

Address:	Royal Free Hospital Pond Street London NW3 2QG		5
Application Number(s):	2024/4642/P	Officer: Josh Lawlor	
Ward:	Gospel Oak		
Date Received:	23/10/2024		
Proposal:	Proposed extension to hospital at second and third storey level with undercroft area beneath to provide additional hybrid theatres alongside roof-level plant and enclosure and associated works.		

Background Papers, Supporting Documents and Drawing Numbers:

Existing Drawings and Proposed Drawings:

0331-P05, 0340-P01, 0311-P03, 0231-P02, 0300-P05, 0211-P01, 0135-P02, 0134-P01, 0133-P01, 0132-P01, 0131-P01, 0130-P01, 0155-P01, 0114-P01, 0113-P01, 0112-P01, 0111-P01, 1010-P01

Supporting Documents:

- Site Location Plan
- Design and Access Statement, prepared by Hazle McCormack Young Architects;
- Planning Statement, prepared by Montagu Evans;
- Acoustic Report, prepared by KP Acoustics;
- Air Quality Assessment, prepared by Air Quality Consultants;
- Biodiversity Letter, prepared by Greenspace;
- Construction Management Plan (CMP), prepared by Blue Sky Building;
- Energy Statement, prepared by RSP;
- Sustainability Statement, prepared by RSP;
- Transport Statement (including travel plan commentary), prepared by Velocity;
- Sustainable Drainage Systems (SuDS) Strategy, prepared by Wareham Associates;
- Heritage Assessment, prepared by Montagu Evans;
- Statement of Community Involvement, prepared by the Royal Free London NHS Foundation Trust;
- Fire Statement, prepared by OFR Consultants; and
- Daylight and Sunlight Letter, prepared by DPR.
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RECOMMENDATION SUMMARY: Grant conditional planning permission subject to a Section 106 Legal Agreement

Applicant:	Agent:
RFL Property Services on behalf of Royal Free London NHS Foundation Trust	Montagu Evans LLP 70 St Mary Axe London EC3A 8BE

ANALYSIS INFORMATION

Land use floorspaces				
Use Class	Description	Existing GIA (sqm)	Proposed GIA (sqm)	Difference GIA (sqm)
C2 (Residential Institutions)	Hospital	0 (development site i.e. within the red line)	+1652	+1652

Parking details			
Car Type	Existing spaces	Proposed spaces	Difference
Car – General	0 within the application red line boundary 367 (of which 210 for staff) within the wider RFH site	0	0
Car - Disabled accessible	0 within application red line boundary 20 within the wider RFH site	0	0
Cycle Type	Existing spaces	Proposed spaces	Difference
Cycle – commercial long stay	0 within the application red line boundary 163 within the wider RFH site	0	0

EXECUTIVE SUMMARY

- i) The wider Royal Free Hospital offers a range of in-patient and clinical services. The Royal Free Vascular Surgery department provides tertiary vascular services (specialized service that treats complex vascular conditions) to North Central London as the Vascular Surgical Hub. Vascular surgery has a critical co-dependency for specialist services at the Royal Free, including the Intensive Care Unit (ICU), renal transplantation and cancer. The Trust has a single vascular theatre (surgical theatre equipped with advanced medical imaging devices) that does not meet modern space standards, has outdated imaging equipment, and is the cause of regular cancellations, which cannot meet the demand for complex vascular surgery.
- ii) The proposed planning application seeks permission for two new Hybrid theatres (advanced surgical theatre) at the Royal Free. The investment in two new hybrid theatres will future-proof the service, ensure recovery from the post-COVID backlog, and enable for further expansion in the future. The application will enable innovation and upscaling of specialist vascular services whilst facilitating translational research (a scientific process that applies discoveries from basic research to improve human health) in cardiovascular disease. The application supports clinical & academic synergies with UCL Surgical Biotechnology and expands training programmes for vascular surgery.
- iii) There is a critical need to increase and modernise theatre provision on-site while ensuring that the operation of the existing theatres and wider hospital is not impacted. The Trust seeks to deliver additional high-quality theatre space on-site. This will comprise an extension to existing theatre accommodation to help provide for various procedures (including cardiology and vascular-related services).
- iv) The development plan supports the provision of improved healthcare facilities, and given the site is on the wide RFH site, which is the best location of it the proposal is acceptable in principle
- v) Given the significant separation distances, there would be no harm to neighbouring residential amenity or Hampstead Hill School.
- vi) The extension is of a scale and form that relates to the main hospital building. Its arrangement of fenestration and solid elements mirrors the architecture of the main Royal Free Hospital building and the more recent extension to the rear of the site. The cladding wrap for that extension is replicated as part of this extension to provide continuity. The Council's Conservation Team have been consulted and have identified no harm to the neighbouring Mansfield Conservation Area and Hampstead Conservation Area or nearby listed buildings.
- vii) The proposals are acceptable in terms of air quality and a condition for air quality monitors for construction related dust is added.
- viii) It is considered that the proposed development will not exacerbate the existing traffic situation in terms of congestion and parking stress. The vehicle trip generation stated in the submitted Transport Report (20 two-way daily car trips by staff is based on a worst case scenario with 294 total including sustainable

modes). The Transport Statement does not predict an increase in patient trips. The existing staff car parking and cycle parking can accommodate the slight increase in staff, which is expected to be 37 at a maximum. There is no reduction in on-site parking capacity, and staff cannot get an on-street parking permit.

- ix) The development meets BREEAM Excellent which is an over 70% score and almost achieves a 20% reduction in CO₂ through Be Green measured (19%). It is acknowledged that due to the changes to Part L 2021 with SAP10.2 carbon factors, the 35% reduction targets is more challenging for non-residential developments to achieve initially. This is because the new Part L baseline now includes low carbon heating (like ASHP) for non-residential developments. Notwithstanding this, the proposal still achieves a score of 21.5%.
- x) The scheme complies with the development plan as a whole and is recommended for approval.

OFFICER REPORT

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

1. SITE AND BACKGROUND

Description

- 1.1. The site comprises a rectangular shaped area of hardstanding (forming part of an existing vehicular access route into the Royal Free (“RF”) Hospital).
- 1.2. It is located east of the Royal Free (“RF”) Hospital main building on the south side of Pond Street. To the north, it is bounded by a further area of existing access road with Pond Street beyond. To the west, it abuts the existing Pears Building (located within the wider hospital estate). To the south, it abuts a pre-existing extension to the main hospital building.
- 1.3. The site is adjacent to existing vascular theatre facilities and associated services within the RF Hospital building. The existing main hospital building comprises a part-4, part-12-storey structure fronting Pond Street (which, given its function as an operational hospital, has a robust and utilitarian appearance and has been extensively altered, extended, and modernised over time).

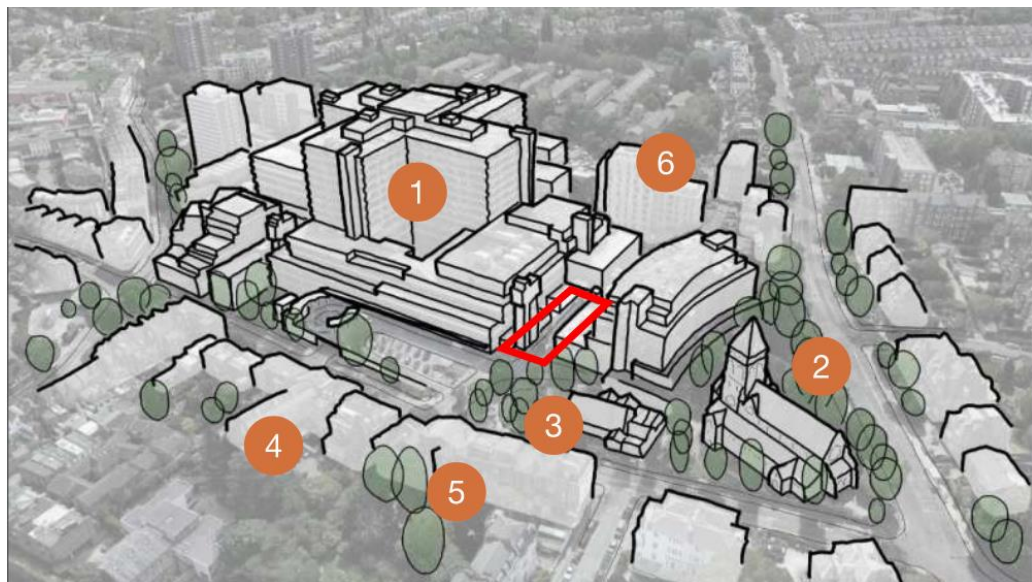


Figure 1 – The existing site and wider hospital site

Key:

1. Royal Free Hospital main building
2. St Stephen's Church, Rosslyn Hill (deconsecrated)
3. Hampstead Hill School (independent nursery & pre-prep)
4. The Armoury (Victorian Drill Hall, community gym)
5. Residential properties on Pond Street
6. Belle Vue later living development (completed 2018)

- 1.4. The wider hospital (denoted by a blue line on the Site Location Plan shown in Figure 2 under para 8.2) is broadly bounded by Pond Street to the north, Hampstead Green to the west, the rear of residential properties on Aspern Grove to the south and Fleet Road to the west. The wider hospital site also includes various hardstanding areas comprising a mixture of access and pedestrian routes, and car parking areas (including the main car park to the south).
- 1.5. The wider Hospital's primary vehicular access is via Pond Street.
- 1.6. The character of the wider surrounding area comprises a mixture of land uses. Surrounding building heights typically range between 2 and 8 storeys, albeit taller elements can be found locally, including the 12-storey element located centrally within the RF hospital site.
- 1.7. Local buildings comprise a range of ages and architectural styles. The site does not have statutorily or locally listed buildings and is not located within a conservation area. However, there are a variety of neighbouring / nearby heritage assets. The north and west of the site lie in proximity to the boundary of the Hampstead Conservation Area (aligning with the broader hospital's Pond Street boundary). The boundary of the Mansfield Conservation Area also lies in proximity to the north-east. Several other heritage assets also lie in proximity to the Site, including the Grade I listed Church of St Stephen (lying circa 150m to the north-west) and a series of Grade II listed buildings to the north on the opposite side of Pond Street (i.e. the Roebuck Public House, and Nos. 17, 17a, 19 and 21 Pond Street).
- 1.8. The site is easily accessible by public transport with a Public Transport Accessibility Level (PTAL) rating of 4 (good). The nearest London Underground stations are Belsize Park and Hampstead, located approximately 550m southeast and 1km northwest of the site, respectively. Hampstead Heath Overground station is approximately 250m north of the site.
- 1.9. The site is within Flood Zone 1 (low risk of flooding).

2. THE PROPOSAL

- 2.1. The proposal is for an extension to the hospital at second and third-storey levels (above ground) with an undercroft area beneath to provide an extension to hybrid theatres with roof-level plant and enclosure.
- 2.2. The proposals provide 2no. new 'Hybrid Theatres' and associated recovery areas. The proposed development is adjacent to the Hospital's existing

vascular theatre accommodation at the third floor within the main hospital building. This location ensures the new Hybrid Theatres work with these existing vascular-related services. The proposals include additional floor space at the second-storey level (to help futureproof and respond to the trust's needs).

- 2.3. The proposals will be supported by a series of slender columns beneath, positioned to maintain an undercroft area below (to ensure retention and maintenance of the existing access road on-site from Pond Street).
- 2.4. The proposed extension's floorplate will be 43m in length and 16m in width. Overall, the proposed development will deliver 1,652 sqm (GIA) of new hospital (Class C2 use) floorspace across two levels, with an enclosed dedicated plant area above.
- 2.5. The proposed soffits, window cills, and parapets align with the existing building's levels, proportions, and horizontality. The proposals will include glazing/curtain walling and solid cladding.
- 2.6. The scale and proportions of the proposed cladding/panelling resemble the concrete elements of the main RF Hospital building. The proposed rooftop plant area will be enclosed in a frameless louvre system in a tone similar to the lower-storey panel cladding.
- 2.7. The columns at the second and third storey (with an undercroft area beneath), will not change the existing access route/junction into the wider hospital from Pond Street. Access to the main car parking area to the south of the main hospital building and other car parking areas will be maintained as existing. There is no reduction in existing parking capacity within the wider RFL Hospital site.

3. RELEVANT HISTORY

The site

- 3.12 **2024/4365/P** Installation of new Air Handling Unit at first floor, 3no. new and 3no. relocated condensers to fourth floor enclosure, relocation of 4no pipes to west facade, and temporary relocation of 2no. chillers from first to fifth floor, and 7no. condensers from first to ground floor **Granted 04/12/2024**
- 3.13 Notably, the above application proposals overlap and are compatible with, the currently proposed Hybrid Theatre Extension. The above application proposes enhanced plant and external pipework installations predominantly connected with the proposed refurbishment of existing Clinical Research Facility ("CRF") facilities within the wider hospital. However, it also proposes the temporary relocation of existing chiller units on-site and the permanent re-routing of existing quench pipes (both of which comprise 'enabling works' required to deliver the current Hybrid Theatre Extension proposals).

- 3.14 The wider Royal Free Hospital is subject to an extensive planning history (given that the main hospital building has been altered and extended significantly in the past). In short, various buildings, extensions, plant and other medical-related facilities have been delivered on-site. Of relevance is the draft Royal Free Site allocation (Policy ISS14) which expects future development. It is referenced in the policy section. The following are particularly relevant applications in this instance:

Maggies Centre

- 3.15 **2019/4937/P** Erection of new building to provide a Maggie's Centre (435sqm net floorspace) non-residential institution (ancillary to Royal Free) - and associated landscaping works. **Granted 22/01/2021**

The Pears Building

- 3.16 **2014/6845/P** Demolition of existing carpark and ancillary structures and erection of new 7 storey building, located on Heath Strange Garden site facing west to Hampstead Green footpath and Rosslyn Hill, containing laboratory/research space for Institute for Immunity and Transplantation, a patient hotel, Royal Free Charity offices plus a replacement carpark of 58 spaces, replacement memorial garden, plant and landscaping, all ancillary to Royal Free Hospital **Granted 25/04/2016**

To rear of the main hospital building

- 3.17 **2013/7352/P** Erection of extensions and plant room to A&E Department at lower ground floor level within undercroft area, installation of 3 external condenser units on adjoining staircase, and addition of new external plant enclosure at 4th floor of podium block, all facing Pond Street **Granted 25/03/2014**
- 3.18 Given that the wider RF Hospital complex has been extensively altered and extended in the past, various other minor planning applications (i.e., plant installations and other minor physical works and alterations) have also been submitted, it is not considered necessary for them all to be listed here.

4. CONSULTATION

Statutory consultees

- 4.1 Hampstead Neighbourhood Development Forum

No comments were received

Councillors Steven Stark

- 4.2 Comments covering the following issue(s):

There is a problem with traffic on the RFH site. It is causing problems on the neighbouring roads. This has been a problem before and ever since the Pears

Building was built. The Pears building development and reducing the car park on the RFH site has exacerbated the problem. This has and is having a knock-on effect on Pond Street and roads close to the hospital in my ward. The RFH promised to deal with this, but nothing has been done so far. With this new RFH development proposal, matters will get even worse. This needs to be a prerequisite of any RFH planning application.

Officer response:

- *The comments relate to adverse impacts of a scheme which is not under consideration. That scheme was covered by Travel Plan*
- *The Trust has updated the Council on its site-wide Travel Plan measures for that scheme (Pears building). The Council's Transport Team have reviewed the monitoring report to assess its success and, if required, can make recommendations to RFH to improve the situation.*
- *In short, a variety of measures have been identified, implemented and monitored which help ensure the responsible management of traffic locally (generated by the Hospital) and the promotion of the use of sustainable transport measures.*
- *It is not considered that the proposed development will exacerbate the existing traffic situation. The potential vehicle trip generation as stated in the submitted Transport Report is for an additional 20 two-way daily trips by car out of 294 total. It is considered by transport officers that this has:*
 - a. *Intentionally overstated the impact for robustness and it is unlikely to be this high in practice, considering the all patient trips come from existing demand albeit with more operation capacity to allow the hospital to cater to more patents. The Transport Statement predicts an increase in 6 patients (based on a maximum of 6 operations per day) and 12 visitors (assuming an average of 2 visitors per patient).*
 - b. *Data recorded by the Hospital in 2024 indicated that the current mode share for car driver and passenger trips was around 10%. Therefore, staff car driver and passenger trips are anticipated to be negligible.*

Local groups

4.34.4 Hampstead Hill Gardens Residents' Association

We support the expansion of the hospital's facilities.

Concern about increased traffic congestion and worsening air quality. Pond Street is frequently blocked by vehicles attempting to enter or leave the hospital entrance. Many vehicles use our road as a rat run.

Uber and other drivers park on our road waiting to pick up patients using the hospital. Often, these vehicles leave their engines running and leave behind rubbish and other items. Works could add to this situation. The application's transport report agrees that it anticipates that the development will result in additional car trips.

The Hampstead Neighbourhood Forum has conducted regular air quality surveys in our area. Although much of Hampstead has seen an improvement in air quality, air quality has deteriorated around the Hospital, Pond Street, and South End Green. We are concerned that this project will make this situation even worse.

Along with other residents' associations, the Hampstead Hill Gardens Residents' Association has been in discussions with the Royal Free Hospital regarding traffic congestion problems caused by the lack of sufficient parking and inadequate traffic management at the Hospital. This issue has been raised with Camden's traffic management team and with TfL.

The RFH proposed several changes to traffic patterns and the use of wardens within the hospital grounds so far there has been little visible improvement. A study by Evoke Consultants proposed shifting the queue for the car park and creating a mini-roundabout to improve traffic flow. The only viable space for this solution is the area that, under the proposed planning application, would be used for the supporting infrastructure for the vascular theatres.

We ask that the Royal Free Hospital reconsider its plan for the siting of the vascular theatres and to use the proposed space as has been suggested in the Hospital's own traffic study: to attempt to improve the traffic situation. As it stands the plan is very likely to make the situation worse.

Officer Response:

- *The development is proposed car-free in staff cannot get access to on-street parking permits and must use existing on-site parking spaces. The existing car parks at Royal Free Hospital including Lawn Road car park, Pears Building Level 00 car park, Pears Building Level 01 car park, and South Staff car park, provide 387 spaces, including 20 blue badge bays. It is considered, according to the trip generation analysis (max 20 two-way car trips based on the worst-case scenario with 294 total, including sustainable modes), that any anticipated car parking demand can be accommodated within the existing car parking provision. Therefore, there would be minimal increase in parking stress in the area.*
- *The Council has future plans to look at the Pond Street at the entrance to the RFH car park*
- *The proposed trip generation assessment undertaken within the Transport Statement was based on a 'worst-case' scenario. However, vehicle trip generation is likely to be lower than given in the assessment because:*

- *It has intentionally overstated the anticipated trip generation for robustness and is unlikely to be this high in practice, considering the development will generate 6 new patient trips (from existing demand) with 12 visitors (2 visitors per patient). The vast majority of trips are by sustainable modes*
- *Although additional staff will be provided, data recorded by the Hospital in 2024 indicated that the current mode share for car driver and passenger trips was around 10%. Therefore, staff car driver and passenger trips are anticipated to be negligible.*

4.5 **Hampstead Hill School**

The Pears Building construction work significantly impacted the school. St Stephen's is Grade I Listed, and its Hall is Grade II listed. We use donations on improving and preserving these two buildings, the former of which is also used by the community of North London. The Pears building work caused the Hall physical damage, including cracked walls, moving floors, and great disturbance to the boundary wall and gates. Two historic gateways have had to be repaired and rehung, and surveyors are currently monitoring and inspecting several areas of the site boundary wall. Some of this boundary wall could collapse, especially as one of its weakest points is almost opposite the proposed theatre centre.

The building will impact our daylight which has been made worse by the Pears Building development.

Concern over pollution and noise. Teaching was made almost impossible with the previous work on the site, and that will happen again. Many of the children found the noise unbearable for their little ears.

Officer Response:

- *It is noted that this application is far less extensive in terms of potential construction impacts than the Pears building. This is a form of extension above columns with no basement proposed, and as such, the length of construction and noise impacts are expected to be less significant. This is also the case in terms of potential subsidence or building damage. This proposal is unlikely to have any impact on the boundary wall, which is supported by columns and does not involve significant foundations that would require large amounts of excavation. The distance to the school site is also considerable (not as close as Pears Building site).*
- *There would be no impact on light or outlook as discussed in the amenity section 8 of this Report.*
- *The application if granted will be subject to a S106 Legal Agreement with a Construction Management Plan which will need to demonstrate how the development will minimise impacts from moving goods and materials during the construction process. Officers will need to review and agree that plan and there will be ongoing monitoring and enforcement of the CMP during construction.*

4.6 Pond Street Residents Association

While it is encouraging to see the hospital expanding vascular services to help cut waiting lists, the proposed location for the two new vascular theatres on stilts above the access to the heart attack unit and lower car park is short-sighted overdevelopment.

- Congestion and traffic: The proposal exacerbates existing traffic congestion. No justification for the proposed location of new theatres. Traffic and pollution have worsened since the Pears Building construction. Locating new theatres at the proposed site prevents implementing effective solutions (e.g., relocating the car park queue and creating a roundabout). Support pillars will narrow pedestrian pathways, impeding wheelchair access to the main entrance.
- Air Quality - Impacts on air quality.
- Loss of Light and Amenity - Neighbours on Pond Street already face reduced light due to the Pears Building. The proposed two-storey structure will further block light unnecessarily. A single-storey design would minimize impact.
- Design and Conservation Concerns - Proposed building worsens the aesthetic impact. Development is detrimental to nearby listed buildings and the conservation area.
- Lack of Consultation - Insufficient engagement with local stakeholders, including Hampstead Hill Nursery School and St. Stephens Church.
- Construction management and basement impact assessment - Past construction caused significant disruption, including noise, dust, and potential structural damage. No basement impact assessment was provided. Proposed works will severely disrupt hospital operations.

Officer Response:

- **Traffic and congestion** - *The proposed trip generation assessment undertaken within the Transport Statement was based on a 'worst-case' scenario, which assumes vehicle trip generation will not exceed 20 two-way daily vehicle trips. Compared to the existing wider network, this increase is considered negligible in terms of congestion and air quality impacts. The proposed theatre extension needs to be located adjacent to the existing hybrid theatre accommodation (to ensure seamless delivery and enhancement of these important services). In addition, the scheme's design (suspended above an undercroft area) helps ensure no additional impacts on how the site is accessed (including by wheelchair) or on vehicle queuing times. The proposal does not impact any potential future plans for access and egress from Pond Street.*
- *The Trust set up a Traffic & Highways Group for local residents, which has met 3 to 4 times over the last year. A traffic study was produced in December 2023. Due to funding restrictions only the line painting on Pond Street has*

been undertaken to date. In addition, new signage has been erected to help mitigate the situation further.

- **An Air Quality Assessment** - supports the application and shows that the development is air quality neutral. As set out in the air quality assessment, the proposals will not exacerbate or lead to any significant additional air quality impacts.
- **Loss of light** – The residential amenity assessments are covered in section 8 below. The nearest residential properties to the development site are situated across Pond Road to the north, at approximately 50 metres and Belle Vue Hampstead apartments, located on Roland Hill Street to the south of the site, are situated at a considerable distance at approximately 55 metres away. Hampstead Hill School is located on Pond Street northwest of the site. The school is positioned at an oblique angle, meaning that no windows within the main building directly face the site. The effects on daylight or sunlight the school receives are also likely immaterial and consistent with what is typically anticipated in urban environments. There is an outdoor amenity area immediately to the east of the Pears Building (within the wider Royal Free London Hospital complex). The proposed site is positioned to the north-east of this. Due to its open southern aspect, this area benefits from excellent sunlight under BRE guidelines in its current condition. The site will not obstruct the southern aspect of the outdoor amenity area.
- **Design and Conservation Concerns** Please see Section 9 on Heritage. The Councils Conservation Team were consulted and did not object to the extension which uses similar materials to the main hospital building.
- **The Trust (the applicant) undertook pre-application consultation** with members of the local community and other key stakeholders as discussed above.
- **Construction management** - Please see Section 12.17 of this report on Construction Management. A construction management plan, implementation support fee and bond would be secured to minimise the potential destruction of the works. It is noted that no basement is proposed, and therefore, no Basement Impact Assessment is required. It is noted that this proposal would be less disruptive in terms of noise and disturbance than the Pears building application due to the nature and scale of the proposals.

Local residents

- 4.7 Four site notices were displayed: one on Rowland Hill Street, one outside the Pears building on the path, one on Rosslyn Hill near Hampstead Green, and one on Pond Street. The notices were displayed from 30/10/2024 until 23/11/2024 and the application was advertised in the local paper on 31/10/2024 (expiring 24/11/2024)
- 4.8 At least 16 local households objected. The objections are published in full on the Council's website. The key issues raised are.

Lack of Basement Impact Assessment (1 objection)

- Concerns about potential damage to neighbouring buildings, including Hampstead Hill Nursery School and properties in the conservation area, due to significant foundation works.

Traffic Congestion and Pollution (7 objections)

- Persistent issues from the Pears Building construction have worsened traffic on Pond Street, Hampstead Hill Gardens, and feeder roads.
- Inadequate parking provisions for Blue Badge holders and increased use of residential bays by hospital visitors.
- Tailbacks and congestion at the hospital entrance affecting public transport and emergency vehicle access.
- Insufficient plans to manage construction-related and long-term traffic impacts.

Accessibility and Parking Issues (3 objections)

- Loss of parking spaces, particularly for disabled and disadvantaged visitors, and inadequate alternatives provided.
- Restricted pedestrian access to and from the lower car park due to the development.

Pedestrianization Proposal (1 objection)

- Suggestion to pedestrianize Pond Street (except for ambulance access) to address traffic and pollution issues.

Overdevelopment and Design Concerns (4 objections)

- The proposal contributes to overdevelopment and creates a “visual wall” across Pond Street, reducing light and contributing to a stark and dehumanizing aesthetic.
- Suggestions include incorporating green walls and adhering to the highest environmental standards.

Noise and Air Quality (3 objections)

- Increased noise and deteriorating air quality since the Pears Building completion, with ongoing issues affecting residents' health and well-being.

Lack of Consultation (2 objections)

- Limited public engagement, with no consultation of directly affected neighbours such as Hampstead Hill Nursery School and St. Stephens.

Safeguards for Neighbouring Properties (2 objections)

- Lack of measures to protect nearby buildings from construction impact, particularly listed properties and those in conservation areas.

Loss of Light (2 objections)

- The proposed development would block light to surrounding areas, especially during winter months.

Support Conditional on Improvements (2 objections)

- Support for hospital expansion is contingent on comprehensively addressing traffic flow, parking, and environmental impact.

Officer Response:

- *No significant foundation works or basement are proposed. A Basement Impact Assessment is therefore not required.*
- *The existing wider Hospital Site has 367 general car parking spaces and 20 disabled parking spaces. 210 of the 367 are staff parking. This is sufficient capacity for the expected 37-person staff, 6 patients (based on a maximum of 6 operations per day) and 12 visitors (assuming an average of 2 visitors per patient). Patient facility accommodating existing patient demand, rather than significantly increasing it. For the 37 staff, the Trust say that some of these would be additional to existing. For robustness, the submitted Transport Statement assumes all staff associated with the facility (37 FTE) will be new trips on the network. This equates to 20 2-way trips because not all staff work at the same time i.e. night shifts. However, this is very unlikely to be the case in real terms and the actual net trip generation of the scheme will be minimal when compared to the existing RFH site.*
- *The proposals have been robustly designed to ensure no adverse impacts on pedestrian or wheelchair access to the wider site.*
- *The hospital's main entrance will be unaffected by the development.*
- *The layout of the road and paving running beneath the proposed extension will be amended to accommodate the supporting structure and maintain access to the car park and other pedestrian entrances. The development will have no negative impact on access or accessibility.*
- *The extension is acceptable in design, appearance, and impact on the neighbouring conservation area. Please see section 9, Heritage of the Report for a full assessment.*
- *This report assesses the noise from plant equipment and loss of daylight and sunlight under section 8, Impact on Neighbouring Amenity.*
- *The submitted Transport Assessment relates to the current planning application (Hybrid Theatres) and demonstrates that the current proposals will not materially negatively impact local traffic generation. The proposed trip generation assessment undertaken within the Transport Statement was based on a 'worst-case' scenario, which assumes vehicle trip generation is not anticipated to exceed 20 two-way daily vehicle trips. Compared to the existing wider network, this increase is negligible regarding congestion impact.*
- *The location of the proposals are a fundamental requirement for the new theatre extension to be located adjacent to the existing theatre accommodation.*

- *In addition, the scheme's design (suspended above an undercroft area) helps ensure no additional impacts on how the site is accessed or on vehicle queuing times.*
- *The suggestion to pedestrianize Pond Street (except for ambulance access) to address traffic and pollution issues is outside of the remit of this planning application. It must be assessed on its own terms in relation to development plan policy. There is no plan for such a project, and this scheme would not necessarily prejudice a future proposal.*

Developer-led consultation

- 4.9 The Trust undertook pre-application consultation with members of the local community and other key stakeholders as set out in the Statement of Community Involvement:
- 4.10 An engagement programme was undertaken, whereby various stakeholders (including staff within the RF Hospital, key local amenity groups, local councillors, the relevant Member of Parliament and residents) were notified of the proposed development. These stakeholders were also invited to attend an online consultation session held by the Trust and its design team (whereby any queries could be raised and responded to). This online session was held on the 25th June 2024.
- 4.11 In addition to the feedback received at the online consultation session, all identified stakeholders were invited to register for and attend an in-person consultation session on 24th July 2024.
- 4.12 The Trust also published details of the proposed development and the intended submission of this current planning application on its website. A dedicated email address has also been provided, allowing local stakeholders to contact the Trust with any questions or concerns over the proposed development.

5. POLICY

National and regional policy and guidance

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

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

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

[GG1 Building strong and inclusive communities](#)

[GG2 Making the best use of land](#)

[GG3 Creating a healthy city](#)

[GG5 Growing a good economy](#)

[D1 London's form, character and capacity for growth](#)

[D2 Infrastructure requirements for sustainable densities](#)

[D3 Optimising site capacity through the design-led approach](#)

[D4 Delivering good design](#)
[D5 Inclusive design](#)
[D11 Safety, security and resilience to emergency](#)
[D12 Fire safety](#)
[D14 Noise](#)
[HC1 Heritage conservation and growth](#)

[G1 Green infrastructure](#)
[G4 Open space](#)
[G5 Urban greening](#)
[G6 Biodiversity and access to nature](#)
[G7 Trees and woodlands](#)
[SI 1 Improving air quality](#)
[SI 2 Minimising greenhouse gas emissions](#)
[SI 3 Energy infrastructure](#)
[SI 4 Managing heat risk](#)
[SI 12 Flood risk management](#)
[SI 13 Sustainable drainage](#)
[SI 17 Protecting and enhancing London's waterways](#)
[T1 Strategic approach to transport](#)
[T3 Transport capacity, connectivity and safeguarding](#)
[T4 Assessing and mitigating transport impacts](#)
[T5 Cycling](#)
[T6 Car parking](#)
[T6.5 Non-residential disabled persons parking](#)
[T7 Deliveries, servicing and construction](#)
[T9 Funding transport infrastructure through planning](#)
[DF1 Delivery of the Plan and Planning Obligations](#)
[M1 Monitoring](#)

[London Plan Guidance \(LPG\)](#)

[Characterisation and Growth Strategy LPG](#)
[Optimising Site Capacity: A Design-led Approach LPG](#)
[Social Infrastructure SPG](#)
[London World Heritage Sites SPG](#)
[All London Green Grid SPG](#)
[London's Foundations SPG](#)
[Urban greening factor LPG \(February 2023\)](#)
[Air quality positive LPG](#)
[Air quality neutral LPG](#)
[Be Seen energy monitoring LPG](#)
[Circular economy statements LPG](#)
[Energy Planning Guidance](#)
[The control of dust and emissions in construction SPG](#)
[Whole life carbon LPG](#)
[Sustainable Transport, Walking and Cycling](#)

Local policy and guidance

Camden Local Plan (2017) (CLP)

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

[Policy C1 Health and wellbeing](#)

[Policy C5 Safety and security](#)

[Policy C6 Access for all](#)

[Policy E1 Economic development](#)

[Policy E2 Employment premises and sites](#)

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

[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](#)

Hampstead Neighbourhood Plan (2018)

[Policy DH1: Design](#)

[Policy DH2: Conservation areas and listed buildings](#)

[Policy DH3: The urban realm](#)

[Policy NE3: Biodiversity Corridors](#)

[Policy NE4: Supporting biodiversity](#)

[Policy BA3: Construction Management Plans](#)

[Policy TT1: Traffic volumes and vehicle size](#)

[Policy TT2: Pedestrian environments](#)

[Policy TT3: Public transport](#)

[Policy TT4: Cycle and car ownership](#)

[Policy HC3: Enhancing street life through the public realm](#)

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](#)

[Energy efficiency and adaptation - January 2021](#)

[Planning for health and wellbeing - January 2021](#)

[Public open space - January 2021](#)

[Transport - January 2021](#)

[Water and flooding CPG - March 2019](#)

Other guidance:

[Hampstead Conservation Area Statement](#), adopted October 2001

[Mansfield Conservation Area Appraisal and Management Plan](#), adopted in December 2008

[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).

Consultation on the Draft SALP

The first formal consultation on the draft Site Allocations Local Plan was carried out between 13 February and 27 March 2020.

Policy IDS14 – Royal Free - Health and other complementary/supporting uses

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	AMENITY
9	HERITAGE
10	SUSTAINABILITY AND ENERGY
11	FLOOD RISK AND DRAINAGE
12	TRANSPORT
13	TREES, GREENING AND BIODIVERSITY
14	EMPLOYMENT AND TRAINING OPPORTUNITIES
15	AIR QUALITY

16	FIRE SAFETY
17	COMMUNITY INFRASTRUCTURE LEVY

7. LAND USE

Proposed extension of the hospital site

- 7.1. At a national policy level, the NPPF (Paragraph 27) now includes a clear direction that local planning authorities should plan for the delivery of strategic health and social infrastructure, including hospitals. Paragraph 128 of the NPPF identifies that local planning authorities should support proposals which “*make more effective use of sites that provide community services, such as schools and hospitals, provide that this maintains or improves the quality of service provision*”.
- 7.2. London Plan Policy S2 (Health and social care facilities) identifies that “development proposals that support the provision of high-quality health and social care facilities to meet identified need and new models of care should be supported”. In addition, new facilities should be ‘easily accessible by public transport, cycling and walking’.
- 7.3. Camden Local Plan Policy C1 (Health and Wellbeing) states that the Council will improve and promote strong, vibrant, and healthy communities by ensuring a high-quality environment with local services to support health, social, and cultural well-being and reduce inequalities. Part d of the policy will support providing new or improved health facilities, in line with Camden’s Clinical Commissioning Group and NHS England requirements.
- 7.4. Whilst only limited weight is currently attached to the Draft Local Plan at this stage, Draft Policy SC2 identifies that the Council will “support the provision of new, improved and extended social and community infrastructure where proposals...meet the needs of intended uses and the local community”.
- 7.5. The application seeks to modernise and improve existing facilities, including the proposed delivery of innovative additional hospital floorspace, including two new hybrid theatres.
- 7.6. The proposals will modernise the vascular theatre services offered by the Hospital whilst also increasing overall theatre capacity, helping address existing patient waiting lists (and the backlog of patients resulting from the recent COVID-19 pandemic).
- 7.7. The proposed development will not only deliver new hybrid theatre capacity within the hospital (greatly improving the array of vascular-related services

provided there) but will also increase operational efficiencies, in turn reducing existing patient waitlists for these vital services.

- 7.8. There is no requirement for the provision of residential floorspace for an uplift in this Use Class (C2 Residential institutions) under Local Plan policy H2 (maximising the supply of self-contained housing from mixed-use schemes). Paragraph 3.48 of the Local Plan states that the development is not expected to provide housing where it involves a specialised use, such as a hospital or a research facility, which has operational requirements that prevent the inclusion of housing and or the development is publicly funded or serves a public purpose (such a dedicated facility for medical or research institution), and the nature of the funding or facility prevents the inclusion of housing.
- 7.9. Overall, therefore, the proposed development will accord with the above policies and is acceptable in principle.

8. IMPACT ON NEIGHBOURING AMENITY

- 8.1. CLP policies A1 and A4 and the Amenity CPG are 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. Construction work impacts are also relevant but dealt with in the 'Transport' section. The thrust of the policies is that the quality of life of current occupiers should be protected and development which causes an unacceptable level of harm to amenity should be refused.

Daylight and sunlight

- 8.2. The nearest residential properties to the development site are situated across Pond Road to the north, at approximately 50 metres. Pond Street is shown in Figure 2 below. Given the relatively modest size of the extension and the substantial separation distance of at least 50 metres, any potential effect on daylight or sunlight on these properties is expected to be negligible. The applicant has submitted a letter from a daylight and sunlight specialist that says they believe the effects would fall well within the expected parameters when reasonably developing in urban locations. Given the separation distances, the daylight consultants have not prepared a computer simulation software to calculate the proportion of visible sky from the centre point of a window.

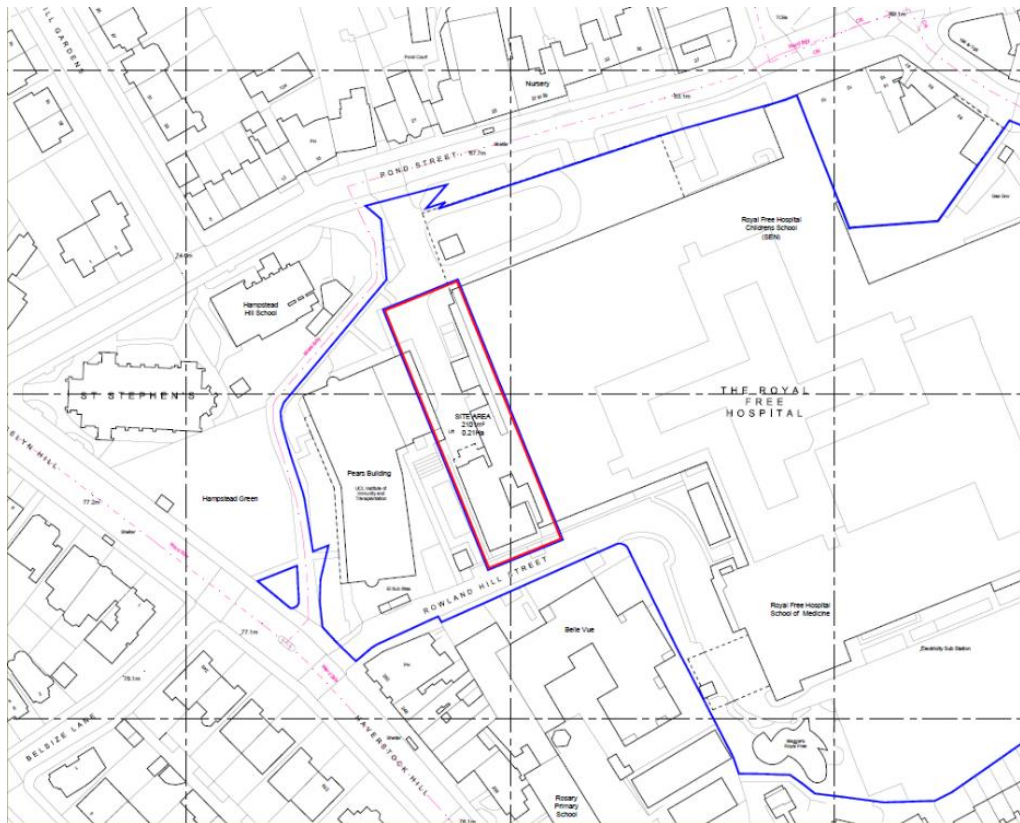


Figure 2. The site is shown in red

- 8.3. Belle Vue Hampstead apartments, located on Roland Hill Street to the south of the site, are situated at a considerable distance approximately 55 metres away. The windows within this property facing the site face north, and following BRE Guidelines, they can be scoped out from consideration for sunlight. The substantial distance between the Belle Vue Hampstead apartments and the development's relatively modest nature indicates that daylight effects would also be negligible.
- 8.4. Hampstead Hill School is located on Pond Street, northwest of the site. The school is positioned at an oblique angle, meaning no windows within the main building directly face the site. The effects on daylight or sunlight the school receives are also likely immaterial and consistent with what is typically anticipated in urban environments.
- 8.5. An outdoor amenity area is immediately east of the Pears Building (within the broader Royal Free London Hospital complex). The proposed site is positioned to the northeast of this. Due to its open southern aspect, this area benefits from excellent sunlight under BRE guidelines in its current condition. The site will not obstruct the southern aspect of the outdoor amenity area.

Noise and vibration

- 8.6. The noise survey predicted background noise levels of 62 db (A) in the daytime and 61 db (A) at nighttime. The background noise profile at the monitoring

location was dominated by existing plant noise from installations. Conditions 4 (Noise limits) requires that the plant noise shall be lower than the typical existing background noise level by at least 10dBA, or by 15dBA and 5 (Ant-vibration isolators) are added to the decision notice as compliance conditions.

Overlooking

- 8.7. The extension would not create opportunities for overlooking nearby residential properties.

9. HERITAGE

Designated and non-designated heritage assets

- 9.1. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 sets out that special regard must be given to the preservation of a listed building, its setting or its features of special architectural or historic interest. Section 72 of the same Act sets out that special regard must be given to preserving or enhancing the character and appearance of a conservation area.

Setting of Hampstead Conservation Area and Grade II Listed Hampstead Hill School – Preserve

- 9.2. The wider Royal Free Hospital Site neighbours several heritage assets, including statutorily and locally listed buildings. To the north, the boundary of the Hampstead Conservation Area is also located.
- 9.3. There are no heritage assets on the site, nor is the main RF Hospital considered a statutory or non-designated heritage asset. However, the site is located near the boundary of the Hampstead Conservation Area (to the north), and there are a number of listed and locally listed buildings nearby (to the north and north-west, principally on Pond Street).
- 9.4. Hampstead Conservation Area's special character and appearance come from it illustrating the area's historic development from an 18th-century village through phases of expansion in the Victorian era, as well as many 20th-century contributions. The site is opposite sub-area three, with Pond Street immediately adjacent. This street is characterised predominantly by three or four storey buildings from the eighteenth and nineteenth centuries, stepping down the slope of the hill. On the ground floor, there are a variety of commercial uses which provide street-level activity and vibrancy.
- 9.5. Hampstead Hill School is grade II listed with its special interest predominantly in its architecture, form and detailing. It also has a group value with the Church of St Stephen due to its historical associations, similar form and materials and matching boundary treatment.
- 9.6. These grade II listed buildings (5-13, 15, 17 and 17a, 19 and 21 Pond Street), form a cohesive group of three storey, eighteenth and nineteenth century

buildings, stepping down the hill. They are of interest for being good examples of their building types from their respective periods. Together they have an informal group value which illustrates the development of the street, in terms of both architectural styles but also uses.

- 9.7. 25 Pond Street is on Camden's Local List, being of significance for its architectural, historical and townscape value. It is a former drill hall, dating from the early twentieth century, and noted for its rusticated stuccoed façade with a stepped gable, which fits in with the rest of the townscape on Pond Street.

Assessment

- 9.8. The application building is the Royal Free Hospital, which is not listed and does not lie in a conservation area. In the Hampstead Conservation Area Statement, the hospital is barely referenced, besides describing its "massive bulk" facing onto Pond Street. The building is not included on the local list and is not a non-designated heritage asset.
- 9.9. Dating from 1968-75, the hospital is an imposing 18-storey, concrete building which dominates its surroundings, including the adjacent heritage assets. The proposed extension's mass is tucked between the existing hospital building and the adjoining Pears Building and does not come forward of either one. Its height is lower than the adjoining shoulder section of the hospital. The gap between the Royal Free and the Pears building has already been filled by a setback theatre extension dating from 2014-15; therefore, views through the site are already blocked.
- 9.10. The proposed design references the massing and horizontal detailing of the hospital's façade.
- 9.11. Although the proposed extension is a sizable structure, due to its location, it does not appreciably add to the Royal Free Hospital's existing imposing bulk and does not significantly alter the hospital's relationship with its surroundings, including the adjacent heritage assets.
- 9.12. The significance of local heritage assets would be preserved, primarily because the proposed development affects a relatively small area of the existing Hospital building, which already characterises the setting where local heritage assets are appreciated.
- 9.13. The visibility of the proposals would be very limited and the proposed development would not in any way interfere with the appreciation of the historic townscape on Pond Street.

Design

- 9.14. The two-storey extension (with plant area above) connects to the existing hospital building at the second and third-storey levels with an undercroft area retained beneath.

- 9.15. The height of the proposals aligns with that of the existing main RF Hospital building. The proposed structure is as lightweight an extension as possible. The layout and scale of the proposed floorplates are aligned with the technical requirements of the proposed new hybrid theatres. The floorplan is adjacent to existing vascular theatre accommodation within the main RF Hospital building to provide operational interconnectivity between existing and new theatre services.
- 9.16. Given the inclusion of an undercroft area below the proposed extension (at ground and first storey level), the existing access road for the hospital from Pond Street will remain unaffected. As such, the design of the proposals ensures minimal disruption to the ground floor layout and functionality of the wider hospital.
- 9.17. The scale and massing are in keeping with the character of the wider hospital and surrounding area. The extension comprises a modestly scaled addition to the existing RF Hospital when viewed within the context of the existing main building, and its height does not exceed that of the prevailing building.
- 9.18. In terms of materiality, the development follows the character of the main RF Hospital building. The proposed materials concerning Figure 3 are as follows:
- Existing cladding of adjacent theatre extension will be retained and refurbished.
 - New cladding 'wrap' to the proposed extension to match the existing. It is a tensile fabric panel rain-screen wrap.
 - The panel cladding will match the format and tone of the main building's concrete panels. It will fill the separation between the two wrapped blocks. It is a textured fibre cement/composite cladding. It has a matt textured mineral finish used to reflect the concrete frame and panels of the original building.
 - The rooftop plant area will be enclosed in a frameless louvre system in a similar tone to the lower storey.



Figure 3. Proposed building elevations indicating material selection

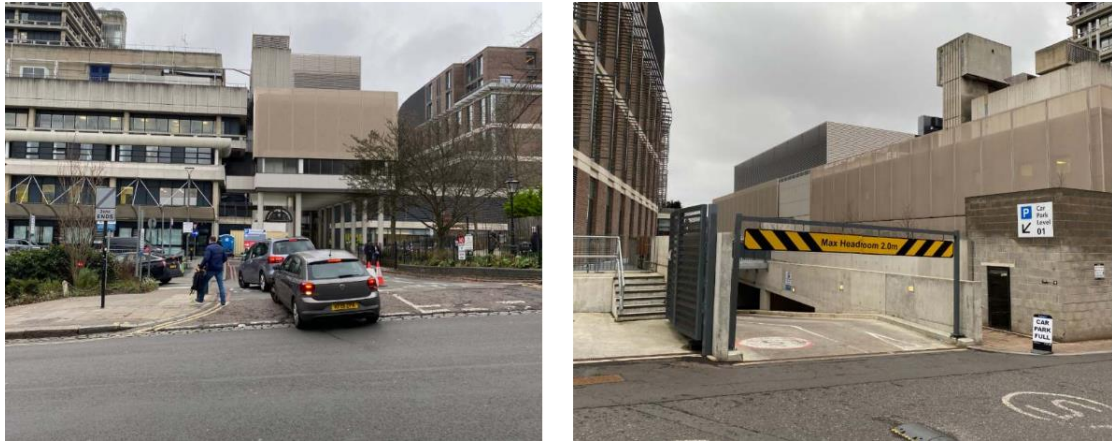


Figure 4. Proposed illustrations of extension (left image shows the existing theatre extension which connects to the proposed with a break in the middle with a panel cladding)

- 9.19 In summary, the tonality/colour of the proposed materials palette (comprising a mixture of lighter-toned / grey elements) reflects and complements the appearance of the main RF Hospital building. The proportions of the soffits, glazing, and cladding system and the horizontality of these elements align with the main RF Hospital building. The proposed plant enclosure design, comprised of louvred elements, reflects the design associated with the adjacent Pears Building.
- 9.20 The proposed cladding, comprising texturised panelling, will appear lightweight. This approach also provides a visual similarity between the original concrete of the main RF Hospital building. It replicates a similar modular appearance without the need for 'wet' traditional render or concrete. The extension would appear as an integrated addition to the main RF Hospital building. The key material (the tensile fabric panel rain-screen wrap) would match the existing cladding of the adjacent theatre extension (shown above). Condition 3 requires the approval of sample panels of the facing materials.
- 9.21 As summarised in paragraph 9.20 above, the proposals are considered to preserve the character and appearance of surrounding conservation areas and the setting and the special architectural and historic interest of nearby statutory listed buildings. The proposal accords with the provisions of the NPPF and Local Plan policies D1 (Design) and D2 (Heritage).

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.

Energy and carbon summary

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

Policy requirement (on site)	Min policy target	Proposal reductions
Be lean stage (low demand): LP policy SI2	15%	3.2 %
Be green stage (renewables): CLP policy CC1	20%	19.1%
Total carbon reduction: LP policy SI2 and LP CC1	35%	21.7 %

Table 2 - Carbon saving targets (for majors) and the scheme results

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

Total carbon reductions

- 10.5 Reductions are measured against the baseline which are the requirements set out in the Building Regulations. Major development should aim to achieve an on-site reduction of at least 35% in regulated carbon emissions below the minimums set out in the building regulations (Part L of the Building Regulations 2021). To achieve net zero carbon, a carbon offset payment will be secured that offsets the remaining carbon emissions caused by the development after the required on-site reductions, measured from the agreed baseline.
- 10.6 This is charged at £95/tonne CO₂/yr (over a 30-year period) which is 13.54 tonnes x £95 x 30 years = £38,589. This amount will be spent on delivery of carbon reduction measures in the borough.
- 10.7 In this case, the development does not meet the policy target of 35% reductions, achieving an overall on-site reduction of 21.7% below Part L with SAP10.2 requirements as shown in Table 2 above. It is acknowledged that this is a very challenging target for non-residential. The new Part L baseline now includes low carbon heating for non-residential developments. Previously,

ASHPs would have been included within the 'Be Green' section of an energy statement as Part L 2021. ASHPs is now included in the 'Be Lean' building assessment. All mechanical plant is as energy efficient as possible (given the large size of the required equipment).

- 10.8 The carbon offset of £38,589 will be secured by Section 106 legal agreement to bring it to zero carbon, in compliance with the development plan.

Be lean stage (reduce energy demand)

- 10.9 London Plan Policy SI 2 sets a policy target of at least a 15% (non-resi) reduction through reduced energy demand at the first stage of the energy hierarchy.

- 10.10 In this case, the development fails the policy target of 15% (non-resi), reducing emissions by 3.2 % at this stage. The reason the 'Be Lean' results are not as low as desired is because there are limitations to some controls due to the nature of the building use as follows:

1. Lighting controls—Lighting is one of the building's most significant energy requirements. Due to the clinical requirements, minimal windows are provided, so daylight controls are unavailable. Furthermore, these are operating theatres and recovery wards, so the typical auto on/off PIR lighting controls that improve a Part L calculation cannot be applied to a large proportion of the building.
2. Ventilation—Due to infection control, the air volumes cannot be ramped up and down according to occupancy, as in non-medical buildings. This also substantially affects energy and carbon results in Part L calculations.

Be clean stage (decentralised energy supply)

- 10.11 London Plan Policy SI3 requires developers to prioritise connection to existing or planned decentralised energy networks, where feasible, for the second stage of the energy hierarchy. Camden Local Plan policy CC1 requires all major developments to assess the feasibility of connecting to an existing decentralised energy network, or where this is not possible establishing a new network.

- 10.12 In this case, an assessment of the existing London heat map has been made, and it has been demonstrated that no existing local networks are present within the scheme's connectable range.

Be green stage (renewables)

- 10.13 Camden Local Plan policy CC1 requires all developments to achieve a 20% reduction in CO2 emissions through renewable technologies (after savings at Be Lean and Be Clean), where feasible, for the third stage in the energy hierarchy.

10.14 In this case, the development narrowly fails the policy target of 20%, reducing emissions by 19.1 % at this stage through renewables in compliance with the development plan. The proposal includes PV panels on the roof with full details secured by condition 7. The design team have maximised the available roof space to include PV panels to reduce the carbon emissions as much as possible but the reality of the building requirements coupled with the challenges of the site in terms of space available for further PV panels limits the carbon reductions that can be achieved.

Be seen (energy monitoring)

10.15 The London Plan policy SI 2 requires the monitoring of energy demand and carbon emissions to ensure that planning commitments are being delivered. In this case, the development has committed to reporting. The proposal includes has proposed building management system / energy monitoring equipment.

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

Climate change adaption and sustainable design

10.17 Local Plan policy CC2 expects non-residential development, and encourages residential development arising from conversion, extension or change of use, to meet BREEAM Excellent which is an over 70% score. The proposal achieves a 71.65% score with the following breakdown:

- Energy – 13 credits out of 21 (62% score with 60% target)
- Water – 5 credits out of 8 (62% score with 60% target)
- Materials 13 out of 14 (93% score with 40% target)

10.18 The proposal includes a sustainable drainage system. It has mitigated overheating as far as possible. Active cooling (air conditioning) is essential for creating the correct environment for the hospital.

11. FLOOD RISK AND DRAINAGE

11.1 The development plan (CLP policy CC3 and LP policy SI12 and SI13) also seeks to ensure development does not increase flood risk, reducing the risk of flooding where possible. Development should incorporate sustainable drainage systems (SUDS) and water efficiency measures.

11.2 The Lead Local Flood Risk Authority has reviewed a Flood Risk Assessment & SuDS Strategy Report.

11.3 The site area is at a medium risk of surface water flooding in an area that has experienced sewer flooding incidents and is located adjacent to a local flood risk zone (South End). The wider site is located near a 1975 Previously Flooded

Street (Belsize Lane), near 2002 Previously Flooded Streets (Ornan Road, Fleet Road and South End Road). It is on and near 2021 Previously Flooded Streets (South End Road, Hampstead Heath Gardens, Haverstock Hill, Belsize Lane, and Ornan Road. The site is located within the Counters Creek catchment area.

- 11.4 Condition 8 requires Flood Risk Emergency Plan to be prepared and submitted in accordance with the aims and objectives of the ADEPT/Environment Agency Flood Risk Emergency Plans for New Development guidance
- 11.5 The development incorporates SUDS. Furthermore, the proposal also includes a permeable paving system and rainwater storage within underground attenuation tanks. Condition 9 will secure details of the SUDS system.

12. TRANSPORT

- 12.1 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 (meaning that they aren't eligible for on-street parking permits).
- 12.2 Policy T3 sets out how the Council will seek improvements to transport infrastructure in the borough. Policy T4 addresses how the Council will promote the sustainable movement of goods and materials and seeks to minimise the movement of goods and materials by road.
- 12.3 The [Draft new Local Plan](#) sets out the Council's vision for future development in Camden for the next 15 years. Policy N1 – North Camden includes the support and delivery of several infrastructure schemes in the vicinity of the site. Of particular importance to this development are:
 - The roll-out of the Council's neighbourhood-based Safe and Healthy Streets schemes across this area, delivering through-traffic reduction and other Healthy Streets measures.
 - Extensions to the Camden cycle network.
- 12.4 On 13th November 2024, Camden Council's Cabinet agreed to implement the next phase of its [CTS for 2025 to 2028](#), investing in more environmentally friendly, healthier forms of travel and creating more welcoming streets and neighbourhoods. The strategy includes commitments, all of which are pertinent to this application:
 - Close the slip road from Pond Street to South End Road and create a public realm/Streatery area with associated bus stand changes and pedestrian improvements, which form part of a borough-wide 'High Street Corridor & Local High Street (e.g. Streateries) Schemes' programme of works.

- Introduce an extension to a permanent 'Walking, Cycling and Road Safety Scheme on Haverstock Hill & Rosslyn Hill' north of Pond Street.
- Continue to expand dockless e-bike and e-scooter hire network, and
- Contribute towards implementing the CTS Cycling Action Plan, Walking and Accessibility Action Plan, and Road Safety Action Plan.

Trip generation

- 12.5 The trip generation for the proposed development is based on the methodology contained in the approved Maggie's Centre application (Planning Ref: 2019/4937/P). Staff and visitor travel survey was commissioned in late September to early October 2024 to derive mode share data.
- 12.6 Table 3 presented in the TS and reproduced here, shows the anticipated total multi-modal person trip profile for the proposal.

MODE	DAILY TWO-WAY TRIPS
Underground, Overground, light rail or tram	141
Train	13
Bus, minibus or coach	19
Taxi	38
Motorcycle, scooter or moped	7
Driving a car or van	20
Passenger in a car or van	13
Bicycle	18
On foot	19
Other method of travel to work	7
Total	294

Table 3 – Proposed Trip Generation

- 12.7 The proposed development is expected to generate an increased number of walking trips from Hampstead and Belsize Park London Underground stations, Hampstead Heath London Overground Station, bus stops on Pond Street, South End Road, Constantine Road, Fleet Road, and Rosslyn Hill, Hampstead and Belsize Park town centres, and Hampstead Heath.
- 12.8 Considering the increase in active travel to and from the site which forms the largest proportion of overall trips, the applicant will be requested to provide a financial contribution towards the aforementioned closure of the slip road from Pond Street to South End Road, and additional improvements to the Walking, Cycling and Road Safety Scheme on Haverstock Hill & Rosslyn Hill north of Pond Street.

Travel planning

- 12.9 The applicant must submit a Travel Plan in accordance with CPG Transport. A legal agreement will secure a travel plan covering an associated monitoring and measures contribution of £5,674.

Controlled Parking Zone (CPZ) Review

- 12.10 A £10,000 contribution towards this review as part of this scheme is secured. A hospital is a 24-hour use so parking for free outside the site may be encouraged

Access and permeability

- 12.11 Pedestrian access from Pond Street will remain unchanged. A footpath links Pond Street with Haverstock Hill/Rossllyn Hill between the Pears Building and St Stephen's Church.
- 12.12 No changes to vehicular access are proposed. Vehicular access from Pond Street serves the A&E entrance and undercroft at the lower ground floor, the main entrance parking and the Pears Building lower parking level at the ground floor, and the disabled parking bays located on the access road immediately outside the Pears Building.
- 12.13 The supporting structure for the new extension will straddle the access road leading to the existing emergency entrance and Pears Building car park, with columns positioned to minimise conflict with existing structures, services, and vehicle routes. This alteration will have a minor impact on the access road width. The columns will reduce the effective access road width by up to 1.8m at the narrowest point. However, this will not have a material impact on vehicle access or egress movements, as is demonstrated by the swept path analysis drawings provided in Appendix B of the Transport Statement.



Figure 4. Extract of swept path analysis drawings provided in Appendix B of the Transport Statement.

Cycle parking

12.14 The Council requires high quality cycle parking to be provided in accordance with Local Plan Policy T1, CPG Transport, London Plan Policy T5, and the London Cycling Design Standards (LCDS) for:

C2 use (hospitals)

- 1 space per 5 FTE staff long stay.
- 1 space per 30 FTE staff short stay.

12.15 Based on 37 FTE staff, this equates to eight cycle parking spaces. According to the TS '*Given the minimal cycle parking requirements generated from the proposed development, and the variety of cycle parking space availability existing on-site, we do not envisage a requirement to deliver additional cycle parking spaces on-site in this instance. The demand will be accommodated within the existing provision*'. There are 163 spaces within the existing provision which is considered to be sufficient to cater for increased demand. However, should the requirement for more parking arise in the future via e.g. travel plan monitoring, 8 spaces in line with the London Plan standards will be provided. This is secured under the S106 Agreement.

Car parking and vehicle access

12.16 The site is located in Controlled Parking Zone CA-H(b) Hampstead and Vale of Heath, which operates 09:00-20:00 Monday to Friday, 09:00-20:00 on Saturday, and no charge on Paid for Bays after 18.00.

- 12.17 The development is proposed car-free (secured under S106 Agreement) because staff cannot apply for an on-street parking permit. Staff parking would be provided within the existing capacity (total of 210 staff spaces) within the wider RFH site. The existing car parks at Royal Free Hospital, including Lawn Road car park, Pears Building 02 00 car park, Pears Building Level 01 car park, and (210 out of the total) South Staff car park, provide 367 spaces, including 20 blue badge bays. As such the proposal would not contribute to parking stress within the area.
- 12.18 According to the trip generation analysis (20 two-way car trips per day based on a worst-case scenario and 294 total including sustainable modes), any anticipated car parking demand can be accommodated within the existing car parking provision.
- 12.19 Regarding the potential issue of cumulative erosion of parking on the site while increasing the size and functioning of the wider hospital site. The Pears Building application (Ref. 2014/6845/P) provided a replacement car park of 58 spaces for visitor use only (including 6 for disabled) over 2 levels with accesses from the rear and south sides. There was a net reduction of 42 parking spaces under this application and no spaces were allocated for staff for the main RF hospital or Pears Building.
- 12.20 This application was supported by a parking strategy that re-designated parking in these 3 car parks around the whole hospital campus (which did contain 354 spaces—190 for staff and 148 for visitors). This implemented a net reduction in staff parking but not for visitors. To support this loss, a shuttle bus service for staff operating from elsewhere, tighter criteria for allocating staff parking permits and an updated Travel Plan (for sustainable modes of transport) were secured.
- 12.21 The updated Travel Plan (prepared by Vectos, October 2014) sets out various measures to be undertaken on-site and updates a previous Travel Plan (dated 2006). The Travel Plan Monitoring Report (dated September 2024) found that of the 95 of the 230 staff (41%) who responded to the survey, 78% travel using public transport, 11% walk or cycle, and less than 10% use private car (car sharing or alone).
- 12.22 The proposal does not remove any existing on-site parking capacity. Overall, the 210 staff parking spaces within the wider RFH site are sufficient to accommodate the minor increase in demand from staff.

Construction management

- 12.23 Construction management plans demonstrate how developments will minimise impacts from moving goods and materials during the construction process (including any demolition works). A Construction Management Plan (CMP) was submitted with the application, however, the document does not adhere to [LB Camden guidance on construction management](#). The applicant would need to

resubmit the CMP using the Council's proforma as part of being secured through the S106.

- 12.24 The site is located near Rosslyn Hill (A502), which forms part of the SRN and is near many schools. Traffic congestion is a significant problem in this part of the borough, particularly during peak periods but often throughout the day from 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 will also likely lead to various 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.
- 12.25 The Council will expect construction vehicle movements to and from the site to be scheduled to avoid peak school periods to minimise the impacts of construction on the pupils' safety. It will be necessary to restrict construction traffic to 9.30 am to 3.00 pm on weekdays.
- 12.26 A more detailed CMP documents will be secured by legal agreement following Local Plan Policy A1.
- 12.27 The development will require input from officers at the construction stages. This will relate to the development and assessment of the CMP and the ongoing monitoring and enforcement of the CMP during demolition and construction.
- 12.28 Implementation support contributions of £10,116 and impact bonds of £16,000 for the demolition and construction phases of the development works will be secured by legal agreement following Local Plan Policy A1.

Deliveries and servicing

- 12.29 Deliveries, servicing and emergency access will remain in line with the existing arrangements from Fleet Road. Increased servicing requirements are likely to be negligible, given that the proposals comprise a modest extension to existing hybrid theatre accommodation.

Highway works

- 12.30 It is unknown if the proposal would require any physical alterations to the public highway. A legal agreement secures a highways contribution of £20,000 towards repairing any damage potentially caused to the public highway during construction.

Pedestrian, cycling and environmental improvements

Securing financial planning obligations from major developments towards transport improvement schemes is necessary when considering that a

development will significantly impact the local area which planning conditions cannot mitigate.

12.31 Considering the scale of the development and the anticipated increase in cycle and walking trips generated by the proposed development, and further promoted by the requested Travel Plan, the Council will seek a PCE financial contribution of £82,600 towards:

- the closure of the slip road from Pond Street to South End Road;
- additional improvements to the Walking, Cycling and Road Safety Scheme on Haverstock Hill & Rosslyn Hill north of Pond Street, which will improve the site's connection to Belsize Park and Hampstead Town Centre; and
- to improve the entrance to the car park on Pond Street.

12.32 The proposed development will also significantly increase walking and cycling trips compared to the existing situation.

Shared and micro-mobility improvements

12.33 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.

12.34 The STAL analysis shows very low grades between 1A and 3 throughout the area, indicating significant improvement opportunities, considering our aspiration (and target) for the STAL score to be 5. Officers anticipate significant demand for more parking bays to be provided in the area.

12.35 A shared and micro-mobility improvements contribution of £5,000 would therefore be secured as a Section 106 planning obligation. This would allow the Council to provide additional capacity for parking dockless rental e-bikes and rental e-scooters, car club vehicles, and electric vehicle charging points in the local area (e.g., by expanding existing bays and providing additional bays).

Conclusion

12.36 The proposal is acceptable in terms of transport implications subject to the following conditions and planning obligations being secured by S106 legal agreement:

Transport

- Car-free development (staff cannot apply for an on-street parking permit)
- Should the requirement for more cycle parking arise in the future via e.g. travel plan monitoring, 8 cycle spaces in line with the London Plan standards will be provided

- Travel Plan and associated monitoring and measures contribution of £5,674
- Construction management plan (CMP) implementation support contribution of £10,116 and CMP Impact Bond of £16,000.
- Highway works contribution of £20,000.
- Pedestrian, Cycling and Environmental Improvements contribution of £82,600.
- Shared and micro-mobility improvements contribution of £5,000.

13. TREES, GREENING, AND BIODIVERSITY

Impact on trees, greening and biodiversity

- 13.1 Local Plan policy A3 deals with biodiversity and expects development to protect and enhance nature conservation and biodiversity, securing benefits and enhancements where possible. It resists the removal of trees and vegetation of significant value and expects developments to incorporate additional trees and vegetation. This approach is supported by LP policy G5, which uses Urban Greening Factor (UGF) targets to evaluate the quality and quantity of urban greening. The policy applies a target of 0.4 for mainly residential schemes, and 0.3 for mainly commercial schemes.
- 13.2 No trees or vegetation are proposed for removal. The proposals cannot accommodate additional planting given the spatial constraints. The proposals are acceptable regarding nature conservation, landscape, and biodiversity, in line with the development plan.

Statutory Biodiversity Net Gain

- 13.3 Besides the development plan's requirements, there are statutory requirements for 10% Biodiversity Net Gain (BNG).
- 13.4 BNG is a way of creating and improving natural habitats with a measurably positive impact ('net gain') on biodiversity, compared to what was there before development. Every grant of planning permission is deemed to have been granted subject to a condition requiring submission of a Biodiversity Net Gain Plan (BGP) before development can commence, showing how the 10% gain will be met.
- 13.5 This gain can be achieved through onsite biodiversity gains, registered offsite biodiversity gains (for example, on other land or developments owned by the applicant), or by purchasing statutory biodiversity credits.
- 13.6 There are statutory exemptions and transitional arrangements, meaning that the biodiversity gain condition does not always apply. Based on the information provided, this scheme will not require the approval of a BGP because it is below the de minimis threshold. This is 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.

14. EMPLOYMENT AND TRAINING OPPORTUNITIES

14.1 The proposed development would likely generate increased employment opportunities during the construction phase as it has more than 1,000 sqm or £3m construction costs. To ensure local people benefit from these opportunities in line with CLP policy E1, the Economic Development Team will work with the developer to deliver several benefits from the development.

During construction

- **Apprenticeships** - the applicant will be expected to recruit a construction apprentice, paid at least London Living Wage, for every £3 million of build costs (or every 1,000 sqm GIA newbuild) with a support fee of £1,700 per apprentice as per section 63 of the Employment sites and business premises CPG. Construction apprentices should be recruited through the council's Euston Skills Centre (which has moved to a new location, hence a new name). An additional GIA new build of 1652 sqm would mean 2 construction apprentices and a £3,400 support fee.
- **Construction Work Experience Placements** - the applicant should provide 4 construction work placement opportunity of not less than 2 weeks, to be undertaken over the course of the development construction. This would be recruited through the council's King's Cross Construction Skills Centre, as per section 69 of the Employment sites and business premises CPG.
- **Local Recruitment** - the applicant will work with the Euston Skills Centre to recruit to vacancies, targeting 20% local recruitment, advertising with Camden for no less than a week before the roles are advertised more widely.
- **Local Procurement** - the applicant will also sign up to the Camden Local Procurement Code, as per section 61 of the Employment sites and business premises CPG. This sets a target of 10% of the total value of the construction contract, which aligns with the applicant's Employment and Training Strategy and its focus on the local area. The Economic Development Team will liaise and assist with the developer to provide details of local suppliers and subcontractors.

Post Construction

14.2 Policy E2 of the CLP also encourages end uses to support employment opportunities through apprenticeships and training placements. The CPG advises this and applies to major commercial developments which will result in a net increase of 1,000sq m (GIA) or more of employment space including office, hotel and leisure developments.

- 14.3 Given the nature of the use which provides public services, no specific end of use apprenticeships are required.
- 14.4 The above measures would be included in a package of **Employment and Training measures secured by s106 agreement** in accordance with CLP policy E1 and the CPG.

15. AIR QUALITY

- 15.1 Policy CC4 (Air quality) states that the Council will ensure that the impact of development on air quality is mitigated and ensure that exposure to poor air quality is reduced in the borough. The Council will take into account the impact of air quality when assessing development proposals, through the consideration of both the exposure of occupants to air pollution and the effect of the development on air quality.
- 15.2 The Council Air Quality Officer has reviewed the submitted Air Quality Report. Given the scale of development and as it is Air Quality Neutral, they raise no objections subject to adding Condition 11 for air quality monitoring. The demolition aspect of the works is classified as medium-risk. Therefore, a minimum of two real-time Air Quality monitors will need to be onsite for the duration of the construction process. The monitoring locations, sensor specifications, trigger levels etc. will need to be agreed with the Council prior to their installation and the baseline monitoring period, as per section 8.5 of the submitted Air Quality Assessment.

16. FIRE SAFETY

- 16.1 A Fire Statement has been submitted. It has been prepared by a suitably qualified Chartered Engineer. It states that it is in line with London Plan Policy D12 while taking a pragmatic approach to Policy D5 and provides a design that has the potential to comply with the functional requirements of Part B of the Building Regulations as required. The Statement does not constitute the detailed fire strategy developed under the Building Regulations 2010 (as amended), submitted separately within the design process commensurate to a RIBA Stage 2 level of design detail. However, the fire statement shows the provisions made for the safety of occupants, suitable access, and provisions for firefighting in light of the London Plan's fire safety policy requirements and the rationale for these measures.

17. COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 17.1 The CIL applies to all proposals which add 100m² of new floorspace or an extra dwelling. The amount to pay is the increase in floorspace (m²) multiplied by the rate in the CIL charging schedule. As the scheme is totally for the NHS, Health uses are exempt from both CIL Charging schedules for MCIL and Camden CIL.

18. CONCLUSION

- 18.1 The Royal Free Hospital offers in-patient and clinical services. The Vascular Surgery department is the Vascular Surgical Hub for North Central London (NCL). Vascular surgery supports the Intensive Care Unit (ICU), renal transplantation, and cancer treatment.
- 18.2 The existing vascular theatre does not meet modern space standards. It is equipped with outdated imaging equipment, which results in regular cancellations. The two new Hybrid theatres will future-proof the vascular service, enable future expansion and innovation in vascular services, and facilitate translational research in cardiovascular disease. The proposal enhances collaborations with UCL Surgical Biotechnology and expands training programmes for vascular surgery. The application addresses the need for theatre capacity. It ensures that existing theatres and services are unaffected during construction.
- 18.3 Given the significant separation distances, there would be no harm to neighbouring residential amenity or Hampstead Hill School.
- 18.4 The extension is of a scale form that relates to the main hospital building. Its arrangement of fenestration and solid elements mirrors the architecture of the main Royal Free Hospital building and the more recent extension to the rear of the site. The cladding wrap for that extension is replicated as part of this extension to provide continuity. The Council's Conservation Team have been consulted and identify no harm to the neighbouring Mansfield Conservation Area or nearby listed buildings.
- 18.5 The proposals are acceptable regarding air quality, and a condition for air quality monitors for construction-related dust is added.
- 18.6 The proposed development will not exacerbate the existing situation on the basis of the vehicle trip generation stated in the submitted Transport Report (20 two-way car daily trips based on a case scenario). The existing staff car parking and cycle parking can accommodate the increase in staff, which is expected to be 37 at a maximum with 6 patients increase and 12 visitors .

19. RECOMMENDATION

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

Transport

- Car-free (preventing staff from accessing on-street parking permits)

- Travel Plan and associated monitoring and measures contribution of £5,674.
- Should the requirement for more cycle parking arise in the future via e.g. travel plan monitoring, 8 cycle spaces in line with the London Plan standards will be provided
- Construction management plan (CMP) implementation support contribution of £10,116 and CMP Impact Bond of £16,000.
- Highway works contribution of £20,000.
- Pedestrian, Cycling and Environmental Improvements contribution of £82,600.
- Shared and micro-mobility improvements contribution of £5,000.
- Controlled Parking Zone (CPZ) Review £10,000
- Employment and training
- 2 construction apprentices and a £3,400 support fee.
- 4 work placements
- Energy and Sustainability
- The Energy and Sustainability Strategy secured by the Section 106 legal agreement will ensure reporting to the GLA in line with their published guidance. The Be Lean reduction was 3.2 %, the Be Green reduction was 19.1%, and the total reduction was 21.7%.
- Carbon offset of £38,589 will be secured by Section 106 legal agreement
- The proposal achieves a BREEAM excellent score of 71.65% with the following breakdown:
 - Energy – 13 credits out of 21 (62% score with 60% target)
 - Water – 5 credits out of 8 (62% score with 60% target)
 - Materials 13 out of 14 (93% score with 40% target)

20. LEGAL COMMENTS

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

21. CONDITIONS

1 Time limit

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

Reason: In order to comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).

2 Approved drawings

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

Existing Drawings and Proposed Drawings:

0331-P05, 0340-P01, 0311-P03, 0231-P02, 0300-P05, 0211-P01, 0135-P02, 0134-P01, 0133-P01, 0132-P01, 0131-P01, 0130-P01, 0155-P01, 0114-P01, 0113-P01, 0112-P01, 0111-P01, 1010-P01

Supporting Documents:

- Site Location Plan
- Design and Access Statement, prepared by Hazle McCormack Young Architects;
- Planning Statement, prepared by Montagu Evans;
- Acoustic Report, prepared by KP Acoustics;
- Air Quality Assessment, prepared by Air Quality Consultants;
- Biodiversity Letter, prepared by Greenspace;
- Construction Management Plan (CMP), prepared by Blue Sky Building;
- Energy Statement, prepared by RSP;
- Sustainability Statement, prepared by RSP;
- Transport Statement (including travel plan commentary), prepared by Velocity;
- Sustainable Drainage Systems (SuDS) Strategy, prepared by Wareham Associates;
- Heritage Assessment, prepared by Montagu Evans;
- Statement of Community Involvement, prepared by the Royal Free London NHS Foundation Trust;
- Fire Statement, prepared by OFR Consultants; and
- Daylight and Sunlight Letter, prepared by DPR.

3 Materials to match existing unless otherwise specified

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:

a) Manufacturer's specification details of all facing materials (to be submitted to the Local Planning Authority) and samples of those materials (to be provided on site).

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

Reason: To safeguard the appearance of the 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.

4 Noise limits for plant

The external noise level emitted from plant, machinery or equipment at the development, with any specified noise mitigation hereby approved, shall be lower than the typical existing background noise level by at least 10dBA, or by 15dBA where the source is tonal, as assessed according to BS4142:2014 at the nearest or most affected noise sensitive premises, with machinery operating at maximum capacity and thereafter be permanently retained.

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

5 Anti-vibration isolators for plant

Prior to use, machinery, plant or equipment at the development shall be mounted with proprietary anti-vibration isolators and fan motors shall be vibration isolated from the casing and adequately silenced and maintained as such.

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

6 Non-road mobile machinery (NRMM)

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

Reason: To safeguard the amenities of the adjoining occupiers, the area generally and contribution of developments to the air quality of the borough in accordance with the requirements of Camden Local Plan policies A1 and CC4.

7 PV panels

Prior to commencement of above ground works, drawings and data sheets showing the location, extent and predicted energy generation of photovoltaic cells energy generation capacity (at least 50kWp) and associated equipment to be installed on the building shall have been submitted to and approved by the Local Planning Authority in writing. The measures shall include the installation of a meter to monitor the energy output from the approved renewable energy systems. A site-specific lifetime maintenance schedule for each system, including safe roof access arrangements, shall be provided. The cells shall be installed in full accordance with the details approved by the Local Planning Authority and permanently retained and maintained thereafter.

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

8 SuDS: Further details

Prior to commencement of development, full details of the sustainable drainage system permeable paving system, rainwater storage within underground attenuation tanks shall be submitted to and approved in writing by the local planning authority. Such a system should be designed to accommodate all storms up to and including a 1:100 year storm with a 40% provision for climate change such that flooding does not occur in any part of a building or in any utility plant susceptible to water, or on any part of the entire development site for up to and including a 1:30 year storm. The details shall demonstrate a site run-off rate of 2.0l/s, and a runoff attenuation volume of not less than 45.54m³ approved by the Local Planning Authority. An up to date drainage statement, SuDS pro-forma, a lifetime maintenance plan and supporting evidence should be provided including:

- The proposed SuDS or drainage measures including storage capacities, location, and area of coverage. Details including the permeable paving material used should also be provided. These should be provided as a description and/or drawings.
- The proposed surface water discharge rates or volumes.
- Maintenance of all SuDS features including the permeable pavement, rainwater storage and its underground attenuation tanks.
- Details the Health and Safety risk relevant to the SuDS design.

Systems shall thereafter be retained and maintained in accordance with the approved details.

Reason: To reduce the rate of surface water run-off from the buildings and limit the impact on the storm-water drainage system in accordance with Policies CC1, CC2 and CC3 of the Camden Local Plan 2017.

9 No additional external fixtures

Notwithstanding the Town and Country Planning (General Permitted Development) Order 2015 or any subsequent or superseding orders, no lights, meter boxes, flues, vents or pipes, and no telecommunications equipment, alarm boxes, television aerials, satellite dishes or rooftop 'mansafe' rails shall be fixed or installed on the external face of the building, without the prior approval in writing of the local planning authority.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policies D1 and D2 of the London Borough of Camden Local Plan 2017.

10 Construction related impacts - Monitoring

Air quality monitoring should be implemented on site. No development shall take place until real time dust monitors appropriate to the dust risk have been installed:

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

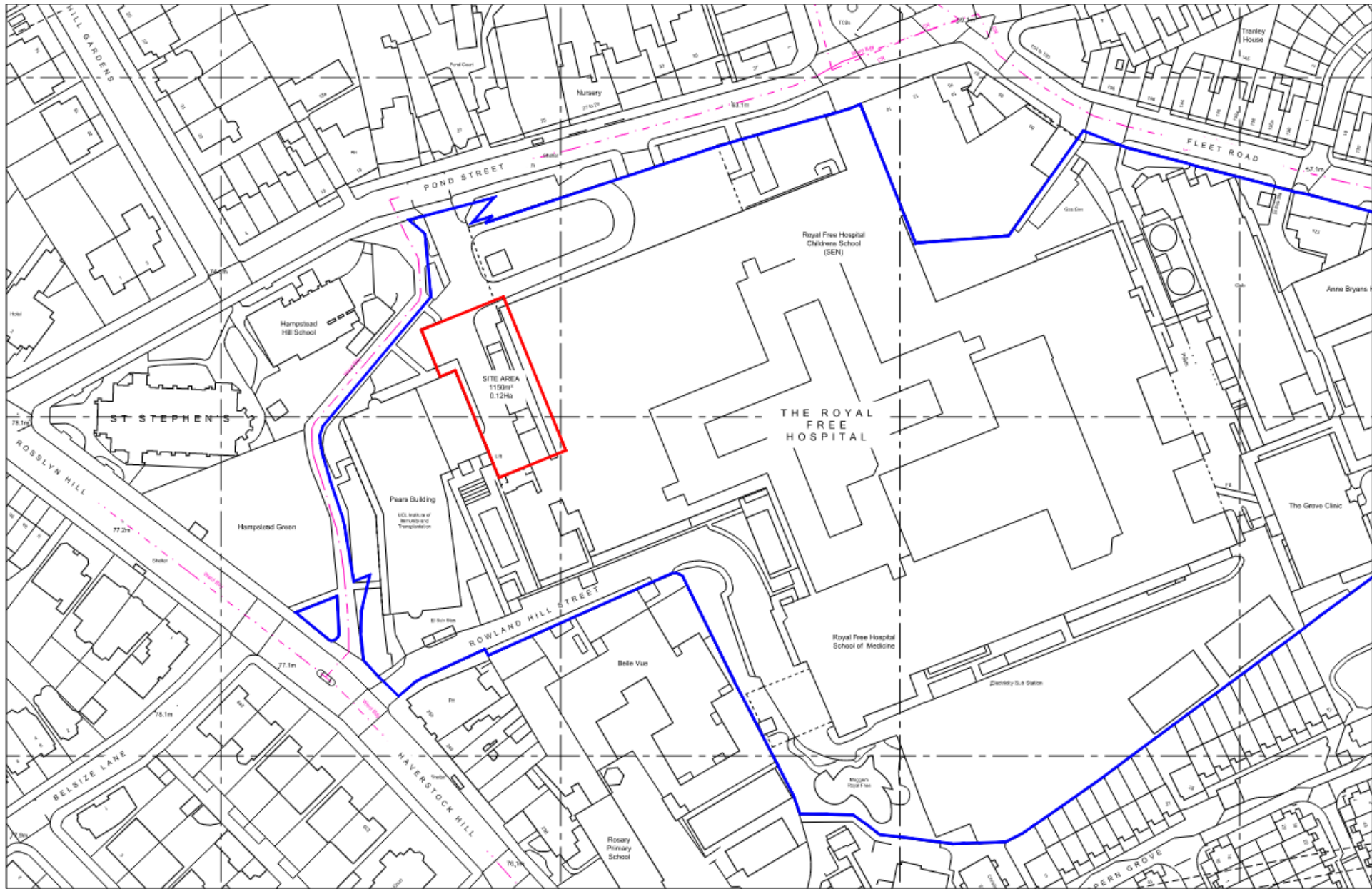
The monitors shall be retained and maintained on site in the locations agreed with the local planning authority for the duration of the development works, monthly summary reports and automatic notification of any exceedances provided in accordance with the details thus approved. Any changes to the monitoring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

Reason: To safeguard the amenity of adjoining premises and the area generally in accordance with the requirements of policies A1 and CC4 of the London Borough of Camden Local Plan Policies.

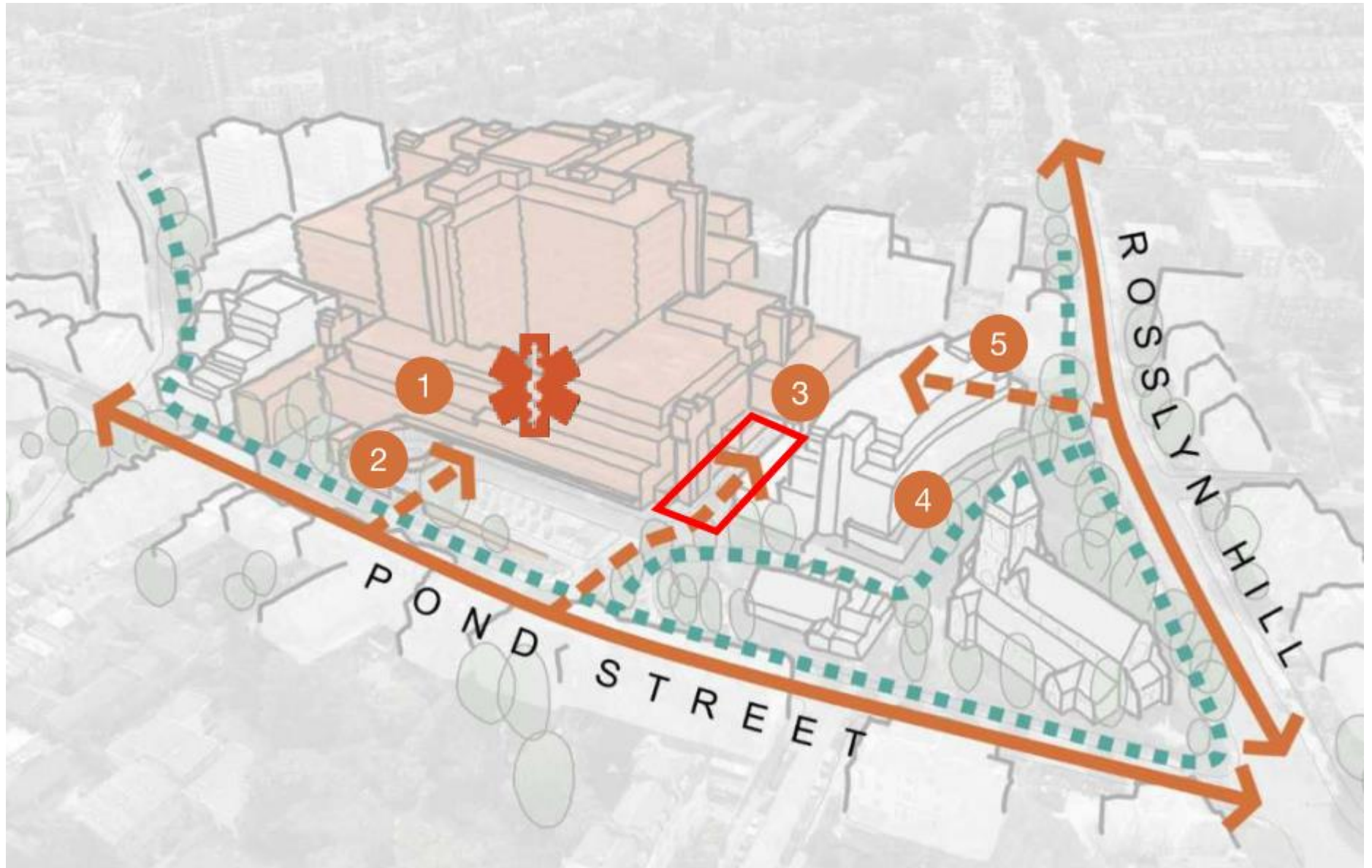
22. INFORMATIVES

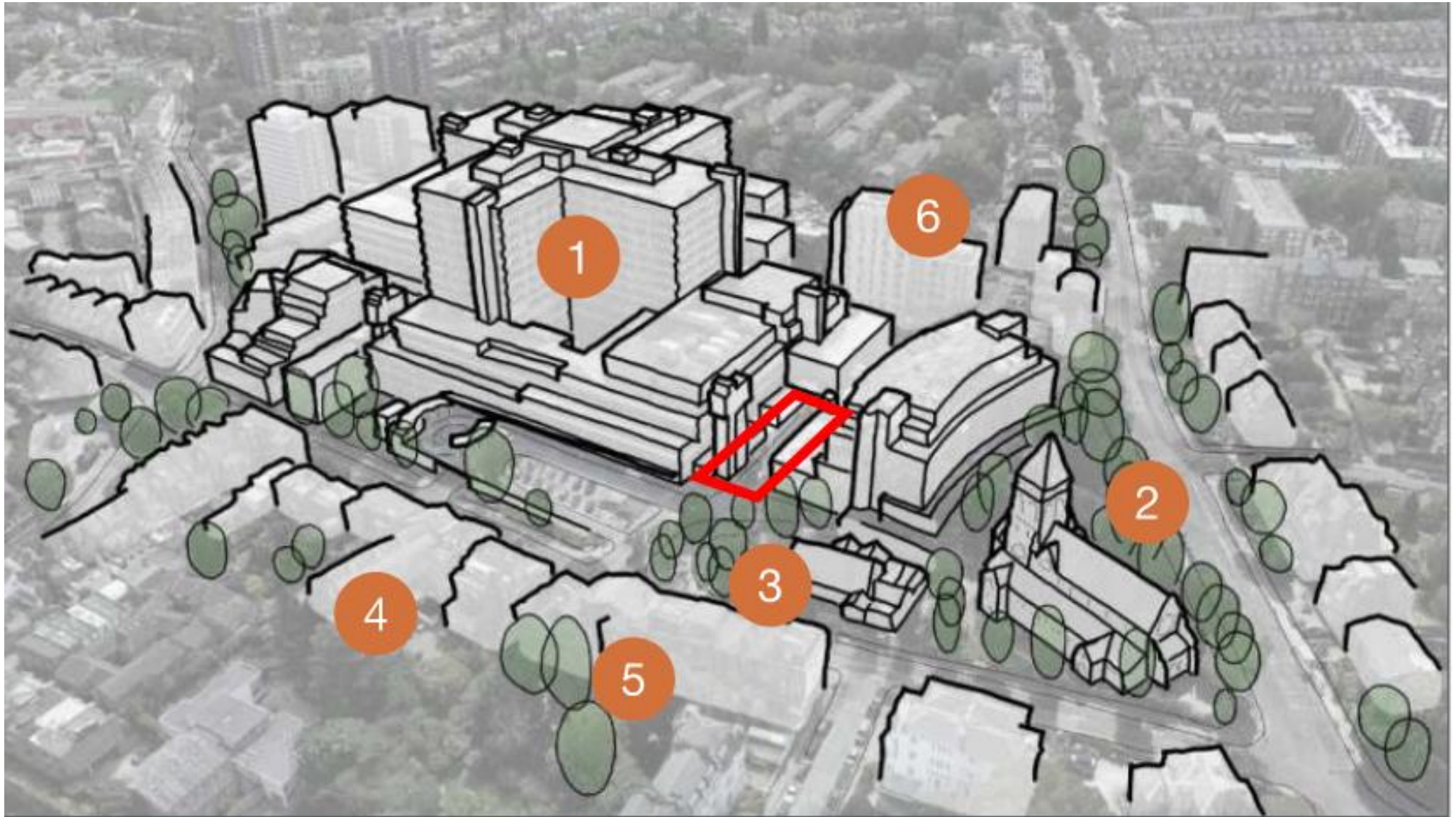
1	<p>This approval does not authorise the use of the public highway. Any requirement to use the public highway, such as for hoardings, temporary road closures and suspension of parking bays, will be subject to approval of relevant licence from the Council's Streetworks Authorisations & Compliance Team, 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>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>
3	<p>This proposal may be liable for the Mayor of London's Community Infrastructure Levy (CIL) and the Camden CIL. Both CILs are collected by Camden Council after a liable scheme has started, and could be subject to surcharges for failure to assume liability or submit a commencement notice PRIOR to commencement. We issue formal CIL liability notices setting out how much you may have to pay once a liable party has been established. CIL payments will be subject to indexation in line with construction costs index. You can visit our planning website at www.camden.gov.uk/cil for more information, including guidance on your liability, charges, how to pay and who to contact for more advice. Camden adopted new CIL rates in October 2020 which can be viewed at the above link.</p>
4	<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>

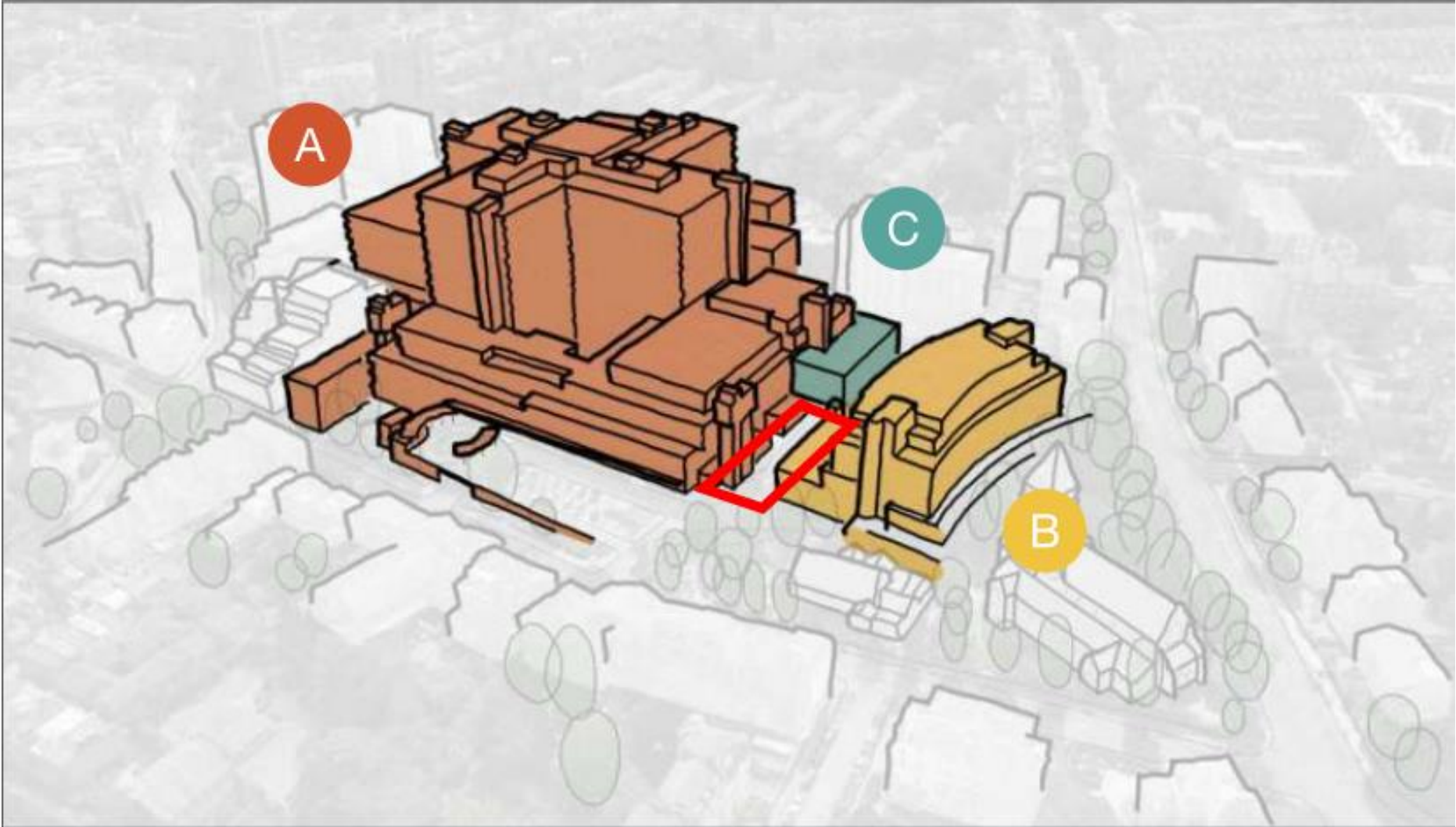
5	<p data-bbox="320 293 730 331">Biodiversity Net Gain (BNG):</p> <p data-bbox="320 367 1390 512">The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 (“1990 Act”) is that planning permission granted in England is subject to the condition (“the biodiversity gain condition”) that development may not begin unless:</p> <ul data-bbox="320 551 1390 696" style="list-style-type: none"><li data-bbox="320 551 1390 622">(a) a Biodiversity Gain Plan has been submitted to the planning authority, and<li data-bbox="320 660 1390 696">(b) the planning authority has approved the plan. <p data-bbox="320 770 1390 842">The local planning authority (LPA) that would approve any Biodiversity Gain Plan (BGP) (if required) is London Borough of Camden.</p> <p data-bbox="320 880 1390 1025">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.</p> <p data-bbox="320 1064 1390 1245">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).</p>

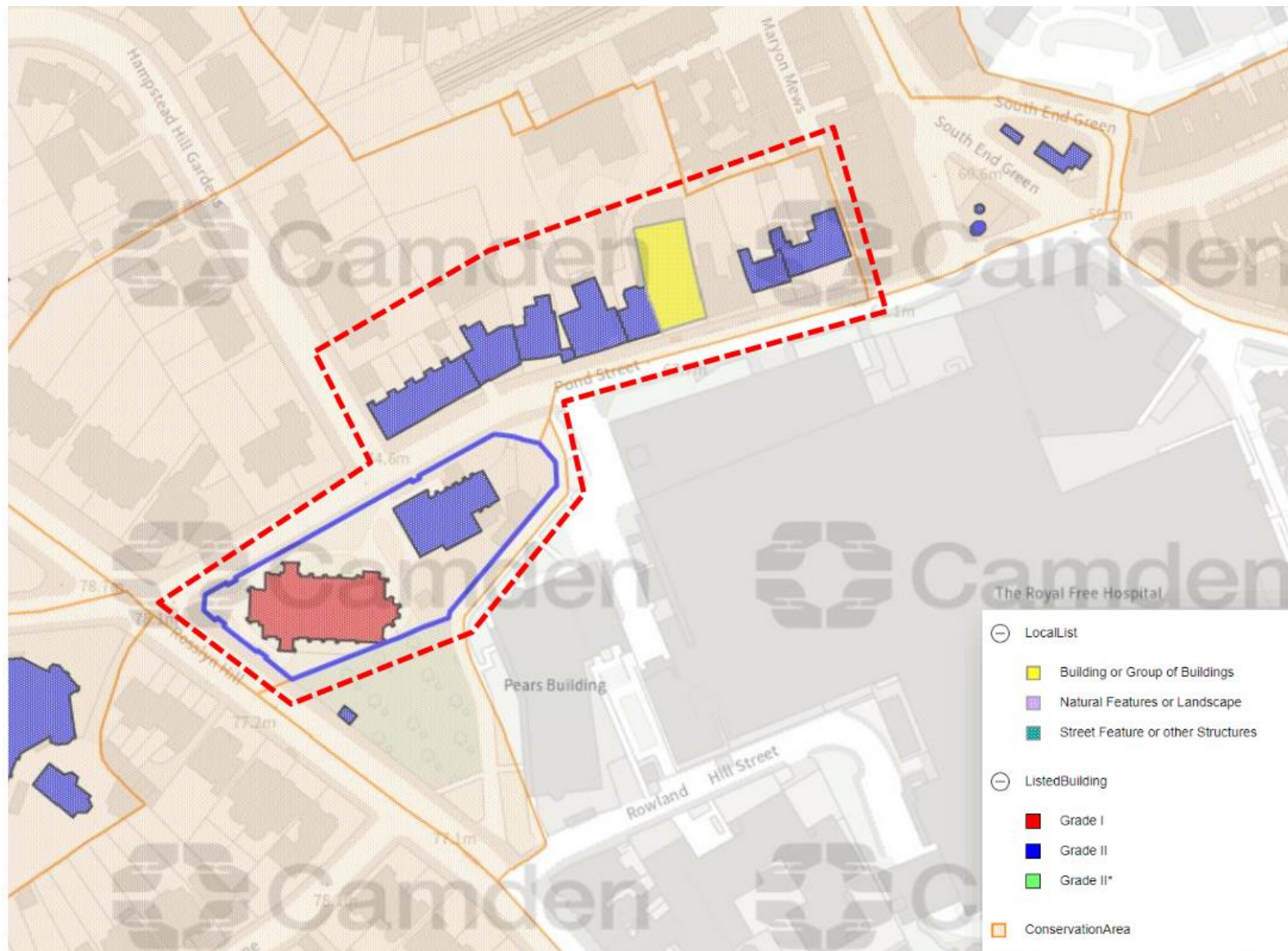


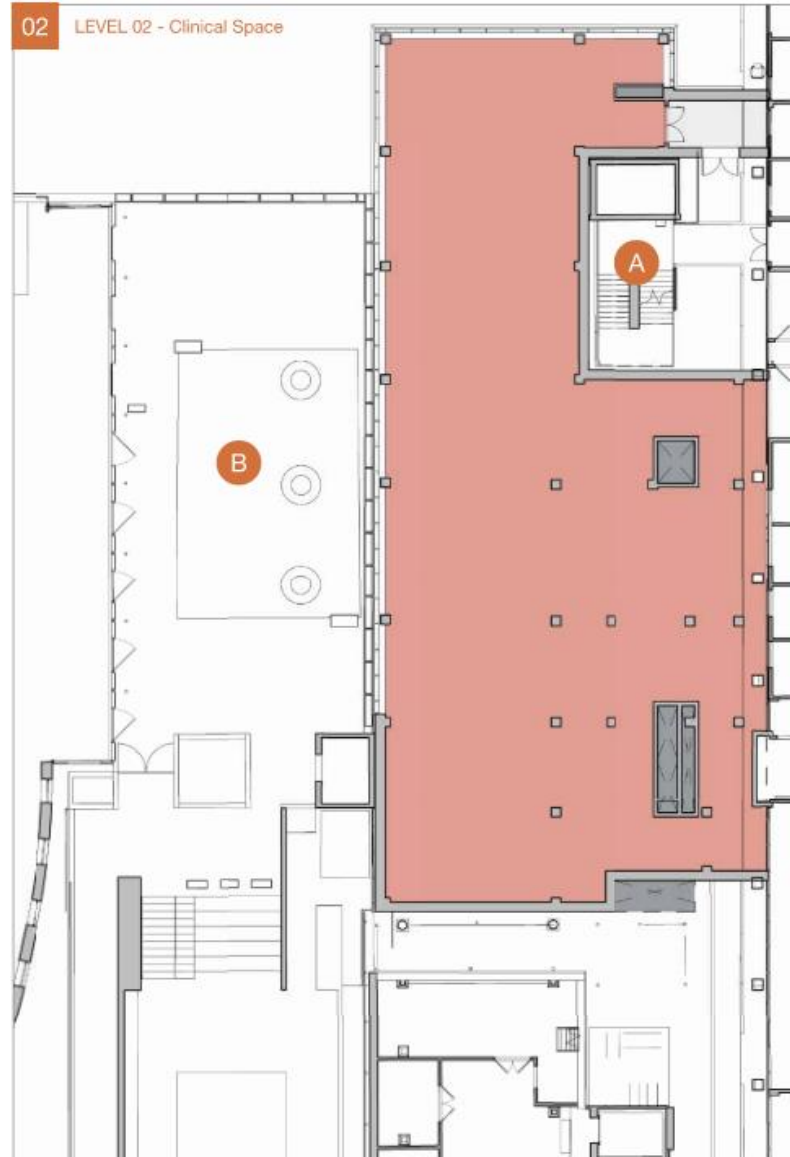


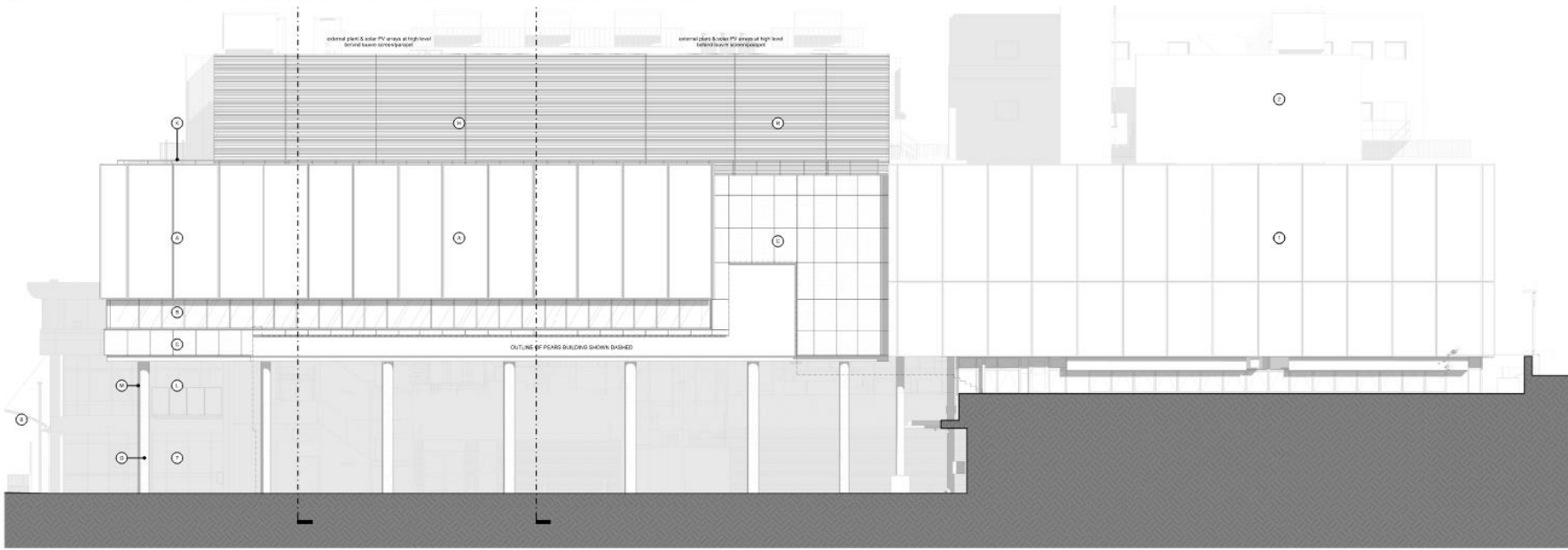
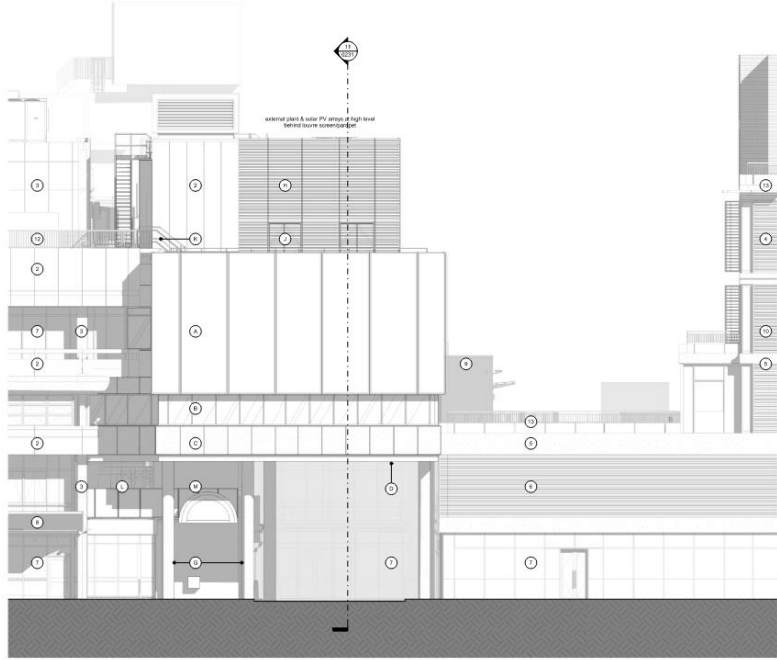






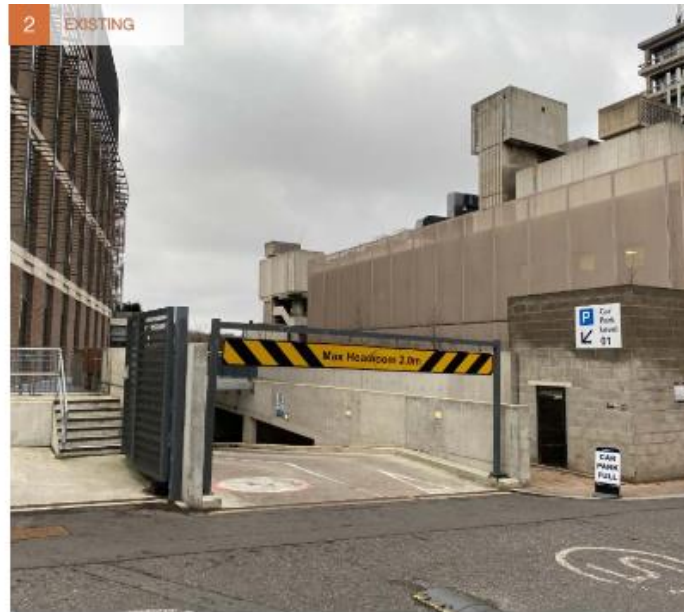








1 EXISTING
Pond Street Entrance - existing



2 EXISTING
Hospital rear access road off Haverstock Hill - existing



1 PROPOSED



2 PROPOSED



computer generated image of front of the hospital showing the proposed extension, looking toward the main building from the Hampstead Green footpath

