

Address:	7 Ridgmount Street London WC1E 7AE		3
Application Number(s):	2025/3920/P	Officer: Edward Hodgson	
Ward:	Bloomsbury		
Date Received:	05/09/2025		
Proposal:	Refurbishment, partial demolition and extension works to existing building to provide additional office and retail floorspace (Class E), comprising demolition of existing fourth floor level, extensions at fourth and fifth floor level, infill of existing car parking spaces, rationalisation of existing office floorplates, basement extension, alterations to existing street facades, new landscaped roof terraces/balconies, new cycle parking, and public realm improvements and other associated works.		
Background Papers, Supporting Documents and Drawing Numbers:			
Existing Drawings:			
Site Location Plan 370-FN-MB-01-DR-A-00001 P01, 370-FN-MB-01-DR-A-00104 P01, 370-FN-MB-01-DR-A-00105 P01, 370-FN-MB-01-DR-A-00301 P01, 370-FN-MB-01-DR-A-00402 P01, 370-FN-MB-01-DR-A-00403 P01, 370-FN-MB-01-DR-A-00404 P01, 370-FN-MB-01-DR-A-00410 P01, 370-FN-MB-B1-DR-A-00099 P01, 370-FN-MB-01-DR-A-00100 P01, 370-FN-MB-01-DR-A-00101 P01, 370-FN-MB-01-DR-A-00102 P01, 370-FN-MB-01-DR-A-00103 P01,			
Demolition Drawings:			
370-FN-MB-01-DR-A-01402 P01, 370-FN-MB-01-DR-A-01403 P01, 370-FN-MB-01-DR-A-01401 P01, 370-FN-MB-01-DR-A-01404 P01, 370-FN-MB-01-DR-A-01099 P01, 370-FN-MB-01-DR-A-01100 P01, 370-FN-MB-01-DR-A-01101 P01,			
Proposed Drawings:			
7RS-DSD-MB-04-DR-LA-90104 P1, 7RS-DSD-MB-05-DR-LA-90105 P1, 7RS-DSD-00-ZZ-DR-L-90200 P1, 7R-DSD-MB-ZZ-DR-LA-91001 P1, 7RS-DSD-MB-00-DR-LA-90100 P1, 7RS-DSD-MB-01-DR-LA-90101 P1, 7RS-DSD-MB-02-DR-LA-90102 P1, 7RS-DSD-MB-03-DR-LA-90103 P1, 370-FN-MB-03-DR-A-02103 P01, 370-FN-MB-04-DR-A-02104 P01, 370-FN-MB-05-DR-A-02105 P01, 370-FN-MB-06-DR-A-02106 P01, 370-FN-MB-07-DR-A-02107 P01, 370-FN-MB-ZZ-DR-A-02301 P01, 370-FN-MB-ZZ-DR-A-02302 P01, 370-FN-MB-ZZ-DR-A-02401 P01, 370-FN-MB-ZZ-DR-A-02402 P01, 370-FN-MB-ZZ-DR-A-02403 P01, 370-FN-MB-ZZ-DR-A-02404 P01, 370-FN-MB-B1-DR-A-02099 P01, 370-FN-MB-00-DR-A-02100 P01, 370-FN-MB-01-DR-A-02101 P01, 370-FN-MB-02-DR-A-02102 P01			
Documents:			
Urban Greening Factor calculation, Biodiversity Net Gain Metric, Circular Economy Statement (Arup Sept 2025), Draft Construction/Demolition Management Plan, Cover Letter (DP9 Sept			

2025), Daylight/Sunlight Report (Point 2 Sept 2025), Delivery and Servicing Plan (Velocity Transport Planning Sept 2025), Noise Statement (Arup Sept 2025), Air Quality Assessment (Arup Sept 2025), Basement Impact Assessment (Heyne Tillett Steel Dec 2025), Statement of Community Involvement (Kanda Sept 2025), Sustainability Statement (Arup Sept 2025), Transport Statement (Velocity Transport Planning Sept 2025), Whole Life-Cycle Carbon Assessment (Arup Sept 2025), Travel Plan (Velocity Transport Planning Sept 2025), Energy Statement (Arup Dec 2025), Pre-Refurbishment Audit (Erith Sept 2025), Fire Statement (OFR Sept 2025), Heritage, Townscape and Visual Impact Assessment (KMHeritage Sept 2025), Operational Waste Management Strategy (Sept 2025), Planning Statement (DP9 Sept 2025), Preliminary Ecological Appraisal (RammSanderson Sept 2025), Archaeological Desk Based Assessment (RPS Group Sept 2025), Flood Risk Assessment & SuDS Strategy (Heyne Tillett Steel Aug 2025), BREEAM Pre-refurbishment Audit (General Demolition Aug 2025), Design and Access Statement, Ground Investigation Report (soiltechnics Sept 2025)

RECOMMENDATION SUMMARY:

Grant conditional planning permission subject to a Section 106 Legal Agreement

Applicant:	Agent:
SEBRE Ridgmount Limited	DP9 Ltd 100 Pall Mall London SW1Y 5NQ

ANALYSIS INFORMATION

Land use floorspaces				
Use Class	Description	Existing GIA (sqm)	Proposed GIA (sqm)	Difference GIA (sqm)
Class E	Commercial	3470	5288	1818
Total	All uses	3470	5288	1818

Parking details				
Type	Existing spaces	Proposed long stay	Proposed short stay	Difference
Car parking	3	0	0	-3
Cycle parking (non-residential)	25	86	24	+ 110

EXECUTIVE SUMMARY

- i) The proposal involves the retention, refurbishment and upwards extension of the existing vacant office building. The existing single storey roof extension would be removed and replaced, and an additional two storeys of office accommodation would be built above with amenity terraces. The existing 'U-shape' elevation facing onto Ridgmount Street would be infilled to create a flush elevation along this street, adding additional commercial floorspace. The facades would be remodelled in particular at ground floor to improve the relationship with the public realm. The infilling of the front elevation and removal of the existing car parking would create a less hostile and more welcoming appearance onto Ridgmount Street. The scheme would also greatly improve the accessibility of the building which currently has awkward stepped access at ground floor, and this would be replaced by level access to the building. This is welcomed given planning policies seek to improve accessibility and taking account of the Public Sector Equality Duty.
- ii) The scheme would provide additional commercial floorspace within the Central London Area and Knowledge Quarter with the potential to provide retail and designated space for affordable workspace (to be secured via S106 agreement) at ground floor level. It would therefore contribute to the local economy of the Bloomsbury and Tottenham Court Road area. The building would be substantially retained, approx. 82% of the structure is to be retained thus reducing embodied carbon emissions and the scheme would achieve BREEAM Excellent. The scheme would involve a high quality, innovative and contemporary design that would be a welcome addition to the streetscene and respond positively to the surrounding context. It would add a significant amount of commercial floorspace through the extensions at roof level and the infill of the front elevation, however the additional massing at roof level is set back at upper levels to reduce the bulk and the impact on neighbouring properties. The scheme would provide high quality commercial accommodation and revitalise a vacant and outdated office building and would enhance the public realm.
- iii) Although housing would not be provided onsite, a full policy compliant payment in lieu towards affordable housing would be secured via Section 106 legal agreement to satisfy the Council's mixed-use policy which is accepted because of the constraints of housing delivery on site and the lack of other nearby donor sites within the applicant's ownership.
- iv) The scheme overall would provide a number of public benefits, including economic development through additional commercial space including affordable workspace, contributions towards affordable housing, transport infrastructure and employment opportunities, while providing a high quality and interesting design that would complement the borough's architecture.
- v) The scheme complies with the development plan as a whole and is recommended for approval.

OFFICER REPORT

Reason for Referral to Committee:

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

1. SITE AND BACKGROUND

Designations

- 1.1 The following are the most relevant designations or constraints:

Designation	Details
Conservation Area	Bloomsbury
PTAL (Public transport accessibility)	6b
Underground development constraints and considerations	- Subterranean ground water flow - Slope stability
Central London Area	Central London Area
Area Action Plan	Fitzrovia

Table 1 - Site designations and constraints

Description

- 1.2 The site is on the west side of Ridgmount Street and has three street facing elevations, with Ridgmount Place to the north and Store Street to south and the principal elevation facing Ridgmount Street. The site covers approx. 1100 sqm.



Figure 1 – The existing site with Ridgmount Street in the foreground

- 1.3 The site consists of a five-storey plus basement office building built in the 1960s. It has a U-shaped form, with a recessed area fronting Ridgmount Street and consists of brick and precast concrete facades with blue metal windows. The building is currently vacant but has been previously used as offices (Class E). The upper floor roof extension was a later addition to the building built in the early 2000s.
- 1.4 The surrounding area is a mix of retail, office, residential and some healthcare uses. The surrounding buildings are varied in age and are typically four to five storeys in height. The height increases westwards on Alfred Place, with some buildings 7 storeys on the east side.
- 1.5 The site is located within the Bloomsbury Conservation Area, however it is not regarded as making a positive contribution to the character and appearance of the conservation area. The site is also neither locally or statutorily listed. The nearest listed buildings are the Grade II Drill Hall Arts Centre on Chenies Street to the northwest of the site, and the Grade II listed terrace 1-15, 15A and 17-49 Gower Street, located on the west side of Gower Street which is to the east of the site. The below heritage map shows the proximity to these listed buildings.



Figure 2 – Heritage map showing Grade II listed buildings in dark blue and the Bloomsbury Conservation Area in beige.

- 1.6 The site has a Public Transport Accessibility Level (PTAL) rating of 6b Excellent, and is close to Russell Square, Goodge Street and Tottenham Court Road Stations, as well as several bus services from Tottenham Court Road and Russell Square.

2. THE PROPOSAL

- 2.1 The proposal is for the retention, refurbishment and extension of the existing building to provide additional office accommodation and potential retail space at ground floor (Class E). The existing non-original roof extension would be removed, along with elements of the façade. The existing basement floorspace would be enlarged with additional excavation on the east side towards Ridgmount Street. The removed roof extension would be replaced by an additional two-storey stepped roof extension, along with a smaller plant enclosure located centrally at roof level. The recessed space fronting Ridgmount Street would be infilled to create a flush street elevation. This infill would be faced with corten steel and metal windows. The setback roof extension allows for amenity spaces and planting at fourth, fifth and sixth floors, and balconies are proposed on the new Ridgmount Street façade. The roof extension would be finished with polished aluminium and corten soffits.
- 2.2 The ground floor slab would need to be removed, its removal is required to provide level access from the street into the building which would improve

accessibility into the site, but 82% of the existing structure would be retained.

3. RELEVANT HISTORY

The site

- 3.1 **PS9904522** - Single storey rooftop extension at 4th floor level to provide additional office floorspace. **Granted – 19/07/1999.**

8700226 - Extension of the vehicle lay-by and provision of a wheelchair access ramp. **Granted – 25/03/1987**

The area

- 3.2 *2-8 Ridgmont Street and 6 Store Street*

2009/2629/P - Reconstruction of Bloomsbury Service Station following demolition of existing building, construction of a three storey building at 2 Ridgemont Street and erection a three storey building (behind a retained facade) at 4-8 Ridgemont Street and alterations to 2 Ridgemont Street to create a Class A1 (shop)/Class A3 (restaurant) and Class B1 (office) floorspace. **Granted subject to a S106 legal agreement – 22/03/2010**

4. CONSULTATION

Statutory consultees

Historic England GLAAS

- 4.1 No comments.

Thames Water

- 4.2 Comments:

- Waste Comments: The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. “No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) and piling layout plan including all Thames Water wastewater assets, the local topography and clearance between the face of the pile to the face of a pipe has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement and piling layout plan.

- As required by Building Regulations Part H paragraph 2.36, Thames Water requests that the Applicant should incorporate within their proposal, protection to the property to prevent sewage flooding, by installing a positive pumped device (or equivalent reflecting technological advances), 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 will be undertaken to minimise groundwater discharges into the public sewer.
- Public sewers are crossing or close to the development. Build over agreements are required for any building works within 3 metres of a public sewer and, or within 1 metre of a public lateral drain. This is to prevent damage to the sewer network and ensures we have suitable and safe access to carry out maintenance and repairs
- With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.
- Water Comments: There are water mains crossing or close to the development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way.
- The proposed development is located within 15m of our underground water 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
- On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. 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.

Officer Response

The recommendations, including the condition for the piling method statement (condition 8) and the informatives, would be attached to the decision.

Local groups

Bloomsbury CAAC

4.3 No comments.

Bloomsbury Association

4.4 No comments.

Charlotte Street Association

4.5 No comments.

Fitzrovia Neighbourhood Association

4.6 No comments.

Adjoining occupiers

4.7 Seven site notices were displayed, two on Ridgmount Street, two on Ridgmount Place, one on Store Street, one on Gower Street and one on Alfred Place. The notices were displayed on 09/09/2025 until 03/10/2025 and the application was advertised in the local paper on 18/09/2025 (expiring 12/10/2025).

4.8 Objections were received from at least five local households. The objections received are on the Council's website. The key issues raised are summarised as follows:

- Height and massing are unsuitable for this area

Officer response:

- *Design and heritage are discussed in section 9 of the report. The massing has been setback at upper levels to reduce the bulk. The building is a prominent corner site and an increase in height on such buildings is not uncommon. There are also taller buildings of 7 to 8 storeys found in the vicinity of the site westwards towards Alfred Place.*

- Loss of light to neighbouring residential properties

Officer response:

- *Amenity, including the impact on daylight and sunlight to neighbouring residential properties, is discussed in section 8 of the report. A daylight/sunlight impact assessment has been submitted and shows the impact is within the accepted levels.*
- *Impact on transport, including delivery, servicing and access down Ridgmount Place including the widening of the pavement, the loss of resident parking spaces on Ridgmount Street, and construction management and increase in movement.*

Officer response:

- *Transport is assessed in section 13 of the report. It should be noted that the applicant has submitted aspirational public realm plans. These plans include the widening of pavements and the removal of existing car parking on Ridgmount Street. This is outside the scope of the planning application and is outside of the red line boundary and did they wish to pursue these then a separate consent process would be required to implement these works.*
- *Noise from terraces and exacerbating existing anti-social behaviour around Ridgmount Place and overlooking from new terraces.*

Officer response:

- *Amenity is discussed in section 8 of the report. Conditions limiting the hours of use of the proposed terraces are secured (26). One of the ambitions of the scheme is to improve the relationship of the building with the public realm (by infilling the front courtyard space) and to increase natural surveillance which would help to address any anti-social behaviour. The roof terraces would be located a sufficient distance away so as not to result in unacceptable overlooking into neighbouring windows, in line with Camden Planning Guidance and discussed further in section 8 of the report.*
- *Concerns over the consultation process undertaken by the developer prior to submission of the planning application, including misrepresentation of views.*

Officer response:

- *The developer has undertaken their own consultation as set out in the submitted statement of community involvement. Although engagement by the developer is welcomed and encouraged, the Council places limited weight on the responses the applicant says they received during that process, when assessing the application. The Council carried out its statutory consultation process in the line with the Camden's Statement of Community Involvement. The Council would place more weight on the*

responses it receives directly as part of the statutory consultation process when considering the application.

5. POLICY

National and regional policy and guidance

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

Draft National Planning Policy Framework 2025

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

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

[GG1 Building strong and inclusive communities](#)

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

[GG3 Creating a healthy city](#)

[GG4 Delivering the homes Londoners need](#)

[GG5 Growing a good economy](#)

[GG6 Increasing efficiency and resilience](#)

[SD2 Collaboration in the Wider South East](#)

[SD3 Growth locations in the Wider South East and beyond](#)

[SD4 The Central Activities Zone \(CAZ\)](#)

[SD5 Offices, other strategic functions and residential development in the CAZ](#)

[SD10 Strategic and local regeneration](#)

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

[D2 Infrastructure requirements for sustainable densities](#)

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

[D4 Delivering good design](#)

[D5 Inclusive design](#)

[D8 Public realm](#)

[D10 Basement development](#)

[D11 Safety, security and resilience to emergency](#)

[D12 Fire safety](#)

[D14 Noise](#)

[E1 Offices](#)

[E2 Providing suitable business space](#)

[E3 Affordable workspace](#)

[E11 Skills and opportunities for all](#)

HC1 Heritage conservation and growth

HC3 Strategic and Local Views

[G1 Green infrastructure](#)

[G4 Open space](#)

[G5 Urban greening](#)

[G6 Biodiversity and access to nature](#)

[SI 1 Improving air quality](#)

[SI 2 Minimising greenhouse gas emissions](#)

[SI 3 Energy infrastructure](#)

[SI 4 Managing heat risk](#)

[SI 5 Water infrastructure](#)

[SI 7 Reducing waste and supporting the circular economy](#)
[SI 8 Waste capacity and net waste self-sufficiency](#)
[SI 12 Flood risk management](#)
[SI 13 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](#)
[T6.2 Office Parking](#)
[T6.3 Retail parking](#)
[T6.5 Non-residential disabled persons parking](#)
[T7 Deliveries, servicing and construction](#)
[T9 Funding transport infrastructure through planning](#)
[DF1 Delivery of the Plan and Planning Obligations](#)
[M1 Monitoring](#)

London Plan Guidance (LPG)

[Accessible London SPG](#)
[Planning for Equality and Diversity in London SPG](#)
[Characterisation and Growth Strategy LPG](#)
[Optimising Site Capacity: A Design-led Approach LPG](#)
[Urban greening factor LPG \(February 2023\)](#)
[Air quality positive LPG](#)
[Air quality neutral LPG](#)
[Be Seen energy monitoring LPG](#)
[Circular economy statements LPG](#)
[Energy Planning Guidance](#)
[The control of dust and emissions in construction SPG](#)
[Whole life carbon LPG](#)
[Sustainable Transport, Walking and Cycling](#)

Local policy and guidance

Camden Local Plan (2017) (CLP)

[Policy G1 Delivery and location of growth](#)
[Policy H2 Maximising the supply of self-contained housing from mixed-use schemes](#)
[Policy C5 Safety and security](#)
[Policy C6 Access for all](#)
[Policy E1 Economic development](#)
[Policy E2 Employment premises and sites](#)
[Policy A1 Managing the impact of development](#)
[Policy A2 Open space](#)
[Policy A3 Biodiversity](#)
[Policy A4 Noise and vibration](#)
[Policy A5 Basements](#)
[Policy D1 Design](#)
[Policy D2 Heritage](#)

[Policy D3 Shopfronts](#)
[Policy CC1 Climate change mitigation](#)
[Policy CC2 Adapting to climate change](#)
[Policy CC3 Water and flooding](#)
[Policy CC4 Air quality](#)
[Policy CC5 Waste](#)
[Policy T1 Prioritising walking, cycling and public transport](#)
[Policy T2 Parking and car-free development](#)
[Policy T3 Transport infrastructure](#)
[Policy T4 Sustainable movement of goods and materials](#)
[Policy DM1 Delivery and monitoring](#)

Supplementary Planning Documents and Guidance

Most relevant Camden Planning Guidance (CPGs):

[Access for All CPG - March 2019](#)
[Air Quality - January 2021](#)
[Amenity - January 2021](#)
[Basements - January 2021](#)
[Biodiversity CPG - March 2018](#)
[Design - January 2021](#)
[Developer Contribution CPG - March 2019](#)
[Employment sites and business premises - January 2021](#)
[Energy efficiency and adaptation - January 2021](#)
[Housing - January 2021](#)
[Public open space - January 2021](#)
[Transport - January 2021](#)
[Trees CPG - March 2019](#)
[Water and flooding CPG - March 2019](#)

Other guidance:

[Planning Statement - Intermediate Housing Strategy and First Homes \(2022\)](#)
Bloomsbury [Conservation Area Statement](#) 2011

Proposed Submission Draft Camden Local Plan (DCLP)

The [Proposed Submission Draft Camden Local Plan](#) was submitted to the Secretary of State for Housing, Communities and Local Government on the 3 October 2025 for independent examination, in accordance with Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). The Plan will now be examined by a Planning Inspector.

Previously, the Council published the draft new Camden Local Plan for consultation in January 2024 and published an updated Proposed Submission Draft Camden Local Plan for consultation from 1 May to 27 June 2025.

The Proposed Submission Draft Local Plan (DCLP) is a significant material consideration in the determination of planning applications but has limited

weight at this stage. The weight that can be given to an emerging plan increases as it progresses towards adoption. In line with paragraph 49 of the National Planning Policy Framework (NPPF), the degree of weight to be given is a matter for the decision-maker, having regard to the stage of preparation, the extent of unresolved objections, and the consistency of the draft policies with the NPPF.

6. ASSESSMENT

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

7	Land use
8	Impact on neighbouring amenity
9	Heritage and design
10	Sustainability and energy
11	Air Quality
12	Basements
13	Transport
14	Land contamination
15	Flooding and water
16	Public open space
17	Trees, greening and biodiversity
18	Employment and training opportunities

7. LAND USE

Proposed office use

7.1 Policy G1 of the Local Plan expects development to take place throughout the borough with the most growth areas expected to be delivered through:

- The growth areas of King's Cross, Euston, Tottenham Court Road, Holborn, West Hampstead Interchange and Kentish Town Regis Road; and other highly accessible locations, in particular Central London and the town centres of Camden Town, Finchley Road / Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead.

7.2 Policy E1 of the Local Plan seeks to direct new office development to the growth areas mentioned above, as well as Central London, and the borough's town centres in order to meet the forecast demand of 695,000sqm of office floorspace between 2014 and 2031. The policy also

seeks to promote the development of the Knowledge Quarter around Euston and King's Cross.

- 7.3 The application site consists of an existing vacant office building (Class E) located within the Central London Area and the Knowledge Quarter Innovation District. The proposed development would deliver 1,818sqm GIA of additional office floorspace. As such, the proposed increase in office floorspace is considered acceptable in land use terms and in accordance with policies G1 and E1 of the Local Plan.

Affordable Workspace

- 7.4 Policy E2 of the Local Plan encourages the provision of employment premises and sites in the borough and will consider higher intensity redevelopment of premises or sites that are suitable for continued business use. This support for higher intensity employment premises is subject to ensuring the provision of suitable benefits for the people of Camden including: The provision of floorspace suitable for start-ups, small and medium-sized enterprises, such as managed affordable workspace where viable and, securing increased employment opportunities for local residents, including training and apprenticeships.
- 7.5 The Council's supplementary planning guidance document Employment Sites and Business Premises offers further advice on how affordable workspace should be secured and sets out how the Council will seek to use planning obligations to secure an element of affordable SME workspace from large scale employment developments with a floorspace of 1,000sqm (GIA or gross internal area). It also advises that the Council's Inclusive Economy Team will work with developers to agree appropriate terms of affordability on a case-by-case basis, although it does provide examples of different types of affordable workspace secured in developments in the borough. These examples include 20% of the workspace provided at 50% of comparable market values, an element of workspace offered at peppercorn rent, 20% of desks in open workspaces offered at 50% of market value, and an average of market rents paid by tenants in the area occupying an equivalent type and quality of space, although this is aimed more at light industrial uses. The Council will also consider alternative suggestions for providing affordable workspace and emerging local plan allows for a PIL.
- 7.6 The proposed development includes the provision of 163sqm of affordable workspace at ground floor level which would be at a 70% discount of comparable market rates for a period of 20 years. This equates to approx. 9% of the total uplift in floorspace. Although the percentage of floorspace is lower than the examples provided in the CPG, the 70% reduction in terms of market rates is welcomed especially within a central London location where rents are higher and this reduction is greater than on other

developments. Locating the affordable workspace at ground floor would negate the need to subdivide office space at the upper floors, which may be leased by a single tenant, and would provide good access for any potential occupier. The space identified is already proposed to be subdivided and would have visibility from Ridgmount Street which would make it attractive to a number of occupiers. It is anticipated that this space would offer high quality office accommodation, with good outlook to the east and north, good levels of natural light and good floor to ceiling heights. Overall, the offer in this instance is acceptable and the applicant would work with the Council's Inclusive Economy Team to identify potential occupiers through an affordable workspace plan secured via section 106 legal agreement.

- 7.7 It is important to note that alongside the affordable workspace, the proposals also include a range of construction and end use apprenticeships/work placements which would provide employment and training opportunities to the people of Camden. These are discussed in more detail in section 18 of the report and would be secured as part of the s106 agreement.

Mixed Use Policy H2

- 7.8 Policy H2 of the Local Plan promotes a mix of uses in new developments, including a contribution to the supply of housing. In the Central London Area, where development involves additional floorspace of more than 200sqm, the Council requires 50% of all additional floorspace to be provided as self-contained housing. This is required to be provided on site, particularly where 1,000sqm of additional floorspace is proposed. Policy H4 (maximising the supply of affordable housing) sets out when we will seek affordable housing, and the quantity of the type of affordable housing we expect. Sub-para G) of Policy H4 states that where developments have capacity of fewer than 10 additional dwellings, the Council will accept a payment in lieu.
- 7.9 Policy H2 provides a set of criteria which will be considered when determining where self-contained housing is required as part of a mix of uses. These include:
- a. the character of the development, the site and the area;*
 - b. site size, and any constraints on developing the site for a mix of uses;*
 - c. the priority the Local Plan gives to the jewellery sector in Hatton Garden;*
 - d. whether self-contained housing would be compatible with the character and operational requirements of the proposed non-residential use and other nearby uses; and*
 - e. whether the development is publicly funded or serves a public.*
- 7.10 Policy H2 also states that where the Council is satisfied that providing onsite housing is not practical or housing would more appropriately be provided

off-site, we will seek provision of housing on an alternative site nearby, or exceptionally, a payment in lieu.

- 7.11 The development would result in an overall uplift of 1,818sqm, which generates a requirement of 909sqm to be residential (50%). Sub para B) of policy H4 states that 100sqm is generally considered able to create capacity for 1 home. Therefore, 1,000sqm of new residential floorspace is required generally for onsite affordable housing (10 additional dwellings x 100sqm). This development therefore would not be required to provide onsite affordable housing as the required residential floorspace is less than 1,000sqm.

Residential Study

- 7.12 During pre-application discussions the applicant produced a detailed residential study which explored the implication of providing a scheme with onsite self-contained flats. 5 different options (A to E) were explored as shown in Figure 3 below. Option A included residential on the north side of the building across 5 floors, Option B included residential on the south side across 4 floors, Option C included residential on both the north and south sides across three floors, Option D involved the entire first floor being used for residential, and Option E included residential on the roof extension. Having full considered the merits of these options, the provision of on-site housing was discounted for the following reasons:

- The proposal seeks to provide enhanced and high-quality commercial space within the Knowledge Quarter and Central London Area, and a retrofit approach has been taken to reduce the amount of demolition for circular economy reasons. Providing residential floorspace would require new and separate cores that would increase the amount of demolition. It would also require the incorporation of sprinklers and water tanks in the basement which would have displaced the plant and end of trip facilities to the ground floor, which would impact on the retail offer and active frontage here.
- The introduction of housing would impact on layouts by creating inefficient office floorspace which would receive less natural light and have limited outlook and generally result in poor quality commercial spaces.
- Locating the residential on either the north or south sides (Options A to C) would result in single aspect units with poor levels of natural light. Option D would have a similar issue, with some single aspect units and poor levels of light. Having residential units towards the rear of the building would raise concerns about overlooking from the office courtyard and buildings to the rear of the site. Locating the residential in the roof extension would require an additional means of escape as it would be above 18m high. This would reduce the amount of usable

floorspace that could be given over to residential and also the office floorspace below.



Figure 3 – Options for onsite housing provision (shown in gold)

7.13 Therefore, given the impact on-site housing would have had on the quality and layout of the existing and proposed commercial, the poor standard of housing it would deliver, and the additional demolition it would require, officers are satisfied that on-site provision of housing would not be the optimal solution in this case.

7.14 The applicant does not have any land ownership interests in any other site close to the application site and so the provision of off-site housing is not considered feasible in this instance. The difficulty of finding additional sites to provide off-site housing is noted in the Housing CPG para. 5.28, stating that ‘in recent years opportunities to acquire potential delivery sites at relatively low costs have diminished, and it has no longer been possible for developments to meet initial off-site targets in full’.

Payment in lieu

- 7.15 Policy H2 states that where on-site and off-site options have been thoroughly explored and it is demonstrated to the Council's satisfaction that no appropriate site is available for housing, we may accept a payment-in-lieu for housing, fairly and reasonably related in scale and kind to the development proposed and secured via section 106 legal agreement. For non-residential schemes such as this a rate of £1,500 per sqm GIA will generally apply to shortfalls in the provision of market or affordable housing. The applicant, since the submission of the application, has agreed to make a payment-in-lieu (PIL) for self-contained housing which will be secured under the s106. The total figure is £1,363,500 and is calculated as follows:

Total addition to floorspace	1,818sqm
Self-contained housing floorspace target	1,818 x 50% = 909sqm
Self-contained housing floorspace target	909sqm
On site addition to self-contained housing floorspace	0sqm
Self-contained housing shortfall	909sqm
Total payment-in-lieu of self-contained housing (shortfall GIA x £1,500 per sqm)	£1,363,500 (909 x £1,500)

- 7.16 Given the application site is predominantly a commercial building located within the CAZ and Knowledge Quarter, the refurbishment and intensification of the existing office use is appropriate and would help contribute to a successful and inclusive economy. Although no on-site housing is provided in this instance for reasons of feasibility, a full financial contribution towards self-contained housing is proposed. Therefore, on this basis, and given the other public benefits arising from the scheme including the provision of affordable workspace, the development is considered to accord with the Camden Local Plan and the London Plan and is acceptable in land use terms.

8. IMPACT ON NEIGHBOURING AMENITY

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

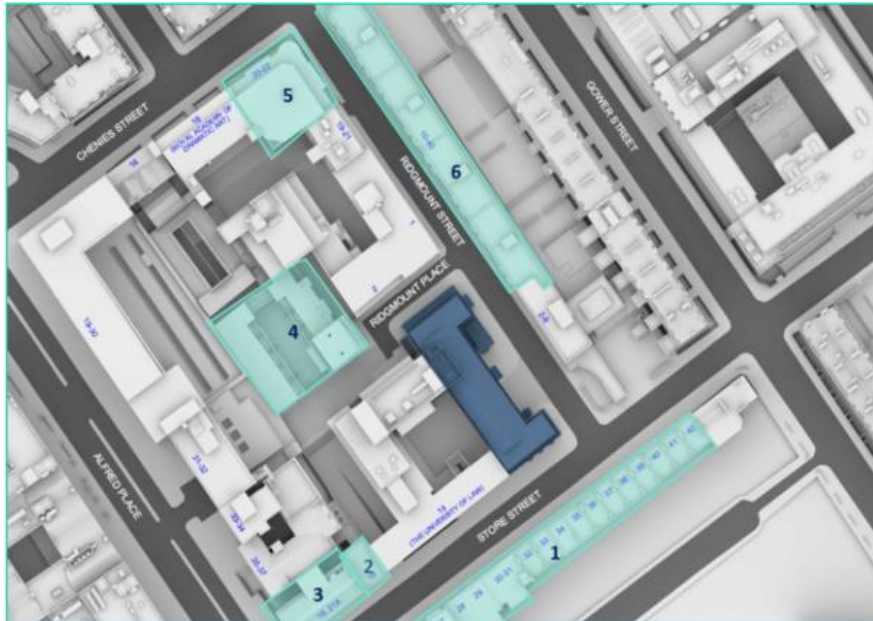
Daylight and sunlight

- 8.2 A Daylight Sunlight Impact Report has been submitted as part of the application which details any impacts upon neighbouring properties.
- 8.3 The leading industry guidelines on daylight and sunlight are published by the Building Research Establishment in BR209 'Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice' (third edition, 2022) (BRE). The development plan supports the use of the BRE guidance for assessment purposes, however, it should not be applied rigidly and should be used to quantify and understand impact when making a balanced judgement.
- 8.4 Paragraph 130 of the NPPF supports making efficient use of land and says that authorities should take a flexible approach in applying policies or guidance relating to daylight/sunlight where they would otherwise inhibit making efficient use of a site, as long as the resulting scheme would provide acceptable living standards.

Methodology

- 8.5 The methodology and criteria used for the assessment is based on the approach set out by BRE guidance. The report makes use of several metrics in its assessment of surrounding buildings which are described in the BRE guidance:
- **Vertical Sky Component (VSC)** – The daylight on the surface of a window. A measure of the amount of sky visible at the centre of a window.
 - *The BRE considers daylight may be adversely affected if, after development, the VSC is both less than 27% and less than 0.8 times (a reduction of more than 20%) its former value.*
 - **No Sky Line (NSL)**, also known as **Daylight Distribution (DD)** – The daylight penetration into a room. It measures the area at desk level ("a working plane") inside a room that will have a direct view of the sky.
 - *The NSL figure can be reduced to 0.8 times its existing value (a reduction of more than 20%) before the daylight loss is noticeable.*

- **Annual Probable Sunlight Hours (APSH)** - The amount of sunlight that windows of main living spaces within 90 degrees of due south receive and a measure of the number of hours that direct sunlight reaches unobstructed ground across the whole year and also as a measure over the winter period. The main focus is on living rooms.
 - *The BRE considers 25% to be acceptable APSH, including at least 5% during the winter months. If below this, impacts are noticeable if less than these targets, and sunlight hours are reduced by more than 4 percentage points, to less than 0.8 times their former value. It recommends testing living rooms and conservatories.*
 - **Sun-hours on Ground (SoG)**, also known as **Overshadowing** – The amount of direct sunlight received by open spaces.
 - *The BRE recommends at least half (50%) of the area should receive at least two hours (120 mins) of sunlight on 21 March (spring equinox), and the area which can receive some sun on 21 March is less than 0.8 times its former value.*
- 8.6 The BRE guidance targets are based on a model which is meant to apply broadly across the whole country, so it does not tend to account for much denser urban settings like London or Growth Areas. As a result, it recommends setting alternative targets which take account of relevant local context.
- 8.7 The approach is supported by the London Plan. The LP Housing SPG states:
- The degree of harm on adjacent properties and the daylight targets within a proposed scheme should be assessed drawing on broadly comparable residential typologies within the area and of a similar nature across London. Decision makers should recognise that fully optimising housing potential on large sites may necessitate standards which depart from those presently experienced but which still achieve satisfactory levels of residential amenity and avoid unacceptable harm.*
- 8.8 While the proposal is not a housing scheme, in this case it is still considered that similar principles apply to optimising the use of valuable sites in the Central London Area while achieving reasonable expectation for daylight and sunlight for existing residents.
- 8.9 For urban development densities found more typically in Camden, in areas such as Bloomsbury, officers note that retained VSC values of 15% to 20% can be tolerated as an acceptable norm. Often, windows at lower floors of residential buildings have VSC values of less than 10%.
- 8.10 The nearest residential buildings in the vicinity of the site are outlined in the image below in turquoise.



- | | |
|--------------------------|---------------------------|
| 1. 28 to 42 Store Street | 4. 1-16 Rosetti Court |
| 2. 18 Store Street | 5. 20-22 Chenies Street |
| 3. 19-21A Store Street | 6. 10-40 Ridgmount Street |

Figure 4 – Map showing the nearest residential occupiers in relation to the site in turquoise

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

Assessment

8.12 287 windows were tested at the properties as shown above. Windows at 28-42 Store Street, 19-21A Store Street, 18 Store Street and 20-22 Chenies Street were all found to be fully compliant with the BRE guidelines in daylight and sunlight terms. The impact at Rosetti Court and 10-40 Ridgmount Street will be discussed as follows.

Rosetti Court

8.13 Rosetti Court is a social housing block located to the northwest of the site. Although residents of social housing are not protected directly under the Public Sector Equality Duty (PSED), social housing is often a proxy for residents with protected characteristics such as race and disabilities. The

impact on these residents is therefore considered with due regard to the PSED.

- 8.14 When assessed using the VSC test, all windows in Rosetti Court would fully comply with the BRE guidelines. When assessed using the NSL method, all windows except for 1 would comply with BRE guidelines. This window would see a reduction of 21.4%, which is only marginally above the 20% reduction allowance recommended by the BRE. It is understood that this window serves a bedroom, which generally require less light because of how they are used when compared to other rooms such as kitchen, living and dining rooms.
- 8.15 In terms of sunlight impacts, only 3 windows have been tested as they fall within 90 degrees of due south. These windows would fall below the BRE requirements for annual APSH, with reductions of 62.5%, 66.7% and 38.5%. Although these windows would exceed the reduction allowance recommended in the BRE guidelines, these windows all serve bedrooms which don't generally require as much sunlight. The living, kitchen and dining rooms in these same homes are unaffected in sunlight terms. These windows also do not benefit from any existing winter sun hours.
- 8.16 Overall, the impact on Rosetti Court is considered to be acceptable in daylight and sunlight terms and the residents will still benefit from acceptable levels of daylight and sunlight in the context of a dense urban location.

10-40 Ridgmount Street

- 8.17 These are a group of properties located to the northeast of the site on the east side of Ridgmount Street.
- 8.18 When assessed using the VSC test, 9 windows out of 137 would not comply with the BRE guidelines. 6 of these 9 windows that don't comply will only marginally exceed the guidelines of a loss greater than 20% (the highest exceedance of these 6 would be a 28.53% loss, with the other 5 being between 20% and 25% losses). In terms of the remaining 3 windows, two of these are small window panels in a door recess and the other window is located within the recess area and under a projecting window at first floor above. As such, the existing VSC levels at these windows are already low. As such, although the percentage loss appears as significant, in absolute terms the changes would be largely imperceptible.
- 8.19 When assessed using the NSL test, all relevant rooms would comply with the BRE standards. In terms of sunlight, 5 rooms would not comply with the BRE guidelines. 4 of these windows would fall below the guidelines for winter APSH but exceed the guidelines annually and would have retained annual APSH of between 26% to 35%. The loss of winter APSH would be

50%, 55.6%, 80% and 60% in these rooms. The other window would still retain an annual APSH of 21% which is considered to be reasonable in a dense urban environment.

- 8.20 Overall, the residents at 10-40 Ridgmount Street would still benefit from adequate levels of daylight/sunlight. The affected windows in terms of daylight already receive poor levels and this would not be significantly worsened. The impact in terms of sunlight would affect a small number of windows and the losses would not be severe within a dense urban area.

Overlooking

- 8.21 Local Plan Policy A1 and CPG Amenity seeks to ensure that developments should be designed to protect the privacy of both existing and proposed dwellings and mitigation measures should be installed where necessary.
- 8.22 The proposal would introduce new terrace spaces serving the offices at fifth and sixth floors. The terrace at fifth would face onto Ridgmount Street, Ridgmount Place and Store Street. CPG Amenity in para 2.4 states that a separation distance of 18m is required between habitable windows in existing properties and a proposed development. Para 2.5 however says that where there is an existing street or public space, this space is considered to already provide an adequate separation distance between properties and so the 18m guideline will not apply. Given the terraces and the new windows in the roof extension and infill would face onto three streets separating the development from neighbouring buildings, the proposal would comply with the guidance in para 2.5 of CPG Amenity.

Noise

- 8.23 Policy A4 of the Local Plan seeks to ensure that noise and vibration is controlled and managed. The proposal involves the installation of various plant units at roof level, including air source heat pumps, extract fans, and air handling units which generate noise and vibration. As such, a noise impact assessment has been submitted which demonstrates that the noise and vibration levels from the new equipment will be within the minimum standards at the nearest sensitive receptors. Conditions (23 and 24) are attached to ensure that noise and vibration don't exceed the Council's standards.
- 8.24 As discussed above, the proposal involves the installation of new terraces which have capacity to generate noise. Although the terraces are some distance from nearby sensitive receptors, conditions are attached to limit the hours of use of the terraces to between 08:00 and 20:00 Monday to Friday, and to ensure that no audible music can be heard at adjoining premises, so as not lead to undue noise impacts at nearby residential occupiers (conditions 26 and 27).

9. HERITAGE AND DESIGN

Designated and non-designated heritage assets

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

Bloomsbury Conservation Area – No Harm

- 9.2 The Bloomsbury Conservation Area extends from Euston Road in the north to High Holborn and Lincoln's Inn Fields in the south and Tottenham Court Road in the west to King's Cross Road in the east. It is widely considered to be an internationally significant example of town planning and is noted for its formally planned arrangement of streets and the contrasting leafy squares which gives it its special significance. Ridgmount Street is located within sub area 5 (Bedford Square/Gower Street), and more specifically within the Mews subheading. These streets are considered to be subservient when compared to the grander terraces of Bedford Square and the west side of Gower Street.

- 9.3 The application site is not regarded as making a positive contribution to the conservation area. The College of Law building on the north side of Store Street is of neutral value in conservation area terms. The immediate area is mixed in character, and the application site and immediate surrounding buildings have limited heritage value. The proposal would not detract from the special significance of the conservation area. Although there would be an increase in height, the massing is stepped to reduce the impact and taller buildings can be found to the west on Alfred Place and are therefore not uncommon in the vicinity. The proposal would introduce materials uncommon within the conservation area such as the reflective panels on the roof extension, however given the limited heritage value of the existing building and its immediate neighbours, such materials would not result in harm to the conservation area in this instance and location.

1-15 Gower Street and 15a and 17-49 Gower Street – No Harm

- 9.4 1-15 Gower Street consists of a terrace of 8 houses located south of the junction with Store Street and are Grade II listed. 15a and 17-49 Gower Street is a terrace of 18 houses located north of the junction with Store Street which are also Grade II listed. Both terraces were built in the 1780s, and are well preserved examples of Georgian townhouses that form part of the character of Gower Street and are important to the characteristics of Bloomsbury generally.

- 9.5 The development is visible when looking west down Store Street from Gower Street, a view which is framed by the listed terraces either side. The development is therefore within the background setting of these listed buildings. The current building, given its distance, set back away from the listed buildings, is not considered to contribute to the setting of the listed buildings. Therefore, the proposed development, including the increased height, would not alter this relationship, and the listed terraces would continue to be read in the same manner as the existing situation.

Urban Design

- 9.6 The existing building provides office space over five floors. It was built in the 1960s for the National Central Library as part of a wider redevelopment and has subsequently seen many alterations that detract from its original architectural quality. Materially, the building today suffers from thermal inefficiencies and there are issues with degrading concrete. Functional issues including stepped access and numerous level changes throughout the building compromise accessibility. The forecourt on Ridgmount Street is dominated by car parking, and the ground floor around the building does not engage with the streets around it.
- 9.7 There is an opportunity to improve the contribution the site makes to the townscape through activating the ground floor along Store Street and Ridgmount Street with more entrances and windows, introducing biodiverse planting and landscaping across the building and site, and introducing level access in and around the building to help those experiencing barriers to accessibility.

Design Response

- 9.8 The proposal seeks to partially retain and extend the existing building, and its design draws on the eclectic character of the surrounding streets, which read as a patchwork of architectural styles and scales. The proposal comprises a range of confident interventions that would extend the life of the building, with an architectural approach that both reflects the character of the existing building and adds to it in a contemporary and playful way as shown in Figure 5 below. This refurbishment-led scheme demonstrates the progressive way in which Camden's existing building stock can support growth with environmental considerations front and centre.



Figure 5. Proposed axonometric view of the massing

Scale and Massing

- 9.9 The proposals seek to extend the building both upwards and laterally. On Ridgmount Street, the existing building features two wings connected by a recessed central block. The proposed additional massing is concentrated on the central portion of the eastern façade. It infills the recessed area and brings the building line forward in line with wings on either side. The principle of stepping this portion of the building forward to more positively address Ridgmount Street is supported.
- 9.10 At roof level the non-original fifth floor addition is proposed to be removed, and three new storeys added. These will step back at each level to create terraces which serve both to provide amenity for the office space and to reduce the perceived bulk from surrounding streets. A roof terrace is proposed at the top of the building, at level six. The irregular shape of the upper floors is a deliberate counterpoint to the regularity of the existing building below and allows the additional massing to be moulded to respond to townscape views.
- 9.11 Whilst taller than its immediate neighbours on Ridgmount Street and Store Street, the surrounding building heights within the vicinity are varied, and there are much larger buildings within the urban block, including the rear wing of the adjacent University of Law building, and Whittington House on Alfred Place (eight storeys). Within this context, two additional storeys are considered acceptable. The building is most clearly appreciated when looking south down Ridgmount Street and looking west along Store Street. The approach to the massing has been developed in the context of these townscape views, stepping back at each upper level in order to mitigate the

sense of scale at this prominent corner. The views tested as part of the application show that the development would sit comfortably within its street context.

Public Realm

- 9.12 New openings are proposed along Store Street which will help the building to better engage with the street. A new café use is proposed at ground floor with an independent entrance facing Store Street, along with independent access to ground floor office accommodation on Ridgmount Street and a generous office entrance lobby serving the upper floors. The ground floor is light and visually permeable. Introducing a number of entrances and windows around the building is a benefit of the scheme. The proposals present an improvement to the existing entrance, providing level access into the building. Having due regard to the Public Sector Equality Duty, the proposal would therefore have a clear and positive impact on those experiencing barriers to accessibility.
- 9.13 Enhancements to the public realm on Ridgmount Street are proposed through the introduction of planting and will be important in creating a more usable and attractive street.

Detailed Design and Materiality

- 9.14 The existing façade is composed primarily of pre-cast concrete panels with expressed vertical columns and horizontal spandrel beams, forming a repetitive modular rhythm across all elevations.
- 9.15 The proposal retains some of the existing concrete façade and incorporates a palette of additional materials that respond to the character of the surrounding area.
- 9.16 The concrete façade is retained along Store Street. On Ridgmount Street the new infill extension will follow the rhythm of the concrete elements, expressed in corten steel to reflect the tonality of brickwork found in the area. The new corten infill façade is articulated in the same profile as the existing concrete frame to create a crafted, bespoke appearance, emphasising material depth and a play of light and shadow across the façade. The change in materiality works to visibly express the difference between old and new and this approach will provide an interesting façade that tells a storey of building reuse.
- 9.17 The two brick gable ends facing Ridgmount Street are to be partially retained, with the introduction of brick-toned fritted glass panels to provide some light into the internal spaces, whilst retaining a sense of solidity and texture externally.
- 9.18 New windows are proposed across the building. The existing windows are single glazed and cause significant thermal inadequacies. New green-toned slimline aluminium windows will allow for passive ventilation and increase the thermal performance of the building, while maintaining the clarity of the

concrete structure and character of the existing building. Three glazed balconies are introduced on Ridgmount Street, which will break up the façade and provide additional interest to this elevation. They are proposed to be planted along with terraces at upper levels.

- 9.19 The proposed upper extension of the building is designed to read as distinctly different from the main body of the building. A polished aluminium finish is proposed which signifies the top of the existing building and will provide an interesting and dynamic roof to the building. The reflective quality will amplify the sense of greenery and soften the upper levels of the building. At each upper level the horizontals project to create solar shading for each floor. Terraces are enclosed with wire mesh balustrades, designed to allow climbing plants to grow through, softening the roofline and increasing the visibility of greenery from street level. This layered approach establishes a lightweight, contemporary character for the upper floors while reinforcing the building's green identity.
- 9.20 At ground floor, the main lobby entrance on the corner of Ridgmount Street and Store Street is marked by a projecting polished aluminium canopy that both signifies the entrance and provides shelter. Along Ridgmount Street the corten façade extends to ground and new glazing is introduced to create a light and visually permeable base to the building. On Ridgmount Place the cycle entrance is defined by a distinct cut out of the building and architectural metalwork screen to provide visual interest.
- 9.21 The overall material palette complements the existing building as well as providing some dynamic contrast, and the architectural ambition is welcomed in this proposal. Significant amounts of planting and greening are proposed across the building, particularly at roof level. Details of the greening and landscaping are secured via condition 7. The design relies heavily on the quality and finish of materials and detailing which would be secure via condition 5.

10. SUSTAINABILITY AND ENERGY

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

Redevelopment strategy

- 10.3 The proposal involves part demolition, extension and refurbishment of the existing building. Rather than demolishing the building, around 82% of the

existing structure would be retained. Much of the front façade facing onto Ridgmount Street would be removed/demolished in order to allow construction for the infill extension here. In addition, the ground floor slab would be demolished so it can be lowered in order to provide level access from the street. This would be a significant improvement on the existing condition which lacks step free access to the building and would help those who face barriers to accessibility with regard to the Public Sector Equality Duty. This benefit is considered to outweigh the impact of the demolition of the ground floor slab. The roof extension would also be removed, to allow for the upwards extension of the building. Overall, the applicant has sought to limit the amount of demolition as far as possible and the removal of 18% of the existing structure is accepted. The proposal would therefore follow core principles of sustainable development and circular economy.

- 10.4 To ensure greater resource efficiency through recycling and reuse of materials, a condition is attached requiring 95% of construction and demolition waste to be reused, recycled, or recovered, and 95% of excavation waste to be put to beneficial use (condition 19).

Energy and carbon reductions

- 10.5 To minimise operational carbon, development should follow the energy hierarchy set out in the London Plan (2021) Chapter 9 (particularly Policy SI2 and Figure 9.2) and major developments should meet the target for net zero carbon. The first stage of the energy hierarchy is to reduce demand (be lean), the second stage is to supply energy locally and efficiently (be clean), and the third step is to use renewable energy (be green). The final step is to monitor, verify and report on energy performance (be seen).
- 10.6 After carbon has been reduced as much as possible on-site, a carbon offset fund payment can be made to achieve net zero carbon.

Energy and carbon summary

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

10.7

Policy requirement (on site)	Min policy target	Proposal reductions
Be lean stage (low demand): LP policy SI2	15%	30%
Be green stage (renewables): CLP policy CC1	20%	6.1%
Total carbon reduction: LP policy SI2 and LP CC1	35%	36.1%

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

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

Total carbon reductions

- 10.9 Reductions are measured against the baseline which are the requirements set out in the Building Regulations. Major development should aim to achieve an on-site reduction of at least 35% in regulated carbon emissions below the minimums set out in the Building Regulations (Part L of the Building Regulations 2021). To achieve net zero carbon, a carbon offset payment will be secured that offsets the remaining carbon emissions caused by the development after the required on-site reductions, measured from the agreed baseline.
- 10.10 This is charged at £95/tonne CO₂/yr (over a 30-year period) which is 5.4 tonnes x £95 x 30 years = **£15,665**. This amount will be spent on delivery of carbon reduction measures in the borough.
- 10.11 In this case, the development exceeds the policy target of 35% reductions, achieving an overall on-site reduction of 36.1% below Part L requirements as shown in Table 2 above. The **carbon offset of £15,665 will be secured by Section 106 legal agreement** to bring it to zero carbon, in compliance with the development plan.

Be lean stage (reduce energy demand)

- 10.12 London Plan policy SI 2 sets a policy target of at least a 15% (non-residential) reduction through reduced energy demand at the first stage of the energy hierarchy.
- 10.13 In this case, the development exceeds the policy target of 15%, reducing emissions by 30% at this stage through energy efficient design, in compliance with the development plan. The proposals involve high performance insulation, low air permeability, efficient glazing, and addresses the requirements of the cooling hierarchy and overheating which can avoid the use of active cooling in the development. The proposal includes energy efficient measures like low energy light fittings and air handling units to provide heat recovery.

Be clean stage (decentralised energy supply)

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

- 10.15 In this case an assessment of the existing London heat map has been made and demonstrated that there are no existing local networks present within connectable range of the scheme. However, given its location, details requiring future connections to be safeguarded would be secured via section 106 legal agreement.

Be green stage (renewables)

- 10.16 Camden Local Plan policy CC1 requires all developments to achieve a 20% reduction in CO2 emissions through renewable technologies (after savings at Be Lean and Be Clean), where feasible, for the third stage in the energy hierarchy.
- 10.17 In this case, the development does not meet the policy target of 20%, reducing emissions by 6.1% at this stage through renewables. The proposal includes PV panels on the roof with full details secured by condition 6. The condition would also secure a meter to monitor the energy output from the approved renewable energy systems. The proposal includes low carbon heating like Air Source Heat Pumps (ASHPs), which are proposed on the roof of the building. Details of these are secured via condition 16. It is noted that the new build portion of the scheme achieves a reduction of 21.5%, above the policy target, whereas the retained and refurbished portion achieves a reduction of -5.2%. This is attributed to the fact that retained/refurbished portion does not include any PVs. Additional PV locations were looked at including on the terrace areas, however this was discounted due to inappropriate orientation, overshadowing, and interference with the scheme's greening strategy. As such a further condition (14) is attached to secure a feasibility study aiming to maximising the amount of PVs.

Be seen (energy monitoring)

- 10.18 The London Plan policy SI 2 requires the monitoring of energy demand and carbon emissions to ensure that planning commitments are being delivered. In this case, the development has committed to reporting. The proposal includes a building management system.
- 10.19 The **Energy and Sustainability Strategy secured by Section 106 legal agreement** will secure reporting to the GLA in line with their published guidance.

Climate change adaption and sustainable design

- 10.20 Local Plan policy CC2 expects non-residential development, and encourages residential development arising from conversion, extension or change of use, to meet BREEAM Excellent. The proposal would meet and exceed BREEAM Excellent.

- 10.21 The scheme would provide blue roof systems across five locations on various floors as part of the SuDs strategy. It would also provide greening and planting across the building including on the terraces. Low g-value glazing is proposed on the upper levels along with automated blinds to increase the thermal efficiency of the building. The development has applied the cooling hierarchy and has sought to minimise the need for active cooling through the measures above.

11. AIR QUALITY

- 11.1 Policy CC4 of the Local Plan states the Council will ensure that the impact of development on air quality is mitigated and will ensure that exposure to poor air quality is reduced in the borough.

Operational impact of development on the local area

- 11.2 The development would use air source heat pumps, and no diesel backup generators are proposed which is welcomed and instead an uninterruptable power supply/battery power equipment is proposed. Therefore, it has no combustion for heating, and the development is also car-free. As such, it is considered to be Air Quality Neutral. Details of the emergency backup power supply are secured via condition 11.

Operational impact on occupants

- 11.3 The air quality in the area is considered suitable for the proposed uses of the site, noting that it would be entirely used for commercial purposes.

Construction impacts risk assessment

- 11.4 The construction dust risk is assessed as high risk without mitigation. Therefore, real-time dust monitoring with monitors is required and is secured via condition 3. Appropriate measures would also be secured via the construction management plan in the section 106 legal agreement.
- 11.5 Given the above, it is considered that the development would be in accordance with policy CC4 of the Local Plan.

12. BASEMENTS

- 12.1 Camden Local Plan policy A5 seeks to permit basement development where it is demonstrated that it will not cause damage, structurally, in amenity terms, environmentally or in heritage and design terms.
- 12.2 The application involves the extension of the existing single storey basement, excavating towards the Ridgmount Street elevation under the existing car parking area and would sit within the footprint of the extended building.

- 12.3 The application was accompanied by a Basement Impact Assessment (BIA) authored by individuals with appropriate qualifications. An independent review was carried out by the Council's basement consultant (Campbell Reith) who reviewed the BIA for potential impact on land stability and local ground and surface water condition arising from basement development. A condition is attached to require that the excavation be carried out in accordance with the recommendations in the BIA (condition 30).
- 12.4 Campbell Reith conclude that the BIA is adequate and in accordance with the criteria laid out in policy A5 and the guidance contained in the Basement CPG. The proposed basement extension is considered acceptable, subject to the appointment of a suitably qualified engineer to oversee the works, which will be secured via condition (condition 4).
- 12.5 Overall, the proposal complies with policy A5 of the Local Plan.

13. TRANSPORT

- 13.1 Policy T1 of the Local Plan promotes sustainable transport by prioritising walking, cycling and public transport in the borough. Policy T2 seeks to limit the availability of car parking and requires all new developments in the borough to be car-free.
- 13.2 Policy T3 sets out how the Council will seek improvements to transport infrastructure in the borough. Policy T4 addresses how the Council will promote the sustainable movement of goods and materials and seeks to minimise the movement of goods and materials by road.
- 13.3 The site is easily accessible by public transport with a Public Transport Accessibility Level (PTAL) rating of 6b (excellent). Street London Underground Station is located approximately 280m north of the site. Tottenham Court Road London Underground Station, which also offers Elizabeth Line services, is located approximately 550m south of the site. The site is easily accessible from the Strategic Cycle Network, with Cycleway C10 on Gower Street and C52 on Malet Street to the east providing access to Euston station.

Trip Generation

- 13.4 The development would result in an increase in office floorspace of 1,818sqm. The calculated trip rate is 41 (morning peak between 08:00 to 09:00) and 38 (afternoon peak between 17:00 and 18:00). Based on other developments in the area, it is anticipated that a high volume of the walking trips is likely to be made from Godge Street and Tottenham Court Road underground stations.

- 13.5 Considering the increase in active travel to and from the site, financial contributions are sought towards the committed schemes within the Camden Transport Strategy in the vicinity of the site.

Travel Planning

- 13.6 A Framework Travel Plan was submitted and demonstrates a commitment to encouraging and promoting trips by sustainable modes of transport.
- 13.7 A Travel Plan and associated monitoring and measures contribution of £11,348 will be secured via legal agreement.

Access and Permeability

- 13.8 Pedestrian access to the office will be provided from the south-east corner of the site from Ridgmount Street and Store Street, while access to the commercial unit will be directly from Store Street or from Ridgmount Street. Cycle access will be provided from Ridgmount Place. There would be no motor vehicle access to the site.

Cycle Parking

- 13.9 High quality cycle parking is required by policy T1 of the Local Plan, and policy T5 of the London Plan. The requirements are:

Retail: 1 space per 175sqm long stay, and 1 space per 20sqm short stay

Offices: 1 space per 75sqm long stay, and first 5,000sqm 1 space per 500 sqm, thereafter 1 space per 5,000sqm short stay.

- 13.10 86 long stay spaces will be located at basement level and accessed from Ridgmount Place via a shared lift to access the cycle and refuse store. Given the on-site space constraints, it is not possible to provide a dedicated cycle lift. A private contractor will collect waste outside of peak cycle arrival/departure times, i.e. 07:00 – 10:00 and 16:00 – 19:00, to provide cyclists with priority over lift use. The cycle storage will comprise 75% two-tier racks; 10% Sheffield stands; 10% active travel lockers; and 5% enlarged stands.
- 13.11 An offsite contribution of £3,600 will be secured for 12 Sheffield stands for visitor cycle parking to be provided on the public highway. Details of the on-site long stay cycle parking will be secured via condition (18).

Car Parking and Vehicle Access

- 13.12 The site is located in controlled parking zone CA-E Bloomsbury Area, which operates 08:30-18:30 Monday to Friday and 08:30-18:30 on Saturday.

- 13.13 The development is proposed as car-free, which would be secured by legal agreement.
- 13.14 Paragraph 5.19 of the Camden Planning Guidance on Transport states: 'For all major developments the Council will expect that disabled car parking is accommodated on-site.' Paragraph 5.20 further informs: '...in any case the maximum distance Blue Badge holders should be expected to travel is 50 metres from the entrance to the site'.
- 13.15 National disability, accessibility and blue badge statistics: 2021 to 2022' published on 18 January 2023, report that on 31 March 2022, 4.3% of the population held a Blue Badge, an increase of 3.6% since March 2021.
- 13.16 Therefore, it is considered appropriate to seek an off-site contribution of £4,000 for a disabled parking space to be provided on the public highway in a suitable location within 50m from the site.
- 13.17 There is potential for some visitors with electric vehicles to drive to the site with a view to parking in electric vehicles only parking bays in the controlled parking zone. The uptake of electric vehicles is increasing significantly, and there are many EV resident permit holders in the vicinity of the site. This would put pressure on infrastructure which has been provided primarily for local stakeholders. Officers therefore suggest that an additional electric vehicle charging point (fast charger) be provided on the public highway in the general vicinity of the site. A financial contribution of £20,000 will be secured by legal agreement.
- 13.18 CPZ Review
- 13.19 Objective 2 of the Camden Transport Strategy sets out to reduce car ownership and use, and motor traffic levels in Camden, and features several measures in support of achieving this objective. One of the measures is 2d, which states that the Council will 'undertake a study to provide a robust evidence base using all relevant data and local context to identify where amendments to Controlled Parking Zone (CPZ) hours of control or size will have an impact on car ownership and car use and use that study to help guide future reviews and decisions.'
- 13.20 The CPZ Assessment Results show that CA-E CPZ performed poorly in terms of the impact of its current hours of control in helping manage demand, and was attributed a "Red" RAG status, which present the greatest need and/or justification for increasing the regulation parking. The review recommends, amongst others, that the CA-E hours of operation are extended subject to consultation and decision-making processes.
- 13.21 At present, the CA-E CPZ control hours do not extend into the evening, which presents an opportunity for visitors to drive to the site and park on

street outside of hours of control, or indeed within hours, using paid for parking/visitor vouchers. This has a potential to increase on-street parking pressure which may drive demand for CPZ reviews. Considering the scale and the location of the proposed development, it is appropriate to request a contribution of £30,000 towards the CA-E CPZ review, which started in 2025/26 and is likely to continue into 2026/27 and 2027/28 subject to the outcome of consultation.

Construction Management

13.22 Construction management plans are used to demonstrate how developments will minimise impacts from the movement of goods and materials during the construction process (including any demolition works). A draft Construction/Demolition Management Plan using the Council's CMP pro-forma is provided in support of the planning application.

13.23 The site is located in close proximity to Tottenham Court Road which forms part of the Strategic Road Network (SRN) and is in close proximity to strategic cycle route network. Traffic congestion is a significant problem in this part of the borough, particularly during peak periods but often throughout the day on Monday to Friday. Our primary concern is public safety, but we also need to ensure that construction traffic does not create (or add to existing) traffic congestion in the local area. The proposal is also likely to lead to a variety of amenity issues for local people (e.g., noise, vibration, air quality, temporary loss of parking etc). The Council needs to ensure that the development can be implemented without being detrimental to amenity or the safe and efficient operation of the highway network in the local area. A more detailed CMP document will also be secured by legal agreement.

13.24 Implementation support contributions of £30,513 and impact bonds of £32,000 for the demolition and construction phases of the development works will be secured by legal agreement.

A further requirement to form a construction working group consisting of representatives from the local community prior to commencement of demolition or construction will also be secured by legal agreement.

Deliveries and Servicing

13.25 The development is anticipated to generate 34 two-way servicing trip per day. Servicing activity will remain in line with existing arrangements on Ridgmount Street, with office deliveries and waste collection taking place on Ridgmount Place. A detailed delivery and servicing plan will be secured by S106 legal agreement to help ensure that any operational impacts associated with the movements are mitigated.

Highways Works

13.26 The proposed development will require extensive demolition and construction works which may cause damage to the public highway. A highways contribution of £100,000 would be secured by legal agreement. This is a standard request applicable to all developments where construction works might result in repairs required to public highway. The highway works in this case are likely to include:

- Removing any redundant crossovers and street furniture
- Repaving the footways
- Changes to kerbside parking and loading restrictions (if feasible)
- Planting of street trees (if feasible)
- Pavement widening (if feasible)

The applicant has presented aspirational plans for the public realm around the building which would potentially include the widening of the pavement on Ridgmount Street and would involve changes to parking and loading bays. This is outside the scope of the planning application and falls outside the red line boundary, however, as mentioned above, some money secured via the highways contribution would be allocated to progress this project. Such public realm plans would likely require a separate consent process including a public consultation period undertaken by the Council's highways team.

Pedestrian, Cycling and Environmental Improvements

13.27 Securing financial planning obligations from major developments towards transport improvement schemes is necessary when it is considered that a development will have significant impacts on the local area which cannot be mitigated by planning conditions. New developments place pressure on the existing infrastructure and services and benefit directly from new and improved safe and healthy street schemes we are delivering across the borough, as well as complementary initiatives. In line with the increase in walking and cycle trips generated by the proposed development, a contribution of £230,000 is secured via S106 legal agreement for:

- Infrastructure improvement schemes and public realm enhancements in the Russell Square and Gordon Square areas.
- Holborn Liveable Neighbourhood project and in particular, section of the scheme closest to the application site (Montague Place/British Museum).
- The Fitzrovia Phase 3 Safe and Healthy Streets scheme.

Micro and Shared Mobility Improvements

13.28 The Council has plans to expand the network of dockless rental e-bikes and rental e-scooter bays, car club bays, and electric vehicle bays in the area.

- 13.29 Given the demand arising for this transport mode from the proposal, it is appropriate that additional bays are provided in the future via developer contributions.
- 13.30 A cycle/e-scooter hire improvements contribution of £10,000 would therefore be secured under the S106 legal agreement. This would allow the Council to provide additional capacity for the parking of dockless rental e-bikes and rental e-scooters in the local area (e.g. by expanding existing bays and providing additional bays). Officers anticipate staff and visitors using these modes of transport as an alternative to public transport, especially when their primary mode of transport is rail with a secondary trip by micromobility vehicles.

14. LAND CONTAMINATION

- 14.1 Policy A1 of the Local Plan seeks to protect the quality of life of occupiers and neighbours. As part of this, we will consider factors including contaminated land.
- 14.2 A Ground Investigation Report was submitted and has been reviewed by the Council's Contaminated Land officer. A ground investigation was undertaken comprising a mix of hand dug pits, windowless boreholes and deeper cable percussion borehole. 3 No. samples were collected for testing for contaminants of concern (metals, PAH, TPH and asbestos), within made ground collected within BH01 only, with an additional 2 samples for waste classification.
- 14.3 All reported concentrations of contaminants are below the relevant generic assessment criteria for human health receptors. It was recommended in the report that a discovery strategy was in place such that if unexpected contamination (for example hydrocarbons) was encountered during excavation works, additional consideration and potential remedial action could be undertaken. The risk assessment completed did not identify any significant risk from contamination and no remedial action was considered necessary.
- 14.4 It is generally agreed that the site poses a low risk to future site users, noting the site will remain as a commercial use, the proposed basement across the footprint of the building (understood to extend to 3.8m below ground level) and the low concentrations of contaminants recorded to date.
- 14.5 As such, it is agreed that there is generally a low risk to end users from contaminants of concern within the underlying soils, with no plausible pathway via direct contact. There remains a potential risk associated with ground gases and vapours from the made ground and potential petroleum hydrocarbon impacts from the historic use of the site. As such, it is agreed

that a watching brief should be conducted throughout the earthworks, and a condition (12) is secured.

15. FLOODING AND WATER

- 15.1 The development plan including policy CC3 of the Local Plan and SI12 and SI13 of the London Plan seek to ensure that development does not increase flood risk, reducing the risk of flooding where possible. Development should incorporate sustainable drainage systems (SUDS) and water efficiency measures.
- 15.2 In this case, the development incorporates SUDS including blue/green roofs to provide surface water attenuation. This would provide 77.47m³ attenuation storage. The Flood Risk Assessment report and SUDS strategy has been reviewed by the Council's Flood Risk team who are satisfied with the proposal. Further details of the SUDS and the blue/green roofs are secured via conditions (20 and 29).

16. PUBLIC OPEN SPACE

- 16.1 CLP policy A2 seeks to secure publicly accessible open space as part of a scheme to address the impact of schemes on the demand for public open space. This takes account of the scale of the proposal, the number of future occupants and the land uses involved.
- 16.2 The Public Open Space CPG sets out the triggers for providing Public Open Space (POS). The guidance expects a contribution for development where 1,000sqm GIA of new commercial space is provided.
- 16.3 Although the proposal has a range of private and communal roof terraces for the occupiers, the scheme would provide no publicly accessible space, so it cannot count towards the POS provision. There are also limited options for off-site provision within a reasonable distance.
- 16.4 Where it is not feasible to deliver the full amount of public open space required, the CPG accepts a financial payment in lieu (PIL). The PIL is used for provision, maintenance, and improvement of open space.
- 16.5 The PIL is made up of a capital costs contribution (£22,422), which is calculated at a rate of £200/sqm x 0.74sqm x (1,818/12), and a maintenance costs contribution which covers 10 years (£7,847.7, which is calculated at a rate of £70/sqm). Therefore, the total POS contribution is £30,269.70. The **Public Open Space PIL of £30,269.70 would be secured by s106 agreement**, in accordance with CLP policy C2.
- 16.6 As such, the scheme would make an adequate contribution to POS in line with the development plan.

17. TREES, GREENING, AND BIODIVERSITY

Impact on trees, greening and biodiversity

- 17.1 Local Plan policy A3 deals with biodiversity and expects development to protect and enhance nature conservation and biodiversity, securing benefits and enhancements where possible. It resists the removal of trees and vegetation of significant value and expects developments to incorporate additional trees and vegetation. This approach is supported by LP policy G5 which uses Urban Greening Factor (UGF) targets to evaluate the quality and quantity of urban greening. The policy applies a target of 0.3 for mainly commercial schemes.
- 17.2 Two London plane street trees are located on the pavement along Store Street although there are no trees within the application site. These trees would be retained.
- 17.3 The proposal would include the provision of planting along Ridgmount Street at ground floor, as well as planting on the balconies up the façade. At fourth floor level, the outdoor area is designed for planting purposes only and the fifth-floor terrace would have a trellis to allow for climbing plants. The terrace at sixth floor allows space for planting including 9 small trees. The proposals would provide an appropriate amount of greenery which is welcomed and has been thoughtfully designed into the scheme. Details of the landscaping are secured via condition 7. Bird and bat boxes would also help support biodiversity and details of these are secured via condition 5. Details of the blue roofs proposed are secured via condition 9.
- 17.4 The London Plan uses the UGF scores to help objectively evaluate the quality and quantity of urban greening. Given this is a commercial-led scheme, the 0.3 value is an appropriate target. The proposals achieve a UGF of 0.39. The UGF provision of at least 0.3 would be secured via condition (21).
- 17.5 Given the above, the proposals are considered acceptable in nature conservation, landscape and biodiversity terms in line with the development plan.

Statutory Biodiversity Net Gain

- 17.6 As well as the requirements of the development plan, there are statutory requirements for 10% Biodiversity Net Gain (BNG).
- 17.7 BNG is a way of creating and improving natural habitats with a measurably positive impact ('net gain') on biodiversity, compared to what was there before development. Every grant of planning permission is deemed to have been granted subject to a condition which requires the submission of a Biodiversity Net Gain Plan (BGP) before development can commence, showing how the 10% gain will be met.

- 17.8 This gain can be achieved through onsite biodiversity gains, registered offsite biodiversity gains (for example, on other land or developments owned by the applicant), or by purchasing statutory biodiversity credits.
- 17.9 There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. Based on the information provided, this scheme will not require the approval of a BGP because it is below the *de minimis* threshold. This is because it does not impact an onsite priority habitat and impacts less than 25 square metres of onsite habitat with biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat.

18. EMPLOYMENT AND TRAINING OPPORTUNITIES

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

During construction

- **Apprenticeships** - the applicant will be expected to recruit a construction apprentice, paid at least London Living Wage, for every £3million of build costs (or every 1,000sqm GIA newbuild) with a support fee of £1,700 per apprentice as per section 63 of the Employment sites and business premises CPG. Recruitment of construction apprentices should be conducted through the council's Euston Skills Centre (moved to a new location hence a new name). With an estimated build cost of £37 million this would mean 12 construction apprentices and a £20,400 support fee.
- **Construction Work Experience Placements** - the applicant should provide 4 construction work placement opportunity of not less than 2 weeks, to be undertaken over the course of the development construction. This would be recruited through the council's King's Cross Construction Skills Centre, as per section 69 of the Employment sites and business premises CPG.
- **Local Recruitment** - the applicant will work with the Euston Skills Centre to recruit to vacancies, targeting 20% local recruitment, advertising with Camden for no less than a week before the roles are advertised more widely.
- **Local Procurement** - the applicant will also sign up to the Camden Local Procurement Code, as per section 61 of the Employment sites and business premises CPG. This sets a target of 10% of the total value of the construction contract, which aligns with the applicant's Employment and Training Strategy and its focus on the local area. The Economic

Development Team will liaise and assist with the developer to provide details of local suppliers and subcontractors.

Post construction

- 18.2 Policy E2 of the CLP also encourages end uses to support employment opportunities through apprenticeships and training placements. The CPG advises this and applies to major commercial developments which will result in a net increase of 1,000sq m (GIA) or more of employment space including office, hotel and leisure developments.
- 18.3 Sections 72-75 of the employment sites and business premises CPG sets out the Council's expectations about employment in completed developments. The Council will require 2 end use apprenticeships on a rolling 5 year term for the future occupiers of the employment space. These apprenticeships should be recruited through Camden Future Talent Team.
- 18.4 The developer and future office occupiers should also confirm their commitment to ensuring the site offers local employment benefits in the long term by:
- Working with Camden Learning/STEAM on school engagement if applicable (depending on the future tenants).
 - Joining the Council's Inclusive Business Network and promoting this and good employment practice.
 - Working with Good Work Camden/the Council's Inclusive Economy Service to recruit to vacancies locally.
- 18.5 Section 73 provides for a Section 106 contribution to be used by the Inclusive Economy service to support employment and training activities and local procurement initiatives. This approach is supported through policy E2 of the Local Plan and applies to major commercial developments which will result in a net increase of 1,000sqm (GIA) or more of employment space. There is an uplift of floor space of 1818sqm. This contribution would be calculated as follows:
- $\text{Net increase in floor space (sqm GIA) / 12sqm [space requirement per full time employee]} = \text{full time jobs created}$
 $\text{Full time jobs created} \times 21\% [\% \text{ of Camden residents who work in Camden}] \times 35\% [\% \text{ of employees requiring training}] \times \text{£3,995} [\text{£ per employee requiring training}]$
 - $\text{Net increase in floor space } 1818\text{sqm} / 12\text{sqm [space requirement per full time employee]} = 151 \text{ full time jobs created}$
 - $\text{Full time jobs created } 151 \times 21\% [\% \text{ of Camden residents who work in Camden}] = 31 \text{ jobs for Camden Residents}$
 - $31 \times 35\%[\% \text{ of employees requiring training}] = 10 \text{ employees who need training}$

- 10 x £3,995 [£ per employee requiring training] = **£39,950.00 employment and training contribution.**

18.5 The above measures would be included in a package of **Employment and Training measures secured by s106 agreement** in accordance with CLP policy E1 and the CPG.

18.6 As discussed in the land use section above, the proposal would also include an affordable workspace offer of 163sqm, at 70% reduction of comparable rates for a 20-year period. This would be secured under an affordable workspace plan via the section s106 legal agreement.

19. COMMUNITY INFRASTRUCTURE LEVY (CIL)

19.1 The CIL applies to all proposals which add 100m² of new floorspace or an extra dwelling. The amount to pay is the increase in floorspace (m²) multiplied by the rate in the CIL charging schedule. The final CIL liability will be determined by the CIL team.

19.2 The proposal will be liable for the Mayor of London's Community Infrastructure Levy (MCIL2) with an estimated liability of **£336,330**

19.3 The proposal will also be liable for the Camden Community Infrastructure Levy (CIL). The site lies in Zone A where CIL is calculated using rates based on the relevant proposed uses. The estimated Camden CIL liability is **£199,980**.

20. CONCLUSION

20.1 Overall, the scheme is considered to be a high quality and creatively designed development that would add additional employment floorspace within the Central London Area and Knowledge Quarter. This would provide employment benefits including a contribution to affordable workspace. The building would be substantially retained and reused, thereby reducing carbon emissions and the development would perform well in terms of energy and sustainability. Although the absence of onsite housing is regrettable, it is accepted in this instance given the challenges in providing good quality residential homes. The lack of housing would be mitigated by the payment in lieu towards affordable housing secured as part of the section 106 legal agreement.

20.2 The development has been designed as sensitively as possible with regards to the amenity of nearby residents. Although there would be some daylight/sunlight impacts to neighbouring residents, these are considered acceptable in the context of a dense, central London area, and the existing situation would not be significantly worsened.

Public benefits

20.3 No harm has been identified to heritage assets but if the committee decides there is harm, there are a number of public benefits that could weigh against that harm.

- Employment opportunities through additional office space
- Affordable workspace
- Improvements to the public realm and streetscene through active frontages and greening
- Retention and reuse of an existing building thereby reducing carbon emissions.
- Payment in lieu towards affordable housing
- Improving the accessibility of the current building, with a clear and positive impact on those experiencing barriers
- Encouraging biodiversity with greening incorporated into the design
- Contributions to public open space

21. RECOMMENDATION

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

- Affordable Housing payment in lieu of £1,363,500
- Affordable Workspace of 163sqm and associated delivery plan (70% discount for 20 years)
- Construction management plan (CMP)
- CMP and CMP implementation support contribution of £30,513
- CMP Impact Bond of £32,000
- Construction Working Group
- Car free
- Travel Plan and implementation support fee £11,348
- Disabled parking space £4,000
- Highways contribution £100,000
- Pedestrian, cycling and environment improvements £230,000
- Micro and shared mobility £10,000
- Cycle Parking £3,600
- Electric Vehicle charging points £20,000
- Deliveries and Servicing Plan
- CPZ Review £30,000
- Sustainability and energy Plan including BREEAM excellent and future proofing connections to District Heat Network
- Carbon Offset Contribution £15,665
- Public open space contribution £30,269.70
- Employment Training Plan
- Employment Training contribution £39,950

22. LEGAL COMMENTS

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

23. CONDITIONS

Standard conditions

1 Time limit

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

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

2 Approved drawings

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

Existing Drawings:

Site Location Plan 370-FN-MB-01-DR-A-00001 P01, 370-FN-MB-01-DR-A-00104 P01, 370-FN-MB-01-DR-A-00105 P01, 370-FN-MB-01-DR-A-00301 P01, 370-FN-MB-01-DR-A-00402 P01, 370-FN-MB-01-DR-A-00403 P01, 370-FN-MB-01-DR-A-00404 P01, 370-FN-MB-01-DR-A-00410 P01, 370-FN-MB-B1-DR-A-00099 P01, 370-FN-MB-01-DR-A-00100 P01,

370-FN-MB-01-DR-A-00101 P01, 370-FN-MB-01-DR-A-00102 P01, 370-FN-MB-01-DR-A-00103 P01,

Demolition Drawings:

370-FN-MB-01-DR-A-01402 P01, 370-FN-MB-01-DR-A-01403 P01, 370-FN-MB-01-DR-A-01401 P01, 370-FN-MB-01-DR-A-01404 P01, 370-FN-MB-01-DR-A-01099 P01, 370-FN-MB-01-DR-A-01100 P01, 370-FN-MB-01-DR-A-01101 P01,

Proposed Drawings:

7RS-DSD-MB-04-DR-LA-90104 P1, 7RS-DSD-MB-05-DR-LA-90105 P1, 7RS-DSD-00-ZZ-DR-L-90200 P1, 7R-DSD-MB-ZZ-DR-LA-91001 P1, 7RS-DSD-MB-00-DR-LA-90100 P1, 7RS-DSD-MB-01-DR-LA-90101 P1, 7RS-DSD-MB-02-DR-LA-90102 P1, 7RS-DSD-MB-03-DR-LA-90103 P1, 370-FN-MB-03-DR-A-02103 P01, 370-FN-MB-04-DR-A-02104 P01, 370-FN-MB-05-DR-A-02105 P01, 370-FN-MB-06-DR-A-02106 P01, 370-FN-MB-07-DR-A-02107 P01, 370-FN-MB-ZZ-DR-A-02301 P01, 370-FN-MB-ZZ-DR-A-02302 P01, 370-FN-MB-ZZ-DR-A-02401 P01, 370-FN-MB-ZZ-DR-A-02402 P01, 370-FN-MB-ZZ-DR-A-02403 P01, 370-FN-MB-ZZ-DR-A-02404 P01, 370-FN-MB-B1-DR-A-02099 P01, 370-FN-MB-00-DR-A-02100 P01, 370-FN-MB-01-DR-A-02101 P01, 370-FN-MB-02-DR-A-02102 P01

Documents:

Urban Greening Factor calculation, Biodiversity Net Gain Metric, Circular Economy Statement (Arup Sept 2025), Draft Construction/Demolition Management Plan, Cover Letter (DP9 Sept 2025), Daylight/Sunlight Report (Point 2 Sept 2025), Delivery and Servicing Plan (Velocity Transport Planning Sept 2025), Noise Statement (Arup Sept 2025), Air Quality Assessment (Arup Sept 2025), Basement Impact Assessment (Heyne Tillet Steel Dec 2025), Statement of Community Involvement (Kanda Sept 2025), Sustainability Statement (Arup Sept 2025),

Transport Statement (Velocity Transport Planning Sept 2025), Whole Life-Cycle Carbon Assessment (Arup Sept 2025), Travel Plan (Velocity Transport Planning Sept 2025), Energy Statement (Arup Dec 2025), Pre-Refurbishment Audit (Erith Sept 2025), Fire Statement (OFR Sept 2025), Heritage, Townscape and Visual Impact Assessment (KMHeritage Sept 2025), Operational Waste Management Strategy (Sept 2025), Planning Statement (DP9 Sept 2025), Preliminary Ecological Appraisal (RammSanderson Sept 2025), Archaeological Desk Based Assessment (RPS Group Sept 2025), Flood Risk Assessment & SuDS Strategy (Heyne Tillet Steel Aug 2025), BREEAM Pre-refurbishment Audit (General Demolition Aug 2025), Design and Access Statement, Ground Investigation Report (soiltechnics Sept 2025)

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

Pre-start conditions (any works)

3 Air Quality Monitoring

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

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

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

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

4 Details of Basement Engineer

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, check for compliance with the design (as approved by the local planning authority and building control body) and monitor the critical

elements of both permanent and temporary basement construction works throughout their duration. Details of the appointment and the appointee's responsibilities shall be submitted to and approved in writing by the local planning authority prior to the commencement of development. Any subsequent change or reappointment shall be confirmed forthwith for the duration of the construction works.

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

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

5 Detailed design drawings and samples

Notwithstanding the details shown on the approved plans, prior to commencement of works (other than demolition and site clearance), 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 before the relevant part of the work is begun:

- a) Detailed drawings including plans, coloured elevations and sections of all windows (including jambs, head and cill), external doors, screening, balconies, balustrades, parapets, planters and associated elements at a scale of 1:20;
- b) Plan, coloured elevation and section drawings of the new shopfronts at a scale of 1:20;
- c) Manufacturer's specification details of all facing materials (to be submitted to the Local Planning Authority) and samples of those materials (to be provided on site). Sample bay panel of materials to be provided at a suitable size (provided on site / at agreed location for review) to include typical window with all neighbouring materials and details; and
- d) Typical details of railings and balustrades at a scale of 1:20, including method of fixing.
- e) Details of integrated bird and bat boxes, and insect habitats.

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

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

6 PV Panels

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

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

7 Landscaping Details

No development shall take place above ground until full details of hard and soft landscaping and means of enclosure (boundary treatments) of all un-built, open areas including the terrace areas have been submitted to and approved by the local planning authority in writing. The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

Reason: In the interests of ecological value and visual amenity in accordance with policies A2, A3, A5, D1 and D2 of the Camden Local Plan 2017.

8 Piling Method Statement

No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) and piling layout plan including all Thames Water wastewater assets, the local topography and clearance between the face of the pile to the face of a pipe has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement and piling layout plan.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes> Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

Prior to above ground works

9 Details of blue/green roofs

Prior to commencement of above-ground development, full details in respect of the blue/green roof in the area indicated on the approved roof plan shall be submitted to and approved by the local planning authority. Details of the blue/green roof provided shall include: catchment area, storage volume, drainage rate, species, planting density, substrate and a section at scale 1:20 showing that adequate depth is available in terms of the construction and long-term viability of the green roof, as well as details of the maintenance programme for green/blue roof. The buildings shall not be occupied until the approved details have been implemented and these works shall be permanently retained and maintained thereafter.

Reason: In order to ensure the development undertakes reasonable measures to take account of biodiversity and the water environment in accordance with policies A3, CC2 and CC3 of the London Borough of Camden Local Plan 2017.

10 Mechanical Ventilation

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

Reason: To protect the amenity of residents in accordance with London Borough of Camden Local Plan 2017 Policy CC4 and policy SI 1 of the London Plan 2021.

11 Emergency Back Up Power

Prior to commencement of above ground works details of the proposed Uninterruptable Power Supply (UPS) / Battery Powered Equipment including make, model and capacity details shall have been submitted to and approved by the Local Planning Authority in writing. The proposed System/Equipment should be appropriately sized for life saving functions only.

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 Policies.

12 Contaminated Land

If during construction/demolition works, evidence of potential contamination is encountered, works shall cease and the site fully assessed to enable an appropriate remediation plan to be developed. Works shall not recommence until an appropriate remediation scheme has been submitted to, and approved in writing by, the local planning authority and the remediation has been completed. Upon completion of the building works, this condition shall not be discharged until a closure report has been submitted to, and improved in writing by, the local planning authority.

Reason: To protect future occupiers of the development from the possible presence of ground contamination arising in connection with the previous industrial/storage use of the site in accordance with policies G1, D1, A1, and DM1 of the London Borough of Camden Local Plan 2017.

13 Revised Be Lean Modelling

Prior to commencement of above-ground works the development hereby approved shall submit revised Be Lean assessment with supporting modelling and robust justification that further fabric measures have been considered with the aim of exceeding the 15% reduction in carbon dioxide emissions beyond Part L 2021 Building Regulations in line with the energy hierarchy to the Local Planning Authority to be approved in writing. Prior to occupation, evidence demonstrating that the approved measures have been implemented shall be submitted and approved in writing by the Local Planning Authority.

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 Policy SI 2 of the London Plan 2021.

14 Maximising Solar PV

Prior to commencement of above ground works, a feasibility assessment with the aim of maximising the provision of solar photovoltaics should be submitted to the local planning authority and approved in writing. The proposals should include as a minimum the approved (at least 28m²) and predicted energy generation of photovoltaic cells / energy generation capacity. The buildings shall not be occupied until the approved details have been implemented and these works shall be permanently retained and maintained thereafter.

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

15 Greywater Harvesting

Prior to commencement of development (other than demolition and site clearance), a feasibility assessment for Greywater recycling should be submitted to the local planning authority and approved in writing. If considered feasible, details should be submitted to the local authority and approved in writing. The development shall thereafter be constructed in accordance with the approved details.

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.

16 Air Source Heat Pumps

Prior to commencement of works (excluding demolition and enabling works), details, drawings and data sheets showing the location, Seasonal Performance Factor of at least 2.5 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 metering details including estimated costs to occupants and commitment to monitor performance of the system post construction. A site-specific lifetime maintenance schedule for each system, including safe access arrangements, shall be provided. The equipment shall be installed in full accordance with the details approved by the Local Planning Authority and permanently retained and maintained thereafter.

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

Prior to occupation or use

17 Waste and refuse storage

The refuse and recycling facility as approved shall be provided prior to the first occupation of any part of the building and permanently retained thereafter.

Reason: To ensure that sufficient provision for the storage and collection of waste has been made in accordance with the requirements of policy CC5, A1 and A4 of the London Borough of Camden Local Plan 2017.

18 Cycle Parking

Prior to the occupation of the development hereby permitted, details of the provision to be made for cycle parking shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking shall thereafter be implemented in full in accordance with the approved details before the use hereby permitted commences and shall thereafter be retained solely for its designated use.

Reason: To ensure adequate cycle parking is available on site, to promote sustainable modes of transport, and so safeguard the visual amenity of the area in accordance with policies A1 and T1 of the Camden Local Plan 2017.

19 Reuse and Recycling of demolition waste

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

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

20 SuDS: Evidence of installation

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.

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 2017.

21 Urban Greening Factor

Prior to the occupation of the development, evidence shall be submitted to and approved by the Local Planning Authority to demonstrate that the development achieves an Urban Greening Factor of 0.3.

Reason: To ensure a satisfactory level of green infrastructure in the interests of the amenity, biodiversity and sustainability of the development in accordance with policy LG5 of the London Plan 2021.

Compliance conditions

22 Non-road mobile machinery (NRMM)

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

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

23 Noise limits for plant

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

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

24 Anti-vibration isolators for plant

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

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

25 No additional external fixtures

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

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

26 Roof terraces hours of use

The roof terraces hereby approved on the commercial premises shall be used by the occupiers of the building only and shall not be used outside the hours of 08:00 and 20:00 Monday to Friday and at no time during the weekends or bank holidays.

Reason: To ensure that the amenity of occupiers of surrounding premises is not adversely affected by noise or disturbance, in accordance with the requirements of Policies A1 and A4 of the London Borough of Camden Local Plan 2017.

27 No audible music

No music shall be played on the terrace in such a way as to be audible within any adjoining premises or on the adjoining highway.

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

28 Water use (building control optional requirements)

The development hereby approved shall achieve a maximum internal water use of 105litres/person/day, with an additional 5 litres/person/day for external water use.

Reason: To ensure the development contributes to minimising the need for further water infrastructure in an area of water stress in accordance with policy CC3 of the London Borough of Camden Local Plan 2017.

29 SuDS: Construction in accordance with details

The sustainable drainage system as approved (Flood Risk Assessment & SuDS Strategy [29/08/2025], 09.12.25 Blue Roof Areas, and Blue Roof Calculations update [12/12/2025]) shall be installed as part of the development to accommodate all storms up to and including a 1:100 year storm with a 40% provision for climate change, such that flooding does not occur in any part of a building or in any utility plant susceptible to water and to achieve greenfield run off rates – or a maximum of 2.48 l/s. The system shall include blue/green roofs with at least 77.47m³ of storage within the blue roofs, as stated in the approved drawings and shall thereafter retained and maintained in accordance with the approved maintenance plan.

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

30 Compliance with Basement Impact Assessment

The development shall not be carried out other than in strict accordance with the methodologies, recommendations and requirements of the Basement Impact Assessment (Heyne Tillett Steel Dec 2025) hereby approved, and the confirmation at the detailed design stage that the damage impact assessment would be limited to Burland Category 1.

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

24. INFORMATIVES

1	<p>Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts that cover aspects including fire and emergency escape, access and facilities for people with disabilities and sound insulation between dwellings. You are advised to consult the Council's Building Control Service, Camden Town Hall, Judd St, Kings Cross, London NW1 2QS (tel: 020-7974 6941).</p>
2	<p>This approval does not authorise the use of the public highway. Any requirement to use the public highway, such as for hoardings, temporary road closures and suspension of parking bays, will be subject to approval of relevant licence from the Council's Streetworks Authorisations & Compliance Team, 5 Pancras Square c/o Town Hall, Judd Street London WC1H 9JE (Tel. No 020 7974 4444). Licences and authorisations need to be sought in advance of proposed works. Where development is subject to a Construction Management Plan (through a requirement in a S106 agreement), no licence or authorisation will be granted until the Construction Management Plan is approved by the Council.</p>
3	<p>All works should be conducted in accordance with the Camden Minimum Requirements - a copy is available on the Council's website (search for 'Camden Minimum Requirements' at www.camden.gov.uk) or contact the Council's Noise and Licensing Enforcement Team, 5 Pancras Square c/o Town Hall, Judd Street London WC1H 9JE (Tel. No. 020 7974 4444) Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You must secure the approval of the Council's Noise and Licensing Enforcement Team prior to undertaking such activities outside these hours.</p>
4	<p>Your attention is drawn to the fact that there is a separate legal agreement with the Council which relates to the development for which this permission is granted. Information/drawings relating to the discharge of matters covered by the Heads of Terms of the legal agreement should be marked for the attention of the Planning Obligations Officer, Sites Team, Camden Town Hall, Argyle Street, WC1H 8EQ.</p>
5	<p>You are reminded of the need to provide adequate space for internal and external storage for waste and recyclables. For further information contact Council's Environment Services (Waste) on 020 7974 6914/5 or see the website http://www.camden.gov.uk/ccm/content/environment/waste-and-recycling/twocolumn/new-recycling-rubbish-and-reuse-guide.en.</p>
6	<p>The Health and Safety Executive (HSE) states that work-related stress and poor mental health should be treated with the same significance as risks of poor physical health and injury. The Council views this as particularly pertinent to the construction industry, a predominantly male environment</p>

	<p>where the risk of suicide is around 3.5 times higher than men in general. Approximately one-third of construction workers report increased levels of anxiety every day. The Council strongly encourages developers of major construction sites to sign up to one of two construction industry led initiatives, Building Mental Health (Building Mental Health - Home) or Mates in Mind (Home Page), train a proportionate number of staff in Mental Health First Aid, and offer drop-in sessions/or spaces at construction sites for workers.</p> <p>The Council will support the construction industry working in Camden with an offer of free Mental Health First Aid and other training, and information on local resources and signposting to sources of help.</p>
7	<p>This permission is granted without prejudice to the necessity of obtaining consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007. Application forms may be obtained from the Council's website, www.camden.gov.uk/planning or the Camden Contact Centre on Tel: 020 7974 4444 or email env.devcon@camden.gov.uk.</p>
8	<p>Your proposals may be subject to control under the Party Wall etc Act 1996 which covers party wall matters, boundary walls and excavations near neighbouring buildings. You are advised to consult a suitably qualified and experienced Building Engineer.</p>
9	<p>Biodiversity Net Gain (BNG) Informative (1/3): The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 ("1990 Act") is that planning permission granted in England is subject to the condition ("the biodiversity gain condition") that development may not begin unless: (a) a Biodiversity Gain Plan has been submitted to the planning authority, and (b) the planning authority has approved the plan.</p> <p>The local planning authority (LPA) that would approve any Biodiversity Gain Plan (BGP) (if required) is London Borough of Camden.</p> <p>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>Based on the information provided, this will not require the approval of a BGP before development is begun because it is below the de minimis threshold (because it does not impact an onsite priority habitat AND impacts less than 25 square metres of onsite habitat with biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat).</p>
10	<p>Biodiversity Net Gain (BNG) Informative (2/3): + Summary of transitional arrangements and exemptions for biodiversity gain condition The following are provided for information and may not apply to this</p>

	<p>permission:</p> <ol style="list-style-type: none"> 1. The planning application was made before 12 February 2024. 2. The planning permission is retrospective. 3. The planning permission was granted under section 73 of the Town and Country Planning Act 1990 and the original (parent) planning permission was made or granted before 12 February 2024. 4. The permission is exempt because of one or more of the reasons below: <ul style="list-style-type: none"> - It is not "major development" and the application was made or granted before 2 April 2024, or planning permission is granted under section 73 and the original (parent) permission was made or granted before 2 April 2024. - It is below the de minimis threshold (because it does not impact an onsite priority habitat AND impacts less than 25 square metres of onsite habitat with biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat). - The application is a Householder Application. - It is for development of a "Biodiversity Gain Site". - It is Self and Custom Build Development (for no more than 9 dwellings on a site no larger than 0.5 hectares and consists exclusively of dwellings which are Self-Build or Custom Housebuilding). - It forms part of, or is ancillary to, the high-speed railway transport network (High Speed 2).
11	<p>Biodiversity Net Gain (BNG) Informative (3/3):</p> <p>+ Irreplaceable habitat: If the onsite habitat includes Irreplaceable Habitat (within the meaning of the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements. In addition to information about minimising adverse impacts on the habitat, the BGP must include information on compensation for any impact on the biodiversity of the irreplaceable habitat. The LPA can only approve a BGP if satisfied that the impact on the irreplaceable habitat is minimised and appropriate arrangements have been made for compensating for any impact which do not include the use of biodiversity credits.</p> <p>+ The effect of section 73(2D) of the Town & Country Planning Act 1990 If planning permission is granted under section 73, and a BGP was approved in relation to the previous planning permission ("the earlier BGP"), the earlier BGP may be regarded as approved for the purpose of discharging the biodiversity gain condition on this permission. It will be regarded as approved if the conditions attached (and so the permission granted) do not affect both the post-development value of the onsite habitat and any arrangements made to compensate irreplaceable habitat as specified in the earlier BGP.</p> <p>+ Phased development In the case of phased development, the BGP will be required to be submitted to and approved by the LPA before development can begin (the overall plan), and before each phase of development can begin (phase plans). The modifications in respect of the biodiversity gain condition in phased development are set out in Part 2 of the Biodiversity Gain (Town and Country Planning) (Modifications and Amendments) (England) Regulations 2024.</p>

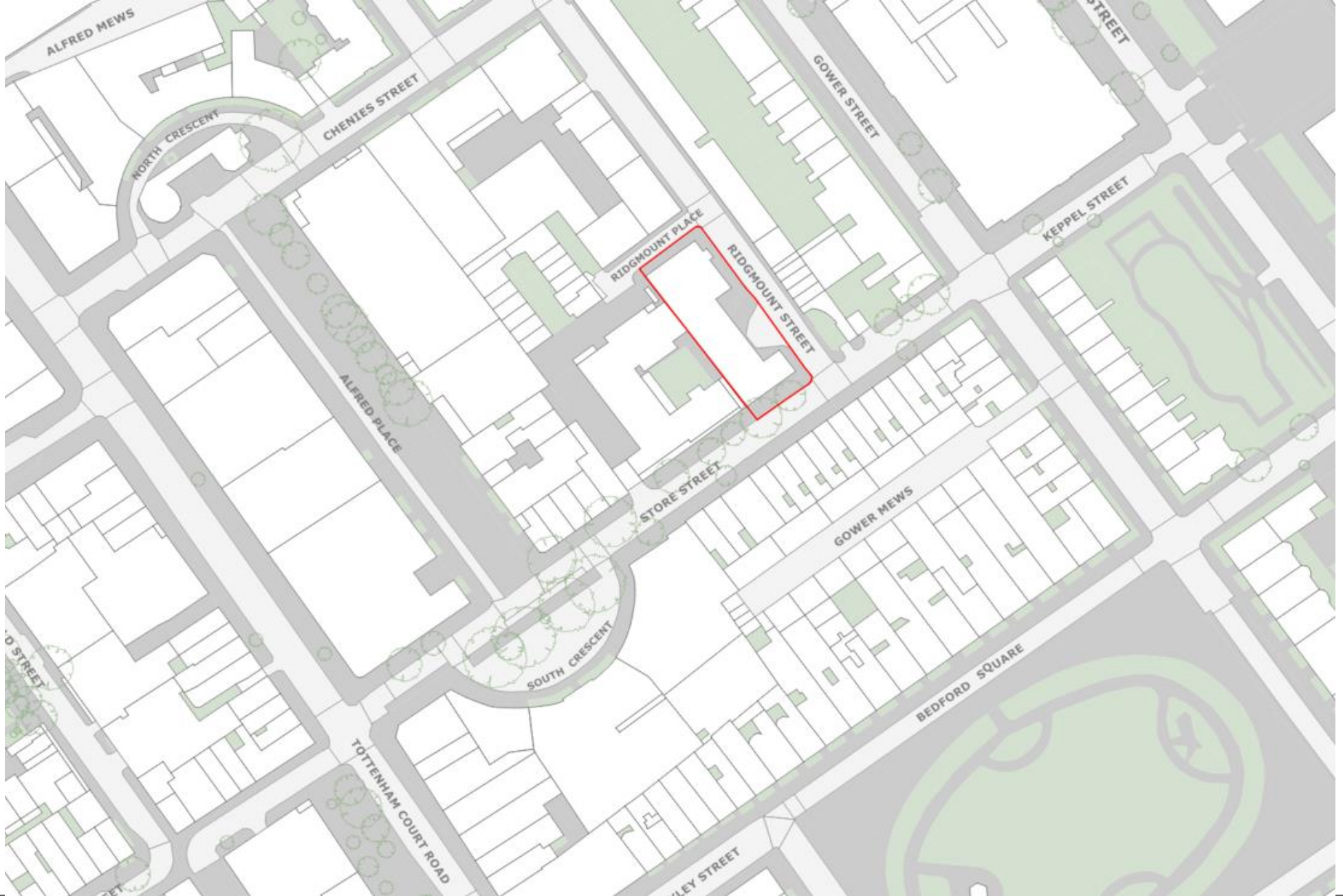
12	Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
13	<p>The proposed 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.</p> <p>https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes</p> <p>Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk</p>

Planning Committee

29th January 2026

2025/3920/P

7 Ridgmount Street
London
WC1E 7AE

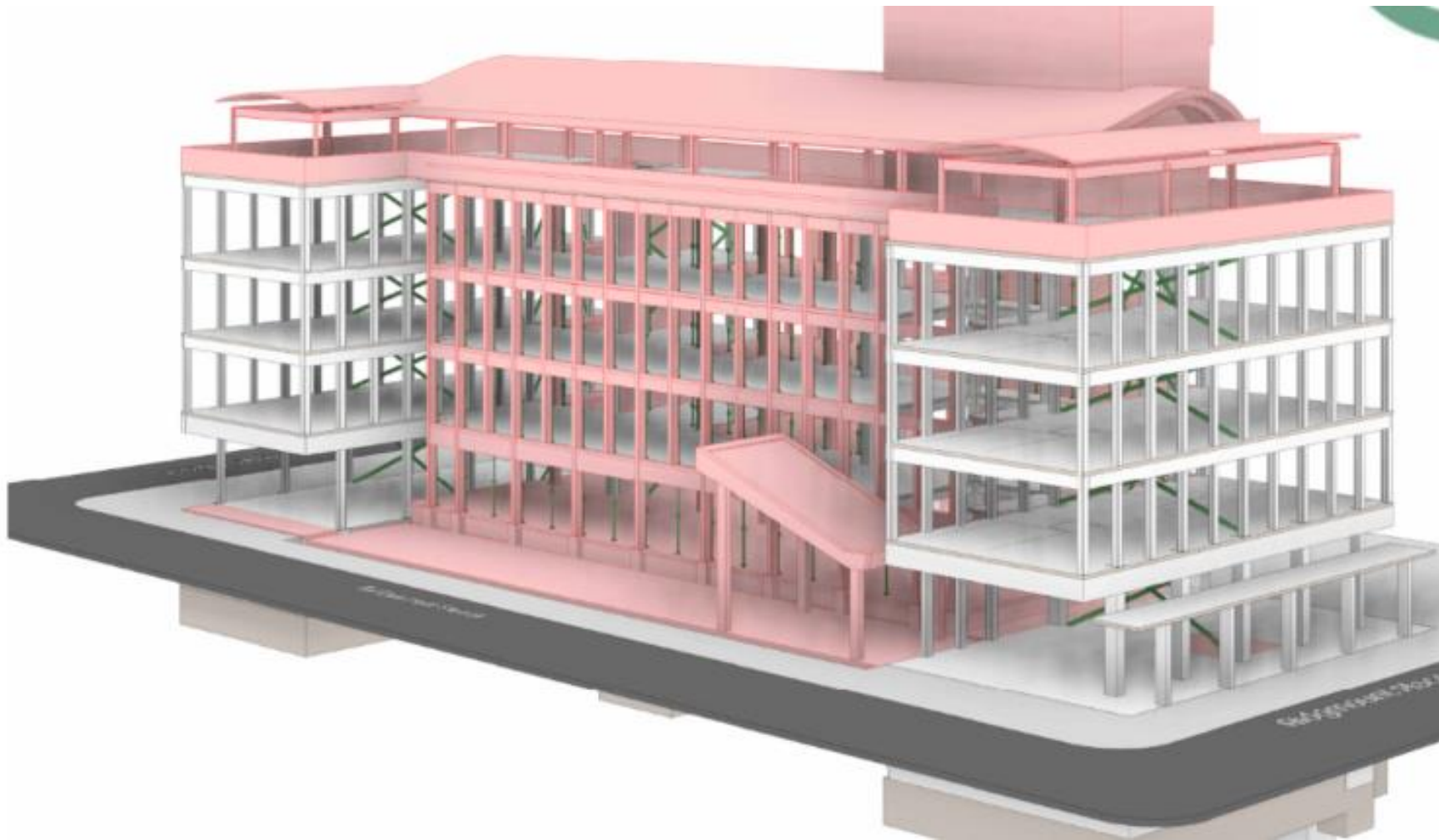












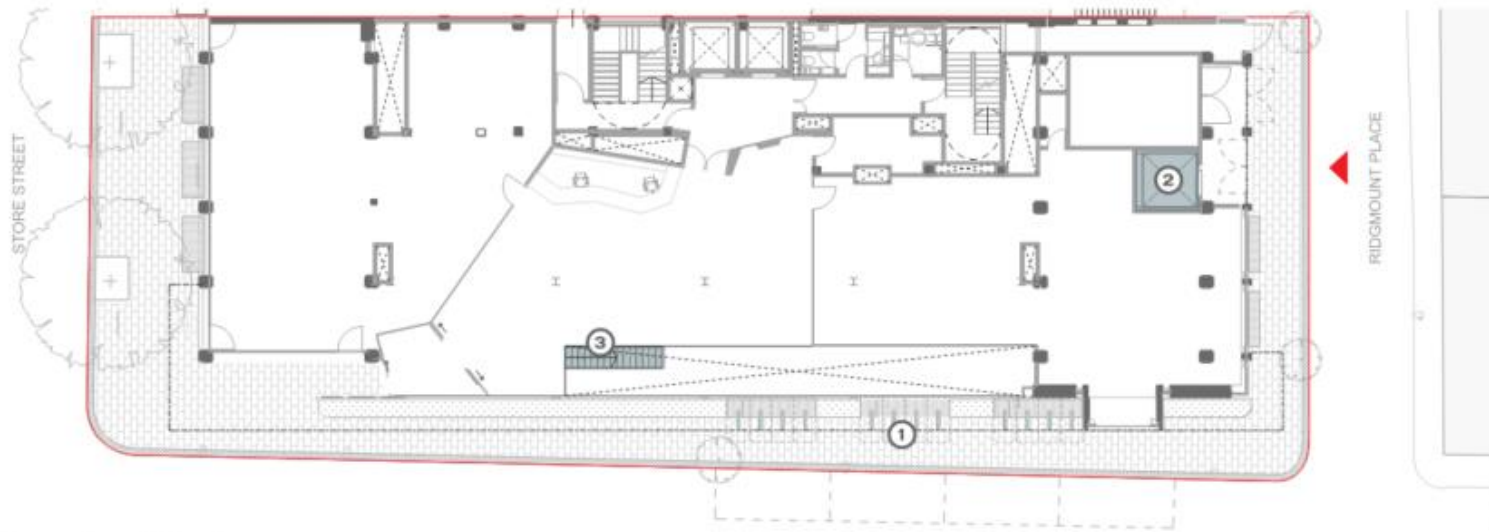




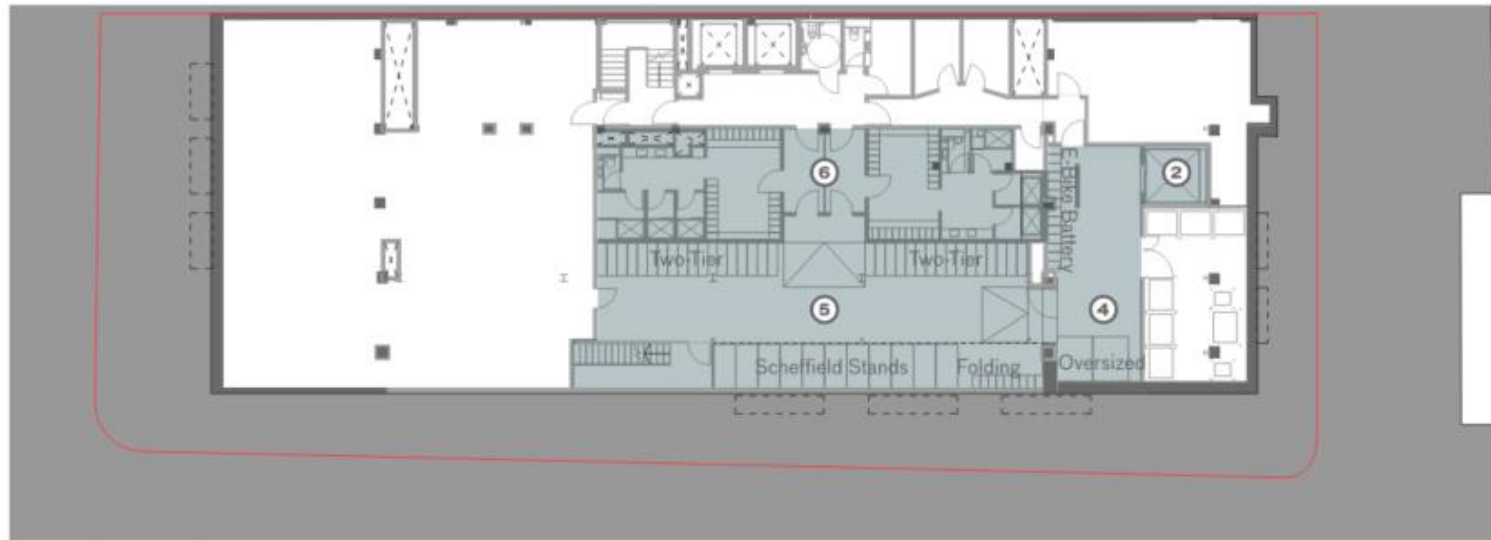








Proposed ground floor plan

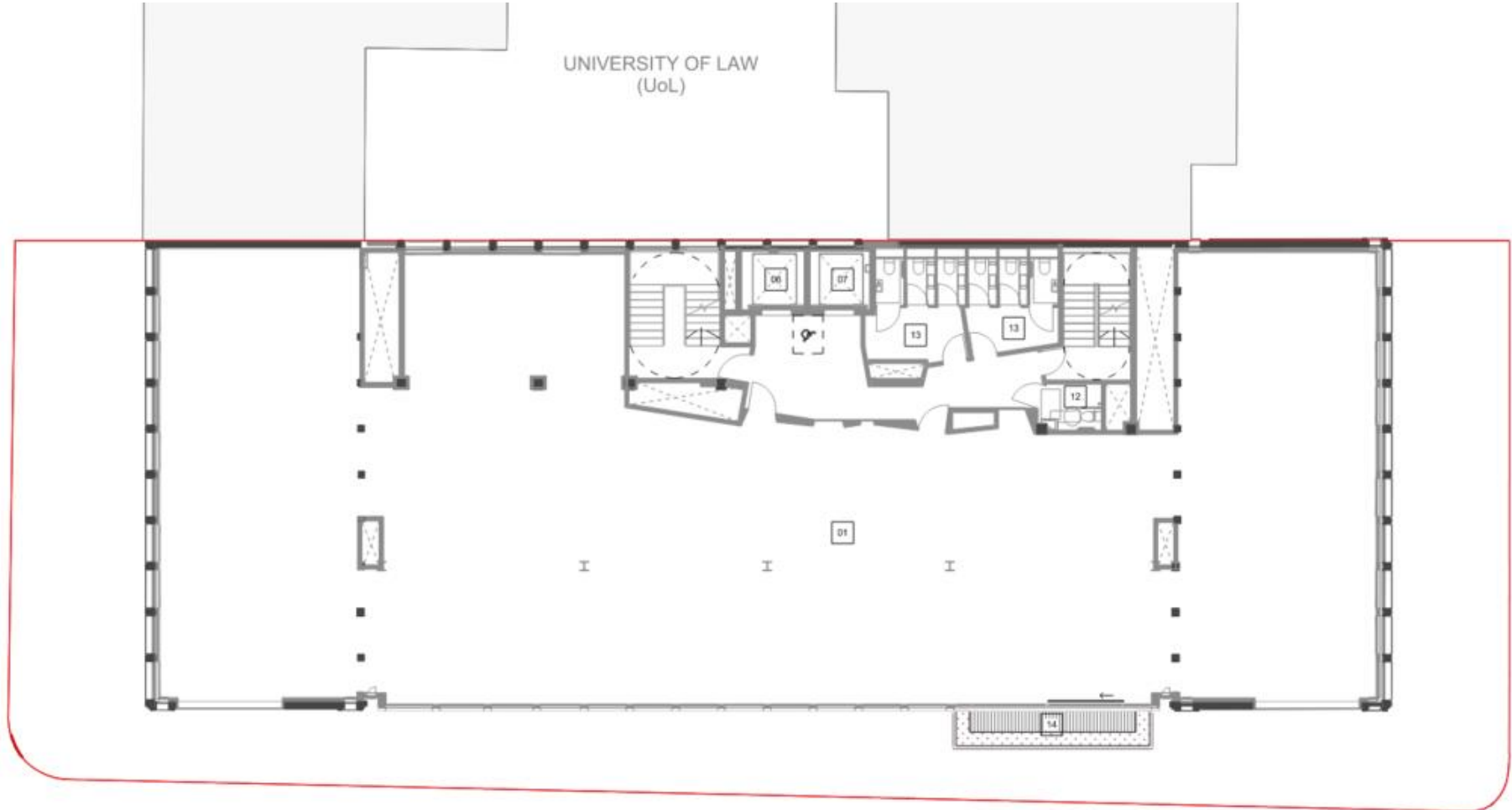


Proposed basement plan

UNIVERSITY OF LAW
(UoL)

STORE STREET

RIDGMOUNT PLACE



RIDGMOUNT STREET





