proposed spaces	Difference
Cycle – commercial long stay	42	158	+116
Cycle – short stay (all uses)	0	12	+12

Parking details Summary			
Type	Existing spaces	Proposed spaces	Difference
Car	0	+1 (Accessible)	+1 (Accessible)
Cycle	42	170	+128

EXECUTIVE SUMMARY

- i) The proposal is to retain the office use on site and refurbish and improve the existing accommodation by removing non-original extensions to the front, side, rear and on the roof and introduce a new front infill extension and roof extension with terrace. The scheme also includes small extensions to the side and rear.
- ii) The site is not listed or in a conservation area however it has a strong architectural and heritage character. The land uses on site are not changing and the scheme involves extending and improving the existing commercial (Class E) floorspace on site. As part of the ground floor improvements a small dedicated retail/café unit will be installed, also Class E.
- iii) Due to the site constraints and existing commercial use on site, providing on site housing is difficult and undermines the quality of commercial accommodation. Therefore a payment in lieu is considered acceptable and the policy compliant payment of £448,500 will be secured via s106 legal agreement.
- iv) The designs of the extensions and overall alterations are considered very positive and high quality. The overall approach is not too expressive however, smaller design details like reusing the existing stone in an alternative finish, provide interest while retaining the existing building's essential character. The improvement of windows, public realm, rear landscaping and entrance to the building are all considered positive.
- v) The overall scheme has limited impacts on amenity despite its close proximity to Tybald's Estate.

- vi) The refurbishment includes energy and thermal improvements including the addition of air source heat pumps, PV panels, biodiverse roofs and building upgrades meaning that it meets the overall energy reduction of 20% and is BREEAM 'excellent'
- vii) The scheme would include new refuse and bike storage to be secured via condition and a CMP secured via an s106 agreement to ensure the impacts have been successfully mitigated.
- viii) Overall the proposal is considered acceptable and complies with the development plan as a whole, providing economic and public benefits whilst protecting the amenities of existing residential neighbours.

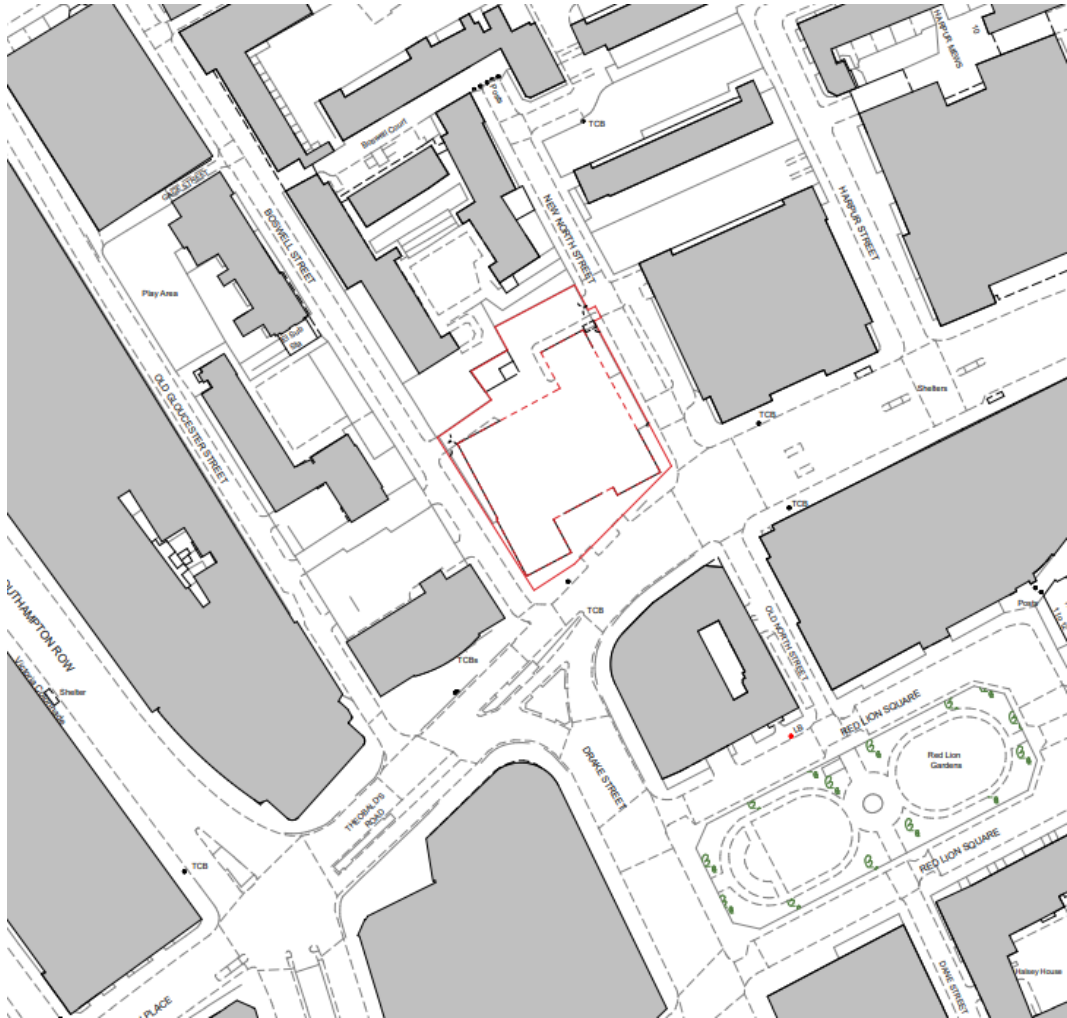
OFFICER REPORT

Reason for Referral to Committee: Applications for new buildings or extensions to a building to provide more than 500sqm of non-residential floorspace.

1. SITE AND BACKGROUND

Location

- 1.1 124 Theobalds Road is the third in a series of six large plots, each occupied by a single, large-scale commercial building isolated by the tight grid of narrow secondary streets that run north of Theobalds Road. It has a monumental scale given emphasis by the classical simplicity of its relatively unornamented facades and regular pattern of large window openings.
- 1.2 The building was designed by Stanley Gordon Jeeves and inspired by earlier Art Deco buildings, in particular Charles Holden's 55 Broadway for London Underground. Both buildings feature ornamental carvings. On Mercury house, relief plaques are found above the transoms of the god Mercury by Arthur Cousins. The building interiors were by H C Upton, Cable & Wireless's own architect. The three glass panels in the entrance were the work of John Hutton.
- 1.3 The architect Stanley Gordon Jeeves was an eminent and prolific architect who collaborated on many landmark buildings in London, such as the National Radiator Building, Berkeley Square House, the Earls Court Exhibition Centre and Dolphin Square .
- 1.4 The current building on site was redeveloped in 1955 for Cable & Wireless as their headquarters building. It was named Mercury House after the Roman god.



- 1.5 Like those to the east, west and south this is a post war development on a bomb clearance site which led to the loss of the smaller plots and finer grained Georgian terraces. The site not within a Conservation Area but is adjacent to the Kingsway and Bloomsbury Conservation Area. The building is also within the LVMF limits and views.
- 1.6 The site is located in an area which is of mixed use character, comprising of predominately commercial/office floorspace, residential in the form of the Tybald's Estate to the north and other retail and hotel uses within relatively close proximity.
- 1.7 The site is highly accessible; within the Central London Area and with a PTAL score of 6b which is the highest score, very well served by public transport links within close vicinity.

2. THE PROPOSAL

- 2.1 The proposal is for the removal of non-original extensions previously implemented on the building and then to provide a six storey front extension and new front entrance, roof extension with new terrace, green roof and PV

panel and smaller infill extensions to the side with fenestration alterations across the whole building. The scheme also includes partitioning off part of the front building to provide a dedicated retail unit on the ground floor and to provide to the rear improved landscaping, amenity spaces and cycle storage.

- 2.2 During the timeline of the application, revisions were made to the roof to ensure that living roofs are provided in conjunction with the PV panels.

3. RELEVANT HISTORY

The site

- 3.1 The site benefits from very little planning history with most of the application's approving minor alterations to the building. The two below are the most recent
- 3.2 **2005/4523/P** - Relocation of existing telecommunications cabinets and associated equipment from internal room to the rooftop of the existing office building. (Granted 11/01/2006)
- 3.3 **2006/2803/P** - External alterations to the existing office building comprising changes to the entrance portal on Theobalds Road elevation, reinstatement of windows on the Boswell Street, New North Street and North car park elevations; together with the repositioning of the New North Street car park entrance gates to facilitate the installation of 26 cycle parking racks and changes to the parking layout in the existing parking area. (Granted 10/08/2006)

4. CONSULTATION

Statutory consultees and local groups

- 4.1 The building is not listed or in a conservation area or in a neighbourhood plan area and therefore there are no statutory consultees or local groups to consult.

Thames Water

- 4.2 The Council received comments from Thames Water who did not object to the proposal. Comments include:

- Additional piling method statement planning condition
- Advisory notes in relation to public sewers, surface water drainage, ground water discharge and use of water mains.

Officer comments: the comments are noted and the conditions and informatives will be added to the application

Historic England (GLAAS)

4.3 The Council received comments from Greater London Archaeological Advisory Service (GLAAS) who did not object to the proposal. Comments include:

- The site lies in an area of archaeological interest (Archaeological Priority Area) however it is unlikely to have a significant effect on heritage assets of archaeological interests as works will be contained within existing basement and new underpinning/piling is limited.
- No further assessment or conditions are necessary

Officer comments: comments are noted

Adjoining occupiers

4.4 Three site notices were displayed, with the locations listed below:

- 1 x outside 124 Theobalds Road
- 1 x outside corner of New North Street and Theobalds Road
- 1 x outside car park to the rear of 124 Theobalds road on Boswell Street

4.5 The notices were displayed on 12/07/2024 until 05/08/2025

4.6 Following the Council's statutory consultation process the Council have not received any representations.

5. POLICY

National and regional policy and guidance

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

[Draft National Planning Policy Framework 2024 \(NPPF\)](#)

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

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

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

[London Plan Guidance](#)

Local policy and guidance

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

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

[Policy H1 Maximising housing supply](#)

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

[Policy H4 Maximising the supply of affordable housing](#)

[Policy C1 Health and wellbeing](#)

[Policy C2 Community 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 D1 Design](#)
[Policy D2 Heritage](#)
[Policy CC1 Climate change mitigation](#)
[Policy CC2 Adapting to climate change](#)
[Policy CC3 Water and flooding](#)
[Policy CC4 Air quality](#)
[Policy CC5 Waste](#)
[Policy T1 Prioritising walking, cycling and public transport](#)
[Policy T2 Parking and car-free development](#)
[Policy T3 Transport infrastructure](#)
[Policy T4 Sustainable movement of goods and materials](#)
[Policy DM1 Delivery and monitoring](#)

Supplementary Planning Documents and Guidance

Most relevant Camden Planning Guidance (CPGs):

[Access for All CPG - March 2019](#)
[Air Quality - January 2021](#)
[Amenity - January 2021](#)
[Biodiversity CPG - March 2018](#)
[Design - January 2021](#)
[Developer Contribution CPG - March 2019](#)
[Employment sites and business premises - January 2021](#)
[Energy efficiency and adaptation - January 2021](#)
[Housing - 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](#)

Draft Camden Local Plan

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).

6. ASSESSMENT

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

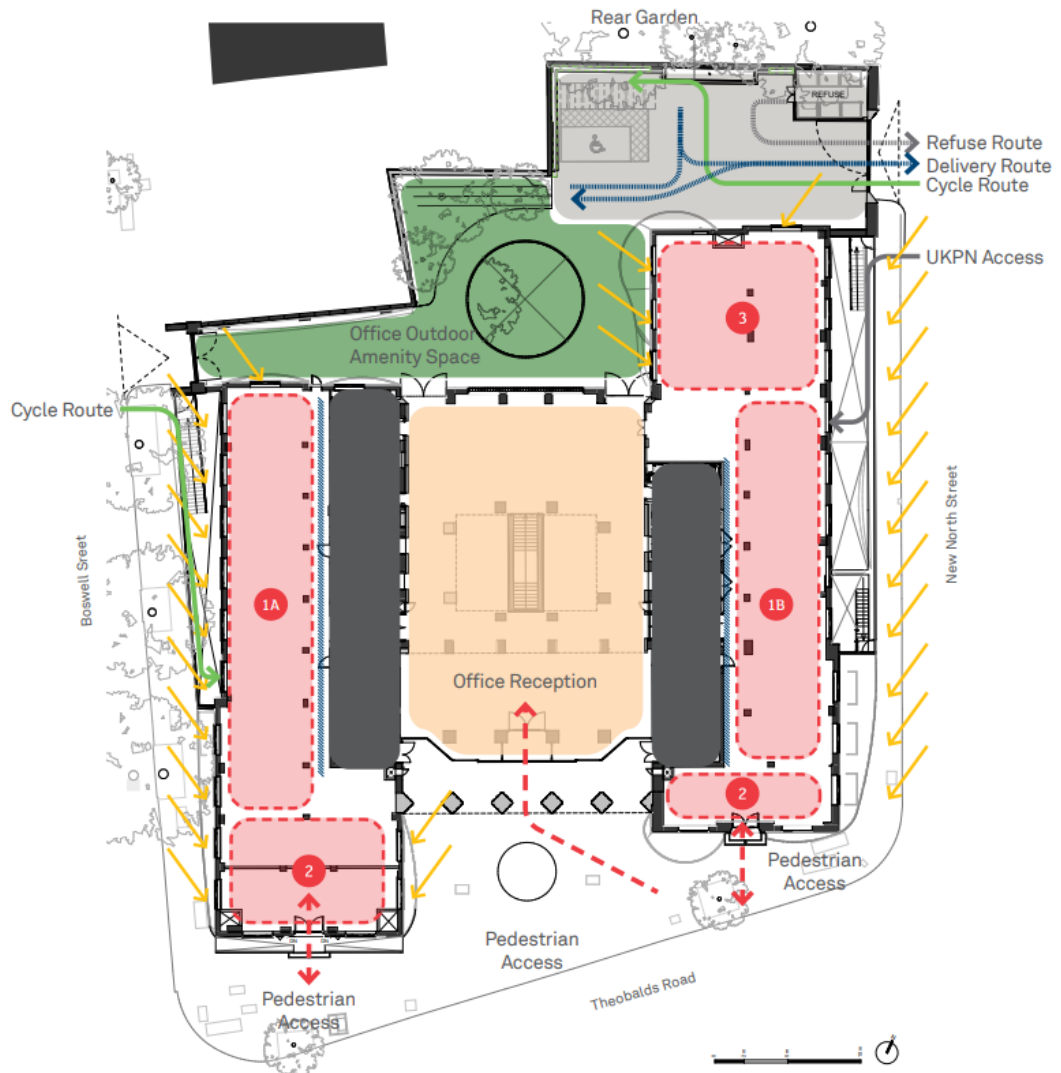
7	Land use
8	Design
9	Impact on neighbouring amenity
10	Sustainability and energy
11	Transport
12	Nature and conservation
13	Contaminated land
14	Air quality
15	Water and flooding
16	Community Infrastructure Levy
17	Conclusion
18	Recommendation
19	Legal comments
20	Conditions
21	Informatives

7. LAND USE

- 7.1 In relation to employment use, Local Plan policies E1 (Economic development) and E2 (Employment premises and sites) and CPG *Employment sites and business premises* encourage the provision of employment uses such as offices (Class E).
- 7.2 Policy E1 aims to secure a successful and inclusive economy in Camden by creating the conditions for economic growth to support residents and local businesses. This is achieved through maintaining premises that are suitable for a variety of businesses, supporting local enterprise and business, promoting Knowledge Quarter as a location and directing new offices to growth areas.
- 7.3 The site is located in the Central London Area and therefore an appropriate location for the provision of additional office space. The proposed works allow for continued use of the building as office and increase the floorspace by 598sqm. The proposal is therefore in compliance with policy E1.

Mixed use policy

- 7.4 Policy H1 of the Local Plan aims to secure a sufficient supply of homes to meet the needs of existing and future households and will seek to exceed the target for additional homes in the borough by regarding self-contained housing as the priority land use of the Local Plan.
- 7.5 To support the aims of Policy H1, Policy H2 of the Local Plan requires the inclusion of residential accommodation where new non-residential development is proposed, as part of a mix of uses. The policy applies to all proposals for new build non-residential development and extensions involving a significant floorspace uplift. In the Central London Area and the town centres of Camden Town, Finchley Road/ Swiss Cottage and Kilburn High Road, where development involves additional floorspace of more than 200sqm (GIA), it states that we will require 50% of all additional floorspace to be self-contained housing.
- 7.6 The application site is located within the Central London Area and would result in an uplift in commercial floorspace exceeding 200sqm, as such the scheme does trigger this policy and the Council would expect residential to be provided on site. The scheme provides an uplift of GIA of 598sqm which then means that 299sqm of residential should be provided on site.
- 7.7 A mixed use analysis has been provided as part of the submitted documents which seeks to demonstrate the difficulty in providing housing on site. A policy compliant scheme would mean that two or three units should be provided as part of the development. The figure below shows the floor plan and each area assessed for its potential to provide housing:



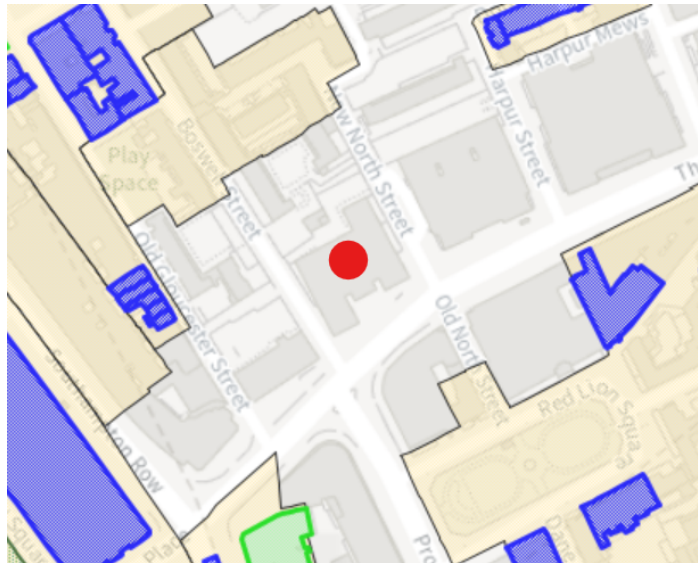
- 7.8 Of all the areas considered Area 3 was felt to offer the greatest potential as a location for housing. It is the only area that can provide dual aspect units, has a deeper floorplate to accommodate genuine residential accommodation and is the easiest to separate off the existing office accommodation. However because the scheme is working with the existing building which is not built to provide multiple uses, this would create issues which undermine both the residential use and office accommodation including overlooking from office accommodation, no private amenity and required façade amendments to attain acceptable internal daylight scores. Overall it is clear that trying to provide the relatively small uplift on site as part of this development would compromise the overall scheme and the benefits of providing high quality office accommodation.
- 7.9 The supporting text for the policy at para 54 notes that where the additional floorspace in a scheme is less than 1000sqm it might be difficult to provide the housing on site due to practical constraints. With the constraints in this case which includes working with the existing building, limited demolition

and refurbishment and extension objectives of the scheme, it is agreed that this scheme does not lend itself well to inclusion of housing. The mixed use study document, supporting this application sufficiently demonstrates this and there is legitimate concern that provision of housing on site could undermine the quality of the office refurbishment and accommodation.

- 7.10 Where the housing requirement cannot be met on site policy D2 cascades to the next acceptable alternative being for off-site provision. However with the intense competition for land uses in the surrounding area combined with the relatively small floorspace requirement generated it is considered appropriate in the absence of the applicant having any suitable alternative sites in their ownership that the a payment in lieu is provided.
- 7.11 Overall the Council is satisfied all necessary avenues have been explored and will accept a payment in lieu. As a calculation this would be $598 \times 50\% \times \pounds 1,500 = \pounds 448,500$ as a payment in lieu secured via s106 agreement.

8. DESIGN

- 8.1 The Council's design policies are aimed at achieving the highest standard of design in all developments, including where alterations and extensions are proposed. Policy D1 requires extensions to consider the character, setting, context and the form and scale of neighbouring buildings, and the character and proportions of the existing building. Camden's design policies are supported by Camden Planning Guidance Design.
- 8.2 The building is considered to be well-designed and contributes positively to the townscape of Theobalds Road where its staggered plan with two wings offset from the central section of the building allows the building to respond well to the angled southern site boundary. The building line and set back forecourt provide valuable 'breathing space' to the public realm on a frequently constrained footway adjacent to a wide and heavily trafficked carriageway.
- 8.3 It also relates well to the adjacent housing sites to the north where the broken massing of the form allows the building to relate to the finer grain of the narrower streets. The wings broadly conform to the scale and orientation of the street facing Georgian terraces and residential buildings to the north.
- 8.4 The nearest heritage assets are shown on the below plan (conservation areas in beige and listed buildings in blue). Whilst the site is in an area surrounded by conservation areas and listed buildings, there are no such heritage assets directly bounding the site or affecting adjacent blocks or street frontages. Therefore, due to the scheme's overall scale, massing, design and overall improvements to the building it is not considered that the scheme will adversely impact on nearby heritage assets.



Design response

- 8.5 The proposals comprises a range of interventions that would enhance the architectural quality of this handsome and robust building. This sensitive and sustainable approach to refurbishment demonstrates a progressive way in which good quality building stock can support growth with environmental considerations front and centre.
- 8.6 The main components of the design include:
- A front extension
 - A new primary office entrance
 - A new roof pavilion
 - New landscaped terraces
 - Public realm improvements
 - New windows and the reinstatement of ground floor openings

Front extension and entrance

- 8.7 The existing building features two staggered wings connected by a taller recessed central block. The proposed additional massing is concentrated to the central portion of the southern façade, bringing it forward and infilling much of the recessed area, whilst retaining the reading of the lower wings on either side. The principle of stepping this portion of the building forward to more positively address the street is supported. Nevertheless there is sufficient set back retained of the main façade between the projecting building wings to provide an appropriate sense of breathing space to this heavily trafficked road.
- 8.8 A new feature entrance is proposed on Theobald's Road, which will provide the main access into the office space. This would be expressed as chamfered chrome finished metal clad columns to give an improved street presence and give a nod to the name of the existing building. The proposals

present a significant improvement to the existing glazed entrance and a new high quality entrance to this building aligns with policy D1.

Upper level interventions

- 8.9 At roof level a new pavilion is proposed to replace the existing glazed extension, which would be c.2m lower than the existing extension. It is designed to visually tie into the existing building and is constructed from material reused from the deconstruction of the front facade. A new terrace with planters and seating has been included for a high quality amenity space to the front of the building facing onto Theobalds Road. PV panels are included on the roof of the pavilion and are concealed from street level by the parapet.
- 8.10 A new small terrace is proposed at eighth floor level. This is achieved by infilling the existing seventh floor terrace, treated with a Portland stone face between existing walls to unify the massing along the east elevation. All infill of the existing terrace is contained within the existing building volume resulting in no change to the visibility onto the Springwater Building.
- 8.11 The existing terraces will be retained and improved with the introduction of planting. The terrace to the north has been rationalised within the massing and consolidated with the existing lift overrun.

Ground floor activation and public realm

- 8.12 The reopening of a number of existing bronze doors and the unblanking of ground floor windows is proposed and will help the building to better engage with the streets around it. A new café use is proposed at ground floor with an independent entrance, along with independent access to ground floor office accommodation and a generous office entrance lobby serving the upper floor. Introducing a number of entrances and windows around the building aligns with key design policies and is a benefit of the scheme.
- 8.13 Enhancements to the public realm around the front of the building at the primary entrance are proposed and will be important in creating a more usable and attractive space to dwell. The use of soft landscaping and high quality materials is welcome in what is currently a busy and traffic-dominated pedestrian environment.
- 8.14 Servicing access is located to the rear of the building, as in the existing arrangement. The rear garden will be repaved and incorporate new planters and balustrading. The introduction of a high quality palette of materials and new landscaping together with the consolidation of service functions present the opportunity for a high quality amenity space.
- 8.15 A new sunken courtyard will serve the lower ground spaces and bring light down to this level. Existing light wells on the flanks of the building are proposed to be opened up and plant equipment removed to improved their

appearance and functionality, which is positive and an improvement to the streetscape.

Materiality

- 8.16 New windows are proposed across the building. The existing windows in the Portland stone facade cause significant thermal inadequacies. New slimline aluminium windows with chamfered stone reveals will significantly improve the visual appearance, allow for passive ventilation and increase the thermal performance of the building.
- 8.17 Reuse of existing stone is an important part of the proposals' approach to carbon reduction, and the use of this in the front extension is welcomed and would be secured by condition. The front extension will comprise a combination of cleaned Portland stone from the existing façade, and new stone with a raked finish to distinguish the difference between new and recycle stone. This approach will provide a subtle and interesting façade finish that tells a story of material reuse.
- 8.18 The overall material palette is sympathetic to the existing building, and is welcomed in this proposal. The design relies on the quality of materials and detailing. These will therefore be conditioned to ensure a building of the highest quality with a durable finish that weathers gracefully. Samples of all facing materials will be reviewed prior to any conditions being discharged.

Conclusion

- 8.19 The proposal improves the experience of the building from the street and enhances the public realm around the site. The design creates an open, publicly accessible, mixed-use ground plane with active ground floor frontages, newly shaped public spaces and a generous new entrance into Mercury House.
- 8.20 The reinstatement of historic elements will enhance the quality of the building and their delivery is important to the success of the building.
- 8.21 The material reuse strategy has been well considered and this proposal demonstrates a high quality example of how good quality refurbishment can facilitate growth in a sustainable way.
- 8.22 Distinct architectural moments have been created which relate to the historic Mercury House building on the site and will enhance the surrounding townscape.
- 8.23 Overall the proposal complies with policy D1 of the 2017 Local Plan.

9. IMPACT ON NEIGHBOURING AMENITY

- 9.1 CLP policies A1 and A4 and the Amenity CPG are all relevant with regards to the impact on the amenity of residential properties in the area, requiring careful consideration of the impacts of development on light, outlook, privacy and noise. Impact from construction works are also relevant but dealt with in the 'Transport' section. The thrust of the policies is that the quality of life of current and future occupiers should be protected and development which causes an unacceptable level of harm to amenity should be refused.

Daylight and sunlight

- 9.2 A Daylight, and Sunlight report has been submitted as part of the application which details any impacts upon neighbouring properties.
- 9.3 The analysis carried out an assessment for the properties within close proximity to the site and who could be impacted. Below is a screenshot from the document demonstrating the site and the properties assessed.

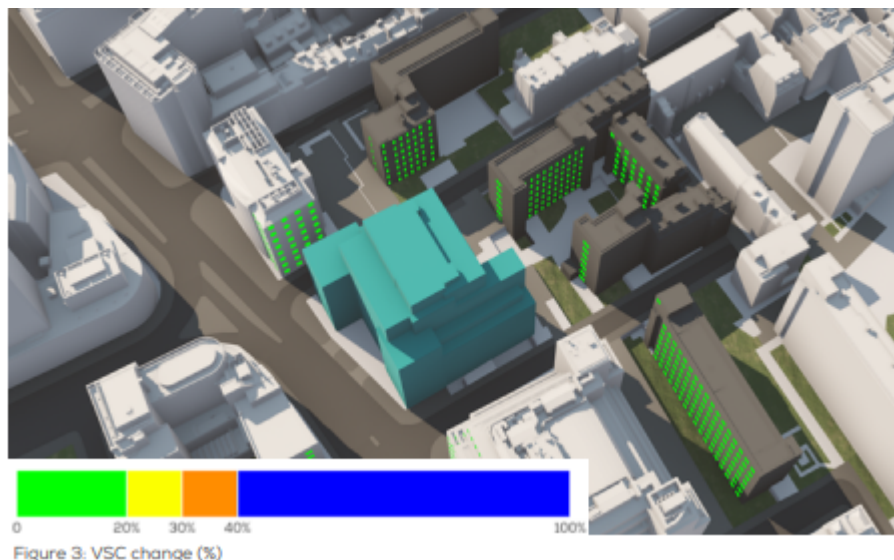


Figure 4 – Daylight/sunlight map

Assessment

- 9.4 All the proposed extensions are either contained within the envelope of the building's existing roof structures or are to the front elevation of the building and therefore do not affect any neighbouring sensitive uses, such as Tybalds Estate which is located to the rear. The submitted sunlight and daylight analysis demonstrates that the impact on all neighbouring residential properties will comply with the BRE Guidelines for VSC and APSH.

Outlook and Enclosure

- 9.5 The main extension is to the front where the building is set back from the street and away from residential uses. The proposal also includes the removal of the highest element of the building, so the overall height is being reduced because of this proposal. In view of this there is not considered to be any adverse impact on outlook and enclosure to neighbouring buildings.
- 9.6 The buildings directly adjacent are commercial buildings and so increasing the openings on ground floor will not have an impact on amenity.

Privacy and Overlooking

- 9.7 The scheme involves the inclusions of new rear and side windows on the proposed rear extensions as well as the introduction of seven new balcony's/terrace spaces.
- 9.8 Tybald's Estate is located to the rear and a new residential block included as part of the approved estate regeneration scheme is to be located on the site of the car park directly behind 124 Theobalds Road. A new communal terrace is proposed to the rear on level 08 however the terrace is small and set back sufficiently so as to not contribute to any adverse loss of privacy or overlooking to the neighbouring residential properties.

Noise and Vibration

- 9.9 Appropriate noise guidelines have been followed within the report such as Noise Policy Statement for England, National Planning Policy Framework (NPPF), Planning Practice Guidance on Noise, BS 8233 Guidance on sound insulation and noise reduction for buildings, Camden Council's Local Plan, version June 2017 and BS 4142:2014 "Methods for rating and assessing industrial and commercial sound". The noise standards, as per the table below is expected to be achieved:
- 9.10 Overall, in conjunction with the comments and assessment by the Council's Environmental Health Officer, we are satisfied that the submitted acoustic report demonstrates that proposed plant and equipment can meet our local plan noise thresholds and therefore will not cause a noise nuisance. Compliance conditions securing the details above will be placed on the application.
- 9.11 Due to the size of the terraces proposed to the rear, it is not considered that noise from people using the space is likely to be an issue, however, hours of use will be conditioned to ensure these are not used at unsociable hours when it would be quieter and sound might travel.

10. SUSTAINABILITY AND ENERGY

- 10.1 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.
- 10.2 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

- 10.3 Policy CC1 of CLP requires that proposals that involve substantial demolition demonstrate that it is not possible to retain and improve the existing building. The policy does not state that the demolition of existing buildings is unacceptable, but requires that in all cases consideration must be given to the refurbishment and reuse of the building before demolition is accepted. The London Plan states at Policy SI 7 that the redevelopment of sites should minimise the use of new materials and follow circular economy principles.
- 10.4 Whilst the building is not being demolished and is instead being extended, there are large elements being removed on the top and to the front as well as internal remodelling as well. During the pre-application process the applicant provided preliminary whole life carbon statistics to help inform discussions regarding the scheme and a Whole Life Carbon assessment has been submitted within the sustainability statement. These assessments look at the whole lifespan of the building broken down into different stages, including the construction (known as upfront carbon) and when the building is in operation (operational and embodied carbon). The GLA have provided recommended emission benchmarks for development proposals to meet at these stages and ensure that the amount of carbon used is as low as possible.
- 10.5 Whilst not a policy requirement in respect of this scheme, this is welcomed as it demonstrates the level of attention that has gone into thinking about the sustainability credentials of the scheme. It is particularly welcomed that the application includes the reuse of materials in the scheme itself.
- 10.6 A condition will secure further details of the whole life carbon assessment post construction. A condition is also recommended to secure details of the strategy for the retention and reuse of the existing Portland stone; and another condition requiring 95% of construction and demolition waste to be reused, recycled, or recovered, and 95% of excavation waste to be put to beneficial use.

Energy and carbon summary

- 10.7 Whilst the application is not a major development the following summary table shows how the proposal performs against the policy targets for carbon reductions in major schemes, set out in the London Plan and Camden Local Plan.

SAP10.2			
	Total tCO2e per annum	Stage reduction, tCO2	Stage reduction, %
Baseline	120.50		
Be Lean	100.90	19.60	16.3%
Be Clean	100.90	0.00	0.0%
Be Green	95.30	5.60	5.6%
TOTAL	95.30	25.20	20.9%
<i>Target</i>	<i>0.00</i>	<i>120.50</i>	<i>100.0%</i>
Shortfall	95.30	95.30	79.1%

Table 6 - Carbon saving targets (for majors) and the scheme results

- 10.8 Camden Local Plan policy CC1 and Camden Planning Guidance 'Energy Efficiency and Adaptation' Jan 2021 seeks for medium development of floorspace 500sqm and <1,000sqm to seek the greatest possible overall CO2 reductions below Building Regulations and 20% reduction from on-site renewables after all other energy efficiency measures have been incorporated. In this case, the development exceeds 20% overall reductions, achieving 21% below Part L requirements, although does not achieve a 20% reduction in CO2 emissions through renewable technologies. However it is to be noted that the energy assessment utilises the new 2021 Building Regulations as the baseline in line with the London Plan Policy S12 criteria for energy assessments supporting major applications, whereas the CPG target which pre-dates the London Plan expresses its target values against the 2013 Building Regulations. Whilst this does not mean that the 20% CPG target for renewables would necessarily be met if calculated against the 2013 Building Regulations, it would show far less of a shortfall.

Be lean stage (reduce energy demand)

- 10.9 London Plan policy SI 2 sets a policy target of at least 15% (non-resi) reduction through reduced energy demand at the first stage of the energy hierarchy. Overall the development meets the policy target of 15% (non-resi) in 'be lean' by reducing emissions by 16.3%, which is in compliance with the London Plan policy target for major developments and is thus welcomed.
- 10.10 The CPG criteria for developments of this size to maximise CO2 reductions is considered to be met in this stage category through implementing a number of improvements to increase the thermal performance of the building. These include:
- Provision of openable windows providing natural ventilation enabling a mixed mode strategy within the office areas.
 - Replacement of the majority of the existing windows with high performance glazing.
 - For the new build extension, high levels of insulation will be incorporated, going beyond Part L 2021 targets and notional building specifications, in order to reduce the demand for space conditioning.
 - Low energy lighting will be provided throughout.
 - Perimeter / daylight zones will be fitted with daylight control to automatically vary lighting levels depending on the amount of daylight.
 - Office and landlord areas will be fitted with lighting occupancy control that switches off lighting when the areas are not occupied.
 - Hot water secondary circulation will be limited to high usage areas (basement showers) to limit pumping power and circulation heat losses.

Be green stage (renewables)

- 10.11 As indicated above, the proposal would fall short of the Camden Local Plan policy CC1 and CPG target in renewables for developments of more than 500sqm of floorspace (after savings at Be Lean and Be Clean), where feasible. In consultation with the sustainability officer, this relatively small reduction compared with the 'be lean' savings could be accepted as it was considered that reductions had been maximised as far as possible within the constraints of the existing building and the limited roof space for PVs after necessary plant, orientation, shading and visual aspects. It is also important to note that the baseline model, includes air source heat pumps already and so if these are being introduced as part of the scheme (as is the case here) it means that it is challenging to meet the 20% reduction especially in the context of a refurbishment scheme.
- 10.12 The scheme will introduce PV panels and air source heat pumps which will both be secured via condition.

Climate change adaption and sustainable design

- 10.13 Local Plan policy CC2 and Camden's 'Energy Efficiency and Adaptation' CPG requires all developments of 500sqm or more additional floorspace to address sustainable design and construction measures in a Sustainability Statement. Non-residential development is expected to meet BREEAM Excellent, achieving 60% of all available Energy and Water credits and 40% of available Materials credits. These sub-targets are included as achieving this weighting of credits is considered to result in the greatest environmental benefits.
- 10.14 The supporting sustainability statement confirms that the scheme meets the overall requirement of BREEAM excellent and that energy and water sections surpass 60% of credits available and materials surpass 40%. An overall score of 78.8% is welcome by the Council and at the high level of BREEAM excellent. An energy and sustainability statement will be secured via s106 agreement to capture these results and the measures set in the energy statement.
- 10.15 The development plan (CLP policy CC3 and LP policy S112 and S113) also seeks to ensure development does not increase flood risk, reducing the risk of flooding where possible. Development should incorporate sustainable drainage systems (SUDS) and water efficiency measures.
- 10.16 In this case, the development incorporates SUDS, landscaping and green roofs, which would enhance the biodiversity of the site and reduce water runoff. Details of this system will be secured by conditions. A condition will secure green roof details as well. Flood risk is covered in the 'Flood risk and drainage' section of this report.

11. TRANSPORT

- 11.1 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.
- 11.2 London Plan Policy T1 (Strategic approach to transport) states that Development Plans should support, and development proposals should facilitate, the delivery of the Mayor's strategic target of 90% per cent of all trips in inner London to be made by foot, cycle, or public transport by 2041.
- 11.3 London Plan Policy T1 also states that all development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking, and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

- 11.4 Policy T3 sets out how the Council will seek improvements to transport infrastructure in the borough. Policy T4 addresses how the Council will promote the sustainable movement of goods and materials and seeks to minimise the movement of goods and materials by road

Trip Generation

- 11.5 The proposal will increase the floor area by 598sqm of additional commercial, business and service use (Class E) floorspace.
- 11.6 The TRICS database was used to derive the anticipated total person trip rates. Table 5.5 presented in the TA and reproduced here, shows a net change in trip generation between the existing arrangements and proposed development.

Mode	AM Peak			PM Peak			Total Daily Movements		
	In	Out	Total	In	Out	Total	In	Out	Total
Underground, metro, light rail, tram	+3	+1	+4	0	+3	+3	+12	+13	+25
Train	+1	0	+1	0	+2	+2	+4	+5	+8
Bus, minibus or coach	+2	0	+2	0	+2	+2	+9	+8	+17
Taxi	0	0	0	0	0	0	+1	+1	+1
Motorcycle, scooter or moped	0	0	0	0	0	0	+1	+1	+1
Driving a car or van	0	0	0	0	0	0	0	0	0
Passenger in a car or van	0	0	0	0	0	0	0	0	0
Bicycle	+1	0	+1	0	+1	+1	+4	+5	+8
On foot	+6	0	+6	0	+5	+5	+20	+21	+41
Total	+13	+1	+14	0	+13	+13	+50	+51	+102

- 11.7 Based on other developments in the area, it is anticipated that a high volume of the walking trips is likely to be made from Holborn and Russell Square (London Underground) stations, nearby bus stops, and commercial, entertainment, shopping, and restaurant venues in Holborn.
- 11.8 Considering the intensification of the site with respect of pedestrian and cycle trips, a developer contribution of £23,920 would be sought towards transport improvement schemes in the local area.

Travel Plan

- 11.9 A draft Travel Plan was 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 Travel Plan does not include projected modal share for cycling and walking. Modal share projections for walking and cycling will need to be in accordance with Camden’s Transport Strategy and the Mayor’s Transport Strategy.

- 11.10 A Travel Plan covering an associated monitoring and measures contribution of £11,348 should be secured by S106 legal agreement.

Access and permeability

- 11.11 The existing pedestrian access points from Theobald's Road and on the western boundary of New North Street, where there is also a vehicle crossover will be retained.
- 11.12 It is proposed to widen the existing vehicle access on New North Street from 3m wide to 5.1m wide to create a shared use access for vehicles, cyclists and pedestrians. Given the vehicle demands at this location will only relate to one blue badge parking bay and servicing trips, it is considered that any potential conflict between pedestrian, cyclist and servicing activity will be minimal. The proposed access will be wide enough to accommodate a 7m delivery van entering and exiting the site in forward gear.
- 11.13 The site benefits from two vehicular crossovers on Theobald's Road, which, are proposed to be removed. This is welcomed. There is also one vehicular crossover on Boswell Street, the usage of which is unclear. It is recommended that this crossover is removed, and footway reinstated.
- 11.14 A new entrance to the cycle store will be provided from Boswell Street.

Cycle Parking

- 11.15 The Council requires high quality cycle parking to be provided in accordance with Local Plan Policy T1, CPG Transport, the London Cycling Design Standards (LCDS), and London Plan Policy T5.
- 1 space per 75 sqm (GEA) long stay; and
 - first 5,000 sqm 1 space per 500 sqm, thereafter 1 space per 5,000 sqm (GEA) short stay.
- 11.16 158 long-stay cycle parking spaces consisting of a mixture of Sheffield stands, folding bike spaces and two-tier cycle racks are proposed to be provided in the basement level, accessed via lifts from the main lobby, or from Boswell Street by stairs equipped with a cycle ramp. Showers and lockers will also be provided. The long-stay cycle parking proposal is a significant improvement on the existing situation providing a quality dedicated and accessible store and changing facilities. If the total floorspace was used for the calculation this would mean 167 spaces would be required however as this scheme only includes the uplift of 598sqm and 158 spaces are proposed, the Council welcomes this provision.
- 11.17 12 short stay cycle parking spaces are proposed to the west of the accessible parking bay on the ground floor, accessed from New North Street.

11.18 Further details of the cycle storage will be secured by condition.

Car Parking and vehicle access

11.19 The site is located in controlled parking zone CA-E/D, which operates 08:30-18:30 Monday to Friday and 08:30-13:30 on Saturday.

11.20 The development is proposed as car-free, which would be secured by legal agreement if planning consent were granted. One disabled bay is proposed within the site. The applicant is also requested to provide an electric vehicle charging point (EVCP) within the site.

11.21 Uptake of electric vehicles is increasing significantly, and there are many EV resident permit holders in the vicinity of the site. This would put pressure on infrastructure which has been provided primarily for local stakeholders. Officers therefore suggest that an additional electric vehicle charging point (fast charger) be provided on the public highway in the general vicinity of the site. A financial contribution of £2,500 will be secured by legal agreement in accordance with Local Plan Policy A1 if planning permission is granted.

Construction Management

11.22 Construction management plans are used to demonstrate how developments will minimise impacts from the movement of goods and materials during the construction process (including any demolition works).

11.23 The site is located on Theobald's Road which forms part of the Strategic Road Network (SRN) and is in close proximity to strategic cycle route network. Traffic congestion is a significant problem in this part of the borough, particularly during peak periods but often throughout the day on Monday to Friday. Our primary concern is public safety, but we also need to ensure that construction traffic does not create (or add to existing) traffic congestion in the local area. The proposal is also likely to lead to a variety of amenity issues for local people (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.

11.24 The applicant is requested to submit a Construction Management Plan (CMP) using the Council's CMP pro-forma in line with LB Camden guidance on construction management. This will be secured by legal agreement in accordance with Local Plan Policy A1 if planning permission is granted.

11.25 A CMP implementation support contribution of £4,194 and a Construction Impact Bond of £8,000 would also be secured as S106 planning obligations in accordance with Policy A1 and T4.

Deliveries and servicing

- 11.26 The draft Delivery and Servicing Plan (DSP) was submitted with the application.
- 11.27 The proposal is expected to generate 50 two-way servicing trips, which represents a slight increase from the existing 48 two-way trips. The largest servicing vehicle to access and egress the site in a forward gear is a 7m delivery van. Refuse vehicles and delivery vans longer than 7m will park adjacent to the site access on New North Street, in line with the existing arrangements. The swept paths analysis for the vehicles accessing the proposed servicing locations was provided and is considered acceptable.
- 11.28 A detailed DSP would be secured by legal agreement if planning permission were granted. This would help to ensure that any operational impacts associated with delivery and servicing movements will be mitigated.

Highway works

- 11.29 The applicant would be financially responsible for any works relating to the highway. This includes the removal of crossovers on Theobald's Road and Bosswell Street, and repairing any damage potentially caused to the public highway during demolition and construction. It is suggested that a modest highways contribution of £30,000 is secured by legal agreement if planning permission is granted.

Pedestrian, cycling, environmental, micro mobility improvements

- 11.30 The Council is developing proposals as part of Holborn Liveable Neighbourhood (HLN) which will transform the public realm in the area and make many streets more attractive to pedestrians and cyclists.
- 11.31 Construction of the HLN scheme will take place as funds become available. Implementation of some changes to roads in the area is likely to start in 2024 using secured funding, with each subsequent phase of construction subject to financial approval as funding becomes available. It is also worth noting that Theobald's Road will be a "primary" segregated cycle corridor within the HLN, which will improve and enhance the cycling experience in the area.
- 11.32 Given the site location in Holborn, and an increase in walking and cycling trips, a financial contribution of £23,920 towards the HLN scheme and segregated cycle lanes on Theobald's Road should be secured by S106 legal agreement.

Micromobility improvements

- 11.33 Parking bays for dockless rental e-bikes and rental e-scooters are located nearby. However, these merely provide 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.

- 11.34 A cycle/e-scooter hire improvements contribution of £2,500 would therefore be secured by S106 legal agreement. This would allow the Council to provide additional capacity for the parking of dockless rental e-bikes and rental e-scooters in the local area (e.g., by expanding existing bays and providing additional bays). Officers anticipate staff and visitors using these modes of transport as an alternative to public transport, especially when their primary mode of transport is rail with a secondary trip by micromobility vehicles.

12. NATURE, BIODIVERSITY AND CONSERVATION

- 12.1 Policy A3 aims to ensure that developments realise benefits for biodiversity. This policy also includes the protection of trees and the Council will seek to resist the loss of trees and vegetation of significant amenity, historic, ecological or cultural value but also promote incorporating trees within any proposal.
- 12.2 The overall landscaping scheme to the rear is positive and will provide good quality amenity spaces for employees with quality materials used. The sunken courtyard provides a focal point but there are hard standing and green spaces which work well together. A condition securing these details will be placed on the application.
- 12.3 An arboricultural impact assessment supports the application. No trees are proposed for removal in order to facilitate development, there is no adverse impact on trees to be retained on site and immediately off-site subject to tree protection measures which will be secured by condition.
- 12.4 A preliminary ecology assessment has been submitted in support of the application which confirms that there are no existing habitats on site. The report also confirms there are no bird or bat species roosting or nesting. Details of one bird and one bat box to be incorporated into the development will be secured via condition.
- 12.5 The ecology report also demonstrated the existing baseline on the site is effectively zero with sealed surfaces and no habitats. Based on the information available this permission will not require the approval of a Biodiversity Gain Plan before development is begun because it is below the de minimis threshold, meaning it does not impact an onsite priority habitat and impacts less than 25sqm of onsite habitat with biodiversity value greater than zero and less than 5 metres in length of linear habitat.
- 12.6 A biodiverse roof in conjunction with the PV panels on the roof has been secured and further details will be secured via condition.

13. CONTAMINATED LAND

- 13.1 From it is understood the development is for a continued commercial/business use with the soft landscaped areas understood to be raised at the ground level (with a basement covering the footprint of the site).
- 13.2 As such, given no change of use to a more sensitive end use, and given it is understood the proposed soft landscaped areas are to be raised and not in-situ with the underlying soils, there is considered to be a low risk to end users with no pathway for potential contaminants via soft-landscaped areas. A condition securing further assessment of contaminated land issues if found on site will be secured.

14. AIR QUALITY

- 14.1 The site is located within the borough-wide AQMA declared by LBC due to known or anticipated breaches of the annual mean NO₂ and 24-hour PM₁₀ AQOs in 2002. Policy CC4 of the Camden Local Plan means the scheme required a basic Air Quality Assessment (AQA). The applicant has submitted an AQA which reviews the existing air quality conditions in the vicinity of the proposed development site, and the likely air quality impacts resulting from the proposed development.
- 14.2 The Air Quality Assessment confirms that the air quality has been assessed in line with the Environmental Protection UK & the Institute of Air Quality Management, 2017. *Land-Use Planning & Development Control: Planning for Air Quality and Environmental Protection UK & the Institute of Air Quality Management, 2017. Land-Use Planning & Development Control: Planning for Air Quality* which are the documents that ensures air quality and dust from construction and demolition are properly considered in land use planning.
- 14.3 Based on the monitored and estimated background data, it is considered that the development site is located in an area where the annual mean NO₂, PM₁₀ and PM_{2.5} AQOs are unlikely to be exceeded. The development will make use of either Mechanical Ventilation with Heat Recovery (MVHR) or natural vents with a variable refrigerant flow (VRF) system. Neither this or the other operational effects of the proposed class E use is unlikely to result in the above stated local air quality risk thresholds increasing or being breached. This is therefore accepted by the Council.
- 14.4 Full details of mitigation measures to control construction-related air quality impacts would be secured within the Construction Management Plan as per the standard Construction Management Plan (CMP) Pro-Forma. This is accepted within the document and accepted by the Council. The applicant will also be required to demonstrate that all mitigation measures relevant to the level of identified risk are being included.

14.5

Non Road-Mobile Machinery

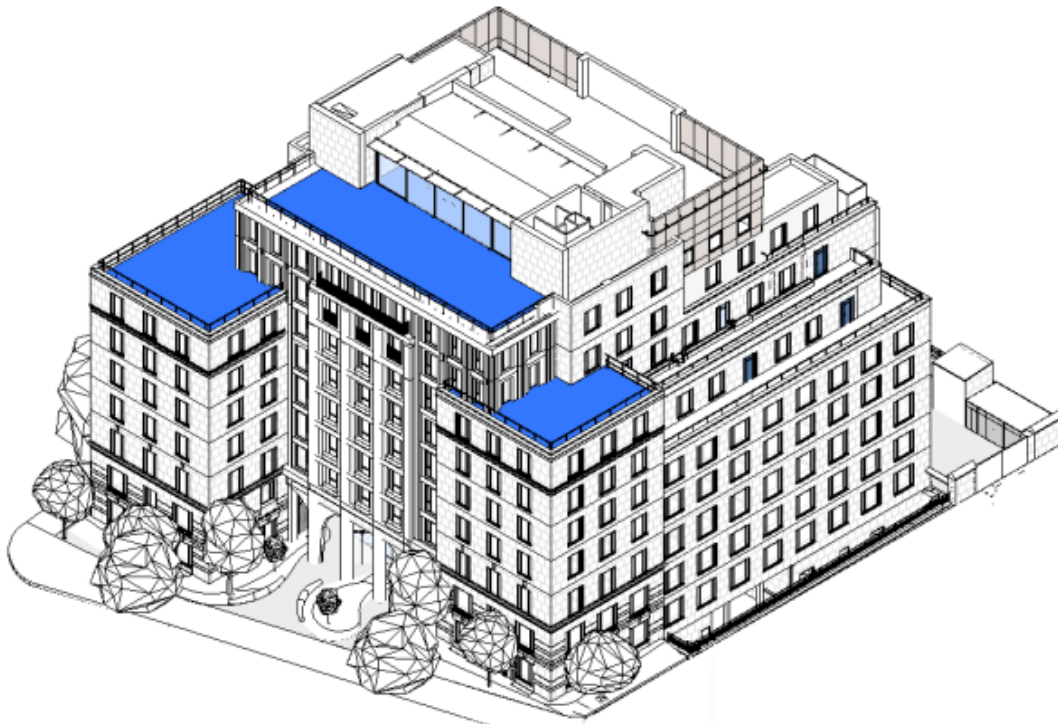
14.6 A condition will be put on the application for air quality monitoring during development works and to ensure that Non Road-Mobile Machinery (NRMM) used on the site complies with the relevant air quality criteria.

15. WATER AND FLOODING

15.1 The site is in Flood Zone 1 which is low risk from flooding. CLP policy CC3 expects development to not increase flood risk and reduce it where possible.

15.2 The flood risk assessment discusses fluvial, tidal and pluvial, sewers, reservoir/canal flood risk types and confirms the site will be at a low risk of flooding from all of these.

15.3 Although this not a major development, the developer is committed to surface water reduction. Blue roofs are proposed for three terraces and will therefor offer a flow reduction for overall surface water discharge from the site and therefore be an improvement on the existing situation. Further details of these will be secured via condition and the locations are on the graphic below:



15.4 Upon the Council requesting further clarification on this issue, this position is accepted; overall, the proposal is looking to utilise the areas of development to provide SuDS while reusing existing drainage arrangements including the Thames Water network. Further details of the

SuDS will be secured via condition as well as the information relating to the blue and biodiverse roofs.

- 15.5 In terms of flooding, whilst the greenfield run off rates cannot be achieved, it is accepted that as this is a refurbishment scheme and most of the building is being retained it makes it difficult to improve. The current proposal includes the retention of the existing situation with the addition of blue roofs and therefore on balance the council can accept this position.
- 15.6 The development proposals will also incorporate resilience measures in accordance with CLP policy CC3.

16. EMPLOYMENT AND TRAINING OPPORTUNITIES

- 16.1 The proposed development would generate increased employment opportunities during construction and operational phases. To ensure local people benefit from these opportunities in line with CLP policy E1, appropriate obligations have been negotiated and will be secured by Section 106 agreement. The scale of benefits would be tied to the build cost but would include the following:

Construction phase:

- The applicant should work to CITB benchmarks for local employment when recruiting for construction-related jobs.
- The applicant should advertise all construction vacancies and work placement opportunities exclusively through the Council's Euston Skills Centre (formally Kings Cross Skills Centre) for a period of 1 week before marketing more widely.
- The applicant should provide 1 construction work placement opportunity (one placement per 500 sqm of additional employment floorspace) of not less than 2 weeks, to be undertaken over the course of the development, to be recruited through the Council's Euston Skills Centre.
- as the build cost for this scheme will exceed £3 million the applicant will recruit 1 construction apprentice paid at least London Living Wage and pay the council a support fee of £1,700 per apprentice. Recruitment of construction apprentices should be conducted through the Council's Euston Skills Centre.
- The applicant must sign up to the Camden Local Procurement Code.

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

End use phase:

- Support the Good Work Camden programme, and promote amongst end use occupiers, including the following:
 - Advertise vacancies in partnership with Good Work Camden and its relevant local employment support providers to create pathways into knowledge economy jobs.
 - Promote employee mentoring and volunteering within Camden.
 - Commitment to attend job fairs to promote opportunities to local residents.
 - Commitment to providing supported employment opportunities – e.g. supported internships.
- 16.2 Given the level of floorspace uplift is under 1000sqm, there is no policy requirement to provide end-use apprenticeships.
- 16.3 The Employment sites and business premises CPG sets out how the Council will seek to use planning obligations to secure an element of affordable SME workspace from large scale employment developments with a floorspace of 1,000sqm (GIA) or more. Again, given the proposed development would not provide more than 1,000sqm of additional floorspace, there is no policy requirement to provide affordable workspaces on site.

17. COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 17.1 The proposal would be liable for both the Mayor of London's CIL2 (MCIL2) and Camden's CIL due to the net increase in floorspace. The Camden CIL is charged at £110 per sqm for office developments in the Central London area and would be £65,750. MCIL2 is charged at £185 per sqm for office developments in the Central London Area and would be £110,630.
- 17.2 This would be collected by Camden after the scheme is implemented and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, and subject to indexation in line with the construction costs index. An informative would be attached on any decision notice advising the applicant of these charges. The final charges would be decided by Camden's CIL team.

18. CONCLUSION

- 18.1 In conclusion, the development provides an increase in commercial office space in the Central London Area through a high quality well designed scheme in the form of various extensions and alterations which also improves the buildings relationship with the street, providing activation and enhanced public realm. The scheme provides a full payment in lieu for affordable housing, transport contributions and achieves BREAAAM excellent improving the sustainability credentials of the building. The scheme also includes improved cycle facilities also does not harmfully impact residents' amenity.
- 18.2 As such, the proposed development is considered acceptable subject to the recommended conditions and heads of terms would be in accordance with the Camden Local Plan 2017 and London Plan 2021, as well as the NPPF (2023).

19. RECOMMENDATION

- 19.1 Grant conditional Planning Permission subject to a Section 106 Legal Agreement with the following heads of terms:
- Affordable Housing payment £448,500.00
 - Energy and sustainability plan
 - Car-free development.
 - Electric vehicle charging infrastructure (fast charger) contribution of £2,500
 - Construction management plan (CMP), and CMP implementation support contribution of £4,194, and CMP Impact Bond of £8,000.
 - Highway works contribution of £30,000.
 - Pedestrian, Cycling and Environmental Improvements contribution £23,920
 - Micromobility improvements contribution of £2,500.
 - Travel Plan and associated monitoring and measures contribution of £11,348
 - Employment and training plan including 1 construction apprentice and 1 construction placement and a £1,700 apprentice support fee
 - Delivery and servicing plan

20. LEGAL COMMENTS

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

21. CONDITIONS

1	<p>Three years from the date of this permission</p> <p>This development must be begun not later than three years from the date of this permission.</p> <p>Reason: In order to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).</p>
2	<p>Approved drawings</p> <p>The development hereby permitted shall be carried out in accordance with the following approved plans</p> <p>THR-ORM-ZZ-ZZ-DR-A-12001, THR-ORM-ZZ-ZZ-DR-A-12002, THR-ORM-ZZ-00-DR-A-12100, THR-ORM-ZZ-01-DR-A-12101, THR-ORM-ZZ-02-DR-A-12102, THR-ORM-ZZ-03-DR-A-12103, THR-ORM-ZZ-04-DR-A-12104, THR-ORM-ZZ-05-DR-A-12105, THR-ORM-ZZ-06-DR-A-12106, THR-ORM-ZZ-07-DR-A-12107, THR-ORM-ZZ-08-DR-A-12108, THR-ORM-ZZ-09-DR-A-12109, THR-ORM-ZZ-RF-DR-A-12110, THR-ORM-ZZ-B1-DR-A-12149, THR-ORM-ZZ-00-DR-A-12150, THR-ORM-ZZ-01-DR-A-12151, THR-ORM-ZZ-02-DR-A-12152, THR-ORM-ZZ-03-DR-A-12153, THR-ORM-ZZ-04-DR-A-12154, THR-ORM-ZZ-05-DR-A-12155, THR-ORM-ZZ-06-DR-A-12156, THR-ORM-ZZ-07-DR-A-12157, THR-ORM-ZZ-08-DR-A-12158, THR-ORM-ZZ-09-DR-A-12159, THR-ORM-ZZ-RF-DR-A-12160, THR-ORM-ZZ-B1-DR-A-12199, THR-ORM-ZZ-00-DR-A-12200, THR-ORM-ZZ-01-DR-A-12201, THR-ORM-ZZ-02-DR-A-12202, THR-ORM-ZZ-03-DR-A-12203, THR-ORM-ZZ-04-DR-A-12204, THR-ORM-ZZ-05-DR-A-12205, THR-ORM-ZZ-06-DR-A-12206, THR-ORM-ZZ-07-DR-A-12207, THR-ORM-ZZ-08-DR-A-12208, THR-ORM-ZZ-09-DR-A-12209, THR-ORM-ZZ-B1-DR-A-12299, THR-ORM-ZZ-AA-DR-A-12301, THR-ORM-ZZ-BB-DR-A-12302, THR-ORM-ZZ-AA-DR-A-12351, THR-ORM-ZZ-BB-DR-A-12352, THR-ORM-ZZ-AA-DR-A-12401, THR-ORM-ZZ-BB-DR-A-12402, THR-ORM-ZZ-NO-DR-A-12501, THR-ORM-ZZ-EA-DR-A-12502, THR-ORM-ZZ-SO-DR-A-12503, THR-ORM-ZZ-WE-DR-A-12504, THR-ORM-ZZ-NO-DR-A-12551, THR-ORM-ZZ-EA-DR-A-12552, THR-ORM-ZZ-SO-DR-A-12553, THR-ORM-ZZ-WE-DR-A-12554, THR-ORM-ZZ-NO-DR-A-12601, THR-ORM-ZZ-EA-DR-A-12602, THR-ORM-ZZ-SO-DR-A-12603, THR-ORM-ZZ-WE-DR-A-12604, THR-ORM-ZZ-SO-DR-A-12701, THR-ORM-ZZ-SO-DR-A-12702, THR-ORM-ZZ-NO-DR-A-12703, THR-ORM-ZZ-ZZ-DR-A-12704, THR-ORM-ZZ-RF-DR-A-12705 , THR-ORM-ZZ-RF-DR-A-12210</p> <p>Supporting documents: Town Planning Statement (21 June 2024), prepared by Gerald Eve CIL Additional Information Form (24 June 2024), prepared by Gerald Eve LLP Design and Access Statement (24 June 2024) prepared by Orms Architects Transport Statement (20 June 2024), prepared by Motion Noise survey and plant noise egress limits (11 June 2024) prepared by Sandy Brown Townscape, Heritage, and Visual Impact Assessment (June 2024) prepared by KM Heritage</p>

	<p>Daylight and Sunlight (18 June 2024), prepared by GIA Archaeological Desk-Based Assessment (June 2024), prepared by PCA Arboricultural Impact Assessment Report (17 June 2024), prepared by Landmark Trees Ecological Assessment (13 June 2024), prepared by The Ecology Practice Energy Statement (14 June 2024) prepared by Twin and Earth Statement of Community Involvement (June 2024, prepared by Quatro Flood Risk Assessment (14 June 2024), prepared by London Structure Lab Surface and Foul Water Drainage Strategy (14 June 2024), prepared by London Structure Lab Air Quality Assessment Rev 2 (15 October 2024) prepared by Air Quality Plan Response to SUDS comments - sent by email on 02/10/2024 Surface Water Drainage - Response to LLFA Comments (16 August 2024), prepared by London Structures Lab Sustainability Statement (25 October 2024), prepared by Orms</p> <p>Reason: For the avoidance of doubt and in the interest of proper planning..</p>
3	<p>Matching Materials</p> <p>All new external work shall be carried out in materials that resemble, as closely as possible, in colour and texture those of the existing building, unless otherwise specified in the approved application.</p> <p>Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy D1 of the London Borough of Camden Local Plan 2017.</p>
	<p>Contaminated Land</p> <p>If during construction/demolition works, evidence of potential contamination is encountered, works shall cease and the site fully assessed to enable an appropriate remediation plan to be developed. Works shall not recommence until an appropriate remediation scheme has been submitted to, and approved in writing by, the local planning authority and the remediation has been completed. Upon completion of the building works, this condition shall not be discharged until a closure report has been submitted to, and improved in writing by, the local planning authority.</p> <p>Reason: To safeguard the impacts of contaminated land and will be necessary to demonstrate that any work has been carried out effectively and the environmental risks have been satisfactorily managed, in accordance with policies D1 and A1 of the Camden Local Plan 2017, and policy 5.21 of the London Plan.</p>
4	<p>Materials</p> <p>Before the relevant part of the work is begun, detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the local planning authority:</p>

	<p>a) Details including sections at 1:10 of all windows (including jambs, head and cill), ventilation grills, external doors and railings</p> <p>b) A reuse strategy for the existing portland stone to be used on the new facade including detailing level of reuse and locations for the existing portland stone</p> <p>c) Manufacturer's specification and details of all facing materials (to besubmitted) and samples of those materials (to be provided on site).</p> <p>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.</p> <p>Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy D1 and D2 of the London Borough of Camden Local Plan 2017.</p>
5	<p>Cycle Parking</p> <p>Before the development commences, details of the secure cycle storage area for 158 long stay cycle parking spaces and 12 short stay cycle parking spaces shall be submitted to and approved in writing by the local planning authority. The approved facility shall thereafter be provided in its entirety prior to the first occupation of the development and permanently maintained and retained thereafter.</p> <p>Reason: To ensure the development provides adequate cycle parking facilities in accordance with the requirements of policy T1 of the London Borough of Camden Local Plan 2017</p>
6	<p>Hard and soft landscaping</p> <p>Prior to occupation full details of hard and soft landscaping and means of enclosure of all un-built, open areas have been submitted to and approved by the local planning authority in writing. The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.</p> <p>Reason: To ensure that the development achieves a high quality of landscaping which contributes to the visual amenity and character of the area in accordance with the requirements of policies A2, A3 and D1 of the London Borough of Camden Local Plan 2017.</p>
7	<p>Hard and soft landscaping</p> <p>All hard and soft landscaping works shall be carried out in accordance with the approved landscape details by not later than the end of the planting season following occupation of the development or any phase of the development whichever is the sooner. Any trees or areas of planting (including trees existing at the outset of the development other than those indicated to be removed) which, within a period of 5 years from the completion of</p>

	<p>the development, die, are removed or become seriously damaged or diseased, shall be replaced as soon as is reasonably possible and, in any case, by not later than the end of the following planting season, with others of similar size and species, unless the local planning authority gives written consent to any variation.</p> <p>Reason: To ensure that the landscaping is carried out within a reasonable period and to maintain a high quality of visual amenity in the scheme in accordance with the requirements of policies A2, A3 and D1 of the London Borough of Camden Local Plan 2017.</p>
8	<p>PV Panels</p> <p>Prior to relevant works taking place on site, drawings and data sheets showing the location, extent (no.44 panels) and predicted energy generation of photovoltaic cells (energy generation capacity (at least 18.3kWp) 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 before occupation in full accordance with the details approved by the Local Planning Authority and permanently retained and maintained thereafter.</p> <p>Reason: To ensure the development provides adequate on-site renewable energy facilities in accordance with the requirements of policy CC1 (Climate change mitigation) of the London Borough of Camden Local Plan 2017.</p>
9	<p>NRMM</p> <p>All non-Road mobile Machinery (any mobile machine, item of transportable industrial equipment, or vehicle - with or without bodywork) of net power between 37kW and 560kW used on the site for the entirety of the [demolition and/construction] phase of the development hereby approved shall be required to meet Stage IIIB of EU Directive 97/68/EC. The site shall be registered on the NRMM register for the [demolition and/construction] phase of the development.</p> <p>Reason: To safeguard the amenities of the adjoining occupiers, the area generally and contribution of developments to the air quality of the borough in accordance with the requirements of policies G1, A1, CC1 and CC4 of the London Borough of Camden Local Plan 2017.</p>
10	<p>Green Roofs</p> <p>Prior to commencement of any roof structure works, full details in respect of the biodiverse roof in the area indicated on the approved roof plan shall be submitted to and approved by the local planning authority. The details shall include:</p> <ol style="list-style-type: none"> i. a detailed scheme of maintenance

	<ul style="list-style-type: none"> ii. sections at a scale of 1:20 with manufacturers details demonstrating the construction and materials used and showing a variation of substrate depth with peaks and troughs iii. full details of planting species and density <p>The living roofs shall be fully provided in accordance with the approved details prior to first occupation of the development and thereafter retained and maintained in accordance with the approved scheme.</p> <p>Reason: In order to ensure the development undertakes reasonable measures to take account of biodiversity and the water environment in accordance with policies G1, CC1, CC2, CC3, D1, and A3 of the London Borough of Camden Local Plan 2017.</p>
11	<p>SUDS</p> <p>Prior to commencement of development, details of a sustainable urban drainage system including the blue roofs to the new roof areas shall be submitted to and approved in writing by the local planning authority. The total surface water flow rates shall be restricted to no greater than 56.3 l/s from the development for 1:100-year storm event as per the planning stage proposals agreed with Local Lead Flood Authority.</p> <p>Reason: To reduce the rate of surface water run-off from the buildings and limit the impact on the storm-water drainage system in accordance with Policies CC1, CC2, CC3 of the London Borough of Camden Local Plan 2017.</p>
12	<p>SUDS Compliance</p> <p>Prior to occupation, evidence that the sustainable urban drainage system has been implemented in accordance with the approved details as part of the development shall be submitted to the Local Planning Authority and approved in writing. The systems shall thereafter be retained and maintained in accordance with the approved maintenance plan.</p> <p>Reason: To reduce the rate of surface water run-off from the buildings and limit the impact on the storm-water drainage system in accordance with policies CC2 and CC3</p>
13	<p>Noise</p> <p>The external noise level emitted from plant, machinery or equipment at the development hereby approved shall be lower than the lowest existing background noise level by at least 10dBA, by 15dBA where the source is tonal, as assessed according to BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity.</p> <p>Reason: To protect the amenity of the surrounding premises and the area generally in accordance with policies A1 and A4 of the Camden Local Plan 2017</p>
14	<p>Vibration</p>

Prior to use, plant or equipment and ducting 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 for the duration of the development.

Reason: To protect the amenity of the surrounding premises and the area generally in accordance with policies A1 and A4 of the Camden Local Plan 2017

15	<p>Thames Water</p> <p>No piling shall take place until a Piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) and piling layout plan including all Thames Water wastewater assets, the local topography and clearance between the face of the pile to the face of a pipe has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement and piling layout plan.</p> <p>Reason: To ensure that the development does not impact on existing Thames Water infrastructure, in accordance with policy T3 of the London Borough of Camden Local Plan 2017.</p>
16	<p>Roof terraces</p> <p>The roof terraces at Levels 5, 6 and 8 hereby permitted shall not be used outside the following times 08.00 to 20.00 Mondays to Fridays. No music shall be played on the terraces in such a way as to be audible within any nearby residential premises.</p> <p>Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of Policies G1, CC1, D1, A1, and A4 of the London Borough of Camden Local Plan 2017</p>
17	<p>Demolition waste</p> <p>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.</p> <p>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.</p>
18	<p>Whole life carbon assessment</p> <p>Within 3 months of practical completion of the development a Whole Life Carbon Assessment shall be submitted to and approved in writing by the Planning Authority. The Whole Life Carbon Assessment will demonstrate that the development has optimised the reuse and recycling of building materials and the buildings operational energy</p> <p>Reason: In the interests of sustainable development and to maximise on-site carbon dioxide savings, in accordance with Camden Local Plan policies CC1 and CC2</p>

19	<p>Flat roofed areas</p> <p>The flat roofed areas of the proposed building approved under 2024/2732/P shall not be used as a roof terrace, sitting out area or other amenity space and only be accessed for maintenance purposes.</p> <p>Reason: To protect the amenity of adjoining occupiers and the area in accordance with policies A1 and D1 and D2 of the Camden Local Plan 2017</p>
20	<p>Planters</p> <p>Prior to relevant works full details of planters for all roof terraces shall be submitted to and approved in writing by the local planning authority. The planters shall be installed prior to first occupation and shall be permanently retained thereafter.</p> <p>Reason: In order to prevent unreasonable overlooking of neighbouring premises and to ensure the development fulfils proposed biodiversity obligations in accordance with the requirements of policies CC1, CC2, A3, D1, D2 and A1 of the London Borough of Camden Local Plan 2017.</p>
21	<p>ASHP</p> <p>Prior to commencement of relevant works, details, drawings and data sheets showing the location, Seasonal Coefficient of Performance Factor (SCOP) of 3.4 or more and Be Green stage carbon saving of the air source heat pumps and associated equipment to be installed on the building, shall have been submitted to and approved by the Local Planning Authority in writing. The details shall include the installation of a meter to monitor the energy output from the approved renewable energy systems. A site-specific lifetime maintenance schedule for each system, including safe access arrangements, shall be provided.</p> <p>The equipment shall be installed in full accordance with the details approved by the Local Planning Authority and permanently retained and maintained thereafter.</p> <p>Reason: To ensure the development provides adequate on-site renewable energy facilities in accordance with the requirements of policy CC1 of the London Borough of Camden Local plan Policies.</p>
22	<p>Bird and bat box</p> <p>Prior to first occupation of the development a plan showing details of at least 1 bird and 1 bat box, the locations and types and indication of species to be accommodated shall be submitted to and approved in writing by the local planning authority. The boxes shall be installed in accordance with the approved plans prior to first occupation of the development and thereafter permanently retained.</p> <p>Reason: In order to secure appropriate features to conserve and enhance wildlife habitats and biodiversity measures within the development, in accordance with the requirements of the London Plan (2016) and Policies A3 and CC2 of the London Borough of Camden Local Plan 2017</p>

23	<p>Tree Protection</p> <p>Prior to the commencement of any works on site, details demonstrating how trees to be retained shall be protected during construction work shall be submitted to and approved by the local planning authority in writing. Such details shall follow guidelines and standards set out in BS5837:2012 "Trees in Relation to Construction". All trees on the site, or parts of trees growing from adjoining sites, unless shown on the permitted drawings as being removed, shall be retained and protected from damage in accordance with the approved protection details.</p> <p>Reason: To ensure that the development will not have an adverse effect on existing trees and in order to maintain the character and amenity of the area in accordance with the requirements of policies A2 and A3 of the London Borough of Camden Local Plan 2017.</p>
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22. INFORMATIVES

1	<p>This approval does not authorise the use of the public highway. Any requirement to use the public highway, such as for hoardings, temporary road closures and suspension of parking bays, will be subject to approval of relevant licence from the Council's Streetworks Authorisations & Compliance Team, 5 Pancras Square c/o Town Hall, Judd Street London WC1H 9JE (Tel. No 020 7974 4444). Licences and authorisations need to be sought in advance of proposed works. Where development is subject to a Construction Management Plan (through a requirement in a S106 agreement), no licence or authorisation will be granted until the Construction Management Plan is approved by the Council.</p>
2	<p>You are advised the developer and appointed / potential contractors should take the Council's guidance on Construction Management Plans (CMP) into consideration prior to finalising work programmes and must submit the plan using the Council's CMP pro-forma; this is available on the Council's website at https://beta.camden.gov.uk/web/guest/construction-management-plans or contact the Council's Planning Obligations Team, 5 Pancras Square c/o Town Hall, Judd Street London WC1H 9JE (Tel. No. 020 7974 4444). No development works can start on site until the CMP obligation has been discharged by the Council and failure to supply the relevant information may mean the council cannot accept the submission as valid, causing delays to scheme implementation. Sufficient time should be afforded in work plans to allow for public liaison, revisions of CMPs and approval by the Council.</p>
3	<p>Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts that cover aspects including fire and emergency escape, access and facilities for people with disabilities and sound insulation between dwellings. You are advised to consult the Council's Building Control Service, Camden Town Hall, Judd St, Kings Cross, London NW1 2QS (tel: 020-7974 6941).</p>

4	<p>All works should be conducted in accordance with the Camden Minimum Requirements - a copy is available on the Council's website (search for 'Camden Minimum Requirements' at www.camden.gov.uk) or contact the Council's Noise and Licensing Enforcement Team, 5 Pancras Square c/o Town Hall, Judd Street London WC1H 9JE (Tel. No. 020 7974 4444)</p> <p>Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You must secure the approval of the Council's Noise and Licensing Enforcement Team prior to undertaking such activities outside these hours.</p>
5	<p>Your attention is drawn to the fact that there is a separate legal agreement with the Council which relates to the development for which this permission is granted. Information/drawings relating to the discharge of matters covered by the Heads of Terms of the legal agreement should be marked for the attention of the Planning Obligations Officer, Sites Team, Camden Town Hall, Argyle Street, WC1H 8EQ.</p>
6	<p>You are reminded of the need to provide adequate space for internal and external storage for waste and recyclables. For further information contact Council's Environment Services (Waste) on 020 7974 6914/5 or see the website http://www.camden.gov.uk/ccm/content/environment/waste-and-recycling/twocolumn/new-recycling-rubbish-and-reuse-guide.en.</p>
7	<p>The Health and Safety Executive (HSE) states that work-related stress and poor mental health should be treated with the same significance as risks of poor physical health and injury. The Council views this as particularly pertinent to the construction industry, a predominantly male environment where the risk of suicide is around 3.5 times higher than men in general. Approximately one-third of construction workers report increased levels of anxiety every day. The Council strongly encourages developers of major construction sites to sign up to one of two construction industry led initiatives, Building Mental Health (Building Mental Health - Home) or Mates in Mind (Home Page), train a proportionate number of staff in Mental Health First Aid, and offer drop-in sessions/or spaces at construction sites for workers.</p> <p>The Council will support the construction industry working in Camden with an offer of free Mental Health First Aid and other training, and information on local resources and signposting to sources of help.</p>

8	<p>The applicant is advised to consult with the Designing Out Crime Office of the Metropolitan Police to ensure adequate security and safety measures are provided as part of the development hereby approved. The following link gives advice on what can be achieved - https://www.securebydesign.com/images/COMMERCIAL_GUIDE_2023_web.pdf.</p>
9	<p>Mitigation measures to control construction-related air quality impacts should be secured within the Construction Management Plan as per the standard CMP Pro-Forma. The applicant will be required to complete the checklist and demonstrate that all mitigation measures relevant to the level of identified risk are being included.</p>
10	<p>There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.</p> <p>With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.</p> <p>We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk .</p>
11	<p>Biodiversity Net Gain (BNG) Informative (1/2):</p> <p>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:</p> <p>(a) a Biodiversity Gain Plan has been submitted to the planning authority, and</p> <p>(b) the planning authority has approved the plan.</p>

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, but you should check the legislation yourself and ensure you meet the statutory requirements.

Based on the information provided, this will not require the approval of a BGP before development is begun because it is below the de minimis threshold (because it does not impact an onsite priority habitat AND impacts less than 25 square metres of onsite habitat with biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat).

++ Summary of transitional arrangements and exemptions for biodiversity gain condition

The following are provided for information and may not apply to this permission:

1. The planning application was made before 12 February 2024.
2. The planning permission is retrospective.
3. The planning permission was granted under section 73 of the Town and Country Planning Act 1990 and the original (parent) planning permission was made or granted before 12 February 2024.
4. The permission is exempt because of one or more of the reasons below:
 - It is not “major development” and the application was made or granted before 2 April 2024, or planning permission is granted under section 73 and the original (parent) permission was made or granted before 2 April 2024.
 - It is below the de minimis threshold (because it does not impact an onsite priority habitat AND impacts less than 25 square metres of onsite habitat with biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat).
 - The application is a Householder Application.
 - It is for development of a “Biodiversity Gain Site”.
 - It is Self and Custom Build Development (for no more than 9 dwellings on a site no larger than 0.5 hectares and consists exclusively of dwellings which are Self-Build or Custom Housebuilding).
 - It forms part of, or is ancillary to, the high-speed railway transport network (High Speed 2)

12

Biodiversity Net Gain (BNG) Informative (2/2):

+ Irreplaceable habitat:

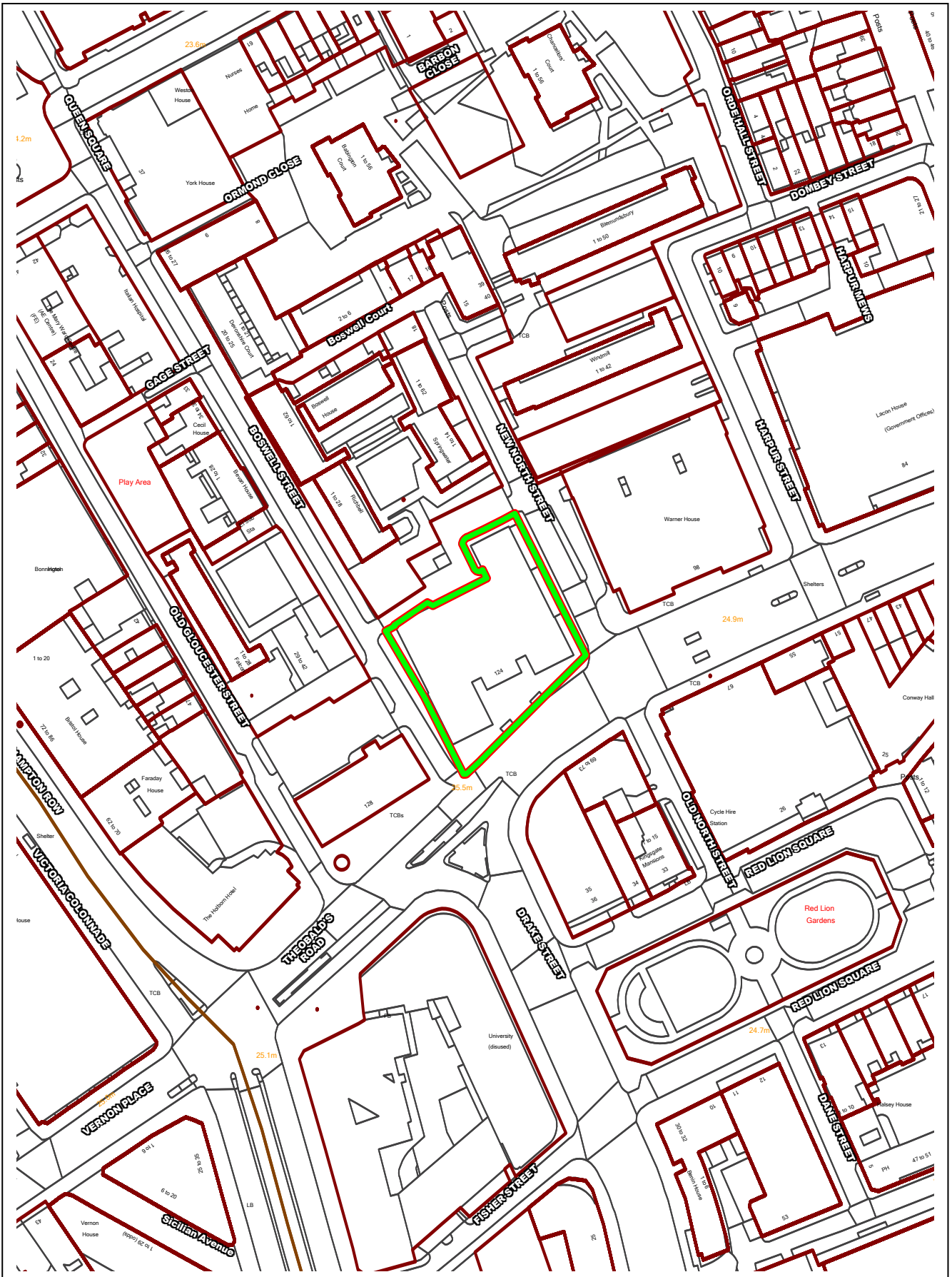
If the onsite habitat includes Irreplaceable Habitat (within the meaning of the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements. In addition to information about minimising adverse impacts on the habitat, the BGP must include information on compensation for any impact on the biodiversity of the irreplaceable habitat. The LPA can only approve a BGP if satisfied that the impact on the irreplaceable habitat is minimised and appropriate arrangements have been made for compensating for any impact which do not include the use of biodiversity credits.

++ The effect of section 73(2D) of the Town and Country Planning Act 1990

If planning permission is granted under section 73, and a BGP was approved in relation to the previous planning permission ("the earlier BGP"), the earlier BGP may be regarded as approved for the purpose of discharging the biodiversity gain condition on this permission. It will be regarded as approved if the conditions attached (and so the permission granted) do not affect both the post-development value of the onsite habitat and any arrangements made to compensate irreplaceable habitat as specified in the earlier BGP.

++ Phased development

In the case of phased development, the BGP will be required to be submitted to and approved by the LPA before development can begin (the overall plan), and before each phase of development can begin (phase plans). The modifications in respect of the biodiversity gain condition in phased development are set out in Part 2 of the Biodiversity Gain (Town and Country Planning) (Modifications and Amendments) (England) Regulations 2024.



Application No: 2024/2732/P
 124 Theobald's Road London WC1X 8RX

Scale:
 1:1527
 Date:
 3-Dec-24



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2024/2732/P

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London
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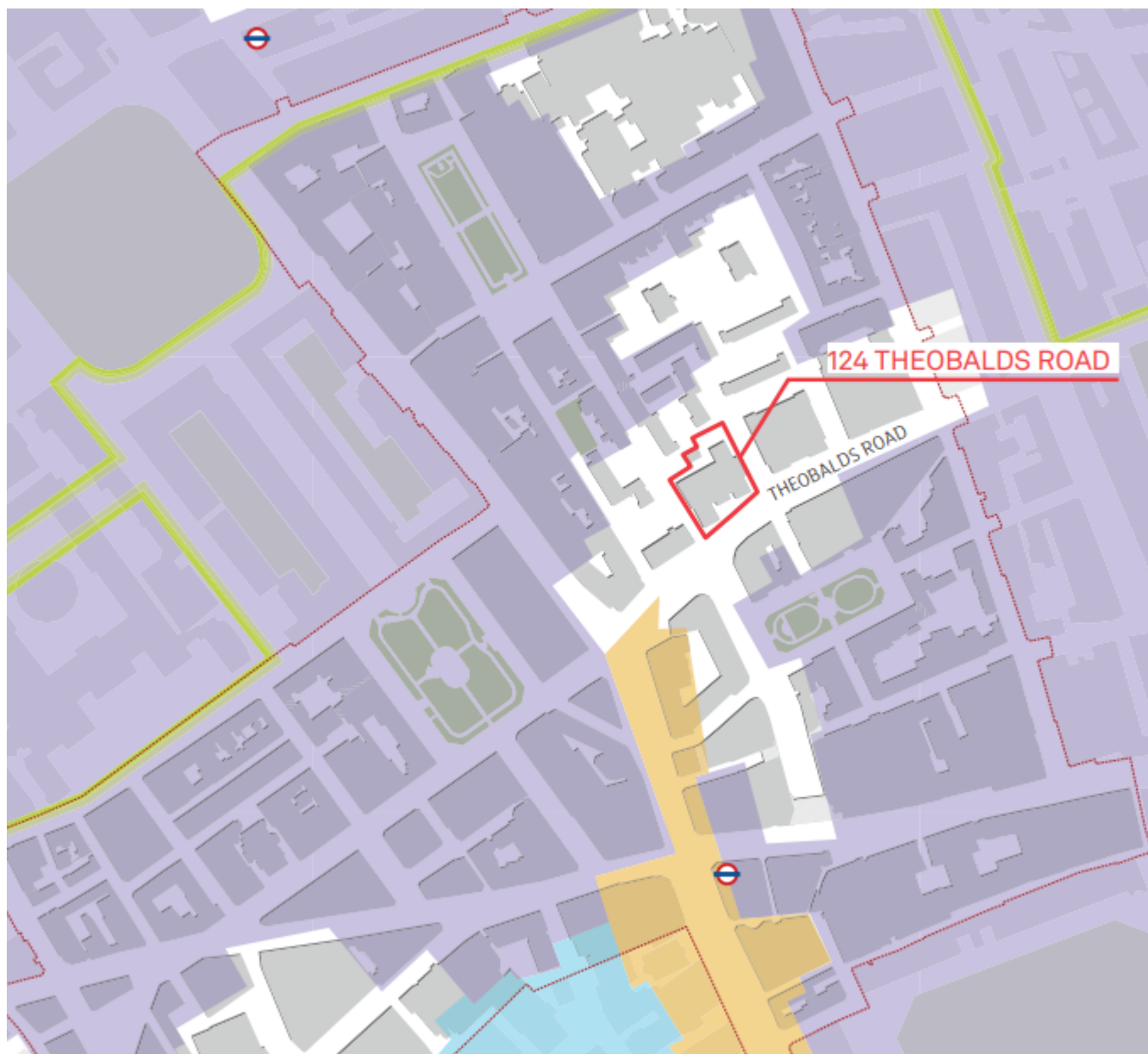


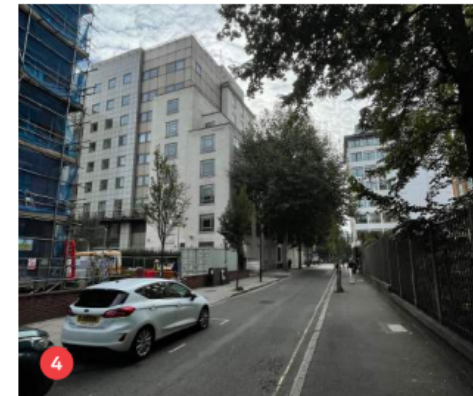
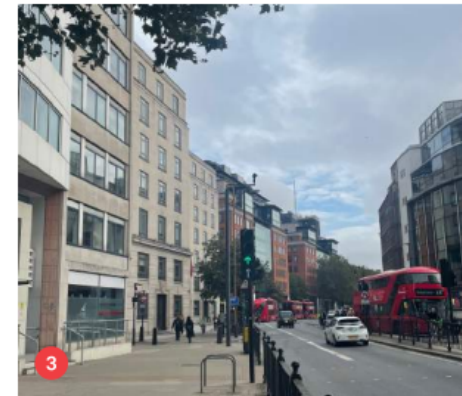
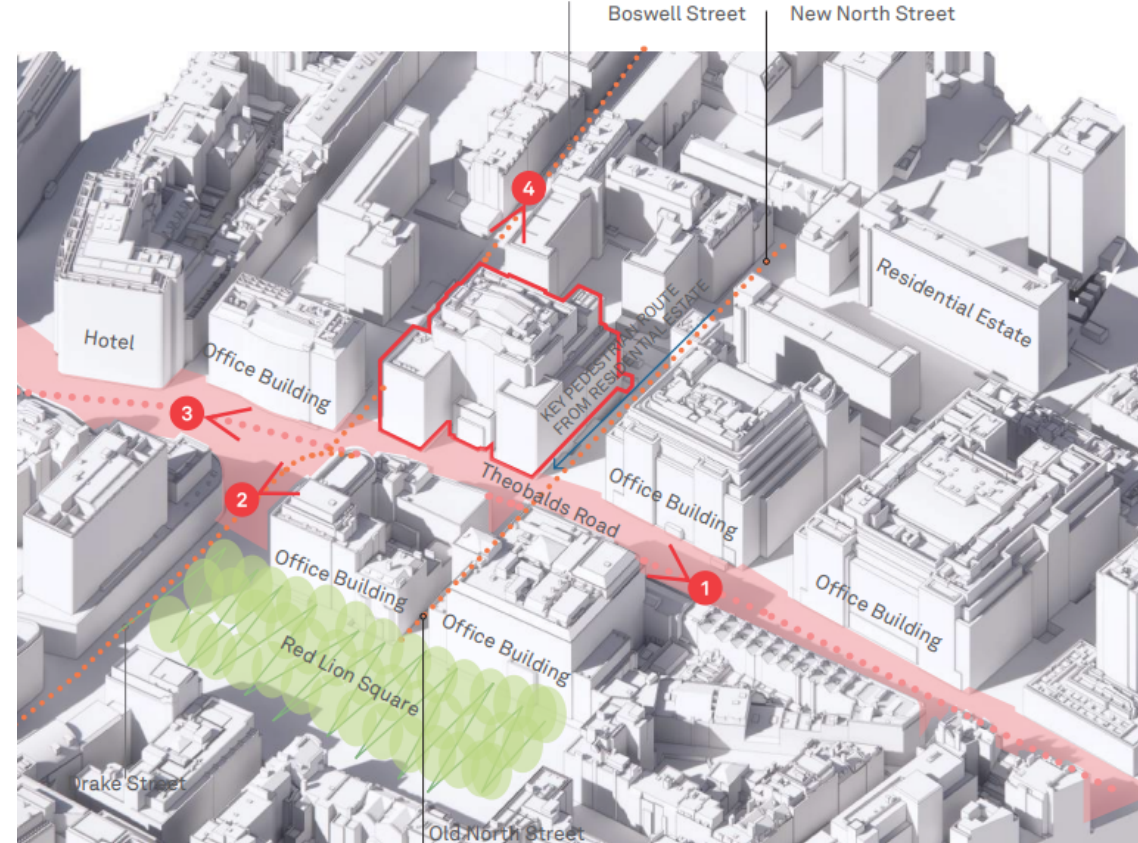


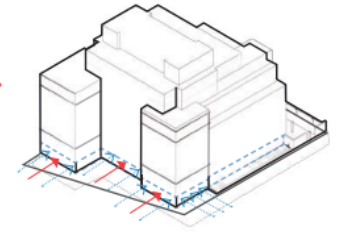
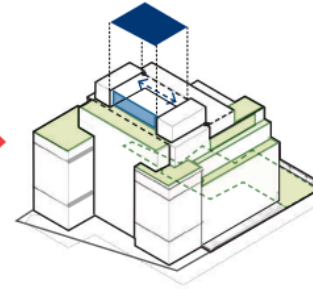
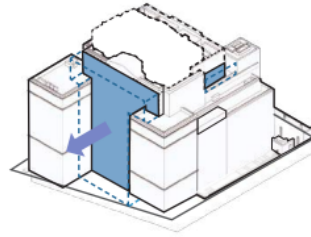
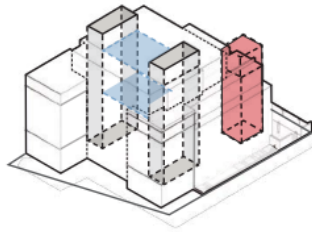
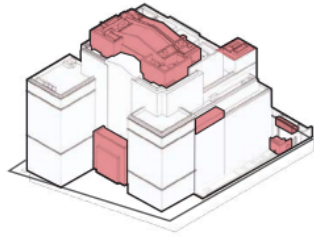
The Site is not within a Conservation Area but is situated in between Camden's Kingsway Conservation Area and Bloomsbury Conservation Area.

124 Theobalds Road

- Bloomsbury Conservation Area
- Kingsway Conservation Area
- Seven Dials Conservation Area
- Denmark Street Conservation Area
- Hatton Garden Conservation Area
- London Suburbs Archaeological Priority Zone







01

Clarify original massing

- Remove low quality late 1990s additions

02

Consolidating the cores

- Omitting the north core
- Infill non-original atrium from L06-L08

03

Revitalise the building and improve street presence

- Limiting intervention to new extended central facade bay
- Small infill at L07 to consolidate the massing, improve amenity and add additional Class E office space.

04

Maximising building setbacks

- Making use of existing massing to provide outdoor amenity opportunities
- Enhance rear garden landscaping
- Increase biodiversity on site with soft landscaping

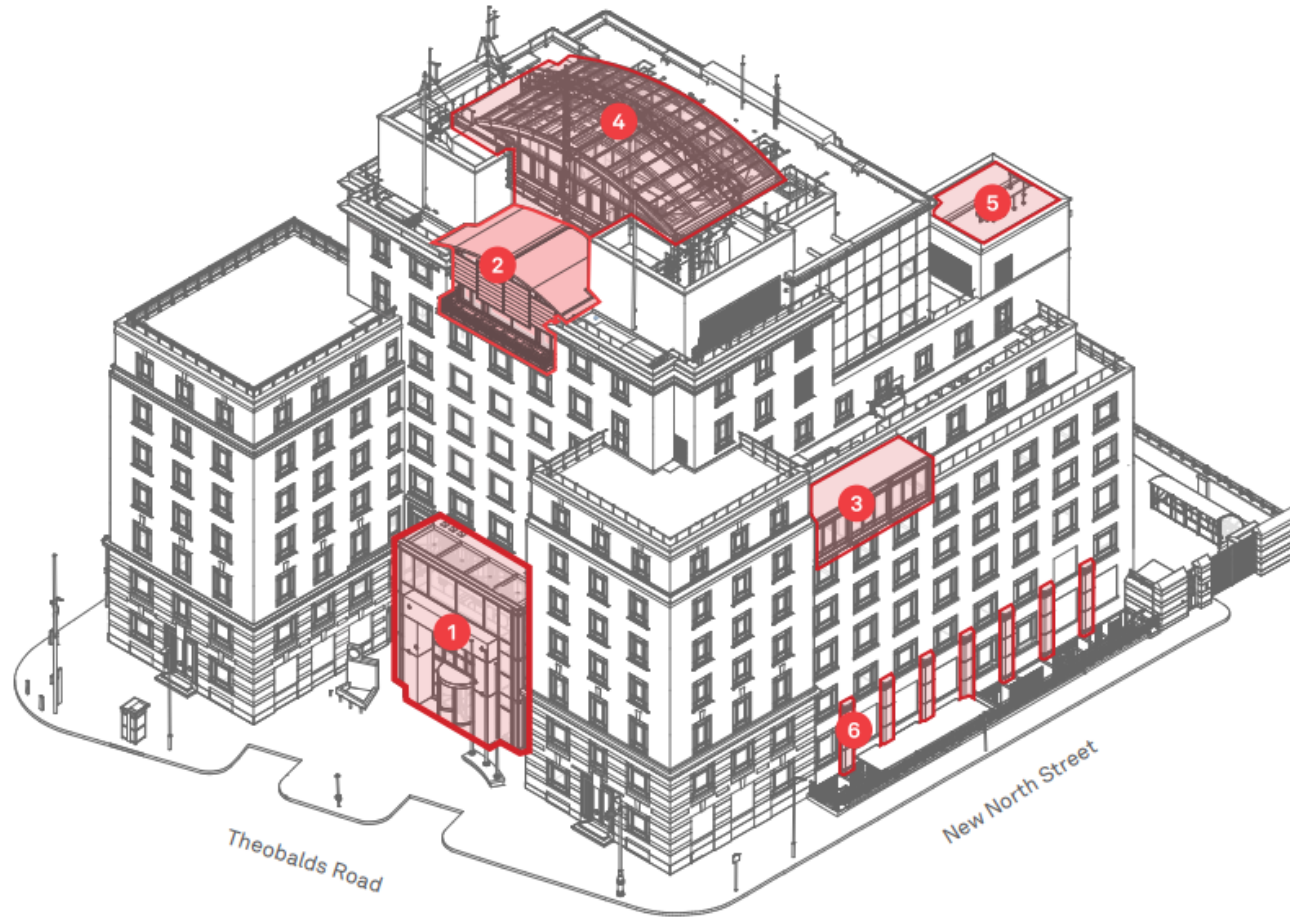
05

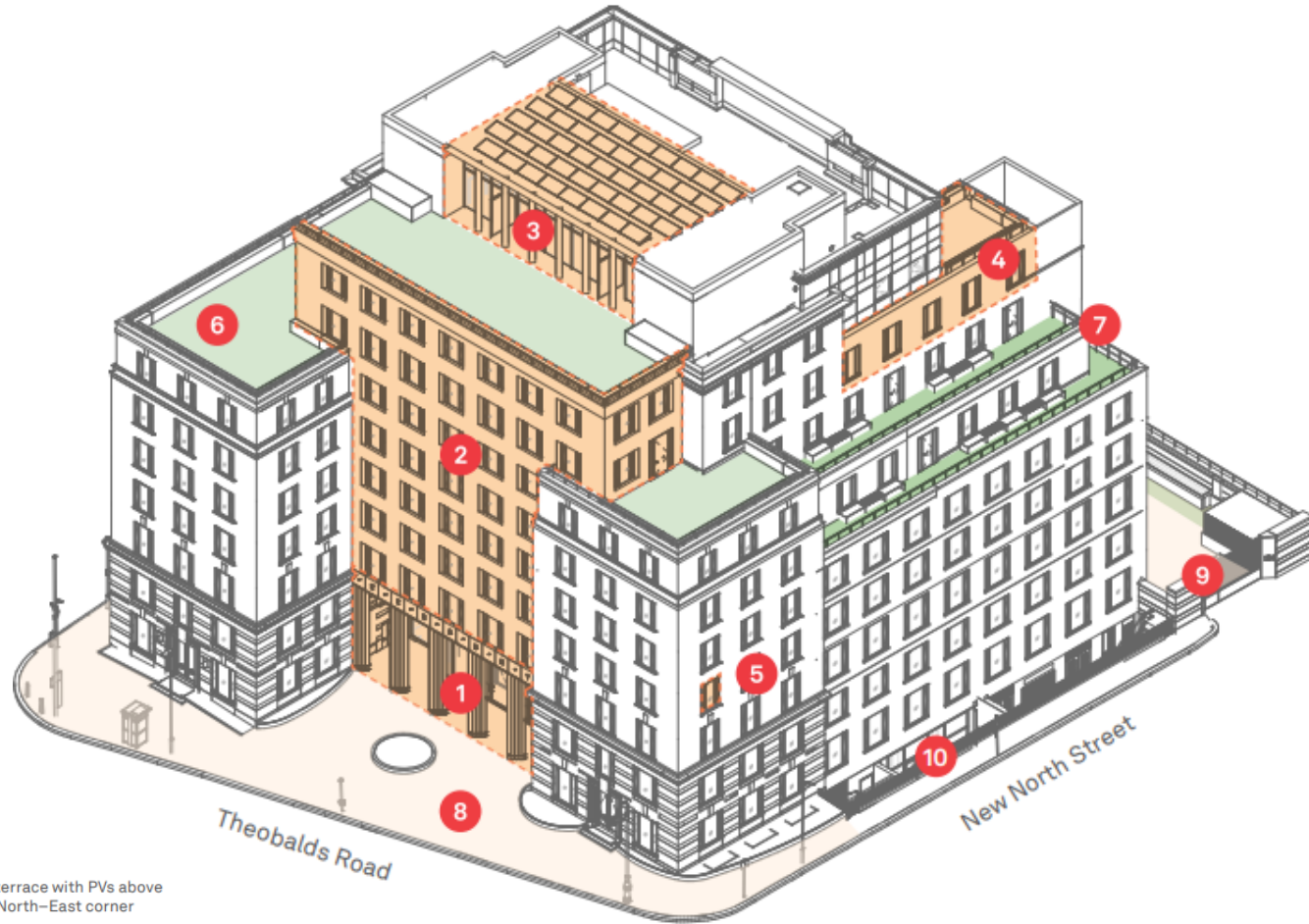
Activating the ground plane

- Reinstating blocked windows
- Improve ground floor visibility by extending front windows to ground
- Improving flexibility by providing multiple entrances and reinstate the currently sealed bronze doors to the flanks of the building
- Add public cafe / coffee shop to South-West Corner
- Open up the lightwells to provide utility to occupants and allow light into the basement storey

1990s Additions to be Removed

- 1 Entrance to front
- 2 Balcony and roof to front
- 3 5th floor enclosure
- 4 Atrium
- 5 Plant enclosure roof
- 6 East vents

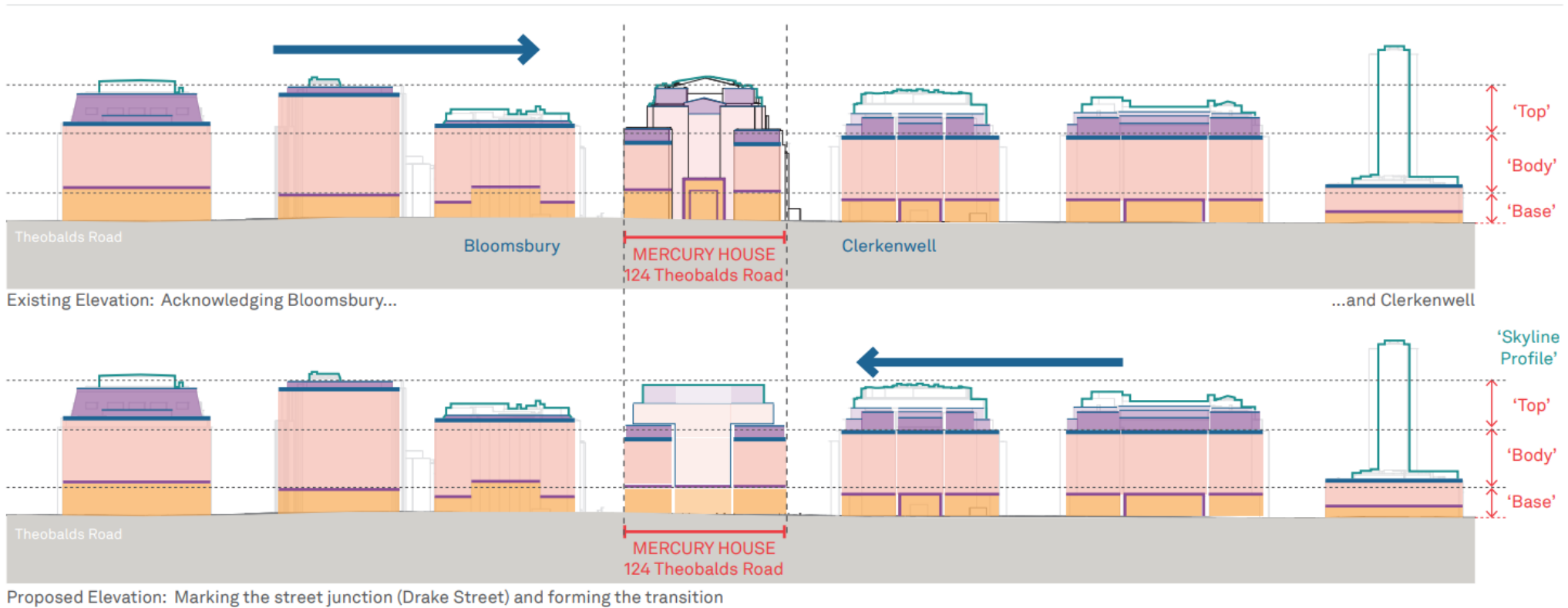


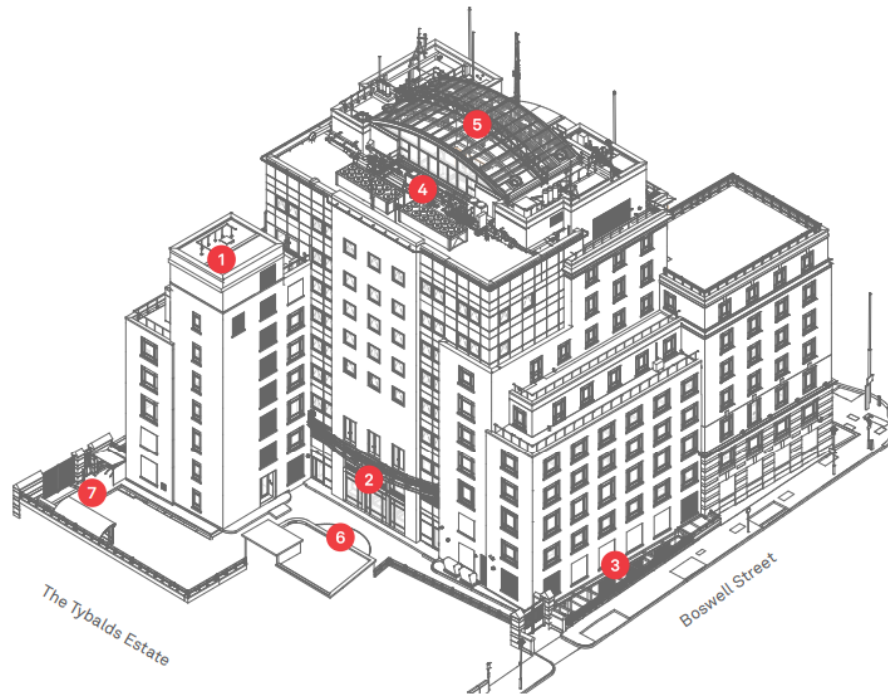


Proposed

- 1 Proposed feature entrance
- 2 Proposed reused Portland stone facade
- 3 Proposed South facing rooftop pavilion and terrace with PVs above
- 4 Proposed small infill to consolidate mass of North–East corner
- 5 Proposed windows to replace existing
- 6 Proposed improved greened terraces
- 7 Proposed improved setback terraces
- 8 Proposed landscaped forecourt
- 9 Proposed landscaped rear yard
- 10 Proposed lightwell

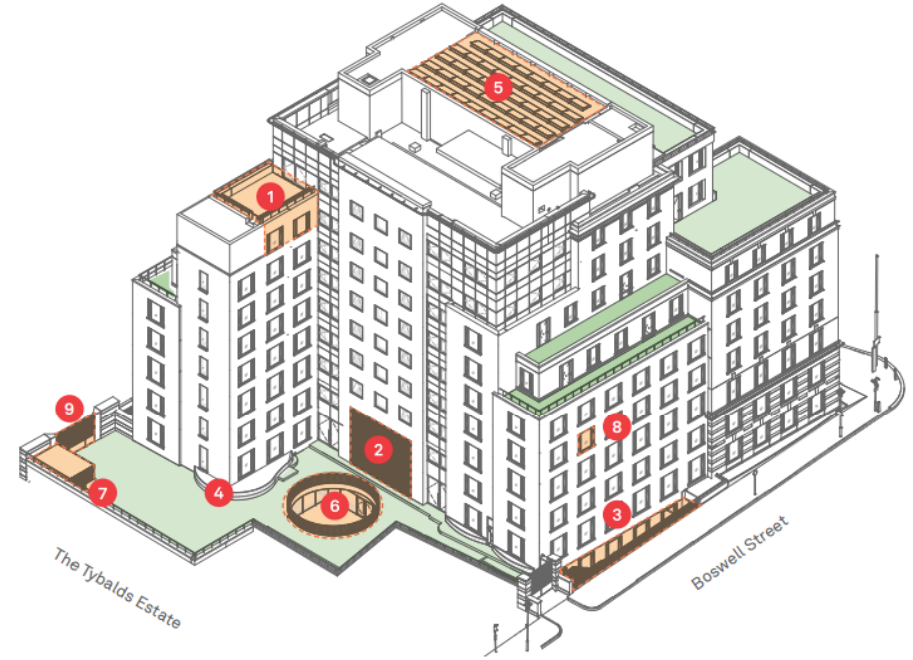
5.1 Key Moves – Theobalds Road Streetscape - Massing Hierarchy





Existing

- 1 L07 plant room partially deconstructed
- 2 Existing metal Juliette balcony demolished
- 3 Dark and grated lightwells opened up
- 4 Rooftop plant equipment removed
- 5 1990s glass roof and telecoms equipment removed
- 6 Rear Garden cleared and opened up
- 7 Bike shelter removed and old entrance gates replaced



Proposed

- 1 Proposed small infill to consolidate mass of North-East corner
- 2 New glazed brick facade to allow light into the atrium
- 3 Opening up of lightwell with urban greening and access to new cycle storage
- 4 Proposed landscaping and planters to the Rear Garden
- 5 Proposed new PV array to upper roof
- 6 New Sunken Courtyard with circular opening to the Rear Garden
- 7 New dedicated bin store for refuse storage / collection
- 8 Proposed windows to replace existing
- 9 Improved and widened entrance to the rear of the site

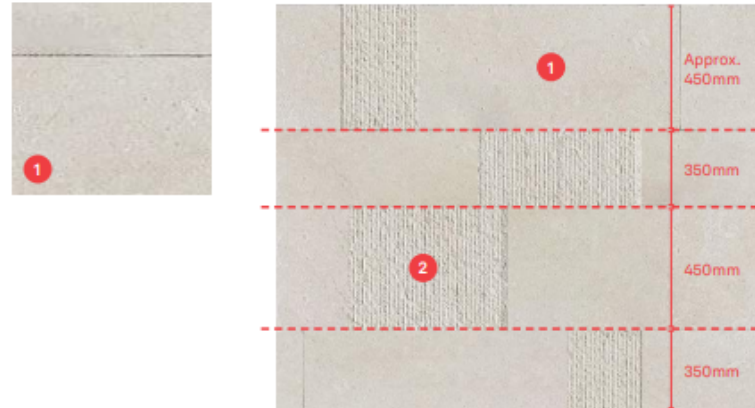




The proposal for the extension of the existing facade is to retain as much Portland stone material during the demolition process for reuse within the design extension of the central bay.

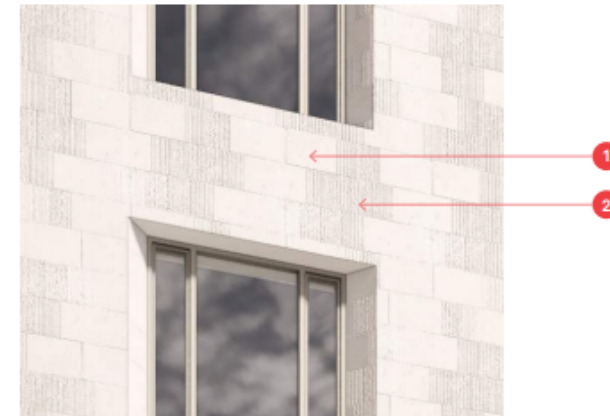
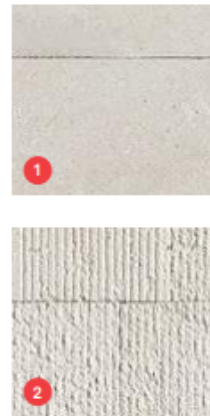
Any additional new stone required within the proposed extension will have a textured finish to differentiate it from the reused materials and clearly demonstrate the strategy of reuse in a visual form.

- 1 Portland stone from the demolished existing facade, cleaned and made good
- 2 New stone to be incorporated within the facade extension. A raked finish to new stone helps to distinguish what elements are recycled and which parts are new

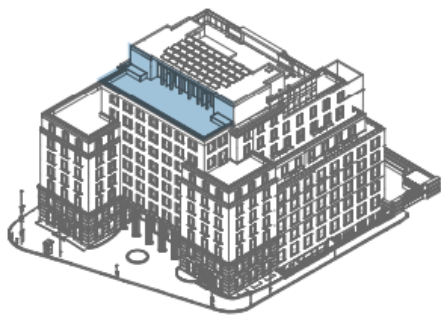


66% Reused Existing Stone 33% New Textured Stone

Indicative Setting Out and Variation in Texture



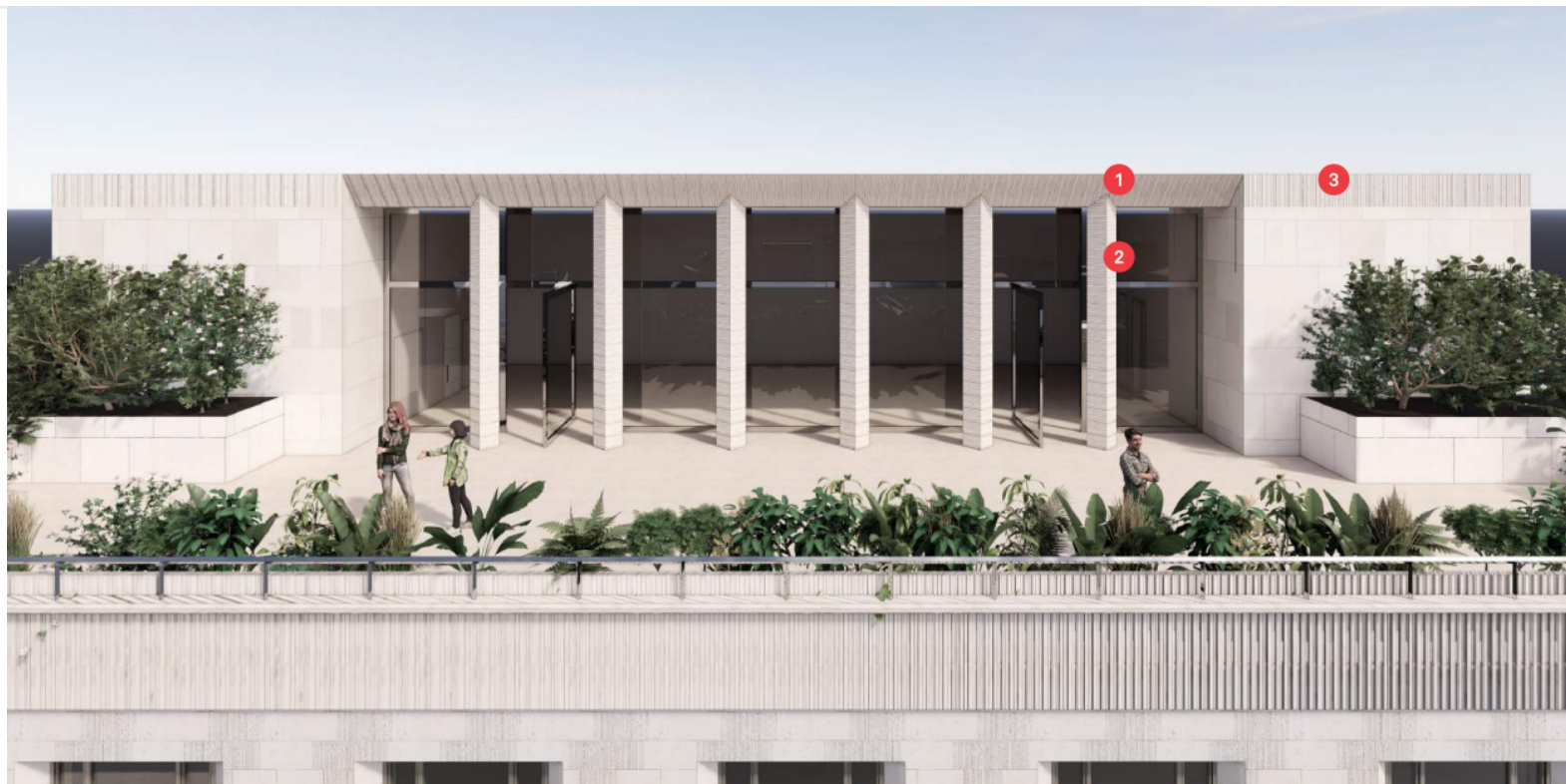
Combined Existing and New Stone Within the New Facade Extension



Key

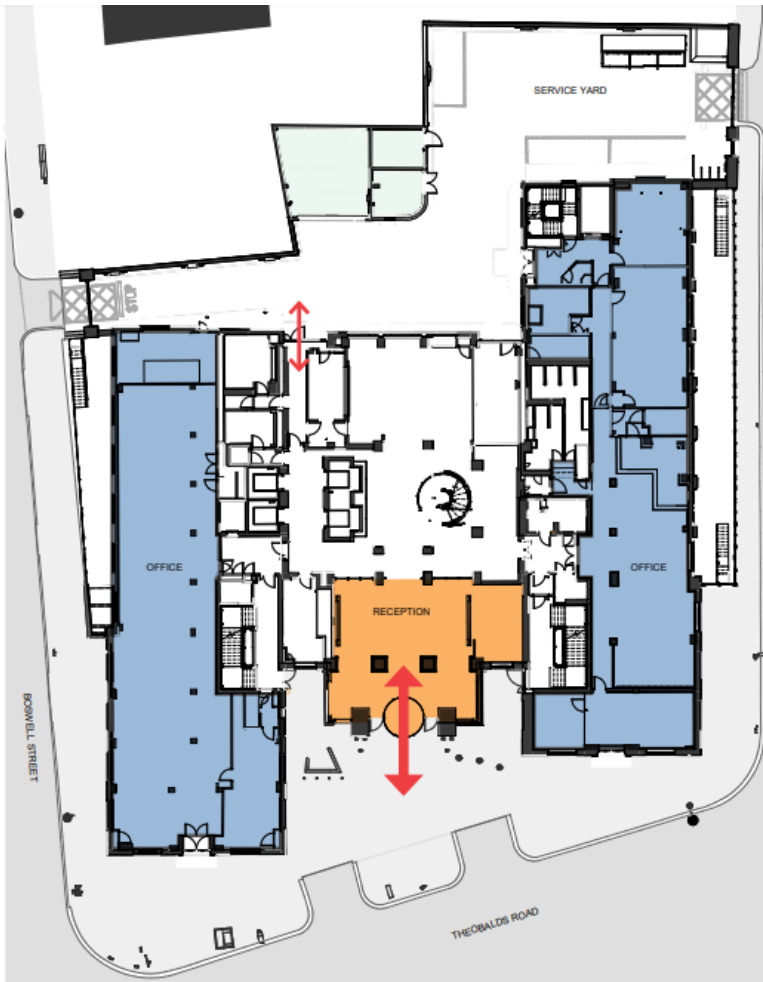
High Quality Rooftop Amenity

- The new rooftop pavilion is designed to visually tie into the existing building and is constructed from material reused from the deconstruction of the front facade.
- The chamfered columns reflect the geometry proposed on the new Main Entrance.
- A new terrace with planters and seating included for a high quality amenity to the front of the building facing onto Theobalds Road.
- PV panels are included on the roof of the Pavilion and are concealed from street level by the parapet.



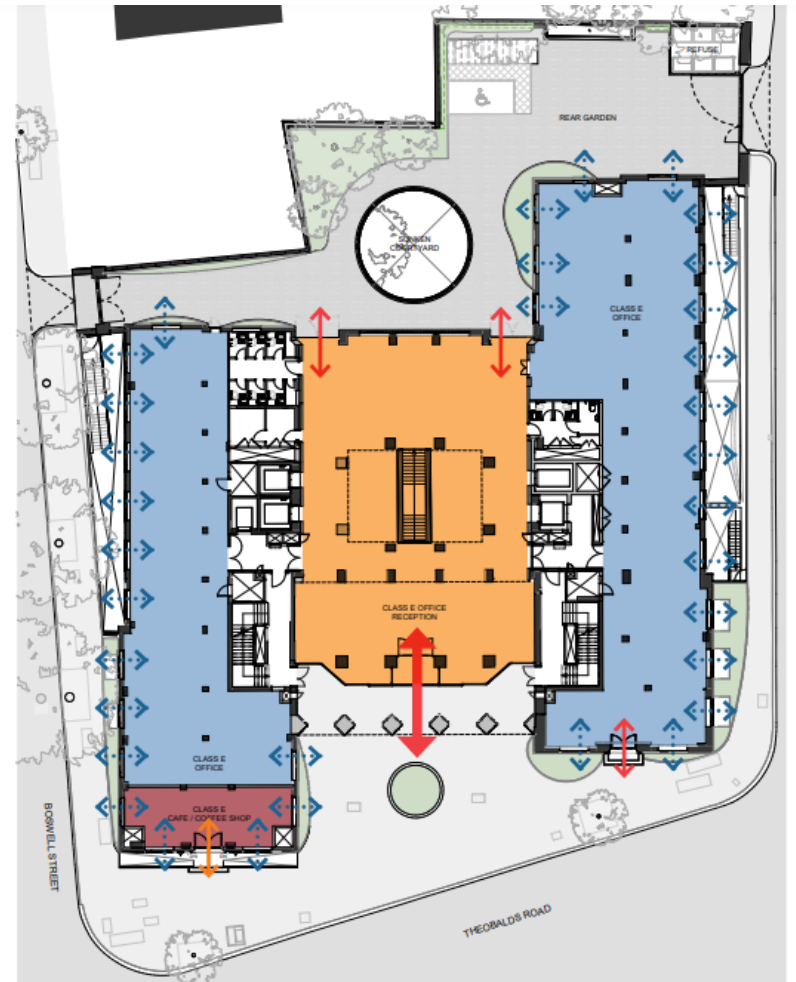
Key Pavilion Components

- 1 Canopy lifted to match existing building fabric
- 2 Rotated columns to match entrance
- 3 Continuous banding to unify massing



Existing Ground Floor

- Original windows blocked off
- Ground floor window sills raised from the ground



Proposed Ground Floor

- Blocked windows reinstated and some sills lowered
- Original multiple entrances re-instated



- Long Stay Cycle Route
 - Short Stay Cycle Route
-
- External Short Stay Cycle Parking
 - Vehicular access limited to this area of the Rear Garden shared surface
 - Existing Tybalds Estate
 - Consented Tybalds Estate Extension
-
- 1 New glass block wall in existing facade
 - 2 New boundary greening
 - 3 New Sunken Courtyard
 - 4 New planters
 - 5 New soft and hard landscaping
 - 6 New metal balustrading
 - 7 Existing cladding refurbished
 - 8 New doors to replace existing





Existing



Proposed



Existing



Proposed



Existing



Proposed



Existing



Proposed