

Address:	Selkirk House, 166 High Holborn, 1 Museum Street, 10-12 Museum Street, 35-41 New Oxford Street and 16A-18 West Central Street, London WC1A 1JR		5
Application Numbers:	2024/4662/P	Officer: David Fowler	
Ward:	Holborn & Covent Garden		
Date Received:	24/10/2024		
<p>Proposal: Variation of Condition 2 (Approved Plans) of planning permission reference 2023/2510/P dated 07/03/24, namely: to reflect proposed changes to the ground floor and basement (levels 1 and 2) layout, including a revised servicing strategy and associated alterations to entrances; alterations to core layout at upper floors; and changes to the elevations across the upper floors of 1 Museum Street including changes to the floor levels, additional glazing to the facade, introduction of inset terraces at levels 7, 10 and 15 and openable vent panels and revised BMU layout at roof level.</p>			
<p>Supporting Documents and Drawing Numbers:</p> <p><u>Drawing Nos:</u> 295_P20.003 Revision C, 295_P20.098 Revision C, 295_P20.099 Revision C, 295_P20.100 Revision D, 295_P20.101 Revision F, 295_P20.102 Revision E, 295_P20.103 Revision E, 295_P20.104 Revision E, 295_P20.105 Revision D, 295_P20.106 Revision C, 295_P20.107 Revision C, 295_P20.108 Revision C, 295_P20.109 Revision C, 295_P20.110 Revision C, 295_P20.111 Revision D, 295_P20.112 Revision D, 295_P20.113 Revision D, 295_P20.114 Revision D, 295_P20.115 Revision D, 295_P20.116 Revision D, 295_P20.117 Revision D, 295_P20.118 Revision D, 295_P20.121 Revision C, 295A_P20.130 Revision D, 295A_P20.131 Revision D, 295A_P20.132 Revision C, 295A_P20.133 Revision C, 295A_P20.134 Revision C, 295A_P20.135 Revision C, 295A_P20.136 Revision C, 295A_P20.137 Revision C, 295A_P20.138 Revision C, 295A_P20.139 Revision C, 295A_P20.140 Revision C, 295A_P20.141Revision D, 295A_P20.142 Revision D, 295A_P20.143 Revision D, 295A_P20.144Revision D, 295A_P20.145Revision D, 295A_P20.146 Revision D, 295A_P20.147Revision D, 295A_P20.148Revision D, 295A_P20.151 Revision C, 295_P30.100Revision C, 295_P30.101Revision E, 295_P30.102 Revision C, 295_P30.103Revision 295_P30.104Revision E, 295_P30.105Revision E, 295_P30.106Revision E, 295A_P30.110Revision E, 295A_P30.111Revision E, 295A_P30.112Revision E, 295A_P30.113Revision E, 295_P40.001Revision E, 295_P40.002Revision E, 295A_P40.101Revision E, 295A_P40.102Revision E.</p> <p><u>Supporting documents:</u> Air Quality Note (04 November 2024) by ARUP, S73 Design Statement, October 2024, prepared by DSDHA, Design and Access Addendum February 2025 by DSDHA, Addendum to BIA (18.10.24) by A-squared Studio, Arboricultural Memo (18.10.24) by</p>			

TMA, Fire Statement Addendum (03.10.24) by OFR, Covering Letter (22.10.24) by Gerald Eve, Embodied Carbon Letter of comfort (14.10.24) by Hoare Lea, Transport Assessment Addendum (10.10.24) by ARUP, CIL additional information form, dated 15.10.24, Delivery and Servicing Management Plan, (21.10.24) by ARUP.

RECOMMENDATION SUMMARY: Grant conditional planning permission subject to a Section 106 deed of variation.

Applicant:

Lab Selkirk House Ltd

Agent:

Newmark (formerly Gerald Eve)
One Fitzroy
6 Mortimer
London
W1T 3JJ

ANALYSIS INFORMATION

Land Use Details:			
	Use Class	Use Description	Floorspace (GIA sqm)
Existing		Class C1 - Hotel	9,292
		Sui Generis – Public car park	8,037
		Class E – Commercial, Business and Services	1,126
		Sui Generis - Hot food takeaway	190
		Sui Generis - Nightclub	994
		Class C3 - Residential	1,817
		Class C4 – House in Multiple Occupation (HMO)	97
		EXISTING TOTAL	21,553
Approved		Class E(g) - Offices	22,650
		Class E (excluding Class E(g) – Commercial, businesses and services (ground floor)	1,667
		Class C3 - Residential	3,992
		PROPOSED TOTAL	28,309
Proposed under Section 73 application		Class E(g) - Offices	22,796 (+146)
		Class E (excluding Class E(g) – Commercial, businesses and services (ground floor)	1,553 (-114)
		Class C3 - Residential	3,992 (unchanged)
		PROPOSED TOTAL	28,341 (+32)

OFFICERS' REPORT

Reason for Referral to Committee: Where the Director of Economy, Regeneration and Investment has referred the application for consideration after briefing members [clause 3 (vii)].

EXECUTIVE SUMMARY

The original application was a mixed use development, demolishing a number of buildings across the site (including the Travelodge 'Selkirk House') to provide offices, residential and flexible town centre Class E use at ground floor. In total, the application proposed 24,317sqm of non-residential floorspace comprising 22,650sqm Class E(g)(i) office and 1,667sqm of flexible town centre uses Class E(g)(i); and 3,992sqm of residential floorspace. The proposals featured a floorspace uplift of 6,659sqm in total. The proposed tower building is 19 storeys, and is taller than the existing 17 storey tower by 20m.

The current application is a Section 73 amendment application, proposing some internal and external changes to the approved tower, which includes changes to servicing. The other parts of the original application site would not be affected by the current Section 73 application.

The land use changes involve a small loss of retail floorspace and a minor increase in office floorspace. The driver for these changes is to improve the design, safety and functionality of the proposed scheme. The amendments in terms of land use are minor and do not materially affect the overall land use package. These do not materially alter the approved balance of uses in the tower.

The revised proposals uphold the design principles established in the approved scheme. The latest fire safety requirements have been incorporated and resolved, whilst ensuring that the building continues to provide a positive contribution to the public realm. The introduction of terraces at upper levels is considered a visual enhancement and provides additional landscaping which is an improvement on the approved scheme. Taken together the changes proposed are therefore supported in design terms.

Many of the objections received to this application focused on servicing and refuse. The approved application featured a vehicular lift to the basement, accessed from High Holborn, with a small amount of on-street servicing at Museum Street and Shaftesbury Avenue. The revised proposals feature a turn table at High Holborn instead of the vehicle lift. The revised proposals would not have a significant impact on road safety or traffic congestion in the local area, subject to a robust DSMP being adhered to. The submitted DSMP (including the revised servicing) is a draft document at this stage and will not form part of the approved plan if planning permission is granted. Nevertheless, the proposed servicing must be able to function. Officers consider that the servicing proposed would be able to operate in transport terms. Officers also consider that the revised servicing proposals will not have a material impact on amenity.

The scheme would still deliver substantial land use, employment and economic benefits, including housing and affordable housing and high-quality architecture. The

changes proposed under this application are considered minor material amendments which are acceptable and compliant with planning policy.

1 SITE

- 1.1 The site is situated in the area historically known as St. Giles, which is between Covent Garden, Holborn and Bloomsbury. The site consists of the majority of one urban block and parts of another adjacent urban block, which have West Central Street running between them. Planning permission was granted in March 2024 for demolition and redevelopment of the southern part of the block and part demolition, alterations to, and refurbishment of, the northern part for a mixed use scheme comprising office, residential, and town centre uses including a new office tower.

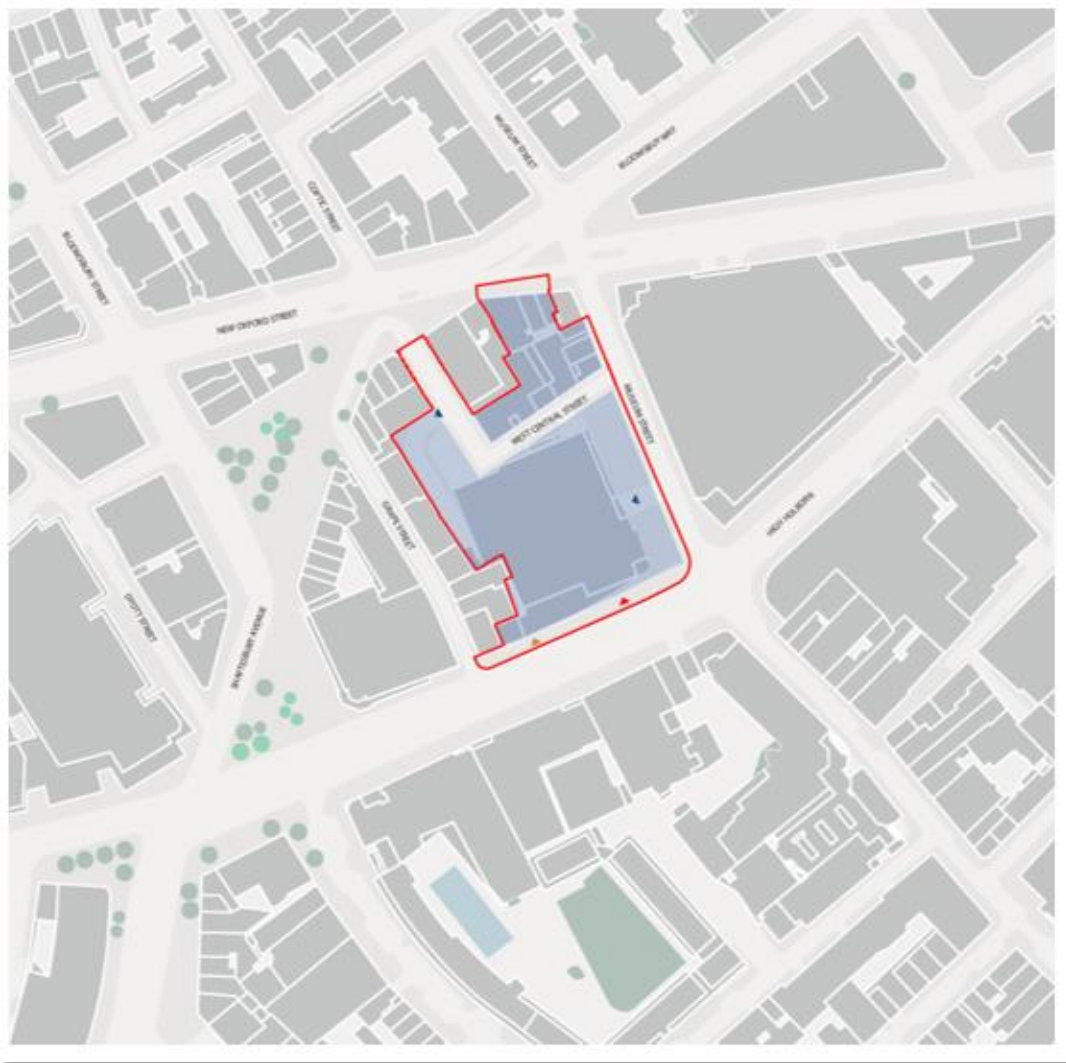


Figure 1 – The site

- 1.2 Within the site there are eight Grade II listed buildings dating from the 1840s (10-12 Museum Street, 11-12; 35 and 37 New Oxford Street, 43 and 45 New Oxford Street, and 16 West Central Street). The buildings in the West central Street block of the application site that are not listed are considered Non-Designated Heritage Assets as they contribute positively both to the character and appearance of the conservation area. These are 39-41 New Oxford Street, 16A, 16B & 18 West Central Street, which also date from the 1840s with the exception of 39-41 (built 1847, rebuilt 1927).

- 1.3 Within the city block (but outside of the site boundary) is The Old Crown, 33 New Oxford Street, which has also recently been listed Grade II. There are a large number of listed buildings within the vicinity of the site. Most significant of these are The British Museum, the Church of St. George, and Bedford Square which all sit to the north of the site; the buildings are listed Grade I, the garden square is listed Grade II* on the Register of Historic Parks and Gardens.
- 1.4 In the wider setting of the application site are several significant buildings, including Somerset House and the Palace of Westminster.
- 1.5 The southern block, 1 Museum Street, is occupied by Selkirk House, which consists of 17 storeys (53.6m above ground, 78.6m AOD) plus two basement levels and a further partial basement level and is vacant at present. Selkirk House was built in the 1960s for office purposes, with an NCP car park on the lower floors. The building was last used as a Travelodge Hotel, with self-contained Class C3 flats at the top on the 14th and 15th floors and the NCP car park (which has come back into use recently), which occupied the basement floors up to the second floor. This block includes an area of redundant hardstanding on the corner of West Central Street. The Selkirk House block is bounded by West Central Street to the north, Museum Street to the east, High Holborn to the south and the rear of properties fronting Grape Street, to the west. Figure 2 below shows the footprint of the proposed tower that has been granted permission to replace Selkirk House and is the subject of the proposed changes that comprise the current application.

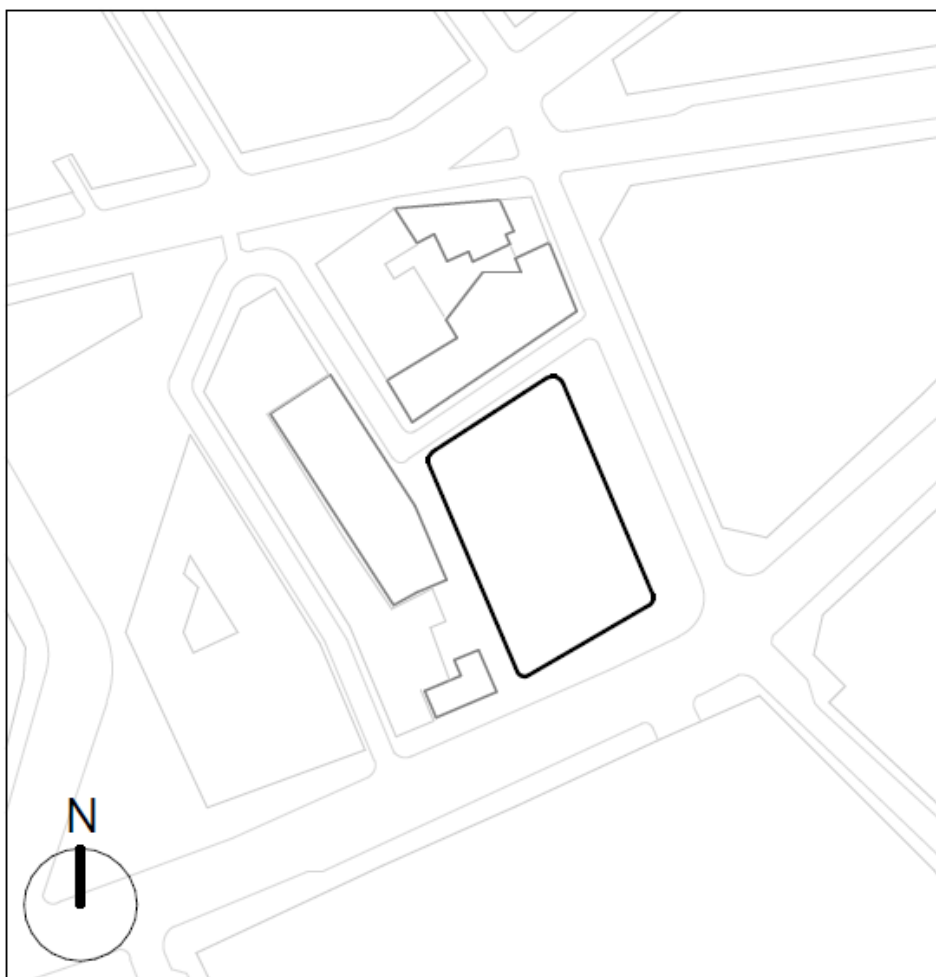


Figure 2. Footprint of proposed office building at 1 Museum Street

- 1.6 This section 73 application does not propose changes to any of the other buildings that were formed part of the original application.
- 1.7 The site is easily accessible by public transport with a Public Transport Accessibility Level (PTAL) rating of 6b (excellent). Holborn (London Underground) and Tottenham Court Road (London Underground and Elizabeth Line) stations are located approximately 350 metres east and 470 metres west of the site (circa 5-10 minute walk). Other London Underground stations are located nearby, including Covent Garden which is located 660 metres to the southwest. In addition, bus stops serving various bus routes are located nearby on Bloomsbury Street, Great Russell Street, Kingsway, and New Oxford Street.

2 THE PROPOSAL

- 2.1 An application was approved in March 2024 (2023/2510/P – see ‘Relevant history’). This included demolition of the existing 17-storey Selkirk House (the hotel, flats and car park) and the erection of a new building which would consist of 19 storeys (99m AOD/73.95m above ground level). This building would accommodate flexible Class E town centre uses (i.e. excluding office use) at ground floor level with 22,650sqm of offices (Class E(g)(i)) at ground floor level and on the upper storeys.
- 2.2 The permitted scheme for the One Museum Street block focused on improving the experience of the urban block from the street and enhancing the public realm around the site. The approved scheme creates an open, publicly accessible, mixed use ground plane with active ground floor frontages, newly shaped public spaces and a new route connecting West Central Street and High Holborn.
- 2.3 Key design principles included introducing a finer grain of units and uses at ground floor to enliven and enhance the character of the streets around the site; increasing the number of entrances at ground floor to improve safety of the streets in and around the site; and enhancing the architectural quality of Selkirk House and the High Holborn corridor.
- 2.4 This application is a Section 73 application to amend the scheme by varying condition 2 (approved drawings). The amendments proposed are only to the proposed tower at 1 Museum Street, and are as follows:
 - Internal changes to the ground, first and basement floors of the approved tower (1MS), mainly rearranging the internal units and entrances;
 - External changes to the ground and first floor of the approved tower, reflecting the internal changes (1 Museum Street – 1MS);
 - Revised servicing strategy, removing the vehicular lift and replacing it with a loading bay with turntable at ground floor, with the service yard operating 16 hours per day from (0600-2200);
 - Relocation of cycle entrance;
 - Revisions to approved floor areas/land uses; and
 - Revisions to the Fire Strategy.



Figure 3 - Different buildings in the proposal, with the tower the subject of this application in light orange

3 RELEVANT HISTORY

3.1 The following planning history is relevant to this site:

2023/2510/P – Selkirk House, 166 High Holborn, 1 Museum Street, 10-12 Museum Street, 35-41 New Oxford Street and 16A-18 West Central Street

“Redevelopment of Selkirk House, 166 High Holborn and 1 Museum Street following the substantial demolition of the existing NCP car park and former Travelodge Hotel to provide a mixed-use scheme, providing office, residential, and town centre uses at ground floor level. Works of part-demolition and refurbishment to 10-12 Museum Street, 35-41 New Oxford Street, and 16A-18 West Central Street to provide further town centre ground floor uses and residential floorspace, including affordable housing provision. Provision of new public realm including a new pedestrian route through the site to link West Central Street with High Holborn. Relocation of cycle hire docking stations on High Holborn.”

Planning permission granted – 07/03/2024.

2023/2653/L – Selkirk House, 166 High Holborn, 1 Museum Street, 10-12 Museum Street, 35-41 New Oxford Street and 16A-18 West Central Street

“Alterations, including part-demolition, to 10-12 Museum Street and 35 and 37 New Oxford Street, to provide flats and townhouses. Demolition of closet wing to 10 Museum Street, infill of door openings. Demolition of modern rear extension to 11-12 Museum Street from ground to third floors, rebuilding of rear wall. Removal of non-original staircase and internal walls to 11-12 Museum Street along with new layouts and thermal upgrades including internal wall insulation, to facilitate new flats. New bridge links to 12 Museum Street from 16a-18 West Central Street. Removal of non-original partition walls to 35 and 37 New Oxford Street, reinstatement of historic room layouts, thermal upgrades. Across listed buildings: New kitchens, bathrooms and sanitaryware; Introduction of slimline double-glazed retrofit vacuum glazing to existing window joinery, limited replacement frames; New internal and external doors; Façade refurbishment works; Conservation and restoration of historic joinery, plasterwork, fireplaces and other features of heritage importance. Courtyard garden linking buildings at first floor level above ground floor shared services, with new and amended openings to listed buildings to provide access. New and restored retail frontages to all buildings.”

Listed building consent granted – 07/03/2024.

3.2 Since the granting of these permissions, the following associated conditions have been discharged:

Number	Condition	Reference	Date
45	Air Quality	2024/4505/P	22/11/2024
29	Archaeological Investigation Programme	2024/4676/P & 2025/0560/P	25/11/24 & 05/03/2025

4 CONSULTATION SUMMARY

GLA – no comments.

4.1 **Historic England** – no response.

4.2 **City of London** – no response.

4.3 **City of Westminster** – no response.

4.4 **London Borough of Lambeth** – no response.

4.5 **London Borough of Southwark** – no response.

Members

4.6 **Councillor Sue Vincent (Labour – Holborn and Covent Garden)**

At planning committee, it was confirmed that servicing details such as are affected by this application would go back to planning committee.

Officer response: The Chair of the planning committee said that the servicing would be dealt with and assessed under the normal procedure (which would be through a Servicing Management Plan to be signed off as a Section 106 planning obligation submission), and therefore outside of the normal remit of the Planning Committee. However, this application went to the Members Briefing Panel and taking account of the views of the Panel it has been decided by the Director that the application should be reported to the Planning Committee for determination.

Local groups and institutions

4.7 **Save Museum Street**

Transport

- When the application was considered by Committee on 16 November 2023 the depute was assured by the committee chair that the servicing arrangements would be fully assessed and issues that were raised by the deputation would be considered and the servicing plan as submitted by the applicant would be reviewed. This revised servicing plan substantially worsens the arrangements for servicing the proposed development.
- The service area has been substantially reduced in that there is no basement dedicated space for storage of refuse or servicing. The idea that a single loading bay at ground floor is sufficient to service the entire development is demonstrably inadequate and it represents a substantial step backwards from the original inadequate proposals.

- The two lifts that were in the draft proposals have been replaced with a turntable arrangement that will have to operate at 100% capacity in order to meet the demands of deliveries and refuse disposal of the whole development and we understand that it will have to operate from 7am until 10pm every day. This is infeasible not least because of the unpredictable journey time reliability in the centre of London. The absolute maximum that might be achieved is 80% usage. To suggest a 100% usage is clearly unrealistic and the suggestion that servicing is to occur up to 10pm every night is unacceptable, but the current revised Servicing Strategy is predicated on this time period.
- The latest proposal has dispensed with the unified collection point for the commercial uses and now suggests that all retail units, including large restaurant and entertainment facilities, are to leave their refuse in plastic bags on the street. This 'solution' to the future servicing of the development is unrealistic for its scale. We cannot believe that it is being suggested that plastic bags are to be left outside all the commercial premises along Vine Lane and this method of disposal has officers' support.
- Unresolved problems around servicing

Officer response: The Chair of the planning committee said that the servicing would be dealt with and assessed under the normal procedure, but did not mention bringing servicing management plan back to the committee. However, this application went to Members Briefing and members decided that the application should be reported to the Planning Committee. There have been further discussions between the local community and the applicant, and between the local community and Council officers and extra conditions are suggested, including that no refuse is left on street. Amendments are also suggested to the Delivery, Servicing and Management Plan. Officers believe the servicing proposals are adequate, with sufficient refuse storage and that the turntable proposal would work. See section on 'Transport and refuse' for further details.

4.8 South Bloomsbury Tenants and Residents' Association

Amenity

- The demolition and building process at One Museum Street will cause residents undue stress and anxiety during the years of construction.
- Amenity issues resulting from poor design of servicing, noise.

Officer response: See sections on 'Amenity' and 'Transport and refuse'. In this case the proposed works of demolition and building works have already been approved and the amendments aren't likely to significantly worsen the impact of construction which we are seeking to manage and minimise impacts of through the CMP. The turntable servicing bay would be located in the same location on High Holborn, with vehicles still driving on to the site here and there would therefore be no worsening in terms of noise and disturbance.

Land use

- The affordable workspace has been reduced from 186sqm to 137sqm which is a reduction of 49sqm. It is suggested that the offer of 30% for the working hours are now offered for free (an extra 10%). But if the space to use is too small to be useful in practice, then the fact it may be "free" is irrelevant.

Officer response: See section on 'Land use'. Inclusive Economy are satisfied with the affordable workspace offer and consider that the size of this would be able to function just as well as the size approved under the original application.

Process

- The delivery and servicing issues should be discussed at committee, not through delegated powers.
- Too many changes to be decided through a Section 73 application.

Officer response: This application went to Members Briefing in line with the scheme of delegation and members advised the Director that the application should be reported to the Planning Committee. It is considered that the extent of changes proposed to the scheme are not so extensive that it warrants a fresh application for planning permission, it is a matter of judgement for the local planning authority as to whether or not amendments can be agreed through S73.

4.9 Covent Garden Community Association (CGCA)

Transport/refuse

- Servicing proposals not feasible, do not allow for efficient delivery of goods.
- A condition should be attached limiting deliveries to no more than 40 a day.
- Vehicles will have to wait on-street when the loading bay is occupied, impact on road network and safety, servicing should be on-site.
- Insufficient loading capacity, delivery strategy is unfeasible.
- The required times for using the loading bay have increased from 07:00-16:00 to 06:00-22:00.
- Refuse bags should not be left out on the highway.

Officer response: Officers consider the servicing proposals are adequate and that there is sufficient capacity. A condition is attached to prohibit refuse being left on the street, in response to residents' concerns. See section on 'Transport and refuse'.

Process

- Substantial changes from the original application.

Officer response: This application went to Members Briefing in line with the scheme of delegation and members advised the Director that the application should be reported to the Planning Committee. It is considered that the extent of changes proposed to the scheme are not so extensive that it warrants a fresh application for planning permission, it is a matter of judgement for the local planning authority as to whether or not amendments can be agreed through S73.

Adjoining occupiers

- 4.10 Nine site notices were displayed around the site from the 20th of November 2024 (expiring on the 14th of December 2024). A press advert was placed on the 28th of November 2024 in the Camden New Journal, which expired on 22nd December 2024.

Representations summary

4.11 15 objections were received from occupants of neighbouring properties, including properties on:

- Grape Street
- Bury Place
- Betterton Street
- Shorts Gardens
- St Giles High Street
- West Central Street
- Stukeley Street
- Montague Street
- Brighton

The following objections were raised:

Transport/refuse

- The submitted Delivery, Servicing and Management Plan states that it “is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party”.
- Proposals pay no regard to traffic, parking, noise, and residents’ amenities.
- Inconvenience to locals, tourists and cyclists, blocked pavements.
- Off-street servicing should be provided, mis-use of public realm.
- Servicing area has been reduced, servicing arrangements poorly thought-out, only desk-based assessment, insufficient, two lifts should have been provided to basement.
- Excessive times for servicing (7am to 10pm).
- Unrealistic expectations for capacity of loading bay/turndable. It must be demonstrated by the applicant that their servicing proposals are workable.
- Traffic and safety concerns.
- Waste storage should be on-site, not on public realm, refuse bags should not be left out on the street, unhygienic.

Officer response: Officers consider that the transport and servicing strategy is safe and workable. The extension of hours of servicing is not likely to result in any material amenity issues or issues with regards road safety and traffic movement. The main refuse store would be located closer to the service yard and would therefore make refuse collections easier. See section on ‘Transport and refuse’ for further details. An additional condition would ensure waste is not left out on the street.

Process

- A new planning application should be submitted.
- The Chair of the planning committee promised full consideration of servicing at a later date.
- Insufficient discussion of servicing at the original committee meeting.
- Inappropriate use of a Section 73 application, amendments are more than ‘minor material’
- Application should go to committee.
- Lack of consultation on revised servicing.

Officer response: The Chair of the planning committee said that the servicing would be dealt with and assessed under the normal procedure, but did not mention bringing servicing management plan back to the committee. This application went to Members Briefing in line with the scheme of delegation and members advised the Director that the application should be reported to the Planning Committee. It is considered that the extent of changes proposed to the scheme are not so extensive that it warrants a fresh application for planning permission, it is a matter of judgement for the local planning authority as to whether or not amendments can be agreed through S73.

Amenity

- Noise and nuisance (from extended/insufficient loading).
- Impact on air quality from traffic congestion caused by inadequate servicing.

Officer response: See section on 'Amenity' The turntable servicing bay would be located in the same location on High Holborn, with vehicles still driving on to the site here and there would therefore be no worsening in terms of noise and disturbance. Planning and Transport officers consider the revised servicing adequate.

5 POLICIES & GUIDANCE

5.1 National Planning Policy Framework 2024

5.2 NPPG

5.3 The London Plan 2021

- GG1 Building strong and inclusive communities
- GG2 Making the best use of land
- GG3 Creating a healthy city
- GG4 Delivering the homes Londoners need
- GG5 Growing a good economy
- GG6 Increasing efficiency and resilience
- SD1 Opportunity Areas
- SD4 The Central Activities Zone
- SD5 Offices, other strategic functions and residential development in the CAZ
- D2 Infrastructure requirements for sustainable densities
- D3 Optimising site capacity through the design led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- D8 Public realm
- D9 Tall buildings
- D11 Safety, security and resilience to emergency
- D12 Fire safety
- D14 Noise
- H1 Increasing housing supply
- H4 Delivering affordable housing
- H5 Threshold approach to applications
- H6 Affordable housing tenure
- H8 Loss of existing housing and estate redevelopment
- H9 Ensuring the best use of stock
- H10 Housing size mix
- S4 Play and informal recreation
- E1 offices
- E2 Providing suitable business space
- E3 Affordable workspace
- E9 retail, market and hot food takeaways
- E10 Visitor infrastructure
- E11 Skills and opportunities for all
- HC1 Heritage conservation and growth
- HC2 World Heritage sites
- HC3 Strategic and local views

- HC4 London views management framework
- G4 Open space
- G5 Urban greening
- G6 Biodiversity and access to nature
- G7 Trees and woodland
- SI1 Improving air quality
- SI2 Minimising greenhouse gas emissions
- SI3 Energy infrastructure
- SI4 Managing heat risk
- SI5 Water infrastructure
- SI6 Digital connectivity infrastructure
- SI7 Reducing waste and supporting the circular economy
- SI12 Flood risk management
- SI13 Sustainable drainage
- T1 Strategic approach to transport
- T2 Healthy Streets
- T3 Transport capacity, connectivity and safeguarding
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T7 Deliveries, servicing and construction
- T9 Funding transport infrastructure through planning
- FF1 Delivery of the plan and planning obligations

5.4 Mayor's Supplementary Planning Guidance

5.5 Camden Local Plan (2017)

- G1 Delivery and location of growth
- H1 Maximising housing supply
- H2 Maximising the supply of housing from mixed use schemes
- H3 Protecting existing homes
- H4 Maximising the supply of affordable housing
- H6 Housing choice and mix
- H7 Large and small homes
- H10 Housing with shared facilities
- C5 Safety and security
- C6 Access for all
- E1 Economic development
- E2 Employment premises and sites
- E3 Tourism
- A1 Managing the impact of development
- A2 Open space
- A3 Biodiversity
- A4 Noise and vibration
- A5 Basements

- D1 Design
- D2 Heritage
- CC1 Climate change mitigation
- CC2 Adapting to climate change
- CC3 Water and flooding
- CC4 Air quality
- CC5 Waste
- TC1 Quantity and location of retail development
- TC2 Camden's centres and other shopping areas
- TC4 Town centre uses
- TC5 Small and independent shops
- T1 Prioritising walking, cycling and car-free development
- T2 Parking and car-free development
- T3 Transport infrastructure
- T4 Sustainable movement of goods and materials
- DM1 Delivery and monitoring

5.6 Supplementary Planning Policies

Camden Planning Guidance

Access for all

Air quality

Amenity

Basements

Biodiversity

Design

Employment sites and business premises

Energy efficiency and adaptation

Housing

Planning for health and wellbeing

Public open space

Transport

Trees

Water and flooding

5.7 Holborn Vision and Urban Strategy (2025)

5.8 Draft new 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).

5.9 Bloomsbury Conservation Area Appraisal and Management Strategy (2011)

5.10 Seven Dials Conservation Area Statement (1998)

5.11 Camden Planning Statement on the Intermediate Housing Strategy and First Homes (March 2022)

ASSESSMENT

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

7	Land use <ul style="list-style-type: none">- Introduction- Loss of retail use- Increase in office use- Affordable workspace- Housing payment-in-lieu
8	Urban design <ul style="list-style-type: none">- Policy review- Ground floor- Servicing strategy (design)- Basement layout- Façade design- Conclusion
9	Amenity of neighbouring properties
10	Transport and refuse <ul style="list-style-type: none">- Policy review- Deliveries and servicing- Conclusion
11	Fire safety
12	Conclusion
13	Recommendations
14	Legal comments
15	Conditions
16	Informatives

7 LAND USE

7.1 The principal land use considerations are:

- Introduction
- Loss of retail use
- Increase in office use
- Affordable workspace
- Housing payment-in-lieu

Introduction

7.2 Under the proposed amendments, there would be an increase of 146sqm of Class E office use and a loss of 114sqm Class E retail and flexible use. There would be an increase of 32sqm (GIA) overall due to changes to the façade thickness and building core layout optimisation, but with no increase in bulk or massing.

	Use Class	Use Description	Floorspace (GIA sqm)
Existing		Class C1 - Hotel	9,292
		Sui Generis – Public car park	8,037
		Class E – Commercial, Business and Services	1,126
		Sui Generis - Hot food takeaway	190
		Sui Generis - Nightclub	994
		Class C3 - Residential	1,817
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		Class C3 - Residential	3,992
		PROPOSED TOTAL	28,309
Proposed under Section 73 application		Class E(g) - Offices	22,796 (+146)
		Class E (excluding Class E(g) – Commercial, businesses and services (ground floor)	1,553 (-114)
		Class C3 - Residential	3,992 (unchanged)
		PROPOSED TOTAL	28,341 (+32)

Figure 4 – existing, approved and proposed land use (sqm GIA)

Loss of retail use

- 7.3 Camden Local Plan policy TC1 encourages shopping and related uses in Camden's designated growth areas, such as the Tottenham Court Road growth area.
- 7.4 The approved scheme would deliver a substantial increase of retail/flexible uses at ground floor level, from 502sqm to 1,667sqm. Under the proposed amendments application, this would be reduced by 114sqm to 1,553sqm. There would still be a substantial increase of retail floor area and the ground floor would still be well-activated, so this change is considered by officers to be acceptable.

Increase in office use

- 7.5 Camden Local Plan policy E1 seeks to secure a successful and inclusive economy and encourages economic growth. Policy E2 encourages the provision of employment premises and sites. London Plan policy SD4 supports the enhancement and intensification of offices, to meet demand for a range of types and sizes of occupier and rental values, especially in the CAZ. The supporting text of policy G1 (Delivery and location of growth) seeks a balanced mix of uses, including housing and affordable housing, significant provision of offices and other employment opportunities in the Tottenham Court Road growth area.
- 7.6 There would be a moderate increase of 146sqm in office use from 22,650sqm to 22,796sqm. This increase in employment floorspace is welcomed and aligns with policy aspirations.

Affordable workspace

- 7.7 Policies E2 and E3 are relevant with regards affordable workspace. It does not set out the amount of affordable workspace that is required or the terms on which it should be secured, it recognises that what is secured will vary according to a number of factors. Camden Planning Guidance Employment sites and Business Premises (2021) also acknowledges that it should be considered on a case-by-case basis through discussions with the Inclusive Economy team.
- 7.8 The approved application included 649sqm of affordable retail at 50% discount on market rent for 25 years and 186sqm of flexible use ancillary workspace. This flexible workspace formed part of the overall amenity workspace offer to One Museum Street occupiers, but this space was also to serve 'wider Camden small business, social enterprise and charitable sector' by being made available free of charge, which was secured on a bookable basis for 20% of the time during core building hours (8am-6pm) and additionally at evenings and weekends. The space was designed to be flexible to enable a range of uses such as meetings, training, product launches, presentations, networking events, workshops, large gatherings, the uses all being within planning Use Class E.
- 7.9 A minor increase of 20sqm of affordable retail space is proposed. With regards the flexible workspace, this would be reduced from 186sqm to 137sqm, but the free usage time would be increased by 50% (from 20% of the bookable time to 30%) (see Figure 5 below). The separate spaces would allow more flexibility with regards usage and would allow more than one user at a time.
- 7.10 The Council's Inclusive Economy Team were consulted and are of the view that the increased proportion of free usage aligns with the identified needs for supporting young people from the widest sector of Camden's community in enabling their start-

up business initiatives to grow. Therefore despite the relatively minor reduction in floorspace the proposed change in the affordable offer, is considered to be slightly better than the approved offer. Given the above, the amendments to affordable workspace are acceptable.

Housing payment-in-lieu

7.11 The amount of housing payment in lieu required is not affected by this application as the uplift in floorspace is so minimal that it does not affect calculations.

8 CONSERVATION AND HERITAGE

- 8.1 The site of the proposed tower is not within a conservation area. Within the site there are eight Grade II listed buildings dating from the 1840s (10-12 Museum Street, 11-12; 35 and 37 New Oxford Street, 43 and 45 New Oxford Street, and 16 West Central Street). The buildings in the West central Street block of the application site that are not listed are considered Non-Designated Heritage Assets as they contribute positively both to the character and appearance of the conservation area. These are 39-41 New Oxford Street, 16A, 16B & 18 West Central Street, which also date from the 1840s with the exception of 39-41 (built 1847, rebuilt 1927).
- 8.2 There is no increase in bulk or massing proposed under the Section 73 application. The changes to the design of the proposed tower are minor and at the lower floor levels. There would be no material difference in terms of impact on conservation and heritage, compared with the original application.

9 URBAN DESIGN

- 9.1 The urban design considerations are follows:
- Policy review
 - Ground floor
 - Servicing strategy (design)
 - Basement layout
 - Façade design
 - Conclusion

Policy review

- 9.2 Camden Local Plan policies D1, D2 and CPG (Design) and NP policy 2 (Design and character) are relevant to the consideration of design when assessing planning applications. The CLP identifies the Tottenham Court Road Growth Area as one of the Growth Areas of Camden where most significant growth is expected to be concentrated. LP Policies D3, D4, D5, D8, and D9 are also relevant.

Ground floor



Figure 5 – approved and proposed ground floor (green – office lobby, orange – retail, pink – affordable event space)

- 9.3 The approved scheme distributed different uses across the ground floor of the building in order to make the ground floor engaging and characterful. Further design development has resulted in some changes to the ground floor layout in these proposals to accommodate core requirements, fire escape routes and changes to the servicing strategy. The flexible ancillary workspace use has been relocated to the west side of the building and is divided into two spaces and the northern retail unit has been moved to the north-eastern corner on Museum Street. Office entrance locations have been positioned further north to align with the revised plan arrangement. The office cycle entrance has been relocated centrally along the Museum Street colonnade providing direct access to basement cycle parking. Both fire escape routes from the upper floors are repositioned to exit onto Vine Lane. The South-West retail unit entrance has shifted one bay south along Vine Lane closer to High Holborn, which will improve visibility of this unit in views from the west on High Holborn drawing visitors into Vine Lane and adding presence to its function as a through-route.
- 9.4 Commercial units continue to be located at building corners to provide a positive contribution to the public realm. Overall, the proposals achieve a significant degree of active frontage as established in the approved scheme, and the proposed alterations are therefore considered to be acceptable.
- 9.5 The relocation of ground floor entrances has resulted in some changes to ground floor facades. The overall treatment and architectural language however remains as previously approved: to the east an open colonnade treatment that engages with Museum Street public realm, and on the western facade an active retail frontage. This provides a sense of generosity and connectivity to the street and responds to the human scale, in line with Tall Building policies (D9, London Plan).

Servicing strategy (design)

- 9.6 The main servicing provision remains on High Holborn. The vehicular lift to the basement is proposed to be replaced by a loading bay at grade with turntable. This has been located more centrally within the High Holborn façade providing more generous retail spaces either side on the southern corners of the building facing High Holborn, which is a positive change to this elevation.

Basement layout

- 9.7 The loading bay and vehicular lift have been removed at both basement levels - as part of the development of a more efficient servicing strategy for the building. Minor adjustments to the long stay cycle parking and shower facilities are compliant with London Plan requirements and present no design concerns.

Façade design

- 9.8 There are some other minor changes proposed to the building's façades, which do not undermine the architectural quality or intent of the approved scheme.



Figure 6 – Consented High Holborn view and proposed High Holborn view

- 9.9 Inset terraces are proposed at levels 7, 10 and 15. The provision of additional amenity space for the building users is supported and will add interest to the building façade.
- 9.10 The building crown has been adjusted to accommodate changes to floor levels, whilst not increasing the overall height of the building. There is an increased height of solid plant screen (+1.5m), expressed as a solid metal panel 'shadow gap' at the top of the crown. This elongated expression of the building crown builds in depth and results in a confident definition to terminating the building.
- 9.11 On the western elevation there are minor changes as a result of the revised core layout. The core length has been reduced by 4m overall and a revised structural system has increased the number of opaque panels to the upper floors to conceal the core. However, the proportion of blanked panels across the west upper elevation has only increased from 9.2% to 9.5%. Façade changes also include improvements to the façade appearance including replacing vent panels to openable windows, which also improve building performance.

Approved

Proposed

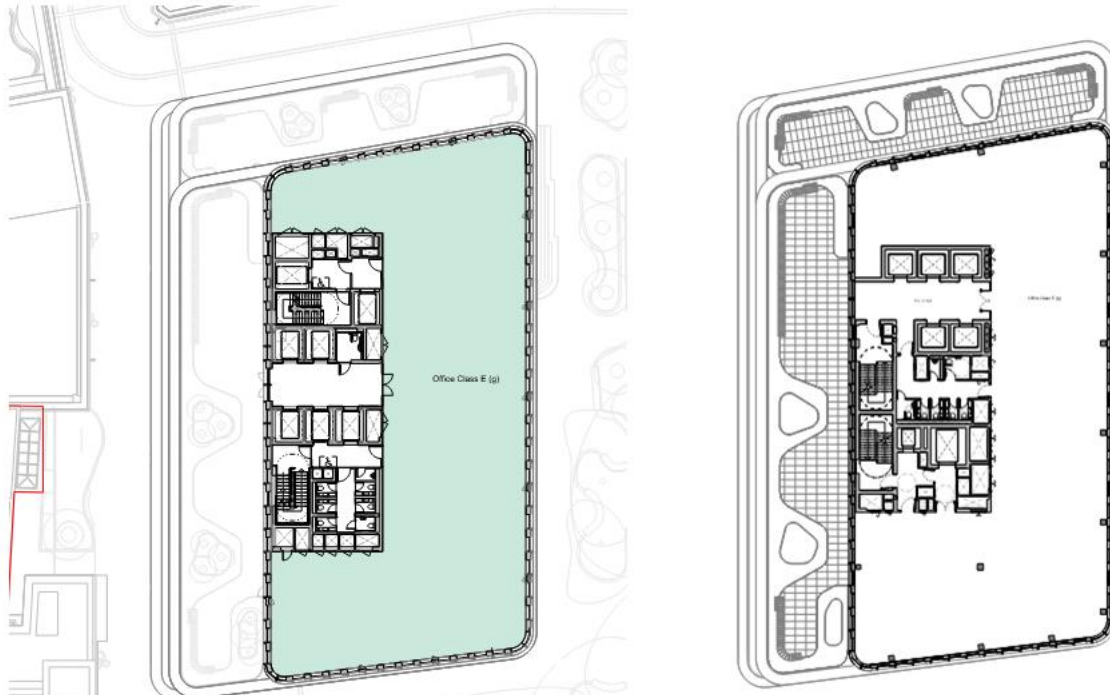


Figure 7 – Approved and proposed core length

9.12 The northern façade sees an increased glazing ratio to improve daylighting to the office floors. The approved scheme has a glazing ratio of circa 46% on the northern facade, while the proposed Section 73 scheme has a glazing ratio of circa 51% (a 5% increase). This is a minor increase and does not undermine the overall architecture.

Conclusion

9.13 The revised proposals uphold the design principles established in the approved scheme. The latest fire safety requirements have necessitated more lifts, more fire escapes and increased separation between the lifts and the lobby. These changes have been incorporated and resolved, whilst ensuring that the building continues to provide a positive contribution to the public realm. The introduction of terraces at upper levels is considered a visual enhancement and provides additional landscaping which is an improvement on the approved scheme. Taken together the changes proposed are therefore supported in design terms.

10 AMENITY OF NEIGHBOURING PROPERTIES

10.1 Camden Local Plan policies A1, A4 and A5 are relevant with regards to the impact on the amenity of residential properties in the area.

10.2 The closest residential properties are located to the north-west of the site on West Central Street, on New Oxford Street to the north, on Grape Street to the west and above the White Hart Pub on Drury Lane to the south-east. There is also student accommodation to the south on High Holborn.

- 10.3 There are no material increases in bulk and massing and therefore there would be no material difference in terms of impact on daylight, sunlight or outlook. There are no significant changes in terms of fenestration and therefore no material difference in terms of overlooking. The new inset terraces are sufficiently far from residential properties (well over 18m) and will be serving offices. Therefore, there would be no material loss of privacy from these.
- 10.4 The hours of use of the loading bay on High Holborn would be extended under this application from 07:00-16:00 to 06:00-22:00. Given the location of the servicing bay on High Holborn – a busy road, with no residential very close, this would not result in noise and disturbance to residents. The vehicles would pull off the road and into the loading bay. Furthermore, the servicing would continue to be on-site here and would not generate noise and disturbance. There would be no residential use in the building and this part of High Holborn is predominantly commercial.
- 10.5 The proposed changes would not lead to significant changes in terms of noise and disturbance, when compared to the approved scheme.

11 TRANSPORT AND REFUSE

11.1 The following transport considerations are covered below:

- Policy review
- Deliveries and servicing
- Conclusion

Policy review

- 11.2 Policy T1 of the Local Plan promotes sustainable transport by prioritising walking, cycling and public transport in the borough. Policy T2 seeks to limit the availability of car parking and requires all new developments in the borough to be car-free.
- 11.3 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.
- 11.4 Camden's Transport Strategy (CTS) aims to transform transport and mobility in Camden, enabling and encouraging people to travel, and goods to be transported, healthily and sustainably. The CTS sets the Council's objectives, policies, and measures for achieving this goal.
- 11.5 The site is located on the strategic road network and strategic cycle route network. Traffic congestion is a significant problem in this part of the borough, particularly during peak periods but often throughout the day on Monday to Friday.
- 11.6 Deliveries, refuse collections, and other servicing activities for the various buildings at the site currently takes place from an informal loading bay on Museum Street. Loading and unloading is not permitted on High Holborn.

Deliveries and servicing

11.7 The servicing strategy for the consented scheme (2023/2510/P) was centred around an on-site service yard at basement level which would be accessed via two vehicle lifts located adjacent to High Holborn. The majority of servicing activities would have taken place from this location with additional on-street options available from the existing loading bays on Museum Street and Shaftesbury Avenue, and from the kerbside on West Central Street. General servicing activities from the kerbside on High Holborn would not be permitted.



Figure 8 – Loading bays

11.8 The revised proposals subject to this Section 73 application include the relocation of the service yard to ground floor level. This has the benefit of easier and more efficient access from street level and vehicle lifts would no longer be required. The revised design includes a loading bay turntable that can accommodate one vehicle up to 8m in length, accessed from High Holborn. This will allow vehicles to enter and exit the service yard in a forward gear without the need for any reversing movements on the public highway adjacent to the site.

11.9 The proposals also include the relocation of the goods lift and the refuse store to be closer to the loading bay area. This would make refuse collections and the transfer of goods within the property easier and more efficient.

11.10 A revised draft Delivery, Servicing and Management Plan (DSMP) was submitted with the Section 73 application. Much of the detail remains unchanged from the consented scheme. The draft DSMP sets out how deliveries, refuse collections, and other servicing activities will be managed to mitigate the impacts of such activity on local residents, businesses, and road users. Under this application, the revised servicing approach is being applied for. A final version of the DSMP would be

secured via section 106 (as with the original application) and the full details would be agreed at a later date.

- 11.11 The majority of the servicing trips to the site will be made by 6 metre-long transit vans, with the remainder of the deliveries to be made by 8 metre long and 10-metre-long vehicles. There will also be cycle courier deliveries throughout the day. Table 2 in the DSMP, reproduced below, shows the likely service vehicle type including typical turnaround times. Officers expect average turnaround times to be between 12 and 15 minutes for most deliveries.





Vehicle Type	Vehicle	Characteristics	Turnaround Time (minutes)
LGV – Light Goods Vehicle		3.5 Tonne, vehicle length 6m	15
MGV – Medium Goods Vehicle		7.5 Tonne, vehicle length 8m	20
HGV – Heavy Goods Vehicle		17 Tonne, vehicle length 10m	30
Refuse Collection Vehicle		Vehicle length up to 10m	15-20

Figure 9 – Likely vehicle servicing type

- 11.12 Table 3 in the DSMP, represented below in Figure 10, shows the anticipated number of delivery and servicing trips for the development. This shows a total of 70 daily deliveries across the whole site with a peak of seven deliveries per hour. Officers are of the view that the number of daily deliveries to the service yard could be reduced significantly through the adoption of consolidated deliveries in accordance with Transport for London guidance. This would also help to reduce traffic congestion and improve air quality in the local area. Officers therefore consider that the proposed strategy is workable.

Building	Use Class	GIA (m ²)	Average Daily Trip Rate per 100 m ² GIA	Number of Daily Deliveries	Peak Hour
Museum Street	Office E(g)i	22,796	0.18	42	4
	Retail (Non-Food)	259.5	0.52	2	
	Retail (Food)	259.5	1.80	5	
	Subtotal	23,315	-	49	
Vine Lane	Market residential (C3)	1,579	0.07	2	1
	Retail (Non-Food)	160	0.52	1	
	Retail (Food)	160	1.80	3	
	Subtotal	1,899	-	6	
High Holborn	Retail (Non-Food)	12	0.52	1	1
	Retail (Food)	12	1.8	1	
	Residential (Private)	426	0.07	1	
	Subtotal	450	-	3	
West Central Street	Retail (Non-Food)	346	0.52	2	1
	Retail (Food)	346	1.8	8	
	Residential (Market, LCR, Intermediate)	1,987	0.07	2	
	Subtotal	2,679	-	12	
Total		28,343		70	7

Figure 10 – Anticipated number of delivery and servicing trips for the development

- 11.13 Deliveries to the Museum Street office and retail units will be managed through the internal ground floor loading bay area. The service yard would operate 16 hours per day from (0600-2200) each day and would generate 49 of the 70 daily deliveries. The service yard will have shutters or barriers that can be closed to minimise any noise disruption. Any other necessary measures for managing noise from both the internal and external servicing areas can be implemented, in line with the TfL Code of Practice for Quieter Deliveries.
- 11.14 Meanwhile, the on-street loading bays will be used primarily for residential and retail deliveries to the High Holborn, Vine Lane and West Central Street blocks. The DSMP anticipates 21 of the 70 daily deliveries being accommodated from these locations, 15 from the Museum Street loading bay and 6 from the Shaftesbury Avenue loading bay. Officers acknowledge that the Museum Street loading bay is used by the occupiers of the building on the opposite side of the street. However, it is not dedicated solely for their use and is available to other nearby properties. This also applies to the Shaftesbury Avenue loading bay.

- 11.15 The Council commissioned a utilisation survey relating to the Shaftesbury Avenue loading bay with a view to converting part of the loading bay to an E-Scooter & Cycle Hire parking bay. The results of this survey indicate that the loading bay is intensively used for deliveries and servicing activity throughout a typical weekday. However, it also indicates some spare capacity. Officers have decided not to proceed with the proposal to convert part of the loading bay to an E-Scooter & Cycle Hire parking bay. However, Officers feel that the survey results help to confirm the Shaftesbury Avenue loading bay being a suitable location for deliveries relating to the New Oxford Street block, as per the existing situation.
- 11.16 The DSMP explains that the facilities management team will be responsible for managing the service yard, including bookings, vehicle arrivals and departures, transfer of goods through the building to their destination, transfer of refuse containers from the refuse store to collection vehicles, and reducing or consolidating the number of suppliers by identifying opportunities to share the same supplier base among the different tenants of the development. A robust booking system as proposed and delivery consolidation will be essential to ensure the service yard operates efficiently.
- 11.17 The DSMP explains that an on-site operative will assist drivers entering and exiting the service yard. This is common practice and will help to ensure the safety of other road users, particularly pedestrians, wheelchair users, and cyclists. Once a vehicle has been turned and parked in the loading bay, the driver will offload the goods and operatives will transfer the goods to the end destination using the goods lift. The driver will then return to their vehicle and egress the site. The DSMP includes a swept path diagram indicating that 8m long van would be able to enter and exit the site efficiently and safely in a forward gear. Longer vehicles would use the on-street loading bays.
- 11.18 The waste storage and servicing strategy is consistent with that for the consented scheme. However, one key difference is that the main refuse store would be located closer to the service yard and would therefore make refuse collections easier.
- 11.19 The DSMP (the final document of which will need to be submitted at a later date) will be a 'live document' and makes provisions, unchanged from the consented proposals, for regular monitoring and updating. The draft plan sets out that the developer's facilities management team will be responsible for keeping a record of servicing activity, monitoring the effectiveness of the scheduling strategy, and making amendments to the plan where necessary. The facilities management team (on behalf of the building owner) will conduct the first review within 12 months after occupation and reviews will be conducted as necessary thereafter on an annual basis. Any amendments that the building owner may wish to make to the DSMP will need to be submitted to the Council for approval and no amendments will come into force until formal sign off has been given by the Council's Planning Obligations Team.
- 11.20 Following discussions with local residents and the applicant, the draft DSMP under the section 73 application would be split into subsections for each block, given that the blocks may be sold off to separate owners in the future. This would be covered by an amendment to the Section 106 with the deed of variation.

- 11.21 A condition has been added requiring details of the doors of the loading bay.
- 11.22 A condition has been added ensuring that no refuse bags are left on street. Waste collection would need to happen directly from the unit.

Conclusion

- 11.23 The revised proposals are unlikely to have a significant impact on road safety or traffic congestion in the local area, subject to a robust DSMP being adhered to. The submitted DSMP is a draft document at this stage and will not form part of the approved plan if planning permission is granted. Rather, a more detailed plan will be secured via a Section 106 Legal Agreement for approval prior to the first occupation of the site.

12 FIRE SAFETY

- 12.1 Policy D12 of the London Plan also requires the application to be accompanied by a fire statement, prepared by a suitably qualified third-party assessor. London Plan Policy D5 seeks to ensure that developments incorporate safe and dignified emergency evacuation for all building users.
- 12.2 The section 73 application includes changes to fire escapes and increasing separation between lift and lobbies. An addendum to the approved Fire Strategy has been submitted as part of the application, which demonstrates the ability to comply with updated Building Regulations. This statement has been prepared and approved by a suitably qualified consultant and addresses the requirements of London Plan policy D12(B). The revisions in terms of fire safety are minor and would improve upon fire safety in terms of access and escape.

13 BIODIVERSITY NET GAIN

- 13.1 The original application was submitted before the 12th of February 2024 and therefore Biodiversity Net Gain (BNG) is not applicable.

14 CONCLUSION

- 14.1 The proposed loss of retail is relatively minor and there would still be a substantial increase in retail floorspace from the existing situation. The proposed tower would continue to have active frontages on every side.
- 14.2 The revised proposals uphold the design principles established in the approved scheme. The latest fire safety requirements have been incorporated and resolved, whilst ensuring that the building continues to provide a positive contribution to the public realm. The introduction of terraces at upper levels is considered a visual enhancement and provides additional landscaping which is an improvement on the approved scheme. Taken together the changes proposed are therefore supported in design terms.
- 14.3 Inclusive Economy consider there is not a material difference in the affordable offer, but it is slightly better than the approved offer.

- 14.4 The proposed servicing changes would not lead to significant changes in terms of noise and disturbance, when compared to the approved scheme.
- 14.5 The revised proposals subject to this Section 73 application include the relocation of the service yard to ground floor level. This has the benefit of easier and more efficient access from street level and vehicle lifts would no longer be required. The revised design includes a loading bay turntable that can accommodate one vehicle up to 8m in length, accessed from High Holborn. This will allow vehicles to enter and exit the service yard in a forward gear without the need for any potentially dangerous reversing movements on the public highway adjacent to the site. Longer vehicles would use the on-street loading bays.
- 14.6 Officers are confident that the proposed waste and servicing strategy would work. The DSMP will be a 'live document' and makes provisions, unchanged from the consented proposals, for regular monitoring and updating. The facilities management team will be responsible for keeping a record of servicing activity, monitoring the effectiveness of the scheduling strategy, and making amendments to the plan where necessary.
- 14.7 The revised proposals are unlikely to have a significant impact on road safety or traffic congestion in the local area, subject to a robust DSMP being adhered to. The submitted DSMP is a draft document at this stage and will not form part of the approved plan if planning permission is granted. Rather, a more detailed plan will be secured via a Section 106 Legal Agreement for approval prior to the first occupation of the site.
- 14.8 The changes proposed under this application are considered minor material amendments but do bring about the need for changes to condition 2 (plan numbers) and introduction of new conditions on the design of the loading bay doors (50), the prohibition of leaving refuse bags (51) on the street and onwards deliveries (52). A Deed of Variation to the Section 106 will be required.

15 RECOMMENDATIONS

- 15.1 **It is recommended that Planning Permission is granted subject to conditions and a Section 106 (Deed of Variation) Legal Agreement covering the aforementioned Heads of Terms.**
- 15.2 The deed of Variation would incorporate the changes to the affordable workspace and the breaking down of the DSMP by plot.

16 LEGAL COMMENTS

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

17 CONDITIONS

1	<p>Three years from the date of this permission</p> <p>This development must be begun not later than three years from the date of this permission.</p> <p>Reason: In order to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).</p>
2	<p>Approved drawings</p> <p>The development hereby permitted shall be carried out in accordance with the following approved plans:</p> <p>Existing plans:</p> <p>Site-wide Location Plan 295_P10.001 B, Existing Site Plan 295_P10.002 B.</p> <p>1MS Existing Second Basement Floor Plan 295_P10.098 B, Existing First Basement Floor Plan 295_P10.099 B, Existing Ground Floor Plan 295_P10.100 B, Existing First Floor Plan 295_P10.101 B, Existing Second Floor Plan 295_P10.102 B, Existing Third Floor Plan 295_P10.103 B, Existing Fourth Floor Plan 295_P10.104 B, Existing Fifth Floor Plan 295_P10.105 B, Existing Sixth Floor Plan 295_P10.106 B, Existing Seventh Floor Plan 295_P10.107 B, Existing Eighth Floor Plan 295_P10.108 B, Existing Ninth Floor Plan 295_P10.109 B, Existing Tenth Floor Plan 295_P10.110 B, Existing Eleventh Floor Plan 295_P10.111 B, Existing Twelfth Floor Plan 295_P10.112 B, Existing Thirteenth Floor Plan 295_P10.113 B, Existing Fourteenth Floor Plan 295_P10.114 B, Existing Fifteenth Floor Plan 295_P10.115 B, Existing Sixteenth Floor Plan 295_P10.116 B.</p> <p>West Central Street Existing Basement Plan 295B_P10.179 B, Existing Ground Floor Plan 295B_P10.180 B, Existing First Floor Plan 295B_P10.181 B, Existing Second Floor Plan 295B_P10.182 B, Existing Third Floor Plan 295B_P10.183 B, Existing Fourth Floor Plan 295B_P10.184 B, Existing Roof Plan 295B_P10.185 B.</p> <p>Site-wide elevations Existing West Central Street Elevation North 295_P10.200 B, Existing West Central Street Elevation South 295_P10.201 B, Existing West Central Street Elevation West 295_P10.202 B, Existing West Central Street Elevation East 295_P10.203 B, Existing Museum Street Elevation 295_P10.204 B, Existing High Holborn Elevation 295_P10.205 B, Existing New Oxford Street Elevation 295_P10.206 B.</p> <p>Demolition drawings</p>

Demolition Site Plan 295_P10.300 B, Demolition Plan - Basement Floor 295B_P10.300 B, Demolition Plan - Ground Floor 295B_P10.301 B, Demolition Plan - First Floor 295B_P10.302 B, Demolition Plan - Second Floor 295B_P10.303 B, Demolition Plan - Third Floor 295B_P10.304 B, Demolition Plan - Fourth Floor 295B_P10.305 B, Demolition Plan – Roof 295B_P10.306 B, Demolition Elevations - Museum Street & New Oxford Street 295B_P10.400 B, Demolition Elevations - West Central Street 295B_P10.401 B, Demolition Elevations – Courtyard 295B_P10.402 B.

Proposed plans:

Site-wide

Proposed Site Plan 295_P20.003 B, Proposed Landscape GA Plan 295_P20.006 C, Proposed Landscape Paving Plan - Kerb Types 295_P20.010 C, Proposed Levels and Drainage Intent Plan 295_P20.011 C, Proposed Furniture Plan 295_P20.012 C, Proposed Second Basement Plan 295_P20.098 B, Proposed First Basement Plan 295_P20.099 B, Proposed Ground Floor Plan 295_P20.100 C, Proposed First Floor Plan 295_P20.101 D, Proposed Second Floor Plan 295_P20.102 C, Proposed Third Floor Plan 295_P20.103 C, Proposed Forth Floor Plan 295_P20.104 C, Proposed Fifth Floor Plan 295_P20.105 B, Proposed Sixth Floor Plan 295_P20.106 B, Proposed Seventh Floor Plan 295_P20.107 B, Proposed Eighth Floor Plan 295_P20.108 B, Proposed Ninth Floor Plan 295_P20.109 B, Proposed Tenth Floor Plan 295_P20.110 B, Proposed Eleventh Floor Plan 295_P20.111 B, Proposed Twelfth Floor Plan 295_P20.112 B, Proposed Thirteenth Floor Plan 295_P20.113 B, Proposed Fourteenth Floor Plan 295_P20.114 B, Proposed Fifteenth Floor Plan 295_P20.115 B, Proposed Sixteenth Floor Plan 295_P20.116 B, Proposed Seventeenth Floor Plan 295_P20.117 B, Proposed Eighteenth Floor Plan 295_P20.118 B, Proposed Roof Plan 295_P20.121 B.

1MS

1MS - Proposed Ground Floor Plan 295A_P20.130 C, 1MS - Proposed First Floor Plan 295A_P20.131 C, 1MS - Proposed Second Floor Plan 295A_P20.132 B, 1MS - Proposed Third Floor Plan 295A_P20.133 B, 1MS - Proposed Fourth Floor Plan 295A_P20.134 B, 1MS - Proposed Fifth Floor Plan 295A_P20.135 B, 1MS - Proposed Sixth Floor Plan 295A_P20.136 B, 1MS - Proposed Seventh Floor Plan 295A_P20.137 B, 1MS - Proposed Eighth Floor Plan 295A_P20.138 B, 1MS - Proposed Ninth Floor Plan 295A_P20.139 B, 1MS - Proposed Tenth Floor Plan 295A_P20.140 B, 1MS - Proposed Eleventh Floor Plan 295A_P20.141 B, 1MS - Proposed Twelfth Floor Plan 295A_P20.142 B, 1MS - Proposed Thirteenth Floor Plan 295A_P20.143 B, 1MS - Proposed Fourteenth Floor Plan 295A_P20.144 B, 1MS - Proposed Fifteenth Floor Plan 295A_P20.145 B, 1MS - Proposed Sixteenth Floor Plan 295A_P20.146 B, 1MS - Proposed Seventeenth Floor Plan 295A_P20.147 B, 1MS - Proposed Eighteenth Floor Plan 295A_P20.148 B, 1MS - Proposed Roof Plan 295A_P20.151 B, 1MS - Level 8 Landscape Terrace Plan 295A_P20.181 B, 1MS - Level 11 Landscape Terrace Plan 295A_P20.182 B,

Vine Lane Building

Vine Lane Building - Proposed Ground Floor Plan 295A_P20.160 B, Vine Lane Building - Proposed First Floor Plan 295A_P20.161 B, Vine Lane Building - Proposed Second Floor Plan 295A_P20.162 B, Vine Lane Building - Proposed Third Floor Plan 295A_P20.163 C, Vine Lane Building - Proposed Fourth Floor Plan 295A_P20.164 B, Vine Lane Building - Proposed Fifth Floor Plan 295A_P20.165 B, Vine Lane Building - Proposed Roof Plan 295A_P20.166 B,

High Holborn Building

High Holborn - Proposed Ground and First Floor Plan 295A_P20.170 B, High Holborn - Proposed Second and Third Floor Plan 295A_P20.171 B, High Holborn - Proposed Fourth Floor and Fifth Plan 295A_P20.172 B, High Holborn - Proposed Roof Plan 295A_P20.173 B,

West Central Street

General Arrangement: Proposed Basement Floor Plan 295B_P20.179 B, General Arrangement: Proposed Ground Floor Plan 295B_P20.180 B, General Arrangement: Proposed First Floor Plan 295B_P20.181 B, General Arrangement: Proposed Second Floor Plan 295B_P20.182 B, General Arrangement: Proposed Third Floor Plan 295B_P20.183 B, General Arrangement: Proposed Fourth Floor Plan 295B_P20.184 B, General Arrangement: Proposed Fifth Floor Plan 295B_P20.185 B, General Arrangement: Proposed Roof Plan 295B_P20.186 B, West Central Street - First Floor Landscape Plan 295B_P20.121 B.

Landscape plans:

Open Space & Amenity Space: Proposed Ground Floor Plan 295_P20.190, Open Space & Amenity Space: Proposed First Floor Plan 295_P20.191 Open Space & Amenity Space: Proposed Fourth Floor Plan 295_P20.192, Open Space & Amenity Space: Proposed Eighth Floor Plan 295_P20.193, Open Space & Amenity Space: Proposed Eleventh Floor Plan 295_P20.194, Open Space & Amenity Space: Proposed Eighteenth Floor Plan 295_P20.195.

Proposed site-wide elevations

Proposed West Central Street Elevation North 295_P30.100 B, Proposed West Central Street Elevation South 295_P30.101 C, Proposed West Central Street Elevation West 295_P30.102 B, Proposed West Central Street Elevation East 295_P30.103 C, Proposed Museum Street Elevation 295_P30.104 C, Proposed High Holborn Elevation 295_P30.105 C, Proposed New Oxford Street Elevation 295_P30.106 C.

Proposed elevations – 1MS

Proposed West Central Street Elevation – South 295A_P30.110 C, Proposed Museum Street Elevation 295A_P30.111 C, Proposed High Holborn Elevation 295A_P30.112 C, Proposed Vine Lane Elevation 295A_P30.113 C, Proposed West Central Street Elevation – South 295A_P30.110 C, Proposed Museum Street Elevation 95A_P30.111 C, Proposed High Holborn Elevation 295A_P30.112 C, Proposed Vine Lane Elevation 295A_P30.113 C.

Proposed elevations – Vine Lane Building
Proposed Vine Lane/West Central Street Elevation 295A_P30.120 B,
Proposed Vine Lane (Crank) & South Elevation 295A_P30.121 B, Proposed
West Elevation 295A_P30.122 C, Proposed North Elevation 295A_P30.123 B.

Proposed elevations – High Holborn Building
Proposed Vine Lane and South Elevation 295A_P30.130 C, Proposed High
Holborn and West Elevation 295A_P30.131 A.

Proposed elevations – West Central Street
Museum Street & New Oxford Street Elevations 295B_P30.140 B, West
Central Street Elevations 295B_P30.141 B, Courtyard Elevations - Sheet 1
295B_P30.142 B, Courtyard Elevations - Sheet 2 295B_P30.143 B.

Proposed site sections
Proposed Site Section AA 295_P40.001 C, Proposed Site Section BB
295_P40.002 C.

Proposed landscape and public realm sections
Proposed Site Section/Elevation AA-BB 295_P40.005 C, Proposed Site
Section/Elevation CC 295_P40.006, Proposed Site Section/Elevation DD
295_P40.007 C, Proposed Street Sections EE-FF 295_P40.008 C, Proposed
Street Sections GG-HH-JJ 295_P40.009 B.

Proposed sections – 1MS
1MS Proposed Section AA and BB 295A_P40.101 C, 1MS Proposed Section
CC and DD 295A_P40.102 C, 1MS - 8th Terrace Landscape Sections
295A_P40.011 B, 1MS - 11th Terrace Landscape Sections 295A_P40.012 B.

Proposed sections Vine Lane Building
Proposed Section AA 295A_P40.110 B, Proposed Section BB CC
295A_P40.111 B.

Proposed section – High Holborn
Proposed Section AA and BB 295A_P40.120 B.

Proposed sections – West Central Street
Proposed Section AA 295B_P40.100 B, Proposed Section BB 295B_P40.101
B.

Documents: Covering letter (Iceni) 13 June 2023, Planning Statement (June
2023) Iceni Projects, Design and Access Statement (June 2023) DSDHA,
Noise and Vibration Impact Assessment (June 2023) Scotch Partners, Health
Impact Assessment (October 2023) Iceni Projects, Socio-Economic Statement
(June 2023) Iceni, Crime Impact Assessment (June 2023) prepared by Hurley
Palmer Flatt, Basement Impact & Structural Impact Assessment (2023) A-
Squared Studio, Internal Daylight, Sunlight and Overshadowing Assessment
(June 2023) GIA, Daylight and Sunlight Assessment (June 2023) GIA, Internal
Daylight, Sunlight and Overshadowing Assessment (June 2023) GIA,
Arboricultural Assessment (June 2023) Tim Moya Associates, Fire Statement

	<p>(June 2023) OFR, Affordable Housing Financial Viability Assessment (2023) prepared by Gerald Eve, Addendum to Financial Viability Assessment (June 2023) Gerald Eve, Affordable Housing Statement (June 2023) Gerald Eve, Heritage, Townscape and Visual Impact Assessment (June 2023) The Townscape Consultancy, Environmental Wind Planning Report (June 2023) Arup; Site Waste Management Plan Construction Phase (June 2023) prepared by Arup, Site Waste Management Plan Demolition Phase, prepared by Arup, Air Quality Assessment (June 2023) Arup, Archaeological Assessment (June 2023) Arup, Construction Management Plan (June 2023) Arup, Delivery and Servicing Management Plan (June 2023) Arup, Demolition Environmental Management Plan (June 2023) Arup, Flood Risk Assessment (June 2023) Arup, Hotel Needs Assessment (May 2023) Icení, Air Quality – Technical Note (23 June 2023) Arup, Circular Economy Statement (June 2023) Scotch Partners, Energy Assessment (June 2023) Scotch Partners, Statement of Community Involvement (June 2023) LCA, Sustainability Statement (June 2023) Scotch Partners, Whole Life Carbon Comparison (June 2023) DSDHA & Scotch Partners, 1 Museum Street – Selkirk House Retention & Redevelopment Options Review and WLC Comparison Addendum (20/09/2023) Scotch Partners, One Museum Street - Selkirk House Retention & Redevelopment Options Review & WLC comparison (July 2023) DSDHA, Survey Statement (25th September 2023) Gardiner & Theobald, Whole Life Carbon Addendum Rev 01 (19/09/23) Scotch Partners, Pre-Demolition Audit Issue 2 (25 September 2023) Arup, Below Ground Drainage Strategy (June 2023) HTS, Ecology Statement (June 2023) Biodiversity by Design, Framework Travel Plan (June 2023) Arup, Listed Building Consent Structural Report - prepared by HTS, Listed Building Heritage Statement (June 2023) The Townscape Consultancy, Statement of Developer Contributions (June 2023) Icení Projects, Transport Assessment (June 2023) Arup, Detailed Schedule of Works (June 2023) DSDHA, Air Quality Technical Note (11 October 2023) Arup, Addendum to Basement Impact Assessment - Demolition Works 2633-A2S-XX-XX-TN-Y-0001-00 (A-squared Studio) 05.10.23.</p> <p>Reason: For the avoidance of doubt and in the interest of proper planning.</p>
3	<p>Detailed drawings/samples – 1 Museum Street</p> <p>Prior to commencement of the above ground works on the new building, detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the local planning authority:</p> <ul style="list-style-type: none"> a) Details including sections at 1:10 of all windows (including jambs, head and cill), ventilation grills and external doors and canopies b) Plan, elevation and section drawings, of all ground floor facades at a scale of 1:10; c) Typical plan, elevation and section drawings of balustrading to terraces and balconies; d) Manufacturer's specification details of all facing materials (to be submitted to the Local Planning Authority) and sample panels at a minimum of 1mx1m of those materials (to be provided on site). e) Details of cladding and façade treatment/louvres to any mechanical plant or machinery enclosures at roof terrace levels;

	<p>f) Typical elevation (minimum 2m x 2m in size) of each building including a glazed opening showing reveal and header detail and facing materials</p> <p>g) Details of relevant gates, railings, doors and louvres on all parts of the building which face the public realm.</p> <p>The relevant part of the works shall be carried out in accordance with the details thus approved and all approved samples shall be retained on site during the course of the works for the relevant building.</p> <p>Reason: In order to safeguard the appearance of the buildings and the character and appearance of the wider area in accordance with the requirements of Policies D1 and D2 of the Camden Local Plan 2017.</p>
4	<p>Detailed drawings/samples – West Central Street block</p> <p>Prior to commencement of the above ground works on the new building, and in the case of extensions to existing buildings prior to the commencement of the approved extensions, detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the local planning authority:</p> <ul style="list-style-type: none"> a) Details including sections at 1:10 of all windows (including jambs, head and cill), ventilation grills and external doors and canopies b) Plan, elevation and section drawings, of all ground floor facades at a scale of 1:10; c) Typical plan, elevation and section drawings of balustrading to terraces and balconies; d) Manufacturer's specification details of all facing materials (to be submitted to the Local Planning Authority) and sample panels at a minimum of 1mx1m of those materials (to be provided on site). e) Details of cladding and façade treatment/louvres to any mechanical plant or machinery enclosures at roof terrace levels; f) Typical elevation (minimum 2m x 2m in size) of each building including a glazed opening showing reveal and header detail and facing materials g) Details of relevant gates, railings, doors and louvres on all parts of buildings which face the public realm. <p>The relevant part of the works shall be carried out in accordance with the details thus approved and all approved samples shall be retained on site during the course of the works for the relevant building.</p> <p>Reason: In order to safeguard the appearance of the buildings and the character and appearance of the wider area in accordance with the requirements of Policies D1 and D2 of the Camden Local Plan 2017.</p>
5	<p>Detailed drawings/samples – Vine Lane Building</p> <p>Prior to commencement of the above ground works on the new building, detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the local planning authority:</p> <ul style="list-style-type: none"> a) Details including sections at 1:10 of all windows (including jambs, head and cill), ventilation grills and external doors and canopies

	<p>b) Plan, elevation and section drawings, of all ground floor facades at a scale of 1:10;</p> <p>c) Typical plan, elevation and section drawings of balustrading to terraces and balconies;</p> <p>d) Manufacturer's specification details of all facing materials (to be submitted to the Local Planning Authority) and sample panels at a minimum of 1mx1m of those materials (to be provided on site).</p> <p>e) Details of cladding and façade treatment/louvres to any mechanical plant or machinery enclosures at roof terrace levels;</p> <p>f) Typical elevation (minimum 2m x 2m in size) of each building including a glazed opening showing reveal and header detail and facing materials</p> <p>g) Details of relevant gates, railings, doors and louvres on parts of the building which face the public realm.</p> <p>The relevant part of the works shall be carried out in accordance with the details thus approved and all approved samples shall be retained on site during the course of the works for the relevant building.</p> <p>Reason: In order to safeguard the appearance of the buildings and the character and appearance of the wider area in accordance with the requirements of Policies D1 and D2 of the Camden Local Plan 2017.</p>
6	<p>Detailed drawings/samples – High Holborn Building</p> <p>Prior to commencement of the above ground works on the new building, detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the local planning authority:</p> <p>a) Details including sections at 1:10 of all windows (including jambs, head and cill), ventilation grills and external doors and canopies</p> <p>b) Plan, elevation and section drawings, of all ground floor facades at a scale of 1:10;</p> <p>c) Typical plan, elevation and section drawings of balustrading to terraces and balconies;</p> <p>d) Manufacturer's specification details of all facing materials (to be submitted to the Local Planning Authority) and sample panels at a minimum of 1mx1m of those materials (to be provided on site).</p> <p>e) Details of cladding and façade treatment/louvres to any mechanical plant or machinery enclosures at roof terrace levels;</p> <p>f) Typical elevation (minimum 2m x 2m in size) of each building including a glazed opening showing reveal and header detail and facing materials</p> <p>g) Details of relevant gates, railings, doors and louvres on parts of the building which face the public realm.</p> <p>The relevant part of the works shall be carried out in accordance with the details thus approved and all approved samples shall be retained on site during the course of the works for the relevant building.</p> <p>Reason: In order to safeguard the appearance of the buildings and the character and appearance of the wider area in accordance with the requirements of Policies D1 and D2 of the Camden Local Plan 2017.</p>
7	<p>Bay panel – 1 Museum Street</p>

	<p>A full scale sample panel of one whole bay for the tower element shall be provided on site and approved in writing by the local planning authority before the relevant parts of the works are commenced and the development shall be carried out in accordance with the approval given. The approved panel shall be retained on site until the work has been completed.</p> <p>Reason: In order to safeguard the appearance of the buildings and the character and appearance of the wider area in accordance with the requirements of Policies D1 and D2 of the Camden Local Plan 2017.</p>
8	<p>External fixtures</p> <p>No lights, meter boxes, flues, vents or pipes, and no telecommunications equipment, alarm boxes, television aerials or satellite dishes shall be fixed or installed on the external face of the buildings, without the prior approval in writing of the Council.</p> <p>Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of Camden Local Plan policies D1 and D2.</p>
9	<p>Refuse and recycling</p> <p>Prior to first occupation of the residential units in each new residential block, the refuse and recycling storage areas shall be completed and made available for occupants of that block.</p> <p>The development of each block shall not be implemented other than in accordance with such measures as approved. All such measures shall be in place prior to the first occupation of any residential units in the relevant plot and shall be retained thereafter.</p> <p>Reason: To safeguard the amenities of the future occupiers and adjoining neighbours in accordance with the requirements of Camden Local Plan policy CC5.</p>
10	<p>Roof terraces</p> <p>a) No flat roofs within the development shall be used as terraces unless marked as such on the approved plans, without the approval in writing of the Local Planning Authority.</p> <p>b) Details of the proposed screen on the fourth floor, including the planted buffer zone, of the Vine Lane building shall be submitted to and approved in writing by the Local Planning Authority, prior to occupation of the Vine Lane building. The screen shall be built in accordance with the approved details and retained throughout the use of the development.</p> <p>Reason: To safeguard the amenities of the future occupiers and adjoining neighbours in accordance with the requirements of policy A1 of the Camden Local Plan.</p>

11	<p>Living roofs</p> <p>Prior to commencement of above ground development, of each block further details of the green roofs (design, sections, species and maintenance) for that block are to be submitted to and approved in writing by the Council. The green roofs shall thereafter be constructed in accordance with the approved details prior to occupation of the relevant block, and they shall thereafter be retained and maintained in accordance with those details.</p> <p>Reason: To ensure the development is sustainable and promotes biodiversity in line with Camden Local Plan policies CC1, CC3 and A3.</p>
12	<p>Suitable qualified engineer</p> <p>The development hereby approved shall not commence until such time as a suitably qualified chartered engineer with membership of the appropriate professional body has been appointed to inspect, approve and monitor the critical elements of both permanent and temporary basement construction works throughout their duration to ensure compliance with the design which has been checked and approved by a building control body. Details of the appointment and the appointee's responsibilities shall be submitted to and approved in writing by the local planning authority prior to the commencement of development. Any subsequent change or reappointment shall be confirmed forthwith for the duration of the construction works.</p> <p>Reason: To safeguard the appearance and structural stability of neighbouring buildings and the character of the immediate area in accordance with the requirements of policies D1, D2 and A5 of the London Borough of Camden Local Plan 2017.</p>
13	<p>Water efficiency</p> <p>The development hereby approved shall achieve a maximum internal water use of 105litres/person/day, allowing 5 litres/person/day for external water use. Prior to occupation of each Plot, evidence demonstrating that this has been achieved shall be submitted and approved by the Local Planning Authority.</p> <p>Reason: To ensure the development contributes to minimising the need for further water infrastructure in an area of water stress in accordance with Camden Local Plan policy CC3.</p>
14	<p>Non-road mobile machinery</p> <p>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).</p>

	<p>Reason: To safeguard the amenities of the adjoining occupiers, the area generally and contribution of developments to the air quality of the borough in accordance with the requirements of Camden Local Plan policies A1 and CC4.</p>
15	<p>Sound insulation</p> <p>All habitable rooms exposed to external road traffic noise in excess of 55 dBA Leq 16 hour [free field] during the day [07.00 to 23.00 hours] or 45 dBA Leq 8 hour [free field] at night [23.00 to 07.00 hours] shall be subject to sound insulation measures to ensure that all such rooms achieve an internal noise level of 35 dBA Leq 16 hour during the day and 30 dBA Leq 8 hour at night. The submitted scheme shall ensure that habitable rooms subject to sound insulation measures shall be able to be effectively ventilated without opening windows.</p> <p>No dwelling shall be occupied until the approved sound insulation and ventilation measures have been installed to that property in accordance with the approved details. The approved measures shall be retained thereafter in perpetuity.</p> <p>Reason: To ensure that the amenities of future occupiers are protected in accordance with the requirements of policies A1 and A4 of the London Borough of Camden Local Plan 2017</p>
16	<p>Plant noise</p> <p>The external noise level emitted from plant, machinery or equipment at the development with specified noise mitigation hereby approved shall be lower than the typical existing background noise level by at least 10dBA, by 15dBA where the source is tonal, as assessed according to BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity and thereafter be permanently retained.</p> <p>Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise from mechanical installations/ equipment in accordance with the requirements of policies A1 and A4 of the London Borough of Camden Local Plan 2017</p>
17	<p>Anti-vibration</p> <p>Prior to use, machinery, plant or equipment at the development shall be mounted with proprietary anti-vibration isolators and fan motors shall be vibration isolated from the casing and adequately silenced and maintained as such.</p> <p>Reason: To ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by vibration in accordance with the requirements of policies A1 and A4 of the London Borough of Camden Local Plan 2017.</p>
18	<p>Cycle parking</p>

	<p>Prior to first occupation of each relevant building, the following bicycle parking shall be provided in its entirety:</p> <ul style="list-style-type: none"> • secure and covered parking for 345 bicycles for the office building at 1 Museum Street • secure and covered parking for 37 resident's bicycles for the West Central Street block • secure and covered parking for 8 resident's bicycles for the High Holborn building • secure and covered parking for 28 resident's bicycles for the Vine Lane building • Secure and covered parking for 11 bicycles for the ground floor flexible Class E retail uses <p>All such facilities shall thereafter be permanently maintained and retained.</p> <p>Reason: To ensure that the scheme makes adequate provision for cycle users in accordance with Camden Local Plan policies T1 and T2, the London Plan and CPG Transport.</p>
19	<p>Part M4 (2)</p> <p>The units indicated as such on the plan numbers hereby approved shall be designed and constructed in accordance with Building Regulations Part M4 (2), evidence demonstrating compliance should be submitted to and approved by the Local Planning Authority prior to occupation of the relevant unit.</p> <p>Reason: To ensure that the internal layout of the building provides flexibility for the accessibility of future occupiers and their changing needs over time, in accordance with the requirements of policy CS6 of the London Borough of Camden Local Development Framework Core Strategy and policy DP6 of the London Borough of Camden Local Development Framework Development Policies.</p>
20	<p>Part M4 (3)</p> <p>The units indicated as such on the plan numbers hereby approved shall be designed and constructed in accordance with Building Regulations Part M4 (3). Evidence demonstrating compliance should be submitted to and approved by the Local Planning Authority prior to occupation of the relevant unit.</p> <p>Reason: To ensure that the wheelchair units would be capable of providing adequate amenity in accordance with policies: CS6 & DP6 of Camden's Local Development Framework 2010.</p>
21	<p>Landscaping</p> <p>Full details of landscaping, including native species and species identified within the Royal Horticultural Society's plants for pollinators lists, shall be submitted to and approved in writing by the Local Planning Authority, prior to commencement of work on the new buildings excluding the cores and substructures. The</p>

	<p>landscaping scheme shall include details of replacement tree planting. The landscaping details thus approved shall thereafter be carried out in full prior to first occupation of the buildings.</p> <p>All hard and soft landscaping works shall be carried out in accordance with the approved landscape details [by not later than the end of the planting season following completion of the development or any phase of the development] [, prior to the occupation for the permitted use of the development or any phase of the development], whichever is the sooner. Any trees or areas of planting (including trees existing at the outset of the development other than those indicated to be removed) which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased, shall be replaced as soon as is reasonably possible and, in any case, by not later than the end of the following planting season, with others of similar size and species, unless the local planning authority gives written consent to any variation.</p> <p>Reason: To ensure that the landscaping is carried out within a reasonable period and to maintain a high quality of visual amenity in the scheme in accordance with the requirements of policies A2, A3, A5 D1 and D2 of the London Borough of Camden Local Plan 2017 and Hampstead Neighbourhood Plan policies NE1, NE2 and NE4.</p>
22	<p>Landscaping - replacement planting</p> <p>All hard and soft landscaping works shall be carried out in accordance with the approved landscape details by not later than the end of the planting season following completion of the development or any phase of the development. Any trees or areas of planting which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased, shall be replaced as soon as is reasonably possible and, in any case, by not later than the end of the following planting season, with others of similar size and species, unless the local planning authority gives written consent to any variation.</p> <p>Reason: To ensure that the landscaping is carried out within a reasonable period and to maintain a high quality of visual amenity in the scheme in accordance with the requirements of policies A2, A3, D1 and D2 of the London Borough of Camden Local Plan 2017.</p>
23	<p>Tree Protection Strategy</p> <p>Prior to the commencement of the relevant part of construction/demolition works on site, full details of tree protection measures shall be submitted to and approved in writing by the Local Planning Authority. The works shall commence in accordance with approved details and the protection shall then remain in place for the duration of works on site, unless otherwise agreed in writing by the local authority.</p> <p>Reason: To ensure that the development will not have an adverse effect on existing trees and in order to maintain the character and amenity of the area in</p>

	accordance with the requirements of policies A2 and A3 of the London Borough of Camden Local Plan 2017.
24	<p>Bird and bat boxes</p> <p>Prior to commencement of work on the new buildings excluding the cores and substructures, a plan detailing bird and bat box locations and types shall be submitted to and approved in writing by the local planning authority. The boxes shall be installed in accordance with the approved plans prior to the occupation of the development and thereafter permanently retained.</p> <p>Reason: In order to secure appropriate features to conserve and enhance wildlife habitats and biodiversity measures within the development, in accordance with the requirements of the London Plan and policy A3 of the Camden Local Plan 2017.</p>
25	<p>Lighting</p> <p>Details of the proposed lighting scheme, to include a lux levels plan, (including any mitigation for expected light spill, especially during the active period for bats between November – May), shall be submitted to and approved in writing by the Local Planning Authority. The approved lighting scheme and mitigation measures should be implemented in accordance with the approved details prior to occupation and retained and maintained as such thereafter.</p> <p>Reason: In the interest of ecology, visual amenity and promoting a safe and secure environment in accordance with policies A1, A2, A3 and C5 of the Camden local Plan.</p>
26	<p>SuDS: Further details</p> <p>Prior to commencement of work on the new buildings excluding the cores and substructures, full details of the sustainable drainage system including 158.1m³ of attenuation tanks and 117.1m³ of blue roof storage and additional green roofs, 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 conforming to the greenfield run-off rate or other rate of 10 l/s approved by the Local Planning Authority. An up to date drainage statement, SuDS pro-forma, a lifetime maintenance plan and supporting evidence should be provided including:</p> <ul style="list-style-type: none"> • The proposed SuDS or drainage measures including storage capacities • The proposed surface water discharge rates or volumes <p>The approved systems shall be implemented prior to occupation of the development and thereafter retained and maintained in accordance with the approved details.</p>

	<p>Reason: To reduce the rate of surface water run-off from the buildings and limit the impact on the storm-water drainage system in accordance with policies CC2 and CC3 of the London Borough of Camden Local Plan Policies and Policy SI 13 of the London Plan 2021.</p>
27	<p>SuDS: Evidence of installation</p> <p>Prior to occupation, evidence that the system has been implemented in accordance with the approved details as part of the development shall be submitted to the Local Planning Authority and approved in writing. The systems shall thereafter be retained and maintained in accordance with the approved maintenance plan.</p> <p>Reason: To reduce the rate of surface water run-off from the buildings and limit the impact on the storm-water drainage system in accordance with policies CC2 and CC3 of the London Borough of Camden Local Plan Policies and Policy SI 13 of the London Plan 2021.</p>
28	<p>Water Efficiency</p> <p>The development hereby approved shall achieve a maximum internal water use of 105 litres/person/day, and 5 litres/person/day for external water use. The dwelling/s shall not be occupied until the Building Regulation optional requirement has been complied with.</p> <p>Reason: To ensure the development contributes to minimising the need for further water infrastructure in an area of water stress in accordance with policies CC1, CC2 and CC3 of the London Borough of Camden Local Plan Policies and Policy SI 5 of the London Plan 2021.</p>
29	<p>Piling</p> <p>The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with TfL Infrastructure Protection and Thames Water) have been submitted to and approved in writing by the local planning authority which:</p> <ol style="list-style-type: none"> 1. Provide details of below ground works at 1 Museum Street, 10-12 Museum Street, 35-41 New Oxford Street and 16A-18 West Central Street. 2. Identify and accommodate London Underground (LU) structures and tunnels. 3. Details of any changes in loading to LU's infrastructure considering sequence of temporary and permanent works. 4. Provide staged ground movement impact assessment arising from temporary works and permanent works during demolition and construction stages to be undertaken. 5. Accommodate ground movement arising from the development construction thereof. 6. Provide risk assessment and method statement for the proposed demolition and construction works including temporary works, use of mobile cranes as well as tower cranes.

	<p>7. Mitigate the effects of noise and vibration arising from the adjoining railway operations.</p> <p>The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.</p> <p>Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2021, draft London Plan policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.</p>
30	<p>Archaeology</p> <p>Prior to the commencement of development a programme of archaeological investigation shall be prepared in consultation with Historic Engand's Greater London Archaeological Advisory Service including the details of the suitably qualified investigating body to carry out such archaeological works as required and shall be submitted to and approved in writing by the local planning authority.</p> <p>The development shall then only take place in accordance with such details as have been approved.</p> <p>Reason: Important archaeological remains may exist on this site. Accordingly the Local planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development in accordance with the requirements of policy D2 of the London Borough of Camden Local Plan 2017.</p>
31	<p>Feasibility Study for photo-voltaic cells</p> <p>Prior to work commencing on the roof structures of the 1 Museum Street and High Holborn buildings, a feasibility assessment for the location of photovoltaic panels on the approved development shall be submitted to and approved by the Local Planning Authority in writing. If feasible the measures shall include the installation of a meter to monitor the energy output from the approved renewable energy systems. The cells shall be installed prior to occupation of the relevant buildings in full accordance with details that have first been approved by the Local Planning Authority and permanently retained and maintained thereafter.</p> <p>Reason: To ensure the development provides adequate on-site renewable energy facilities in accordance with the requirements of Policy G1, CC1 and CC2 of the London Borough of Camden Local Plan 2017.</p>
32	<p>Removal of permitted development rights</p> <p>Notwithstanding the provisions of Part 3 of the Schedule of the Town and Country Planning (Use Classes) Order, 2015, or any provision equivalent to</p>

	<p>that Class in any statutory instrument revoking and re-enacting that Order, the following restrictions will apply to the development: The 22,650 sqm of floorspace approved as Class E (g) office space cannot be used for any other use outside of that specified in the Order; The 1,667 sqm of flexible Class E use at ground floor level cannot be used as Class E (g) offices.</p> <p>Reason: To ensure that the uses approved come forward in line with the permission in accordance with policies TC1, TC2, T1, E1 and E2 of the London Borough of Camden Local Plan 2017.</p>
33	<p>Fire Statement</p> <p>The development shall be constructed in accordance with, and at all times occupied and managed in strict compliance with, the approved Fire Statement.</p> <p>Reason: To ensure the development incorporates the necessary fire safety measures in accordance with policies D5 and D12 of the London Plan.</p>
34	<p>Full fibre connectivity</p> <p>Prior to occupation of each block, detailed plans demonstrating the provision of sufficient ducting space for full fibre connectivity infrastructure within the development, shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure full connectivity in line with policy SI6 of the London Plan 2021.</p>
35	<p>Urban Greening Factor (UGF)</p> <p>The development shall achieve a UGF Score of 0.3, prior to occupation and shall be retained as such in perpetuity.</p> <p>Reason: To ensure that the development achieves a high quality of landscaping which contributes to the visual amenity, character and biodiversity of the area in accordance with the requirements of policies A2, A3 and D1 of the London Borough of Camden Local Plan 2017 and policy G5 of the London Plan 2021.</p>
36	<p>Diesel back-up generators</p> <p>Prior to commencement of above ground works details of the proposed Emergency Diesel Generator Plant and any associated abatement technologies including make, model and emission details shall have been submitted to and approved by the Local Planning Authority in writing. Generators should be appropriately sized for life saving functions only, alternatives to diesel fully considered and testing minimised. The maintenance and cleaning of the systems shall be undertaken regularly in accordance with manufacturer specifications and details of emission certificates by an accredited MCERTS organisation shall</p>

	<p>be provided following installation and thereafter every three years to verify compliance with regulations made by the Secretary of State.</p> <p>Reason: To safeguard the amenity of occupants, adjoining premises and the area generally in accordance with the requirements of policies A1 and CC4 of the London Borough of Camden Local Plan 2017.</p>
37	<p>Emergency Generator flues</p> <p>Unless otherwise agreed in writing by the local planning authority, all combustion flues must terminate at least 1m above the highest roof of the building and any other within a 20m radius, in order to ensure maximum dispersion of pollutants, and must be located away from ventilation intakes and accessible roof gardens and terraces.</p> <p>Reason: In order to ensure the proposed development does not have a detrimental impact on occupiers of residential premises within the area and to maintain local air quality and ensure that exhaust does not contribute to local air pollution, particularly nitrogen dioxide and particulates PM10 and PM2.5, in accordance with policy CC4 of the London Borough of Camden Local Plan 2017 and London Plan policy SI 1.</p>
38	<p>Sealed windows</p> <p>All the windows at first floor level on New Oxford Street and West Central Street shall be fixed shut and maintained as such in perpetuity.</p> <p>Reason: To safeguard the amenity of future occupiers in accordance with the requirements of policies A1 and CC4 of the London Borough of Camden Local Plan 2017.</p>
39	<p>Whole Life-Cycle Carbon Assessment</p> <p>Prior to the occupation of the development: The post-construction tab of the GLA's Whole Life-Cycle Carbon Assessment template shall be completed in line with the GLA's Whole Life-Cycle Carbon Assessment Guidance. The post-construction assessment shall be submitted to the GLA at ZeroCarbonPlanning@london.gov.uk along with any supporting evidence as per the guidance.</p> <p>Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation of the development.</p> <p>Reason: To ensure the development minimises its effects on climate change as far as possible in accordance with policies CC1 and CC2 of the London Borough of Camden Local Plan and Policy SI 7 of the London Plan 2021.</p>
40	<p>GLA Post-Construction Report</p> <p>Prior to occupation of each building, a post-construction monitoring report and spreadsheet shall be completed in line with the GLA's Circular Economy Statement Guidance. The post-construction monitoring report shall be</p>

	<p>submitted to the GLA (by email to: circulareconomystatements@london.gov.uk), along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation of the buildings.</p> <p>Reason: To ensure sustainable waste management and to maximise the re-use of materials in accordance with policy CC5 of the Camden Local Plan 2017, and Policy SI 7 of the London Plan 2021.</p>
41	<p>Waste Water Heat Recovery:</p> <p>Prior to commencement of development other than site clearance & preparation, a feasibility assessment into waste water heat recovery with the aim of maximising the energy efficiency of the development should be submitted to the local planning authority and approved in writing. The buildings shall not be occupied until the approved details have been implemented and these works shall be permanently retained and maintained thereafter.</p> <p>Reason: To ensure the development contributes to minimising the effects of, and can adapt to a changing climate in accordance with policies CC1 and CC2 of the London Borough of Camden Local Plan 2017.</p>
42	<p>Low carbon heat network feasibility study</p> <p>Prior to commencement a detailed feasibility study of potential ground, sewer source, waste source heat and any other potential low or zero carbon heat network options, (including evidence of confirmation or otherwise from the network operator that the network has the capacity to serve the new development, together with supporting estimates of the CO2 emission factor to meet the limit set out in Part L 2021, installation cost and timescales for connection) should be submitted and approved in writing by the Local Planning Authority. Prior to occupation, evidence demonstrating that the approved measures have been implemented shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure the development contributes to minimising the effects of, and can adapt to a changing climate in accordance with policies CC1 and CC2 of the London Borough of Camden Local Plan 2017 and London Plan Policy SI 3.</p>
43	<p>Air Source Heat Pump</p> <p>Prior to commencement of above ground works, details, drawings and data sheets showing the location, Seasonal Performance Factor of at least 2.5 (or SCOP of 3.4) and Be Green stage carbon saving of the air source heat pumps and associated equipment to be installed on the building, shall have been submitted to and approved by the Local Planning Authority in writing. The measures shall include the installation of a meter to monitor the energy output from the approved renewable energy systems. A site-specific lifetime maintenance schedule for each system, including safe access arrangements, shall be provided. The equipment shall be installed in full accordance with the</p>

	<p>details approved by the Local Planning Authority and permanently retained and maintained thereafter.</p> <p>Reason: To ensure the development provides adequate on-site renewable energy facilities in accordance with the requirements of policy CC1 of the London Borough of Camden Local Plan 2017.</p>
44	<p>Rainwater/ greywater harvesting:</p> <p>Prior to commencement of development other than site clearance & preparation, a feasibility assessment for rainwater/greywater recycling should be submitted to and approved in writing by the local planning authority. If considered feasible, details shall be submitted to the local authority and approved in writing. The development shall thereafter be constructed in accordance with the approved details.</p> <p>Reason: To ensure the development contributes to minimising the need for further water infrastructure in an area of water stress in accordance with policies CC2 and CC3 of the London Borough of Camden Local plan 2017 and Policy SI 13 of the London Plan 2021.</p>
45	<p>Reuse and recycling of demolition waste</p> <p>The demolition hereby approved shall divert at least 95% of demolition waste from landfill and comply with the Institute for Civil Engineer's Demolition Protocol and either reuse materials on-site or salvage appropriate materials to enable their reuse off-site. Prior to occupation, evidence demonstrating that this has been achieved shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure the development contributes to reducing waste and supporting the circular economy in accordance with the requirements of Policy CC1 of the London Borough of Camden Local Plan 2017, Camden Planning Guidance, and Policy SI 7 of the London Plan 2021.</p>
46	<p>Construction related impacts – monitoring</p> <p>Air quality monitoring should be implemented on site. No development shall take place until</p> <ol style="list-style-type: none"> 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

	<p>for at least 3 months prior to the proposed implementation date shall be submitted to the Local Planning Authority and approved in writing.</p> <p>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.</p> <p>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 2017.</p>
47	<p>Mechanical Ventilation and NO2 Filtration</p> <p>Prior to occupation evidence that an appropriate NO2 filtration system on the mechanical ventilation intake for the first floor flats on New Oxford Street and High Holborn has been installed and a detailed mechanism to secure maintenance of this system should be submitted to the Local Planning Authority and approved in writing.</p> <p>Reason: To safeguard the amenity of the premises in accordance with the requirements of policies A1 (Managing the impact of development) and CC4 (Air quality) of the London Borough of Camden Local Plan 2017.</p>
48	<p>Housing</p> <p>The development hereby approved shall provide 44 residential units (Class C3), 25 market units and 12 social rented units and 7 intermediate units.</p> <p>Reason: For the avoidance of doubt and in the interest of proper planning.</p>
49	<p>Active cooling units</p> <p>It shall be demonstrated, prior to occupation, that the active cooling units have a minimum set point of 26 degrees, limiting energy demand.</p> <p>Reason: To ensure the development contributes to minimising the effects of, and can adapt to a changing climate in accordance with policies CC1 and CC2 of the London Borough of Camden Local Plan 2017 and London Plan Policy SI 3.</p>
50	<p>Detailed drawings - loading bay doors</p> <p>Prior to first occupation of any uses within 1 Museum Street, detailed drawings of the proposed loading bay doors shall be submitted to and approved in writing by the local planning authority.</p> <p>The relevant part of the works shall be carried out in accordance with the details thus approved.</p>

	<p>Reason: In order to safeguard the appearance of the buildings and the character and appearance of the wider area in accordance with the requirements of Policies D1 and D2 of the Camden Local Plan 2017.</p>
51	<p>Commercial refuse storage</p> <p>At no time shall refuse from the approved building/uses be stored on the street.</p> <p>Reason: To safeguard the amenities of the future occupiers and adjoining neighbours in accordance with the requirements of Camden Local Plan policy CC5.</p>
52	<p>Onward deliveries</p> <p>Onward deliveries from the on-site servicing yard should be made by Facilities Management instead of the vehicle driver.</p> <p>Reason: To ensure that the scheme makes does not generate congestion in accordance with Camden Local Plan policies T1 and T2, the London Plan and CPG Transport.</p>

18 INFORMATIVES

1	<p>Waste comments (Thames Water)</p> <p>Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.</p> <p>As you are redeveloping a site, there may be public sewers crossing or close to your development. If you discover a sewer, it's important that you minimize the risk of damage. We'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes.</p> <p>The proposed development is located within 15m of our underground waste ater assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.https://developers.thameswater.co.uk/Developing-a-large-site/Planningyour-development/Working-near-or-diverting-our-pipes. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</p> <p>With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.</p> <p>Should you require further information please refer to our website. https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewaterservices</p>
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	<p>Thames Water would advise that with regard to waste water network and waste water process infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p>
2	<p>Water Comments (Thames Water) Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>
3	<p>London Underground</p> <p>The applicant is advised to contact London Underground Infrastructure Protection in advance of assessment of impact to London Underground assets, submission of method statement of the demolition and preparation of final design and associated method statements, in particular with regard to: demolition; excavation and construction methods.</p>
4	<p>Non-road mobile machinery</p> <p>Non-road mobile machinery (NRMM) is any mobile machine or vehicle that is not solely intended for carrying passengers or goods on the road. The Emissions requirements are only applicable to NRMM that is powered by diesel, including diesel hybrids. For information on the NRMM Low Emission Zone requirements and to register NRMM, please visit "http://nrmm.london/".</p>
5	<p>Cadent Gas</p> <p>Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.</p> <p>If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions.</p> <p>Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.</p>
6	<p>Archaeology</p> <p>The written scheme of investigation will need to be prepared and implemented by a suitably professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.</p>

7	<p data-bbox="296 232 727 271">Biodiversity Net Gain (BNG)</p> <p data-bbox="296 304 1422 450">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="296 450 1406 524" style="list-style-type: none"><li data-bbox="296 450 1406 488">(a) a Biodiversity Gain Plan has been submitted to the planning authority, and<li data-bbox="296 488 1406 524">(b) the planning authority has approved the plan. <p data-bbox="296 562 1377 636">The local planning authority (LPA) that would approve any Biodiversity Gain Plan (BGP) (if required) is London Borough of Camden.</p> <p data-bbox="296 674 1422 819">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="296 857 1401 965">Based on the information provided, this will not require the approval of a BGP before development is begun because the original planning application was made before 12 February 2024.</p>

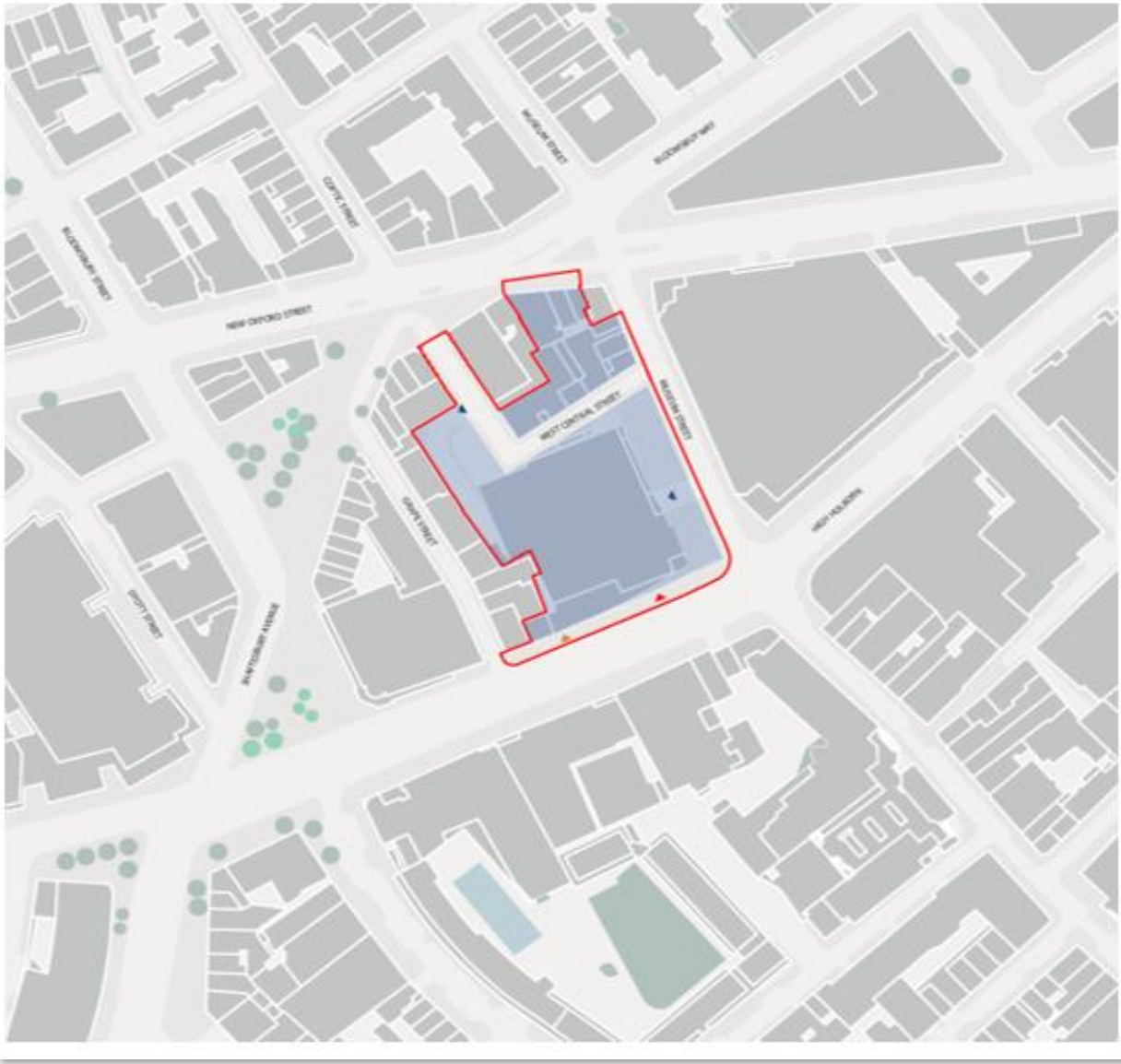
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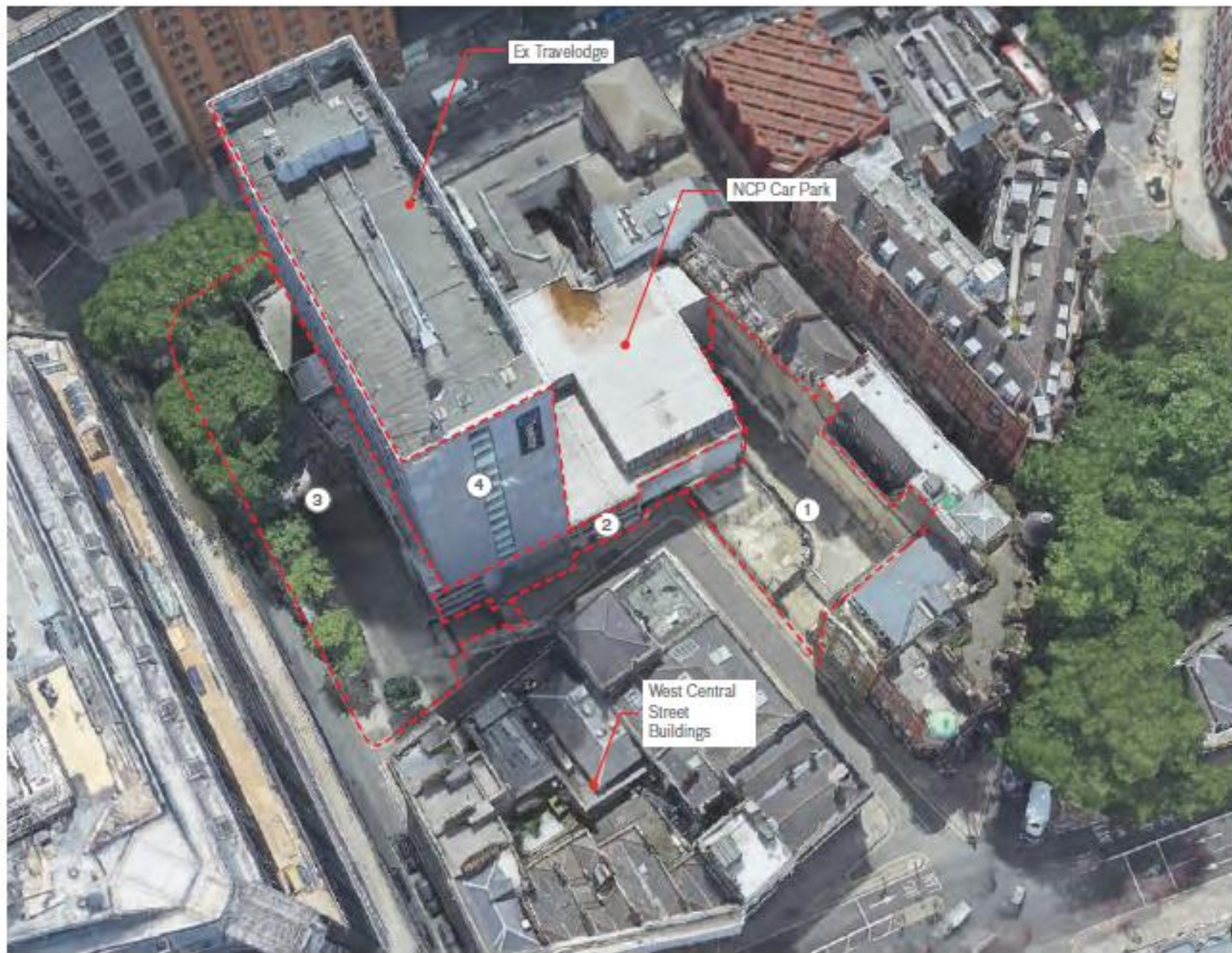
Planning Committee

3rd of April 2025

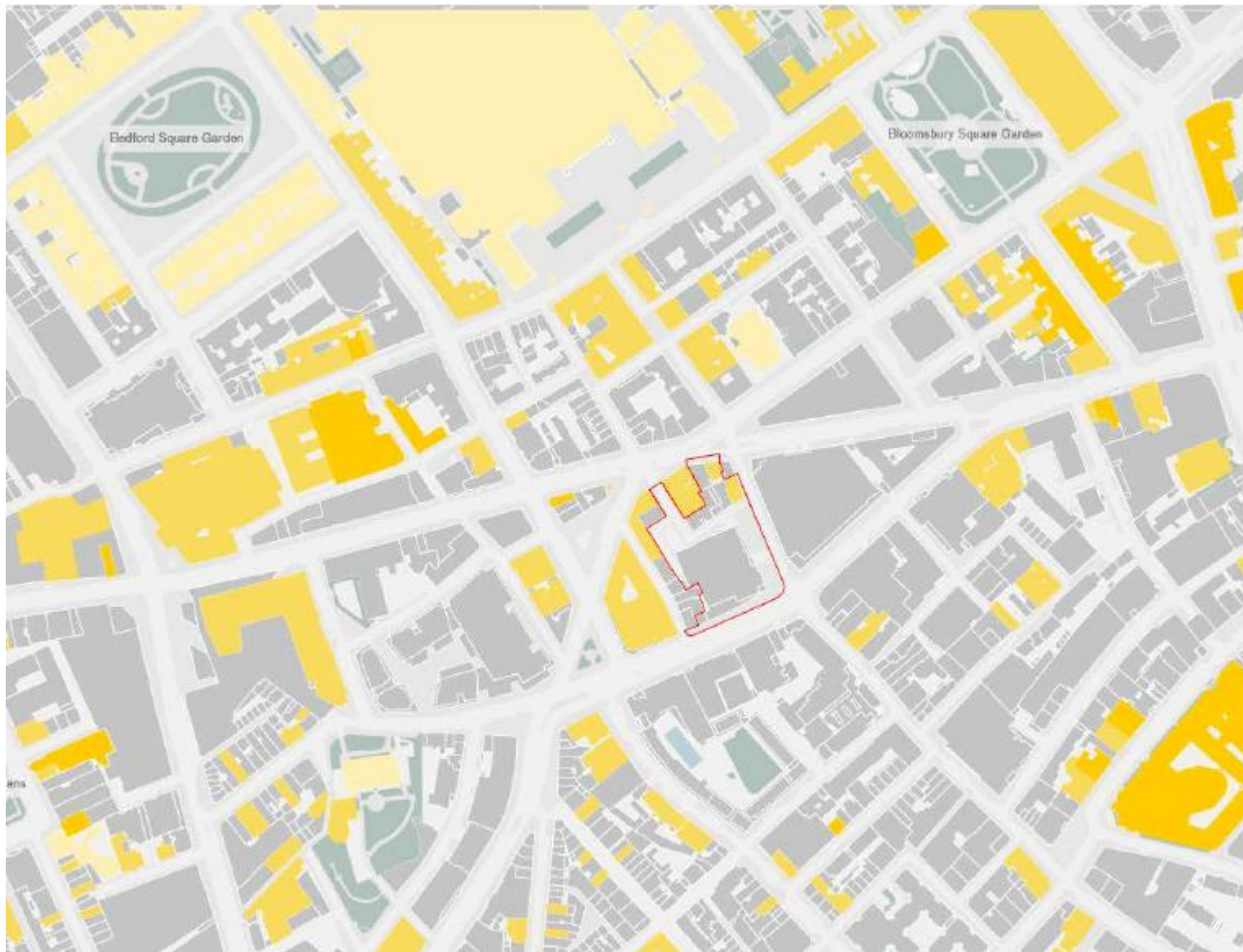
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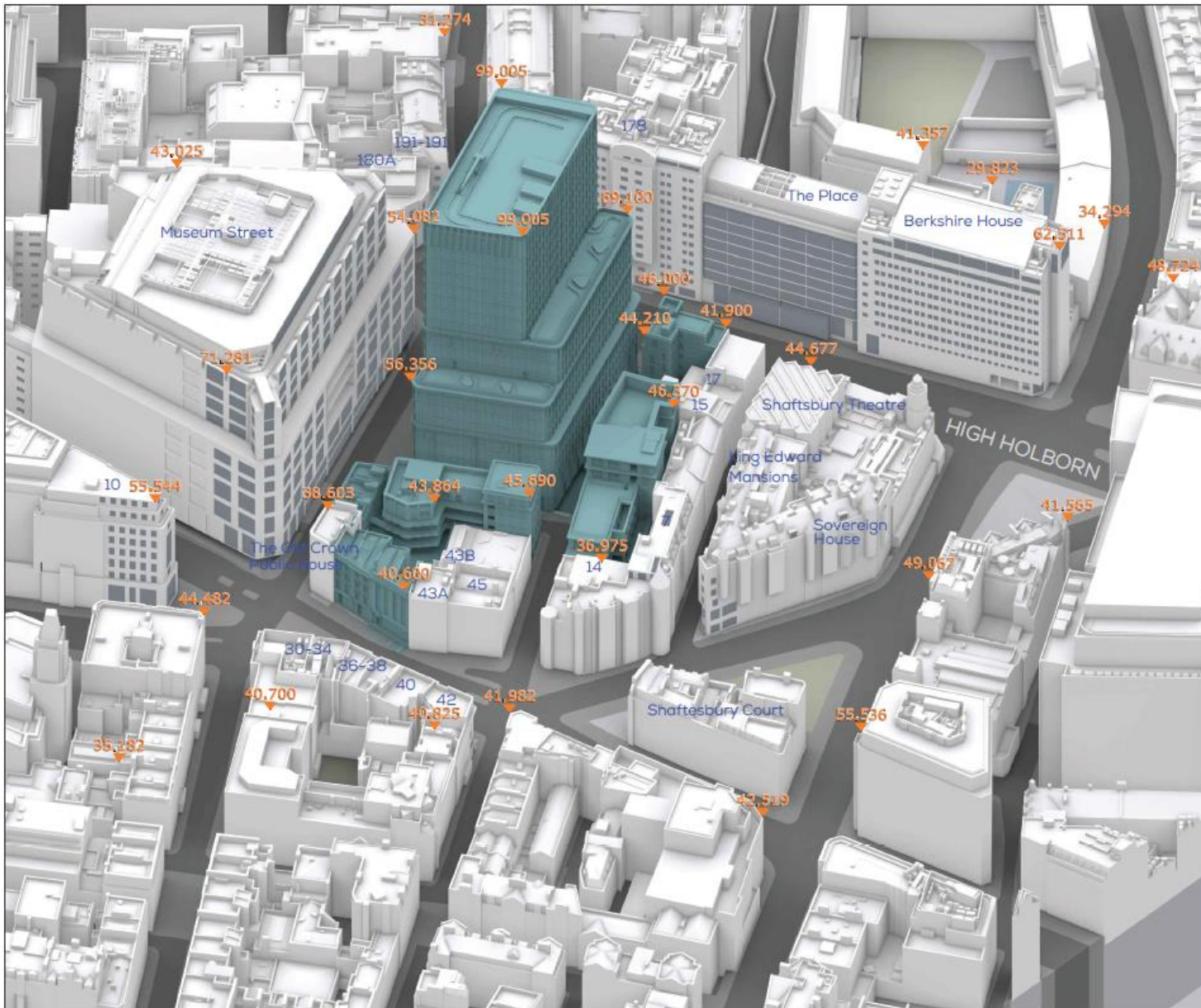
**Selkirk House, 166 High Holborn,
1 Museum Street,
10-12 Museum Street,
35-41 New Oxford Street and
16A-18 West Central Street,
WC1A 1JR**

















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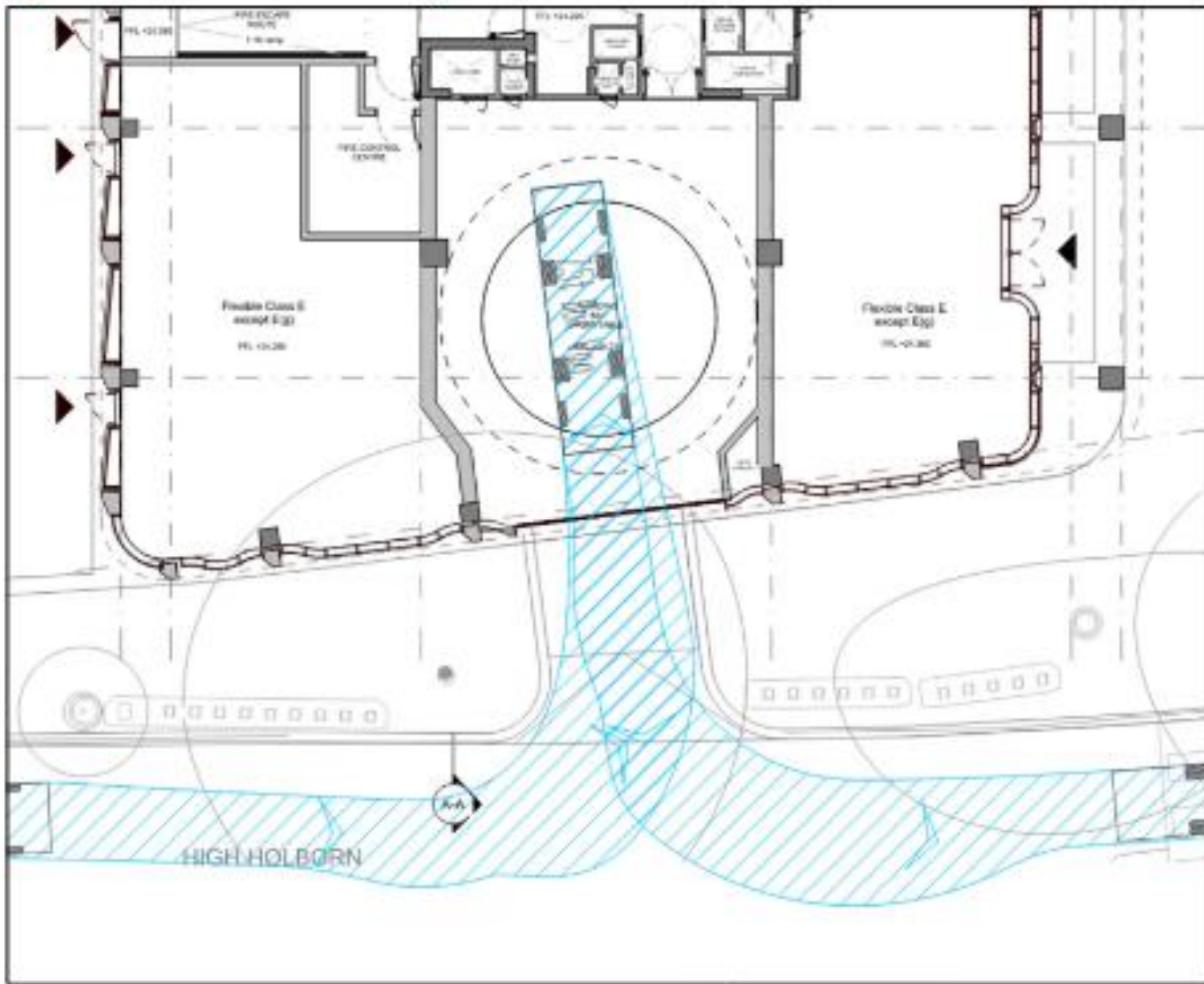


Approved - Ground Floor Plan



Proposed - Ground Floor Plan





END