

Application ref: 2022/0386/P
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Date: 20 December 2023

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

WSP
WSP House
70 Chancery Lane
London
WC2A 1AF

Dear Sir/Madam

DECISION

Town and Country Planning Act 1990 (as amended)

Full Planning Permission Granted Subject to a Section 106 Legal Agreement

Address:

UCL Ear Institute
332 Gray's Inn Road
London
WC1X 8EE

Proposal:

Partial demolition of the existing building and erection of replacement service area.
Drawing Nos: Existing drawings: (6706-SRA-XX-XX-DR-A-)00300-00301 Rev P01;
00304 Rev P01 and 00307 Rev P01.

Proposed drawings: (6706-SRA-XX-B1-DR-A-)00308 Rev P02 and 00309 Rev P04,
(6706-SRA-XX-XX-DR-A-)00310 Rev P01; 00311 Rev P03 and 00315 Rev P02.

Supporting documents: UCL - Ear Institute Loading Bay, Planning Document - Design
and Access Statement dated June 2022 Rev P01 (6706-SRA-XX-XX-RP-A-02902);
Transport Statement dated 15/12/2022.

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

Existing drawings: (6706-SRA-XX-XX-DR-A-)00300-00301 Rev P01; 00304 Rev P01 and 00307 Rev P01.

Proposed drawings: (6706-SRA-XX-B1-DR-A-)00308 Rev P02 and 00309 Rev P04, (6706-SRA-XX-XX-DR-A-)00310 Rev P01; 00311 Rev P03 and 00315 Rev P02.

Supporting documents: UCL - Ear Institute Loading Bay, Planning Document - Design and Access Statement dated June 2022 Rev P01 (6706-SRA-XX-XX-RP-A-02902); Transport Statement dated 15/12/2022.

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

- 3 Before the relevant part of the work is begun, detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the local planning authority:

- a) Details including sections at 1:10 of all openings, the entrance gate/shutter and external doors;

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

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

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

- 4 Before the brickwork is commenced, a sample panel (at least 1m x 1m) of the facing brickwork demonstrating the proposed colour, texture, face-bond and pointing shall be provided on site and approved in writing by the local planning authority. The development shall be carried out in accordance with the approval given. The approved panel shall be retained on site until the work has been completed.

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

- 5 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.

- 6 Prior to the occupation/use of the development, the details of secure and covered cycle storage area for 16 cycles shall be submitted provided in its entirety, 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.

Informative(s):

- 1 Reasons for granting permission.

The proposal is for a new service area as part of the University College London (UCL) Ear Institute (EI) at their 332 Gray's Inn Road site. The service area would be accessed via Wicklow Street, and involve partial demolition of the existing building and erection of replacement service area.

The former Royal National Throat, Nose and Ear Hospital (RNTNEH) is located to the south of the site, where the EI's existing service yard is situated. The need for a new servicing solution for the EI is due to the recently approved development at the RNTNEH under ref. 2020/5593/P dated 20/07/2022. The purpose of this application is to secure the continued operation for the EI, as the redevelopment under RNTNEH includes the removal of the existing EI service yard.

The new service area would accommodate existing deliveries made to the EI and would be large enough to accommodate all service vehicles up to 7.2m in length. It would also accommodate 16 cycle parking spaces, storage space for gas cylinders and a new refuse area for storing waste.

Design and Heritage

The site is located within the Kings Cross and St Pancras Conservation Area, within Sub Area 4. It is adjacent to the grade II Listed 75 Wicklow Street (the former Church School of St Jude's Church).

The materiality and external appearance of the proposed service area includes brick to match the existing adjacent buildings. The existing service yard is not

in keeping with the materiality of the wider street scene. There is scope for improvement. The proposed new service area would maintain the existing building line, including the separation with the listed building on its return elevation. The proposal is single storey with an overall height of 5.5 meters and would utilise buff brick, replacing the corrugated metal sheeting.

Overall, the proposal is an improvement over the current situation. It is acknowledged that the proposals would not maximise the potential of the site; however, they would not prejudice future development given its open-topped nature (the proposal is essentially a brick wall). Detailing and the quality of the materials, finishes and execution would be key to the success of this scheme. Therefore, conditions are attached to get details of all facing materials, a sample panel and steel door details.

On this basis, the heritage assets are considered to be preserved.

Special attention has been paid to the desirability of preserving or enhancing the character or appearance of the Conservation Area, under s.72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended by the Enterprise and Regulatory Reform Act 2013.

Special regard has been attached to the desirability of preserving the setting of the adjacent listed building, under s.66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended by the Enterprise and Regulatory Reform Act (ERR) 2013

Transport

The proposed development would relocate the existing servicing activity of the EI from the RNENTH site to the application site. There would be no increase in deliveries and the impact on the local highways network is considered to be negligible.

- 2 It is policy preference for delivery vehicles to enter and leave sites in a forward direction; however, there is insufficient space for vehicles to turn. Given the need to reverse in a one-way street and the narrow footways, any manoeuvre involving a vehicle reversing would need to be overseen by a trained banksperson. This requirement would be included in a Delivery Service Plan (DSP) secured by s106.

In order to prevent the loading bay being used for non-delivery purposes, a car-free agreement is secured via s106.

Policies A1 and T4 of the Local Plan state that Construction Management Plans (CMPs) should be secured to demonstrate how a development minimises impacts from the movement of goods and materials during the construction process. Due to the location of the site and the nature of the works a CMP, CMP implementation support contribution of £3,136, and a Construction Impact Bond of £7,500 are secured as s106 obligations.

The carriageway and footway directly adjacent to the site is likely to sustain significant damage as a result of the proposed demolition, excavation and construction works. The Council would need to undertake remedial works to

repair any such damage following completion of the proposed development. A highways contribution is secured via s106. This would allow the Council to repave the carriageway adjacent to the site, reinstate the footway along the frontage of the building and repair any other damage to the public highway in the general vicinity of the site. The highway works would be implemented by the Council's highways contractor on completion of the development.

The proposed development includes provision for 16 cycle parking spaces using two-tiered racks. The existing EI has no formal provision for cycle parking and currently only 8 bicycles can be stored on site, in a room without cycle racks. This uplift is welcomed and is secured via planning condition.

Waste

The proposals provide a 7.8sqm area for the storage of waste and recycling. This is based on the existing provision and the level of waste generated would not change as a result of these proposals. 5 x 770 litre bins (one general, two recycling and two clinical) are currently used by the EI and would be re-provided within the new storage area. Collection of the bins would continue to be undertaken on street, and the new service area would improve accessibility to the bins and make the collection of the waste more efficient.

Contamination

Given the proposed commercial use and no areas of soft landscaping, the risk to end users is considered to be low. A condition is attached in the event that potential unacceptable contamination is encountered during the development.

Residential Amenity

Due to the scale of the proposal in comparison to existing and the setback from any residential occupiers, no material levels of harm to neighbouring occupiers are considered to result.

Planning obligations

Delivery Service Plan; Car-free; CMP, including implementation support contribution of £3,136, and a Construction Impact Bond of £7,500; highways contribution of £12,976.15 for reinstatement of the highway post construction.

Conclusion

No objections have been raised in relation to the proposals. The application site's planning history and that of adjacent sites were taken into account when coming to this decision.

The proposed development is in general accordance with Policies G1, C2, A1, D1, D2, T1, T2, T4, DM1 of the Camden Local Plan. The proposed development also accords with the London Plan 2021; and the provisions of the National Planning Policy Framework 2021.

- 3 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).

- 4 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.
- 5 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.
- 6 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.
- 7 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.
- 8 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.

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:

<https://www.gov.uk/appeal-planning-decision>.

If you submit an appeal against this decision you are now eligible to use the new [submission form](#) (Before you start - Appeal a planning decision - GOV.UK).

Yours faithfully

A handwritten signature in black ink, appearing to read 'DPope', is written over a light grey rectangular background.

Daniel Pope
Chief Planning Officer