

Nilkanth Estates Limited

25 Old Gloucester Street, Camden

Transport Statement

September 2023

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1 INTRODUCTION

1.1 Caneparo Associates is commissioned by Nilkanth Estates Limited ('the Applicant') to provide traffic and transportation advice regarding the proposed redevelopment of 25 Old Gloucester Street (the 'site'), located in the London Borough of Camden (LBC).

1.2 The site has Grade II listed structures at its frontage with Old Gloucester Street, comprising a three-storey terraced style building, while a large assembly hall and external toilet block are located to the rear. The assembly hall has a flat roof which was previously used as a playground for St George the Martyr Parochial School for boys. However, the entire site is now vacant.

1.3 The proposal seeks an extension to the building footprint at basement level to provide circa 86sqm additional class F1 & F2 use, whilst two residential studios will be provided at 2nd and 3rd floors. The Architect's Layout Plans are shown at **Appendix A**, with the description of development as follows:

"Extension of basement to accommodate additional cultural centre accommodation (use class F1 and F2) and conversion of front part of building at second and third floor levels to create 2 x studio dwellings."

1.4 This report reviews the proposal in traffic and transportation terms and considers the effects of the proposed development in terms of trip generation, access, and servicing / waste collection. It concludes that the proposal is acceptable in traffic and transport terms.

1.5 It is pertinent to note that planning permission has been previously granted in November 2021 (LPA Ref: 2020/4596/P) for the following:

"Alterations including partial demolition of existing building and erection of replacement four storey extension, extension of basement, and change of use from Cultural Centre (Use Class D1) to provide 3 x flats (Use Class C3) and Cultural Centre (Use Class D1)".

1.6 The associated Decision Notice is attached at **Appendix B**, with the proposals that form part of this application similar in nature.

1.7 The remainder of the report is set out as follows;

- Section 2 summarises the existing site situation;
- Section 3 details the accessibility of the site via various modes of travel;
- Section 4 summarises the relevant transport planning policy;
- Section 5 describes the development proposal;
- Section 6 assesses the effects of the development proposal; and,
- Section 7 summarises and concludes.

2 EXISTING SITUATION

The Site and Surrounding Area

- 2.1 The site is located to the western side of Old Gloucester Street approximately 400m south of Russell Square station and 450m north of Holborn station. The site comprises a 3-storey building fronting Old Gloucester Street, with an assembly hall to the rear and external toilet block. Above the hall is a playground, which was for the St George the Martyr Parochial School for boys children, which formally occupied the site.
- 2.2 Old Gloucester Street accommodates a number of residential properties in the form of terraced houses, which have largely been redeveloped into apartments. Located directly adjacent to the north of the site is the Grade II listed church of St George the Martyr, which the site shares an access route with the site. Further buildings surrounding the site are Grade II listed, including No. 26 Old Gloucester Street and the Mary Ward Centre on the adjacent side of Old Gloucester Street.
- 2.3 Recreational green space is located to the north of the site within Queen Square Gardens, offering a peaceful communal area for the local community. The site location plan is detailed within **Figure 2.1**.

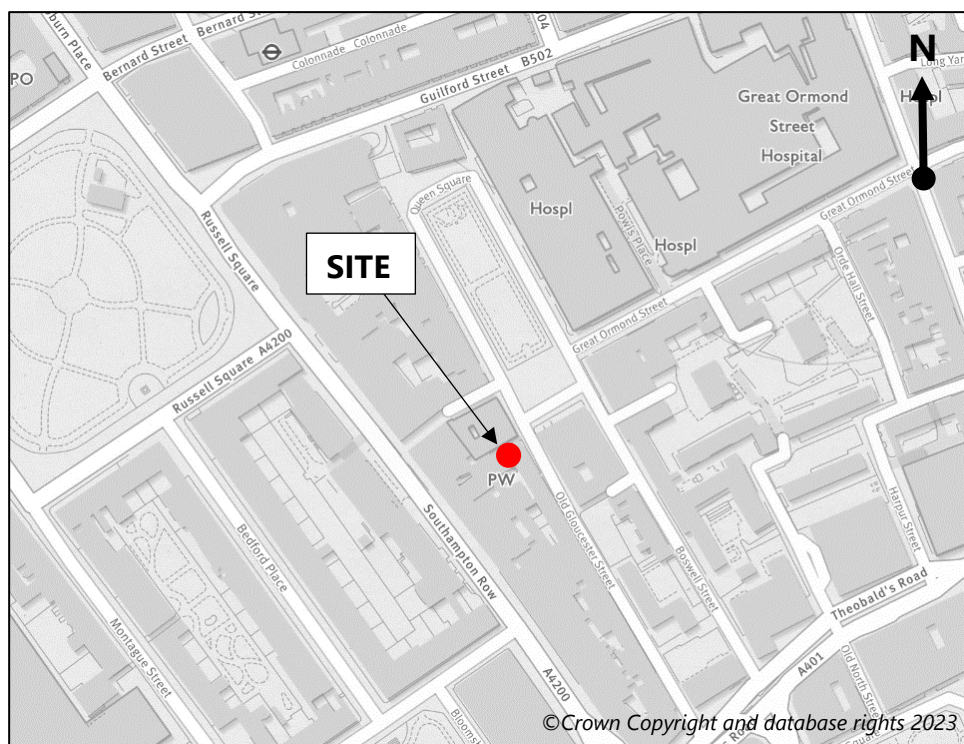


Figure 2.1: Site Location Plan

Highway Network

- 2.4 Old Gloucester Street connects to the A40 Theobalds Road to the south and Queens Square in the north. With the exception of a short two-way section to the south of the road, Old Gloucester Street offers a single lane of traffic flow operating in a one-way northbound direction towards Queens Square.
- 2.5 Vehicles are prohibited from travelling southbound along Old Gloucester Street due to it being one-way, instead vehicles may travel along the southern boundary of Queen Square and progress southwards via Boswell Street onto Theobalds Road.
- 2.6 Old Gloucester Street has on-street parking bays located along the western side of the carriageway. These form part of Controlled Parking Zone CA-D which is operational Monday – Friday 08:30 – 18:30 and Saturday 08:30 – 13:30, with a 2-hour maximum duration of stay. The majority of bays on Old Gloucester Street are provided for resident permit holders, with no maximum stay. The LBC Controlled Parking Zone map is included at **Appendix C**.
- 2.7 The site frontage comprises double yellow line markings allowing on-street loading, but preventing parking at any time.

3 ACCESSIBILITY

- 3.1 The site is accessible by all modes of travel being within walking and cycling distance of a number of local amenities. There are also numerous public transport services available in the vicinity of the site, with regular bus routes that run along Theobalds Road and nearby London Underground stations.

Active Modes

- 3.2 The Healthy Streets Approach is set out as part of the Mayor's Transport Strategy (2018) and puts human health and experience at the centre of planning. The aims of the strategy are to encourage all Londoners to do at least 20 minutes of active travel each day by 2041. To this end TfL have defined 20 minute walking and cycling distances as an Active Travel Zone (ATZ). The 20 minute travel zone from the site is illustrated in **Figure 3.1** and discussed below.

Walking

- 3.3 There are a number of amenities located within an acceptable walking distance from the site located along Southampton Row and Theobalds Road. The amenities within a 400 metre walk of the site include coffee shops, a range of restaurants, banking services, a stationery store, and a hardware store.
- 3.4 Cultural locations are also accessible within walking distance of the site, including; The British Museum, the Petrie Museum of Egyptian Archaeology. The Foundling Museum, and the Charles Dickens Museum.
- 3.5 The site is situated approximately 400m south of Russell Square station and 450m north of Holborn station both offering access to London Underground services.
- 3.6 Central London areas including Farringdon, Clerkenwell, Kings Cross, Fitzrovia, and Leicester Square are all located within the 20 minute walking distance of the site. These areas benefit from an array of public transport facilities, retail services, and recreational spaces.
- 3.7 A summary of the local public transport services available within convenient walking distances of the site is provided at **Table 3.1**. Walking duration is calculated assuming a walk speed of 80 metres per minute.

Table 3.1: Approximate Distances to Local Public Transport Services

Amenity	Location	Distance (m/km)	Approximate Walking Time (minutes)
Bus stops	Theobalds Road (Stop X)	300m	4
	Southampton Row (Stop Y)	300m	4
Russell Square Underground Station	Bernard Street	400m	5
Holborn Underground Station	Kingsway	450m	6
Tottenham Court Road Underground Station	Oxford Street	1.0km	13
St Pancras International Rail Station and King's Cross rail and Underground Station	Euston Road	1.3km	16
Euston Square Underground Station	Euston Road	1.4km	17
Warren Street Underground Station	Warren Street	1.6km	20

Cycling

3.8 Cycling has the potential to replace driving for distances up to 5 miles (8 kilometres), which includes most of Central London: Dalston, Walworth, Pimlico, Paddington, and Swiss Cottage.

Figure 3.1 indicates the Active Travel Zone for the site based on a 20 minute cycle distance.

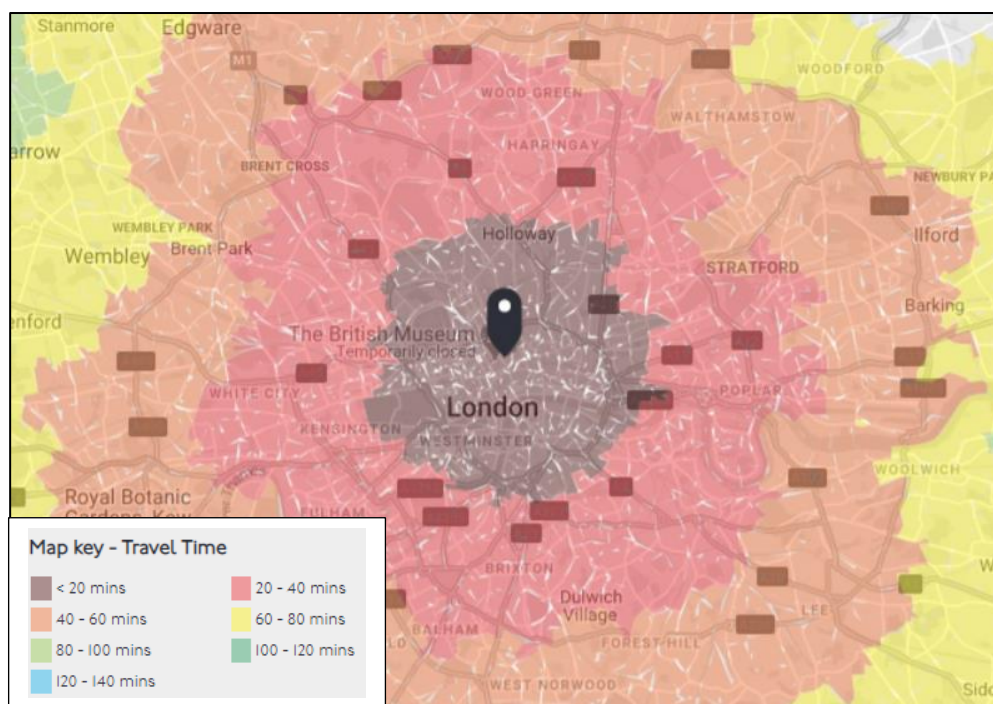


Figure 3.1 Source TfL – 20 minute Cycle Isochrone

- 3.9 There is good infrastructure for cycling within the vicinity of the site, with a number of cycle-friendly roads in the local area, and publicly accessible cycle parking spaces within Queen Square. Old Gloucester Street and Queen Square are lightly-trafficked when compared with other local roads, which make them attractive routes for cyclists.
- 3.10 Located approximately 600m west of the site is a Quietway cycle route operating along Montague Street and providing access between Russell Square and Waterloo. The site is also located close to Cycleway 6, which runs along Phoenix Place and connects Elephant & Castle to the south with Chalk Farm to the north.
- 3.11 There are a number of cycle hire docking stations within close proximity to the site. **Table 3.2** summarises the local cycle hire docking stations with their approximate travel distances from the site.

Table 3.2 Nearby Cycle Hire Docking Stations			
Location	Number of Cycle Docks	Walking Distance (metres)	Approximate Walking Time (minutes)
Red Lion Square, Holborn	16	350m	4
Guildford Street, Bloomsbury	32	450m	6
Brunswick Square, Bloomsbury	22	450m	6
Theobald's Road, Holborn	26	500m	6

Bus Services

- 3.12 There are four regular bus services that operate from bus stops located on Southampton Row, to the west of the site. The northbound and southbound stops are approximately 300 metres from the site. The Transport for London (TfL) bus 'spider' map is included at **Appendix D**.
- 3.13 A list of these bus routes, and further bus services operating from other local bus stops, is provided in **Table 3.3**.

Table 3.3 Local Bus Services				
Route Number	Route	Frequency (in minutes)		
		Weekday Frequency	Saturday Frequency	Sunday Frequency
1	Canada Water / Tottenham Court Road	10 - 14	10 - 14	10 - 14
8	New Oxford Street / Bow Bus Garage	5 - 8	6 - 10	9 - 11
14	Russell Square / Putney Heath	4 - 5	4 - 5	4 - 5
19	Battersea Bridge / Finsbury Park Interchange	9 - 10	9 - 10	9 - 10
29	Lordship Lane / Trafalgar Square	4 - 8	5 - 9	6 - 10
38	Victoria Bus Station / Lea Bridge Roundabout	3 - 7	3 - 7	4 - 8
55	Holles Street / Walthamstow Bus Station	7 - 11	7 - 11	8 - 11
59	Telford Avenue / Euston Bus Station	5 - 8	6 - 10	10 - 12
68	Euston Station / Ernest Avenue	6 - 7	6 - 7	6 - 7
91	Northumberland Avenue / Rosebery Gardens	6 - 7	6 - 7	6 - 7
98	Red Lion Square / Pound Lane	7 - 10	7 - 10	10 - 13
168	Royal Free Hospital / Dunton Road	8 - 12	8 - 12	8 - 12
171	Newquay Road / Lambeth Road	10 - 14	12 - 13	12 - 14
188	North Greenwich Station / Russell Square	6 - 7	6 - 7	6 - 7
242	Homerton Hospital / Aldgate Station	9 - 12	9 - 12	11 - 13
243	Waterloo station / Wood Green	6 - 11	7 - 12	10 - 13
390	Archway Station / Victoria Bus Station	8 - 11	6 - 10	8 - 12
X68	Russell Square / West Croydon Bus Station	15	-	-

3.15 The table above demonstrates that there are approximately 243 bus services operating each hour in the vicinity of the site, which equates to 4 services every minute on average.

Underground Services

- 3.16 The site benefits from a range of London Underground services within a 20 minute walk, including; Russell Square, Holborn, Tottenham Court Road, Kings Cross, Euston Square, and Warren Street. The nearest station to the site is Russell Square which is located approximately 400m north of the site. The available underground services from these stations are set out in **Table 3.4.**

Table 3.4: Underground Services		
Station	Route	Walk Distance
Russell Square	Piccadilly Line: Cockfosters / Uxbridge / Heathrow Airport	400m
Holborn	Piccadilly Line: Cockfosters / Uxbridge / Heathrow Airport Central Line: West Ruislip / Ealing Broadway / Epping/ Newbury Park / Hainault // Loughton	450m
Tottenham Court Road	Central Line: West Ruislip / Ealing Broadway / Epping/ Newbury Park / Hainault // Loughton Northern Line: Edgware / High Barnet / Kennington	1.0km
King's Cross	Circle Line: King's Cross / Edgware Road / Liverpool Street Metropolitan Line: Watford / Amersham / Chesham / Uxbridge / Aldgate Hammersmith & City Line: Hammersmith / Barking Northern Line: Edgware / High Barnet / Kennington Victoria Line: Brixton / Walthamstow Central Piccadilly Line: Cockfosters / Uxbridge / Heathrow Airport	1.3km
Euston Square	Circle Line: King's Cross / Edgware Road / Liverpool Street Metropolitan Line: Watford / Amersham / Chesham / Uxbridge / Aldgate Hammersmith & City Line: Hammersmith / Barking	1.4km
Warren Street	Northern Line: Edgware / High Barnet / Kennington Victoria Line: Brixton / Walthamstow Central	1.6km

Rail Services

- 3.17 St Pancras International rail station and King's Cross rail station are the closest rail stations to the site at 1.3km (equivalent to 16 minutes) walk. These stations offer national and international rail services to a variety of destinations across the UK and further afield.

3.18 The following operator run services from King's Cross rail station:

- Thameslink and Great Northern;
- London North Eastern Railway;
- Hull Trains; and
- Grand Central.

3.19 The following operators run services from St Pancras International rail station:

- East Midland Railway;
- Eurostar;
- Thameslink; and
- Southeastern.

Public Transport Accessibility Level (PTAL)

3.20 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walking time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.

3.21 The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. The PTAL levels 1 and 6 are further subdivided into 'a' and 'b' levels, with level 'a' indicating the location is rated towards the lower end of the PTAL category and 'b' towards the higher end.

3.22 The site's PTAL rating is 6b, which demonstrates that there is an excellent level of access to public transport facilities surrounding the site. A copy of the site's PTAL Assessment is provided at **Appendix E**.

Car Club

3.23 There are a number of car clubs located within the vicinity of the site, which are operated by providers such as Zip Car and Enterprise, these are all detailed below:

- Holborn, Red Lion Square – 2 vehicles (350m from the site);
- Russell Square – 1 vehicle (400m from the site);
- 20 Lamb's Conduit Street – 1 vehicle (500m from the site); and
- Holborn, Bedford Road – 1 vehicle (550m from the site).

4 PLANNING POLICY

National Transport Policy

National Planning Policy Framework (NPPF July 2021)

4.1 The latest version of the National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied.

4.2 Chapter 9 – 'Promoting Sustainable Transport' sets out central Government national transport policy.

4.3 The chapter notes at paragraph 104 that:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) The potential impacts of development on transport networks can be addressed;*
- b) Opportunities from existing or proposed transport infrastructure, and changing technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) Opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for new environmental gains; and,*
- e) Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."*

4.4 The chapter continues at paragraph 105 by stating:

"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However,

opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

4.5 When considering development proposals, paragraph 110 states that:

"In assessing Sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) Safe and suitable access to the Site can be achieved for all users;*
- c) The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

4.6 With regards to assessing the impact of development, paragraph 111 and 112 state:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Within this context, applications for development should:

- a) Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

- c) *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *Allow for the efficient delivery of goods, and access by service and emergency service vehicles; and*
- e) *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

4.7 The chapter concludes at paragraph 113 that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

Regional Transport Policy

The London Plan (March 2021)

4.8 The Mayor formally adopted the new London Plan in March 2021. The policies set out in the London Plan which are pertinent to the proposed development are set out below.

"Policy GG2 Making the best use of land – Point E: Plan for good local walking, cycling and public transport connections to support a strategic target of 80 per cent of all journeys using sustainable travel, enabling car-free lifestyles that allow an efficient use of land, as well as using new and enhanced public transport links to unlock growth.

Policy GG3 Creating a healthy city – Point B: Promote more active and healthy lives for all Londoners and enable them to make healthy choices.

Policy GG3 Creating a healthy city – Point C: Use the Healthy Streets Approach to prioritise health in all planning decisions."

4.9 Policy T4 – Assessing and mitigating transport impacts provides the following advice:

B) "When required in accordance with national or local guidance, transport assessments / statements should be submitted with development proposals to ensure that impacts on the

capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance."

4.10 Policy T5 addresses cycling, stating:

a) "Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle This will be achieved through:

- 1) Supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure.*
- 2) Securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.2, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.*

b) Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people."

4.11 Policy T6 addresses car parking, stating:

a) "Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

b) Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('carlite'). Car-free development has no general parking but should still provide disabled persons parking in line with part D of this policy.

c) An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.

i) Adequate provision should be made for efficient deliveries and servicing and emergency access.

l) Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London."

4.12 The relevant cycle parking standards are included in **Table 4.1** below.

Table 4.1: Cycle Parking Standards (Minimum)		
Use Class	Long-stay	Short-stay
D1 use	1 space per 8 FTE staff 1 space per 100 sqm (GEA)	1 space per 8 FTE staff 1 space per 100 sqm (GEA)
C3 Residential	1 space per studio or 1 person 1 bedroom dwelling 1.5 spaces per 2 person 1 bedroom dwelling 2 spaces per all other dwellings	2 spaces for the first 40 dwellings, 1 space per 40 dwellings thereafter

4.13 Policy T7 relates to freight and servicing, where part G is pertinent to the development proposals as follows:

"G. Development proposals should facilitate sustainable freight and servicing, including through the provision of adequate space for servicing and deliveries off-street. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way, which reflects the scale and complexities of developments".

4.14 The development proposals have been developed to accord with the London Plan standards, in particular reference to the provision of cycle parking facilities in accordance with Policy T5.

The Mayor's Transport Strategy (March 2018)

- 4.15 The Mayor's Transport Strategy (MTS) was published in March 2018 and is a policy document developed in conjunction with the London Plan and the Economic Development Strategy as part of a strategic policy framework to support and shape the economic and social development of London over the next 20 years. The document outlines the Mayor's vision and how TfL and its partners will achieve the vision.
- 4.16 The Mayor's Transport Strategy sets out the Mayor's policies and proposals to reshape transport in London over the next two decades. The document includes three key themes as set out overleaf, all of which are considered and addressed by the proposed development.
1. Healthy streets and healthy people – creating streets and networks to encourage active and sustainable travel, reducing car dependency.
 2. A good public transport experience – shifting journeys by private car to the public transport network.
 3. New homes and jobs – unlocking growth through new homes and jobs, brought about through planning a city that encourages walking, cycling and public transport use.

Local Guidance

Camden Local Plan (2017)

- 4.17 The Camden Local Plan (2017) sets out the policies for delivering the Council's vision for the borough in helping improve and promote sustainable development. Those policies specific to transport and highways are detailed below.
- 4.18 Policy T1 'Prioritising walking, cycling and public transport', sets out the Council's aims to encourage active and sustainable travel.

'Walking - In order to promote walking in the borough and improve the pedestrian environment, we will seek to ensure that developments:

- a) improve the pedestrian environment by supporting high quality public realm improvement works;*
- b) make improvements to the pedestrian environment including the provision of high quality safe road crossings where needed, seating, signage and landscaping;*

- c) *are easy and safe to walk through ('permeable');*
- d) *are adequately lit;*
- e) *provide high quality footpaths and pavements that are wide enough for the number of people expected to use them. Features should also be included to assist vulnerable road users where appropriate; and*
- f) *contribute towards bridges and water crossings where appropriate.*

Cycling - In order to promote cycling in the borough and ensure a safe and accessible environment for cyclists, the Council will seek to ensure that development:

- g) *provides for and makes contributions towards connected, high quality, convenient and safe cycle routes, in line or exceeding London Cycle Design Standards, including the implementation of the Central London Grid, Quietways Network, Cycle Super Highways and;*
- h) *provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan (Table 6.3) and design requirements outlined within our supplementary planning Camden Local Plan | Transport 301 document Camden Planning Guidance on transport. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the size and location of the development;*
- i) *makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers;*
- j) *is easy and safe to cycle through ('permeable');* and k. *contribute towards bridges and water crossings suitable for cycle use where appropriate.*

Public Transport - In order to safeguard and promote the provision of public transport in the borough we will seek to ensure that development contributes towards improvements to bus network infrastructure including access to bus stops, shelters, passenger seating, waiting areas, signage and timetable information. Contributions will be sought where the demand for bus services generated by the development is likely to exceed existing capacity. Contributions may also be sought towards the improvement of other forms of public transport in major developments where appropriate.

Where appropriate, development will also be required to provide for interchanging between different modes of transport including facilities to make interchange easy and convenient for all users and maintain passenger comfort.'

4.19 Policy T2 Parking and car-free development, states that: *'the council will limit the availability of parking and require all new developments in the borough to be car-free.'* This includes the following:

'a. not issue on-street or on-site parking permits in connection with new developments and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits;

b. limit on-site parking to:

i. spaces designated for disabled people where necessary, and/or

ii. essential operational or servicing needs;

c. support the redevelopment of existing car parks for alternative uses; and

d. resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking.'

4.20 Policy T3 Transport Infrastructure sets out the policy to encourage public transport improvements, where the borough will:

'a. not grant planning permission for proposals which are contrary to the safeguarding of strategic infrastructure improvement projects; and

b. protect existing and proposed transport infrastructure, particularly routes and facilities for walking, cycling and public transport, from removal or severance.'

Camden's Planning Guidance - Transport (March 2019)

4.21 The Transport guidance document forms part of the Supplementary Planning Documents (SPD) which accompany the Camden Local Plan 2017.

4.22 The guidance states that a Transport Statement should *'demonstrate how the development will impact transport on a micro (site and surroundings), local neighbourhood and a network (London-wide) scale'*. This Transport Statement has been prepared in accordance with Camden's Planning Guidance for Transport.

Summary

- 4.23 The site is located in an area that benefits from a range of existing public transport opportunities and local facilities within suitable walking and cycling distances. It will also be car free and, therefore, is suitable for the proposed use and in accordance with current policy guidance at a local, regional, and national level.

5 DEVELOPMENT PROPOSAL

- 5.1 The proposal seeks an extension to the building footprint at basement level to provide circa 86sqm additional class F1 & F2 use, whilst two residential studios will be provided at 2nd and 3rd floors. The Architect's Layout Plans are shown at **Appendix A**.

Access

- 5.2 The F1 & F2 use will retain two existing pedestrian access points, one located to the north of the site's frontage on Old Gloucester Street, while a further access will be located within the private path between the site and the neighbouring church.
- 5.3 The proposed residential units will be located on the second and third floors. Residents will access the building from the eastern side of the application site on Old Gloucester Street through a specifically designated entrance. There is provision for a solely residential stair core which will lead to upper floors of the frontage building.

Proposed F1 & F2 Use

- 5.4 The refurbished floor space, basement excavation and new building to the rear will result in the total provision of 932 sqm F1 & F2 floor space, equating to an uplift of circa 86 sqm GIA when compared with the existing building (846 sqm GIA F1 & F2 floor space).
- 5.5 The F1 & F2 space is arranged over five levels, with alternate full and mezzanine floors, generating flexible individual floorplates of various sizes – maximising the flexibility of the facility to appeal to many user groups.
- 5.6 The Applicant has confirmed that the building will be used by the BAPS Swaminarayan Sanstha group for community activities. BAPS is a spiritual, volunteer-driven organisation with numerous locations both globally and within the UK.
- 5.7 The BAPS UK headquarters are location in Neasden, which serves as a major centre for worship and events, while further satellite sites provide for community use and group activities. The site will act as a facility for members that live and work within central London, therefore allowing day-to-day access to participate in associated activities.

5.8 Owing to the size and layout of the site, it is not proposed that this will be used for major events or festivals/worship, which will continue to occur at the BAPS headquarters in Neasden. The below summarises typical activities that will take place at the proposed development:

- Education tutorials and seminars
- Yoga classes
- Group discussions
- Indoor sports including table tennis and pool
- Writing classes
- Cooking classes
- Interpersonal and life skills training
- First-Aid training
- Various meetings

Parking

5.9 The development will be car free, and the Applicant is content to enter into a permit-free agreement for both land uses proposed. The previous consent agreed with LBC that a contribution towards on-street cycle parking can be provided in lieu of on-site provision and is therefore applied to the new proposals.

Servicing and Waste

5.10 Deliveries and servicing will continue to be undertaken on-street, as per the existing situation, utilising the double yellow lines at the Old Gloucester Street site frontage. Internal waste storage will be provided, and waste will be collected from Old Gloucester Street in line with the waste strategy for the existing site.

6 EFFECTS OF DEVELOPMENT PROPOSAL

- 6.1 This Section of the report considers the effects of the proposal in terms of access, parking, trip generation, and servicing / waste collection, as well as detailing measures which are proposed to mitigate the traffic / transport effects of the proposal.

Trip Generation

- 6.2 The 86sqm of additional F1 & F2 floor space will be able to accommodate a maximum of circa 43 additional people at any one time (assuming 2 sqm per person). Based on the nature of activities taking place at the site, as discussed earlier in this report, it is unlikely that the site will be constantly fully-utilised across every hour of the day, therefore the above maximum attendance figure is deemed to be highly robust.
- 6.3 As discussed in Section 5, the building will be redeveloped to provide a satellite facility to the main headquarters in Neasden, thus providing members that live and work within central London with convenient access to BAPS activities and community interaction.
- 6.4 The Applicant has confirmed that this site will act as a local facility for members, therefore will not form a 'destination location' for BAPS members travelling from further afield, who could more easily visit one of the other satellite locations or the headquarters in Neasden.
- 6.5 As a result of the above, it is considered that a large majority of the trips to/from the site by members will be undertaken in association with another journey, such as to/from work, and will not therefore comprise wholly new trips on the transport network.
- 6.6 In light of the accessibility of the site, the community nature of the operation and the local on-street parking restrictions, it is anticipated that many of the proposed site users will travel by public transport, with the majority of visitors travelling by London Underground, rail, and bus. Walking and cycling will also be prevalent modes of transport, with many site visitors living or working nearby or within the inner-London area.
- 6.7 Due to the extensive range of public transport services available within a short walk of the site, it is not anticipated that any one public transport service will receive a noticeable change in patronage, once the site is operational.

- 6.8 Notwithstanding the above, the Applicant will implement a Travel Plan, which will set out measures to encourage the use of sustainable modes of travel for future users of the site.

Residential Use

- 6.9 Given the small scale and nature of the residential element of the application proposal, the number of person trips generated will be very low and will not be noticeable on the local transport network. Furthermore, the permit-free agreement will prevent future residents from parking on-street and thus discourage car ownership and associated vehicle trips.

Trip Generation Summary

- 6.10 In summary, the above trip generation assessment demonstrates that the proposed development will not result in a material change to the operation of local transport network.

Access

- 6.11 All existing pedestrian access points for the site are stepped, apart from the external toilet block to the rear. As part of the proposed refurbishment works, the proposal will alter the floor levels to allow at-grade access at all existing pedestrian access points. This will therefore improve accessibility of the site to all users, as well as allow unassisted access by wheelchair users.
- 6.12 Two existing access points located along the private path to the north of the site will be removed as part of the application. The external fire escape stair leading to / from the flat roof playground will be removed, while the contained stepped access to basement level will also be removed.

Parking

- 6.13 The proposed development will be car-free, for both the F1 & F2 and residential elements of the site. Accordingly, future staff and volunteers of the community floor space and residents of the proposed units will not be able to apply for a permit to park on-street.
- 6.14 Due to the listed nature of the building frontage and thus constraints to access arrangements at the site, it is proposed that a financial contribution towards the implementation of on-street cycle parking is appropriate in lieu of on-site provision. The Applicant has confirmed it is willing to provide the relevant contribution.

Servicing and Waste Collection

Servicing

- 6.15 The site is anticipated to generate a very low number of deliveries for the residential units at circa 2-3 deliveries per week. The F1 & F2 community use will generate a small number of deliveries, including food/catering supplies, and is estimated to generate up to 2-3 deliveries per day. When the consented D1 use is taken into account, the net change in daily servicing and delivery vehicles is anticipated to be minimal.
- 6.16 All servicing activity associated with the site will be facilitated on-street as per the existing situation. Deliveries will be undertaken by transit or panel van sized vehicles, and sufficient space is available on-street to allow the free flow of vehicles on Old Gloucester Street while servicing is being undertaken.

Waste Storage and Collection

- 6.17 Waste for the F1 & F2 community use will be stored with convenient access to / from the associated kitchen at basement level, and will be transferred via internal lift to ground floor for collection. Waste will be transported to street level shortly before collection, therefore will not be stored on the public highway for any material length of time.
- 6.18 Due to the constraints of the site and number of units, the proposed waste collection strategy for the residential units will comprise sacks and boxes. LBC waste guidance indicates that waste materials in sacks or boxes are to be transferred by residents to the footway prior to collection (before 07:00 on the day of collection). Items must be within 1 metre of the entrance to the property and as close to the pavement as possible, while not blocking the path. Boxes must be returned by residents within 24 hours of collection.
- 6.19 Previous discussion with LBC has indicated that future residential units may receive a daily waste collection service. Residential units located within Queen Square to the north of the site receive waste and recycling collections each weekday, while food waste is collected every Monday. It is anticipated that the proposed residential units will be added to this waste collection service.

Construction

- 6.20 A draft Construction Management Plan (CMP) has been completed for the proposed works and is submitted alongside this document. The CMP sets out the preliminary strategies that will be employed in order to undertake and manage the demolition and construction works proposed. The CMP will be updated and re-submitted to LBC once a Contractor has been appointed to undertake the works.

7 SUMMARY AND CONCLUSION

Summary

- 7.1 Caneparo Associates is commissioned by Nilkanth Estates Limited ('the Applicant') to provide traffic and transportation advice with regard to the proposed redevelopment of 25 Old Gloucester Street, located in the London Borough of Camden (LBC).
- 7.2 The proposal seeks to redevelop the existing F1 & F2 use to increase the F1 & F2 floor space by circa 86sqm GIA. Additionally, the proposal will incorporate 2 residential studios.
- 7.3 The proposal has been assessed taking into consideration planning policy and existing conditions, and can be summarised as follows;
- The site is considered appropriate for car-free development with a range of public transport services surrounding the site and good provision for walking and cycling on local roads;
 - The proposed use will comprise a satellite facility to the main BAPS headquarters for day to day access by members living and working within central London, therefore will attract trips from the local and inner-London area.
 - The proposal will result in a minor increase in trips by active and sustainable, however taking into account the likely occupancy of the additional F1 & F2 floor space, it is not considered this will result in a material change on local public transport services or the highway network;
 - The scheme will be car free, and the Applicant will enter into a car-free agreement, therefore preventing future site users and residents from parking on-street;
 - A contribution will be provided towards on-street cycle parking in lieu of on-site provision; this has been agreed with LBC as part of the previous consent;
 - Sustainable travel will be encouraged through the provision of a F1 & F2 Community Use Travel Plan;
 - Deliveries and servicing will continue to be undertaken on-street on Old Gloucester Street, and the net change in daily vehicles will be minimal; and

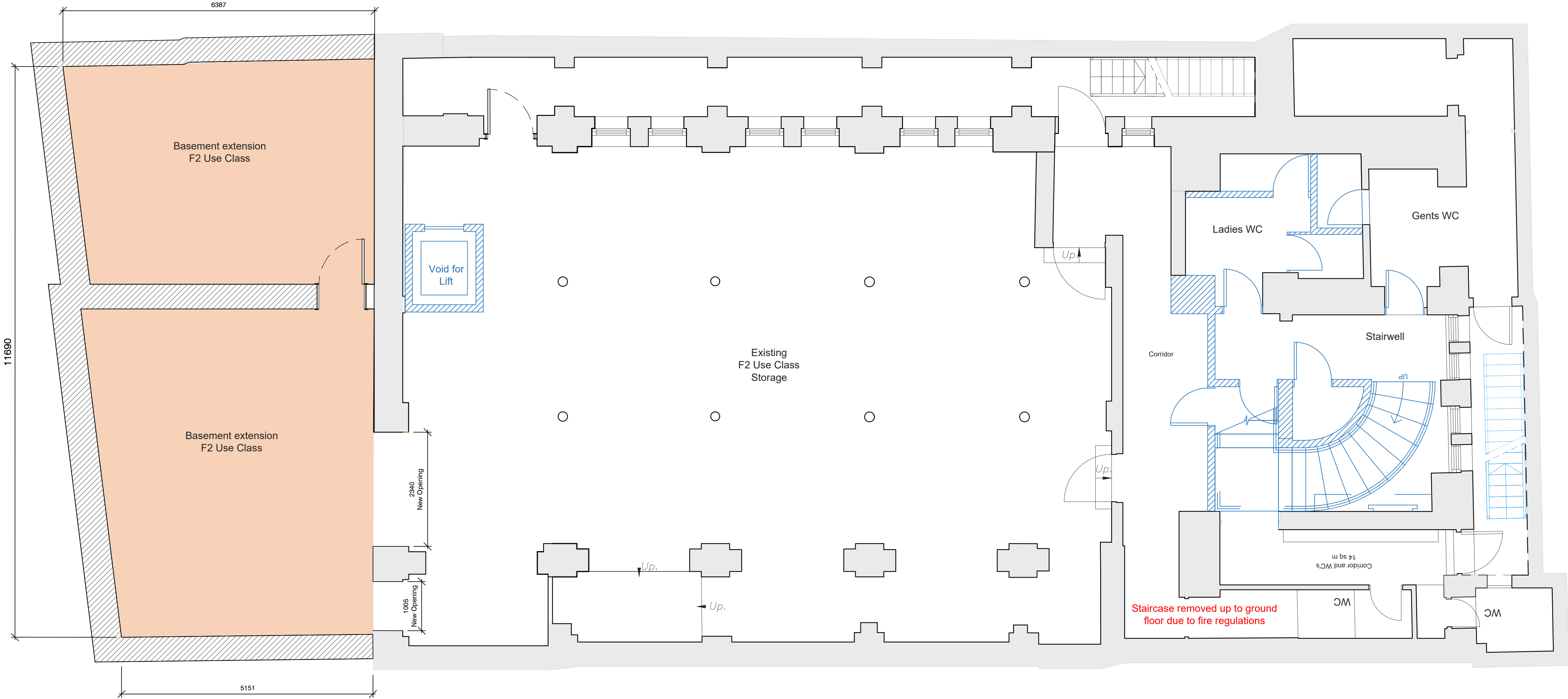
- Internal waste storage will be provided, and the waste collection strategy is in accordance with local guidance, with collection undertaken on-street.

Conclusion

7.4 In conclusion, it is considered that the development proposal is appropriate for the location, will not result in a material impact to the operation of the highway or local public transport networks, and is in accordance with relevant adopted national, regional, and local policy guidance.

Appendix A

Architect's Layout Plans



Basement Floor Plan

Legend

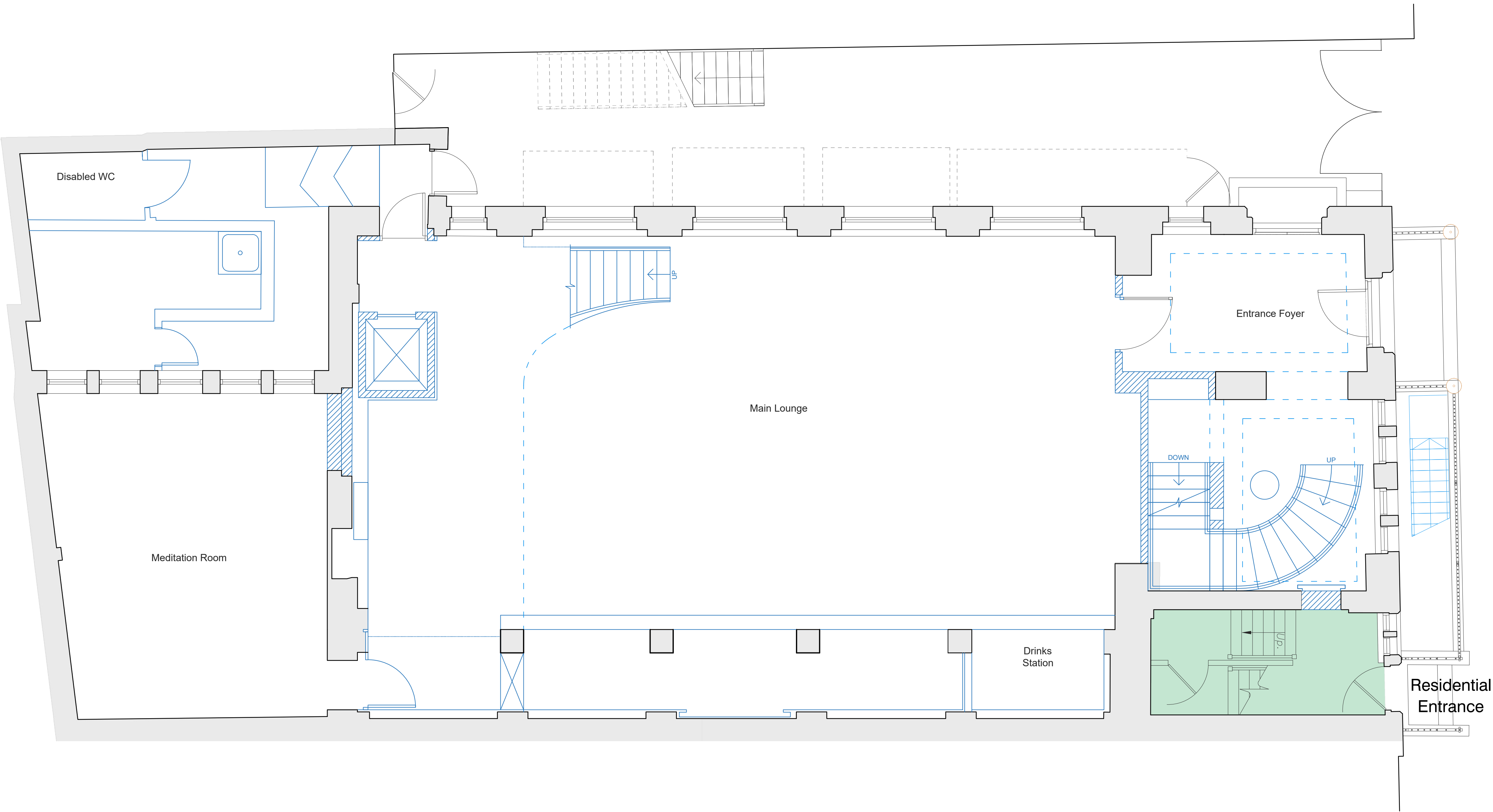
2013 Implemented planning permission	
Proposed residential accommodation	
Proposed Use Class F2 basement extension	

Scale Bar 1:50

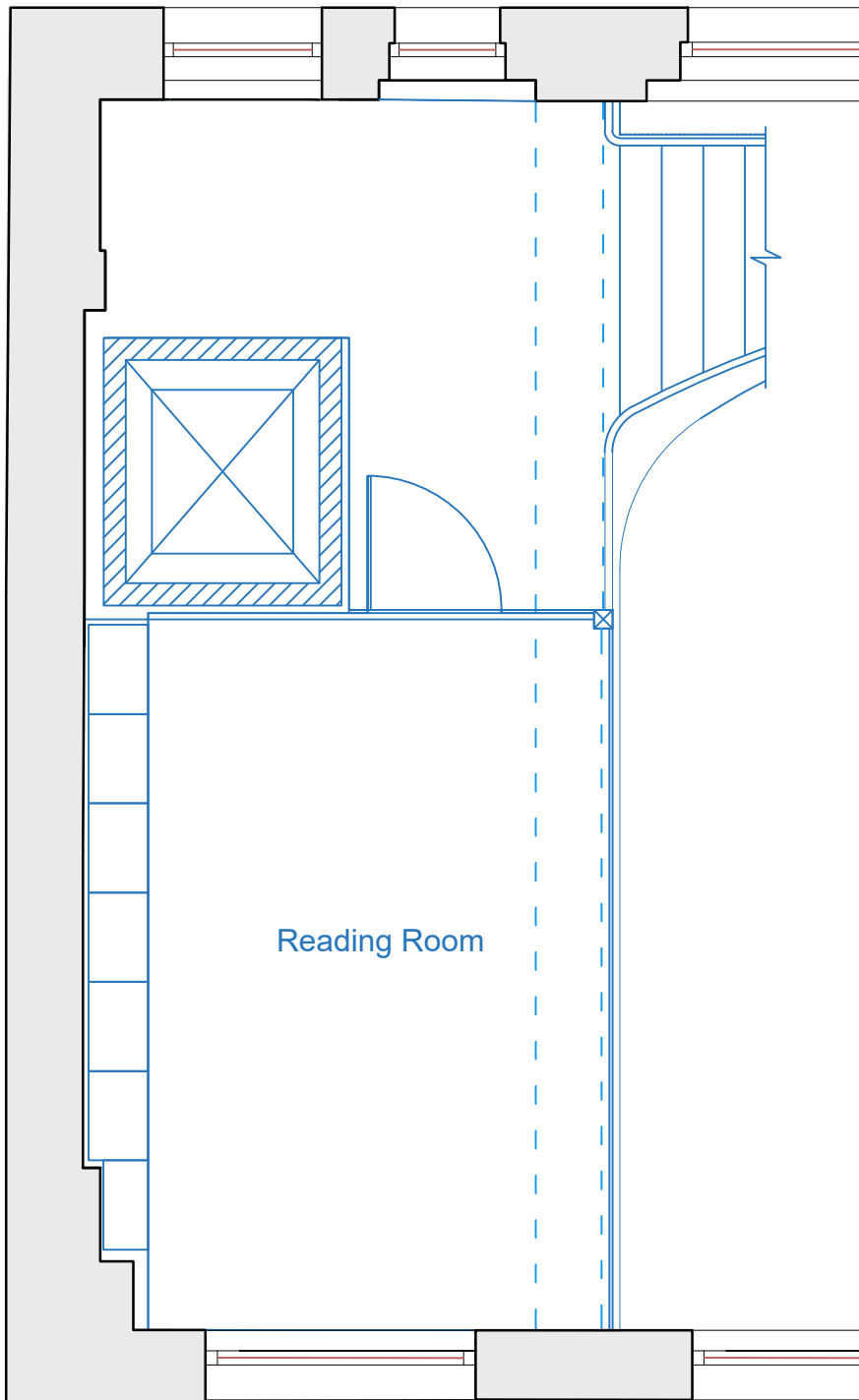
0 1m 2m 3m 4m 5m

Planning

CONTRACT	SCALE	1:50@A1/1:100@A3	
BAPS Cultural Centre		DATE	Aug 2023
25 Old Gloucester Street		DRAWN	SM
WC1N 3AF		CHECKED	WJB
TITLE		DRAWING No	23165_PL1.001
Proposed Basement Plan		REVISION	



Ground Floor Plan



Ground Floor Mezzanine Plan

Legend

2013 Implemented planning permission

Proposed residential accommodation

Proposed Use Class F2 basement extension

012345

Scale Bar 1:50

Planning

CONTRACT

BAPS Cultural Centre
25 Old Gloucester Street
WC1N 3AF

TITLE

Proposed Ground Floor/Mezzanine Plan 23165_PL1.002

SCALE

1:50@A1/1:100@A3

DATE

Aug 2023

DRAWN

SM

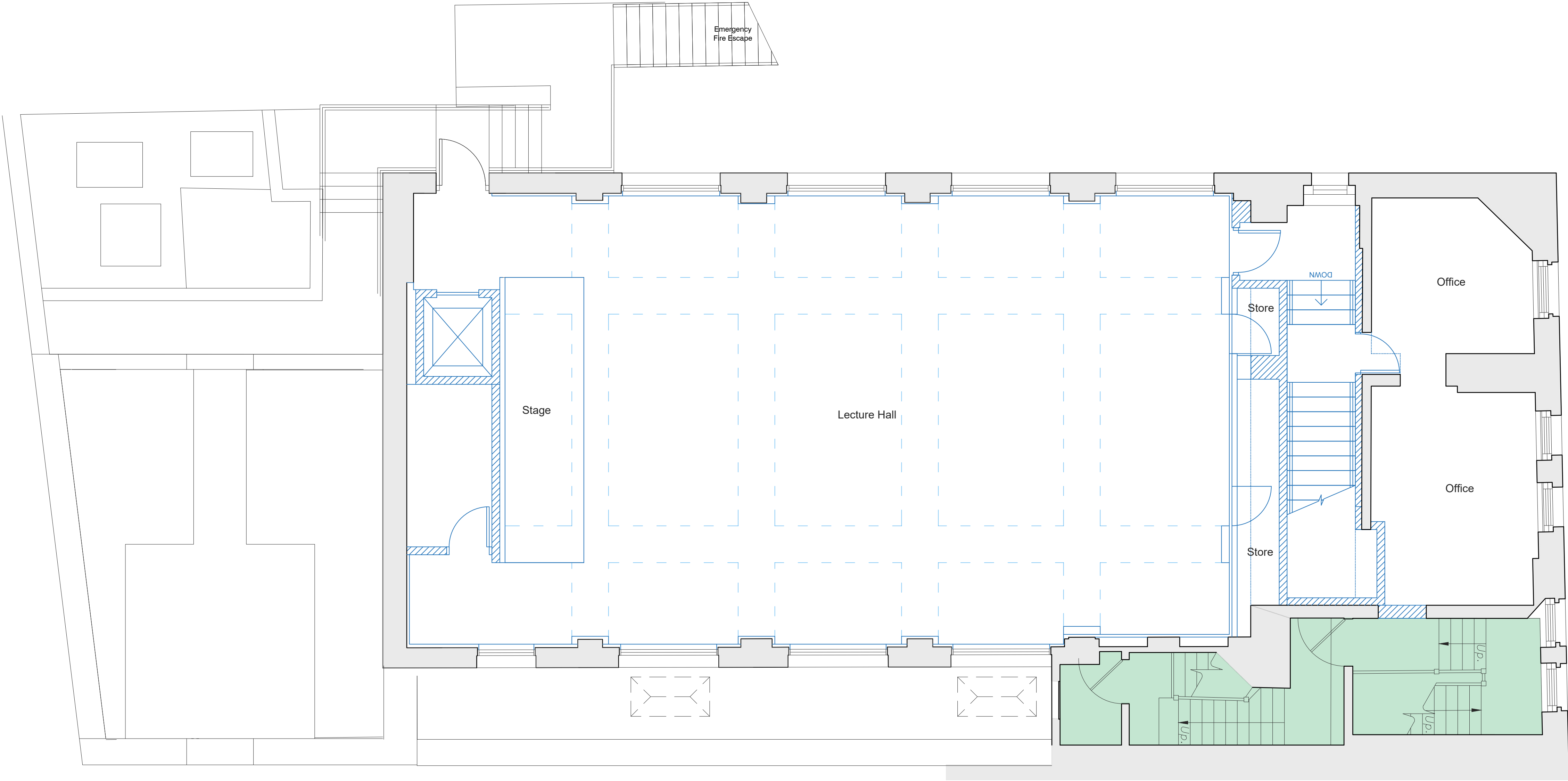
CHECKED

WJB

DRAWING No

23165_PL1.002

REVISION



First Floor Plan

Legend

2013 Implemented planning permission

Proposed residential accommodation

Proposed Use Class F2 basement extension

012345

Scale Bar 1:50

Planning

CONTRACT

BAPS Cultural Centre
25 Old Gloucester Street
WC1N 3AF

TITLE

Proposed First Floor Plan

SCALE

1:50@A1/1:100@A3

DATE

Aug 2023

DRAWN

SM

CHECKED

WJB

DRAWING No

23165_PL1.003

REVISION

Appendix B

Decision Notice

Application ref: 2020/4596/P
Contact: Neil McDonald
Tel: 020 7974 2061
Email: Neil.McDonald@camden.gov.uk
Date: 16 November 2021

Development Management
Regeneration and Planning
London Borough of Camden
Town Hall
Judd Street
London
WC1H 9JE

Phone: 020 7974 4444

planning@camden.gov.uk
www.camden.gov.uk/planning

PPM Planning Limited
185 Casewick Road
West Norwood
London
SE270TA

Dear Sir/Madam

DECISION

Town and Country Planning Act 1990 (as amended)

Full Planning Permission Granted Subject to a Section 106 Legal Agreement

Address:
25 Old Gloucester Street
London
WC1N 3AF

Proposal:

Alterations including partial demolition of existing building and erection of replacement four storey extension, extension of basement, and change of use from Cultural Centre (Use Class F1) to provide 3 x flats (Use Class C3) and Cultural Centre (Use Class F1).

Drawing Nos:

The Council has considered your application and decided to grant permission subject to the following condition(s):

Condition(s) and Reason(s):

- 1 The development hereby permitted must be begun not later than the end of 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 Plans**
The development hereby permitted shall be carried out in accordance with the following approved plans:

Existing Drawings:

0572 L(EX) 000, 001 A, 002 A, 003 A, 004 A, 005 A, 006 A, 007 A, 008 A, 010 A, 011 A, 012.

Demolition Drawings:

0572 L(DE) 001 A, 002 A, 003 A, 004 A, 005 A, 006 A, 007 A, 008 A, 010 A, 011 A,

Proposed Drawings:

0572 L(--))001 E, 002 E, 003 E, 004 D, 005 D, 006 B, 007 B, 008 C, 010 B, 011 C, 017 C, 019.

Supporting Documents:

Cover letter from PPM Planning dated 01 Oct 2020; Design and Access Statement Rev C dated 13 Aug 2020; Heritage Statement; Daylight and Sunlight Report by Jonathan Nash dated 3 Aug 2020; Viewing Cone Plan L(EX)012 A; Travel Plan dated July 2020; Transport Statement dated Aug 2020; Sustainability Statement dated Aug 2020; Letter from BSE3D on demolition sustainability dated 12 Feb 2021; Report on Office Viability dated 12 May 2020; Environmental Noise Survey and Impact Assessment dated 1 Oct 2020; Basement Impact Assessment dated July 2020 plus Appendices A, B and C; Desk Study and Ground Investigation Report dated Feb 2021; Basement Impact Assessment Audit by Campbell Reith dated Feb 2021; Energy Strategy Aug 2020; Construction and Demolition Management Plan pro forma dated 13/08/20; Archaeological Desk Based Assessment doc ref LP2543L-DBA-v1.9.

Reason:

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

3 Protection of Cultural Use

Notwithstanding the provisions of Class D1 of the Schedule of the Town and Country Planning (Use Classes) Order, 1987, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, the small hall, main hall, and basement and ground floor of the front former school building, shall not be used for any use other than for a religious institution.

Reason: To ensure the continued provision of cultural/community purposes in accordance with policies C2 and C3 of the London Borough of Camden Local Plan 2017.

4 All non-Road mobile Machinery (any mobile machine, item of transportable industrial equipment, or vehicle - with or without bodywork) of net power between 37kW and 560kW used on the site for the entirety of the [demolition and/construction] phase of the development hereby approved shall be required to meet Stage IIIB of EU Directive 97/68/EC. The site shall be registered on the NRMM register for the [demolition and/construction] phase of the development.

Reason: To safeguard the amenities of the adjoining occupiers, the area generally and contribution of developments to the air quality of the borough in accordance with the requirements of policies G1, A1, CC1 and CC4 of the London Borough of Camden Local Plan 2017.

5 Details, Materials and Samples

Notwithstanding the relevant details as shown on the drawings hereby approved, prior to commencement of the above ground works, detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the local planning authority:

- a) Details including sections at 1:20 of all windows and rooflights (including jambs, head and cill), ventilation grills, external doors, boundary treatments and steps;
- b) Plan, elevation and section drawings, of the proposed main hall facades at a scale of 1:20 including the glazed link;
- c) Manufacturer's specification details of all facing materials (to be submitted to the Local Planning Authority), samples (to be provided on site or at the architects' office), and sample panels at a minimum of 1mx1m of those materials (to be provided on site), and;
- d) Details of all plant equipment and screening.

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. All other external work shall be carried out in materials that resemble, as closely as possible, in colour and texture those of the existing building, unless otherwise specified in the approved application.

Reason: In order to safeguard the special architectural and historic interest of the proposed retained buildings and to safeguard the character and appearance of the wider area and conservation area in accordance with the requirements of policies D1 and D2 of the Camden Local Plan 2017.

- 6 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 buildings.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy D1 [and D2 if in CA] of the London Borough of Camden Local Plan 2017.

- 7 Archaeological Written Scheme of Investigation

No demolition or development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and:

- A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works.
- B. Where appropriate, details of a programme for delivering related positive public benefits.
- C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material.

this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI

Reason: To protect remains of archaeological importance by ensuring acceptable measures are taken proportionate to the significance of the heritage asset to preserve them and their setting, including physical preservation, where appropriate, in compliance with policy D2 of the London Borough of Camden Local Plan.

8 Waste Storage

Prior to commencement of above ground works, details of the location, design and method of waste storage and removal including recycled materials for both the residential and cultural uses of the scheme, shall be submitted to and approved in writing by the local planning authority. The facilities as approved shall be provided prior to the first occupation of any of the new buildings and shall be permanently retained thereafter. This can be discharged on a use by use basis.

Reason: To ensure that sufficient provision for the storage and collection of waste has been made, to avoid obstruction of the highway and to safeguard amenities of adjacent premises in accordance with the requirements of policies CC5, A1, and A4 of the London Borough of Camden Local Plan 2017.

9 Plant

Prior to commencement of the use of the development, details shall be submitted to and approved in writing by the Council, of the external noise level emitted from plant/ machinery/ equipment and mitigation measures as appropriate. The measures shall ensure that the external noise level emitted from plant, machinery/ equipment will be lower than the lowest existing background noise level by at least 10dBA, by 15dBA where the source is tonal, as assessed according to BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity. A post installation noise assessment shall be carried out where required to confirm compliance with the noise criteria and additional steps to mitigate noise shall be taken, as necessary. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To safeguard the amenities of neighbouring noise sensitive receptors in accordance with the requirements of policies A1 and A4 of the London Borough of Camden Local Plan 2017.

10 Plant Anti-vibration Isolators

Prior to use, plant 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 safeguard the amenities of neighbouring noise sensitive receptors in accordance with the requirements of policies A1 and A4 of the London

11 Internal Noise Levels

The design and structure of the Theobald's Building shall be of such a standard that it will protect residents within it from existing external noise so that they are not exposed to levels indoors of more than 35 dB LAeq 16 hrs daytime and of more than 30 dB LAeq 8 hrs in bedrooms at night.

Reason: To safeguard the amenities of neighbouring noise sensitive receptors in accordance with the requirements of policies A1 and A4 of the London Borough of Camden Local Plan 2017.

12 Noise Transfer between Commercial and Residential uses

Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of the sound insulation of the floor/ ceiling/ walls separating the commercial part(s) of the premises from noise sensitive premises. Details shall demonstrate that the sound insulation value DnT,w is enhanced by at least 10dB above the Building Regulations value and, where necessary, additional mitigation measures are implemented to contain commercial noise within the commercial premises and to achieve the criteria of BS8233:2014 within the dwellings/ noise sensitive premises. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To safeguard the residential amenities of the development in accordance with the requirements of policies A1 and A4 of the London Borough of Camden Local Plan 2017.

- 13 Prior to commencement of development , full details in respect of the living roof in the area indicated on the approved roof plan shall be submitted to and approved by the local planning authority. The details shall include
- i. a detailed scheme of maintenance
 - ii. sections at a scale of 1:20 with manufacturers details demonstrating the construction and materials used [for large areas of green roof add in : and showing a variation of substrate depth with peaks and troughs]
 - iii. full details of planting species and density

The living roofs shall be fully provided in accordance with the approved details prior to first occupation and thereafter retained and maintained in accordance with the approved scheme.

Reason: In order to ensure the development undertakes reasonable measures to take account of biodiversity and the water environment in accordance with policies G1, CC1, CC2, CC3, CC4(major apps only), D1, D2(if CA or LB) and A3 of the London Borough of Camden Local Plan 2017.

14 Obscure glazing

All windows in the main hall of the development shall be permanently fitted with obscure glazing and at all times remain as such unless it has otherwise been

agreed in accordance with a detailed glazing plan that shall have first been submitted to and approved by the local planning authority in writing.

Reason: In order to prevent unreasonable overlooking of neighbouring premises in accordance with the requirements of policies A1 of the London Borough of Camden Local Plan 2017.

15 Sustainability

Prior to commencement of any works, including demolition, a Recycling and Re-Use of Materials Strategy shall be submitted to and approved by the Local Planning Authority in writing. The strategy shall demonstrate the approach for diverting 95% of site waste from landfill, comply with the Institute for Civil Engineer's Demolition Protocol, and maximise reuse of materials on-site before salvaging appropriate materials to enable their reuse off-site.

The demolition, disposal and reuse of materials shall thereafter be carried out in accordance with the approved strategy.

Reason: To maximise reuse of original materials on site, and ensure the development contributes to reducing waste and supporting the circular economy in accordance with the requirements of Policies D2 and CC1 of the London Borough of Camden Local Plan 2017.

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

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

17 BIA compliance

The development shall not be carried out other than in accordance with the methodologies, recommendations and requirements of the BIA Basement impact assessment prepared by Parmarbrook dated July 2020 and Desk Study and Ground Investigation Report hereby approved.

Reason: To safeguard the appearance and structural stability of neighbouring buildings and the structural, ground and water conditions of the general area in accordance with the requirements of policy A5 of the London Borough of Camden Local Plan 2017.

18 Demolition works

No demolition works shall commence until a solicitors certificate (from a solicitor holding a practising certificate issued by the Solicitors Regulation Authority) confirming that a contract (or contracts) has/have been let for the construction of the approved development has been submitted to and approved in writing by the local planning authority. The solicitor's certificate shall include a summary of the scope of works covered by the contract(s) and identify the key milestones and dates.

Reason: In order to safeguard the special historic interest of the area in accordance with the requirements of policy D2 of the Camden Local Plan 2017.

19 The development hereby approved shall achieve a maximum internal water use of 110litres/person/day. The dwelling/s shall not be occupied until the Building Regulation optional requirement has been complied with.

Reason: To ensure the development contributes to minimising the need for further water infrastructure in an area of water stress in accordance with Policies CC1, CC2, CC3 of the London Borough of Camden Local Plan 2017.

20 Part M4(2) compliance

The residential units hereby approved shall be designed and constructed in accordance with Building Regulations Part M4 (2), evidence demonstrating compliance should be submitted to and approved by the Local Planning Authority prior to occupation.

Reason: To ensure that the internal layout of the building provides flexibility for the accessibility of future occupiers and their changing needs over time, in accordance with the requirements of policy H6 of the London Borough of Camden Local Plan 2017.

21 Cycle parking

The cycle storage areas as shown on plans 0572 L(--)001 E and 002 E shall be installed with Sheffield style racks to provide a minimum of 3 and 6 cycle parking spaces respectively. The facilities shall be provided in their entirety prior to the first occupation of the respective uses, and permanently retained thereafter.

Reason: To ensure the development provides adequate cycle parking facilities in accordance with the requirements of policy T1 of the London Borough of Camden Local Plan 2017.

22 Air source heat pumps

Prior to commencement of any development other than works of demolition, site clearance & preparation, 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 a 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.

23 Disabled access strategy

Prior to commencement of the use of the development, details shall be submitted to and approved in writing by the local planning authority, of a strategy for enabling ease of access to the community facility. The development shall thenceforth continue to operate at all times in accordance with such strategy as has been approved.

Reason: To ensure as far as possible that equal access is afforded to people with disabilities in accordance with policy CS6 of the London Borough of Camden Local Plan 2017.

Informative(s):

- 1 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).
- 2 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 are advised to consult the Council's Noise and Licensing Enforcement Team, Camden Town Hall, Judd St, Kings Cross, London NW1 2QS (Tel. No. 020 7974 4444 or search for 'environmental health' on the Camden website or seek prior approval under Section 61 of the Act if you anticipate any difficulty in carrying out construction other than within the hours stated above.
- 3 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.
- 4 Your attention is drawn to the need for compliance with the requirements of the Environmental Health regulations, Compliance and Enforcement team, [Regulatory Services] Camden Town Hall, Argyle Street, WC1H 8EQ, (tel: 020

7974 4444) particularly in respect of arrangements for ventilation and the extraction of cooking fumes and smells.

- 5 You are reminded that filled refuse sacks shall not be deposited on the public footpath, or forecourt area until within half an hour of usual collection times. For further information please contact the Council's Environment Services (Rubbish Collection) on 020 7974 6914/5. or on the website <http://www.camden.gov.uk/ccm/content/contacts/council-contacts/environment/contact-street-environment-services.en>.
- 6 In relation to the green roof it is recommended for the proposed substrate to be sourced from site (for example: soil and crushed brick) for sustainability reasons and to provide better conditions for local species.
- 7 You are advised the developer and appointed / potential contractors should take the Council's guidance on Construction Management Plans (CMP) into consideration prior to finalising work programmes and must submit the plan using the Council's CMP pro-forma; this is available on the Council's website at <https://beta.camden.gov.uk/web/guest/construction-management-plans> or contact the Council's Planning Obligations Team, 5 Pancras Square c/o Town Hall, Judd Street London WC1H 9JE (Tel. No. 020 7974 4444). No development works can start on site until the CMP obligation has been discharged by the Council and failure to supply the relevant information may mean the council cannot accept the submission as valid, causing delays to scheme implementation. Sufficient time should be afforded in work plans to allow for public liaison, revisions of CMPs and approval by the Council.
- 8 This consent is without prejudice to, and shall not be construed as derogating from, any of the rights, powers, and duties of the Council pursuant to any of its statutory functions or in any other capacity and, in particular, shall not restrict the Council from exercising any of its powers or duties under the Highways Act 1980 (as amended). In particular your attention is drawn to the need to obtain permission for any part of the structure which overhangs the public highway (including footway). Permission should be sought from the Council's Engineering Service Network Management Team, Town Hall, Argyle Street WC1H 8EQ, (tel: 020 7974 2410) or email highwayengineering@camden.gov.uk.
- 9 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 London Borough of Camden 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.
- 10 You are advised that any works of alterations or upgrading not included on the approved drawings which are required to satisfy Building Regulations or Fire Certification may require a further application for listed building consent.

11 The written scheme of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. Condition 11 is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

12 You must carry out any building work which can be heard at the boundary of the site only:

between 08.00 and 18.00 Monday to Friday;
between 08.00 and 13.00 on Saturday; and
not at all on Sundays, bank holidays and public holidays.

Noisy work must not take place outside these hours.
You must carry out basement excavation work only:
between 08.00 and 18.00 Monday to Friday; and
not at all on Saturdays, Sundays, bank holidays and public holidays.

All demolition and construction work are to be carried out under a Control of Pollution Act 1974, Section 61 consent.

13 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.

14 This proposal may be liable for the Mayor of London's Community Infrastructure Levy (CIL) and the Camden CIL. Both CILs are collected by Camden Council after a liable scheme has started, and could be subject to surcharges for failure to assume liability or submit a commencement notice PRIOR to commencement. We issue formal CIL liability notices setting out how much you may have to pay once a liable party has been established. CIL payments will be subject to indexation in line with construction costs index. You can visit our planning website at www.camden.gov.uk/cil for more information, including guidance on your liability, charges, how to pay and who to contact for more advice.

In dealing with the application, the Council has sought to work with the applicant in a positive and proactive way in accordance with paragraph 38 of the National Planning Policy Framework 2021.

You can find advice about your rights of appeal at:

<http://www.planningportal.gov.uk/planning/appeals/guidance/guidancecontent>

Yours faithfully

A handwritten signature in black ink, appearing to read 'DPope', is positioned above the printed name and title.

Daniel Pope
Chief Planning Officer

Appendix C

Local Controlled Parking Zone

CA-E/D - Controlled Hours

Monday to Friday: 08:30-18:30
Saturday: 08:30-18:30
Sunday: No controlled hours

CA-D Kings Cross Area - Controlled Hours

Monday to Friday: 08:30-18:30
Saturday: 08:30-13:30
Sunday: No controlled hours

CA-C (Single Yellow lines) -
Controlled Hours

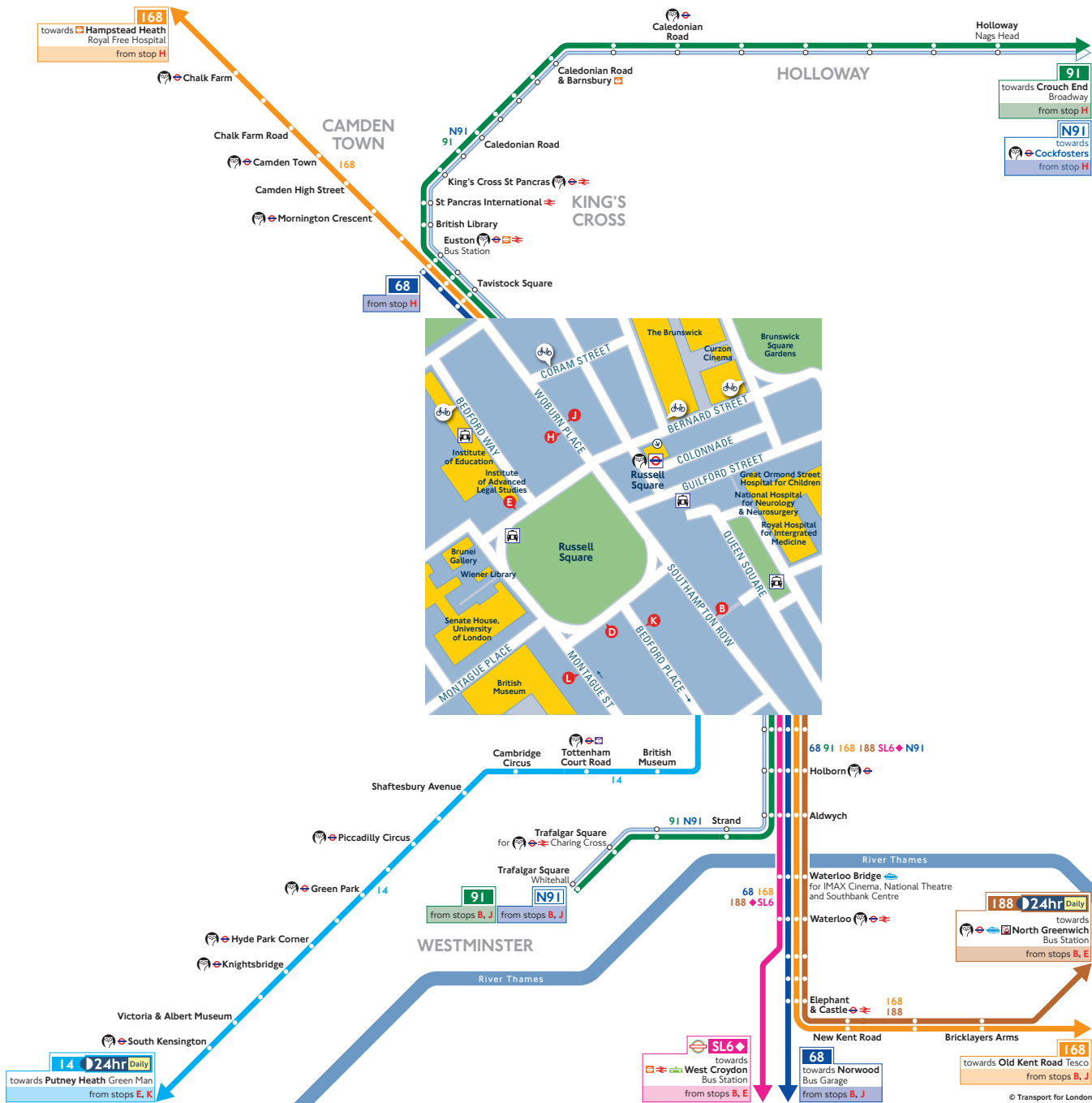
Monday to Friday: 08:30-18:30
Saturday: 08:30-18:30
Sunday: No controlled hours

Residents Bays are 24hrs

Appendix D

Bus 'Spider' Map

Buses from Russell Square



How to use this map

- Find your destination on the map
- See the coloured lines on the map for the bus routes that go to your destination
- Check the map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop A to the right)

Key

	Superloop express bus route
	Connections with London Underground
	Connections with London Overground
	Connections with Elizabeth line
	Connections with National Rail
	Connections with DLR
	Connections with London Trams
	Connections with river boats
	Connections with London Cable Car
	Cycle hire docking station
	Taxi rank
	Tube/London Overground station with 24-hour service Friday and Saturday nights
	Express service (towards Russell Square morning weekday peak only, towards West Croydon evening weekday peak only)

SUPERLOOP

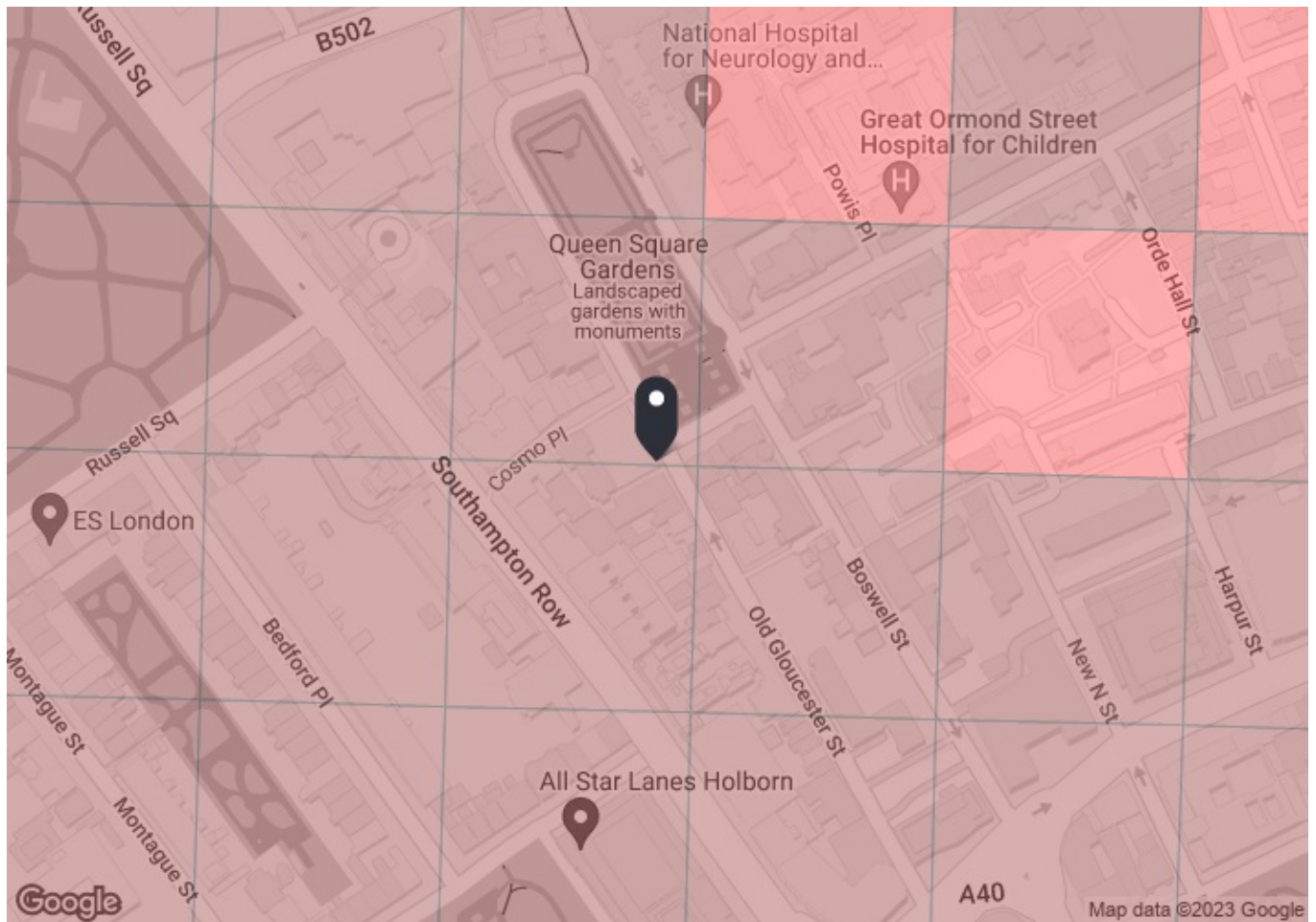
Superloop is a proposed network of express bus routes, that would help improve connections and journey times between key outer London town centres and transport hubs. For more information visit tfl.gov.uk/superloop

Ways to pay

- Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up

Appendix E

PTAL Assessment



PTAL output for Base Year 6b

Jeff Wooler College, 25 Old Gloucester St, London WC1N 3AX, UK
Easting: 530381, Northing: 181896

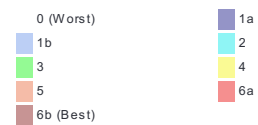
Grid Cell: 87372

Report generated: 30/08/2023


Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	CONWAY HALL	243	406.91	11	5.09	4.73	9.81	3.06	0.5	1.53
Bus	HIGH HOLBORN PROCTER ST	25	491.02	8	6.14	5.75	11.89	2.52	0.5	1.26
Bus	HOLBORN STATION KINGSWAY	521	473.43	27	5.92	3.11	9.03	3.32	0.5	1.66
Bus	S'HAMPTON ROW T' BALDS RD	X68	149.33	4	1.87	9.5	11.37	2.64	0.5	1.32
Bus	BLOOMSBURY SQUARE	8	296.94	10	3.71	5	8.71	3.44	0.5	1.72
Bus	BLOOMSBURY SQUARE	242	296.94	6.5	3.71	6.62	10.33	2.9	0.5	1.45
Bus	BLOOMSBURY SQUARE	38	296.94	10	3.71	5	8.71	3.44	0.5	1.72
Bus	BLOOMSBURY SQUARE	1	296.94	8	3.71	5.75	9.46	3.17	0.5	1.59
Bus	BLOOMSBURY SQUARE	19	296.94	8	3.71	5.75	9.46	3.17	0.5	1.59
Bus	BLOOMSBURY SQUARE	171	296.94	7.5	3.71	6	9.71	3.09	0.5	1.54
Bus	BLOOMSBURY SQUARE	55	296.94	10	3.71	5	8.71	3.44	0.5	1.72
Bus	BLOOMSBURY STREET	10	598.88	4.5	7.49	8.67	16.15	1.86	0.5	0.93
Bus	BLOOMSBURY STREET	24	598.88	10	7.49	5	12.49	2.4	0.5	1.2
Bus	BLOOMSBURY STREET	134	598.88	12	7.49	4.5	11.99	2.5	0.5	1.25
Bus	BLOOMSBURY STREET	390	598.88	8	7.49	5.75	13.24	2.27	0.5	1.13
Bus	BLOOMSBURY STREET	73	598.88	18	7.49	3.67	11.15	2.69	0.5	1.34
Bus	BLOOMSBURY STREET	29	598.88	15	7.49	4	11.49	2.61	0.5	1.31
Bus	BLOOMSBURY STREET	14	598.88	13	7.49	4.31	11.79	2.54	0.5	1.27
Bus	RUSSELL SQUARE STH SIDE	98	252.73	9	3.16	5.33	8.49	3.53	0.5	1.77
Bus	SOUTHAMPTON RW RUSSELL S	59	79.47	10	0.99	5	5.99	5.01	1	5.01
Bus	SOUTHAMPTON RW RUSSELL S	91	79.47	9	0.99	5.33	6.33	4.74	0.5	2.37
Bus	SOUTHAMPTON RW RUSSELL S	68	79.47	9	0.99	5.33	6.33	4.74	0.5	2.37
Bus	SOUTHAMPTON RW RUSSELL S	188	79.47	8	0.99	5.75	6.74	4.45	0.5	2.22
Bus	SOUTHAMPTON RW RUSSELL S	168	79.47	9	0.99	5.33	6.33	4.74	0.5	2.37
LUL	Tottenham Court Road	'Morden-Edgware '	876.22	4.67	10.95	7.17	18.13	1.66	0.5	0.83
LUL	Tottenham Court Road	'HighBarnet-Morden '	876.22	0.33	10.95	91.66	102.61	0.29	0.5	0.15
LUL	Tottenham Court Road	'Kennington-Edgware '	876.22	14.67	10.95	2.79	13.75	2.18	0.5	1.09
LUL	Tottenham Court Road	'HighBarnet-Kenningt '	876.22	5.33	10.95	6.38	17.33	1.73	0.5	0.87
LUL	Tottenham Court Road	'MillHill-Morden '	876.22	1.67	10.95	18.71	29.67	1.01	0.5	0.51
LUL	Tottenham Court Road	'MillHillE-Kenningt '	876.22	1.67	10.95	18.71	29.67	1.01	0.5	0.51
LUL	Russel Square	'ArnosGrove-RayLane '	439.62	0.33	5.5	91.66	97.15	0.31	0.5	0.15
LUL	Holborn	'Epping-Ealing '	429.96	3	5.37	10.75	16.12	1.86	0.5	0.93
LUL	Holborn	'Epping-Whuislip '	429.96	3	5.37	10.75	16.12	1.86	0.5	0.93
LUL	Holborn	'RuislipGar-Epping '	429.96	1	5.37	30.75	36.12	0.83	0.5	0.42
LUL	Holborn	'WhiteCity-Epping '	429.96	0.33	5.37	91.66	97.03	0.31	0.5	0.15
LUL	Holborn	'Epping-NActon '	429.96	1	5.37	30.75	36.12	0.83	0.5	0.42
LUL	Holborn	'Northolt-Epping '	429.96	0.67	5.37	45.53	50.9	0.59	0.5	0.29
LUL	Holborn	'Debden-WRuislip '	429.96	0.33	5.37	91.66	97.03	0.31	0.5	0.15
LUL	Holborn	'WhiteCity-Debden '	429.96	0.33	5.37	91.66	97.03	0.31	0.5	0.15
LUL	Holborn	'Debden-Northolt '	429.96	1	5.37	30.75	36.12	0.83	0.5	0.42
LUL	Holborn	'RuislipGdhs-Debden '	429.96	0.33	5.37	91.66	97.03	0.31	0.5	0.15
LUL	Holborn	'Loughton-WRuislip '	429.96	1	5.37	30.75	36.12	0.83	0.5	0.42
LUL	Holborn	'NActon-Loughton '	429.96	0.67	5.37	45.53	50.9	0.59	0.5	0.29
LUL	Holborn	'RuislipGdhs-Loughton'	429.96	0.67	5.37	45.53	50.9	0.59	0.5	0.29
LUL	Holborn	'Loughton-WhiteCity'	429.96	0.67	5.37	45.53	50.9	0.59	0.5	0.29
LUL	Holborn	'Loughton-Northolt '	429.96	0.33	5.37	91.66	97.03	0.31	0.5	0.15
LUL	Holborn	'Ealing-Loughton '	429.96	1	5.37	30.75	36.12	0.83	0.5	0.42
LUL	Holborn	'Ealing-NewburyPark'	429.96	0.67	5.37	45.53	50.9	0.59	0.5	0.29
LUL	Holborn	'WRuislip-NewburyPark'	429.96	0.33	5.37	91.66	97.03	0.31	0.5	0.15
LUL	Holborn	'NActon-NewburyPark'	429.96	0.33	5.37	91.66	97.03	0.31	0.5	0.15
LUL	Holborn	'Hainault-Ealing '	429.96	5.33	5.37	6.38	11.75	2.55	0.5	1.28
LUL	Holborn	'Hainault-Nacton '	429.96	1.33	5.37	23.31	28.68	1.05	0.5	0.52
LUL	Holborn	'Hainault-WRuislip '	429.96	3.33	5.37	9.76	15.13	1.98	0.5	0.99
LUL	Holborn	'RuislipGdhs-NP-Hain '	429.96	0.67	5.37	45.53	50.9	0.59	0.5	0.29
LUL	Holborn	'Hainault-WhiteCity'	429.96	1.67	5.37	18.71	24.09	1.25	0.5	0.62
LUL	Holborn	'Hainault-NP-Northolt'	429.96	1	5.37	30.75	36.12	0.83	0.5	0.42
LUL	Holborn	'GrangeHill-WD-Eal '	429.96	1	5.37	30.75	36.12	0.83	0.5	0.42
LUL	Holborn	'GrangeHill-Wldfd-Whit'	429.96	0.67	5.37	45.53	50.9	0.59	0.5	0.29

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
LUL	Holborn	'GrangeHill-Wald-VRsp'	429.96	0.67	5.37	45.53	50.9	0.59	0.5	0.29
LUL	Holborn	'Cockfosters-LHRT4LT '	429.96	4.67	5.37	7.17	12.55	2.39	0.5	1.2
LUL	Holborn	'RayLane-Cockfosters '	429.96	3.67	5.37	8.92	14.3	2.1	0.5	1.05
LUL	Holborn	'LHRT4LT-ArnosGrove '	429.96	4.67	5.37	7.17	12.55	2.39	0.5	1.2
LUL	Holborn	'ArnosGrove-Nthfields'	429.96	3	5.37	10.75	16.12	1.86	0.5	0.93
LUL	Holborn	'Oakwood-RayLane '	429.96	0.33	5.37	91.66	97.03	0.31	0.5	0.15
LUL	Holborn	'Nthfields-Cockfoster'	429.96	1	5.37	30.75	36.12	0.83	0.5	0.42
LUL	Holborn	'LHRT5-Cockfosters '	429.96	6	5.37	5.75	11.12	2.7	1	2.7
LUL	Holborn	'Uxbridge-Cockfosters'	429.96	3.67	5.37	8.92	14.3	2.1	0.5	1.05
LUL	Holborn	'Ruislip-Cockfosters '	429.96	2.33	5.37	13.63	19	1.58	0.5	0.79
LUL	Holborn	'ArnosGrove-Uxbridge '	429.96	1	5.37	30.75	36.12	0.83	0.5	0.42
LUL	Holborn	'Oakwood-Uxbridge '	429.96	0.33	5.37	91.66	97.03	0.31	0.5	0.15
LUL	Holborn	'Oakwood-Ruislip '	429.96	0.33	5.37	91.66	97.03	0.31	0.5	0.15
Total Grid Cell AI:										67.55