

Application ref: 2022/3220/P
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Dear Sir/Madam

DECISION

Town and Country Planning Act 1990 (as amended)

Approval of Details Granted

Address:
UCL Eastman Dental Hospital
259 Gray's Inn Road
London
WC1X 8LD

Proposal:

Details of Condition 12 (Waste Storage) granted under Planning Application reference 2019/2879/P dated 10/03/20 Partial redevelopment of the site, including to the former Royal Free Hospital (Plot 1); Eastman Dental Clinic (Plot 2); Levy Wing (Plot 3); Frances Gardner House and the Riddell Memorial Fountain within the courtyard of the former Royal Free Hospital, to create approximately 23,861sqm of medical research, outpatient facility and academic (Use Class D1) floorspace. Former Royal Free Hospital: demolition of the New, Sussex and Victoria Wings (with retention of the Alexandra Wing); single storey extensions and reinstatement of southern pediment on Alexandra Wing; erection of five storey building (plus two storeys of plant and two storeys of basement) to the rear of the Alexandra Wing, including plant, terraces, flues, to provide a dementia and neurology research facility. Eastman Dental Clinic: alterations to the listed building including the part rebuilding of the northern facade and new entrance; replacement windows; new plant; works to the courtyard and associated external and internal alterations associated with its conversion to education use. Levy Wing: substantial demolition of the building and erection of a part 4, part 7 storey building (plus two storey basement, including plant and external amenity spaces), to provide education space. Frances Gardner House: installation of photovoltaic panels on the roof and landscaping works to the courtyard. Riddell Memorial Fountain: relocation of the listed fountain from the courtyard of the former Royal Free Hospital to the courtyard of the Eastman Dental Clinic. Associated landscaping

arrangements including the creation of a new public square, other public spaces and routes, and pedestrian connections to Gray's Inn Road, St Andrew's Gardens, Cubitt Street and Langton Close. Associated transport and servicing arrangements including cycle parking, parking and a new servicing ramp.

Drawing Nos and supporting information:

Draft Commercial Waste Strategy Document (01/03/2024), Delivery and Servicing Plan (16/11/2023), BEMP-HBA-P1-B1-DR-A-20-0601 (P01), Cover Letter (09/05/2024)

The Council has considered your application and decided to approve the details required by condition.

Informative(s):

1 Reasons for granting permission/consent-

Condition 21 of planning permission 2019/2879/P requires details of the Waste Storage including the removal including recycled materials. The facility as approved shall be provided prior to the first occupation of any of the new units and permanently retained thereafter. An SMP and CWP has been submitted to support the application which has been assessed by both the Council's Transport and Environmental Health teams.

The SMP confirms the whole site will be managed and maintained by UCL, including the use of the access road and the bays themselves. There are gates between Langton Close and the 5 disabled parking spaces, preventing unauthorised access, and further gates to the service yard. Access to the site will thus be strictly controlled and managed. The service yard has been designed to accommodate 2 vehicles at a time. The bays measure 8m long and 10m long, with a maximum vehicle height of 3.8m which means this will be managed by a separate company to Camden's Veolia. A further loading bay is provided outside Francis Gardner House, for servicing that building.

The SMP includes track plots of refuse and delivery vehicles accessing the site and reversing into the service yard bays without problem. UCL will only appoint refuse collectors and delivery companies who use this type of vehicle or smaller. Larger vehicles cannot and will not be accommodated on site and UCL will not employ any business which uses these. The proposals include the provision of a waiting bay on Langton Close, which was approved at the planning stage.

The SMP states that there would be a maximum of 6 deliveries per hour, with the majority of these by car or light goods vehicle (transit van). These vehicles would have a short dwell time of 15 minutes maximum and so can be accommodated on site within the loading bays without spilling onto the surrounding local highway. Deliveries would be consolidated to further reduce the number of deliveries to the site from 6 to 4 per hour during the peak hour. Deliveries will be specifically timed to occur throughout the day and to avoid too many vehicles arriving at once.

In summary, the commercial waste strategy and SMP are accepted from both a

transport and environmental health perspective.

Therefore the details for comply with the requirements of Policies CC1, A1 and A4 of the Camden Local Plan 2017

- 2 You are reminded that conditions 5 (plant - post installation), 8 (Thames Water (Waste water)), 9 (Thames Water (Surface water)), 11 (Electric vehicle charging points), 14 (Details, materials, samples), 17 (Southern elevation Plot 3), 18 (Fire strategy), 19 (Landscaping), 20 (Trees), 21 (Biodiversity), 28 (Lighting), 29 (PVs), 30 (Green roofs), 34B (Contamination - Plot 3), 38 (Methodology headstones), 39 (Gas boilers, flues, generators), 40 (Air quality neutral), 41 (Rainwater) and 42 (Mechanical ventilation) of planning permission 2019/2879/P dated 10/03/2020 are outstanding and require details to be submitted and approved.

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 written over a light blue rectangular background.

Daniel Pope
Chief Planning Officer