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**26 Red Lion Square, London, WC1R  
4HQ**

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Planning Statement



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## 1. Introduction

1.1. This Planning Statement is submitted on behalf of Railway Pension Investments Ltd ('RailPen') ('the Applicant'), in support of a Planning Application at 26 Red Lion Square, WC1R 4HQ, ('the Site') for the:

*'Refurbishment and recladding of existing building with extensions at fourth floor adjacent to Theobalds Road and associated works.'*

1.2. The development proposals are referred to throughout this Statement as 'the Development' or 'the Proposed Development'.

1.3. The Local Planning Authority ('LPA') is the London Borough of Camden ('LBC').

1.4. This Statement will outline the Site context, Development Proposals and planning policy context, before giving a detailed planning assessment. Consideration has been given to relevant development plan policies and other material considerations.

1.5. The remainder of this statement is set out as follows:

- Section 2 describes the Site and surrounding area;
- Section 3 provides a description of the proposal;
- Section 4 outlines the pre-application process undertaken;
- Section 5 sets out the relevant planning policy framework;
- Section 6 assesses the scheme against the development plan.

1.6. The application is supported by the following plans and documents:

- This Planning Statement, prepared by Savills;
- Cover Letter, prepared by Savills;
- Design and Access Statement, prepared by Stiff + Trevillion;

Including:

- Landscape Statement, prepared by Camlins;
- Verified Views Assessment, prepared by Miller Hare;
- Existing and Proposed Plans, prepared by Stiff + Trevillion;
- Site Location Plan, prepared by Stiff + Trevillion;
- Heritage, Townscape & Visual Impact Assessment (HTVIA), prepared by Bridge Associates;
- Acoustic Report, prepared by Hoare Lea;
- Construction Management Plan, prepared by CMP Construct;
- Transport Statement, prepared by Caneparo Associates;
- Statement of Community Involvement by Meeting Place.

## 2. Site and Surroundings

### The Site

- 2.1. The Site is located on the north side of Red Lion Square Gardens, at 26 Red Lion Square, London, WC1R 4HQ, in the London Borough of Camden ('LBC'), as shown in Figure 1. The Site area is 2,213 sqm, and the existing use is Use Class E.

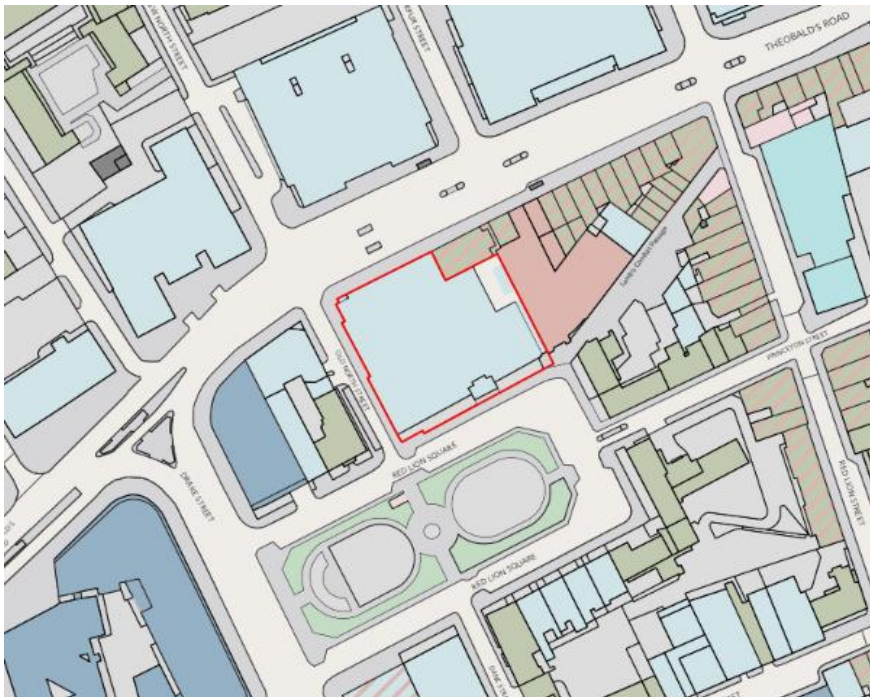


Figure 1: Site Boundary

- 2.2. Built in the late 1980s, the Site is typical of its era and finished in red granite marble cladding with grey aluminium framed windows. There are 7-storeys, including a basement, ground floor, six upper floors and roof plant level. There is an atrium that runs from the roof down to the 1st floor level. The existing building's net internal area is 9,902 sqm. Lease expiration is due in early 2025.
- 2.3. The Site is situated on the corner of Red Lion Square, Old North Street and Theobalds Road. The building entrance faces onto Red Lion Square. The site is provided with a basement level car park accessed via a car lift from Old North Street.
- 2.4. The building is currently serviced on-street with vehicles using the single yellow line along on the northern side of Red Lion Square, as well as the single yellow line along the eastern side of Old North Street. The loading bay located along Theobalds Road can also be used for larger, infrequent deliveries.

- 2.5. Originally a Georgian residential square, as a consequence of WWII bombing damage, only a few original houses remain. Hence, Red Lion Square is characterised by an eclectic mix of architectural styles, materials and scales.
- 2.6. Adjacent to the northern edge of the Site, Theobalds Road consists of terraced residential properties with single storey shop fronts. The secondary thoroughfares surrounding Red Lion Square are characterised by a mix of commercial and residential uses. Kingsgate Mansions is a residential apartment block, located on the west side of 26 Red Lion Square, adjacent to Old North Steet, and facing onto the square. There are more residential buildings on the eastern side, facing onto Red Lion Square, and along Princeton Street.
- 2.7. The Site benefits from a PTAL score of 6b, (the best) lying within 450m of Holborn Underground Station. 26 Red Lion Square is set to become increasingly well-connected location with the emerging transport links including the Elizabeth Line. When the Elizabeth line is fully operational, Farringdon will be the only station in Central London where passengers can access London Underground, Crossrail and Thameslink services.
- 2.8. Theobalds Road is well connected by bus routes, with routes to Waterloo, Victoria, Highbury & Islington, Oxford Circus, Walthamstow Central, and Battersea all accessible from the adjacent bus stop to the east of the Site.
- 2.9. Theobalds Road is a heavily trafficked and major east-west thoroughfare. Camden Council are developing proposals to improve the environment for pedestrians and cyclists.
- 2.10. Pay by phone parking and single yellow line on-street parking is available on Red Lion Square. An electric vehicle recharging point is located on Red Lion Square, immediately in front of the site.
- 2.11. The Site is located in Flood Zone 1, an area of low probability.

### Planning Designations

- 2.12. The Site has the following designations:
  - London's Central Activity Zone (CAZ)
  - London's Knowledge Quarter (KQ)
  - Central District Alliance Business Improvement District (DIB) (2020-2050)
  - Holborn Growth Area (Figure 2)
- 2.13. The Site is not in a conservation area but it faces onto Red Lion Square which is in Bloomsbury Conservation Area and is adjacent to the Grade II listed Conway Hall (Figure 2). Red Lion Square is designated as Open Space in the Camden Local Plan Policies Map (2017).
- 2.14. Red Lion Square is a formally planned square, designed by Nicholas Barbon in the 1680s. It comprises of landscaped gardens enclosed by cast-iron railings. The square was re-landscaped in 1991 by Charles Funke Associates, incorporating two circular lawns. It also features a bronze bust of philosopher Bertrand Russell, created by Marcelle Quinton in 1980.



Figure 2: Map of the Holborn Growth Area

- 2.15. The character and built form of the streets surrounding the square largely derive from its use. The surrounding streets are relatively narrow and have a strong sense of enclosure, emphasising the scale of the built environment and the transition from space to space. Lambs Conduit Passage, located on the north eastern corner of Red Lion Square, is the only surviving original passageway leading off the square. It reflects the early street pattern and gives a strong sense of the intensely enclosed nature of the former streets.
- 2.16. Red Lion Square features a diverse mix of building types, styles, and ages. Among them are early grade II listed townhouses (Nos. 14-17) that have been refaced, and late 19th-century red brick mansion blocks with ornate, vertically emphasised facades that contribute to the square's enclosed character.
- 2.17. Conway Hall, located in the northeast corner and designed by F.H. Mansford in 1929, is a grade II listed, three-story building made of grey brick, with a Baroque-style entrance featuring urns at the second-floor level. Its special architectural interest derives from its elegant design, grand classical entrance bay, as well as the high quality finish of the interior. The historic interest of the building enhances its significance, as the headquarters of the South Place Ethical Society, a long-standing organisation, associated with numerous important figures. The hall is currently a venue for hosting talks, concerts, courses, performances, community and social events.
- 2.18. Summit House, another grade II listed structure, is a notable 1920s office building by Westwood and Emberton, it showcases a steel frame clad in yellow faience, highlighting its grid-like design.



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- 2.19. Two mid-20th-century blocks of flats complement the square's scale but use materials and details that detract from its overall architectural quality. Notable 20th-century additions include New Mercury House (1978-80), No. 34, and No. 35, built in 1955-56.
- 2.20. The wide range of materials add to the overall architectural variety of the area. The predominant materials for the townhouses are brick, either in a red-brown colour, or in a more common yellow.
- 2.21. The large-scale office buildings in Theobald's Road, west of Emerald Street, including 26 Red Lion Square, despite not being in the Conservation Area, are considered to be out-of keeping with their context.

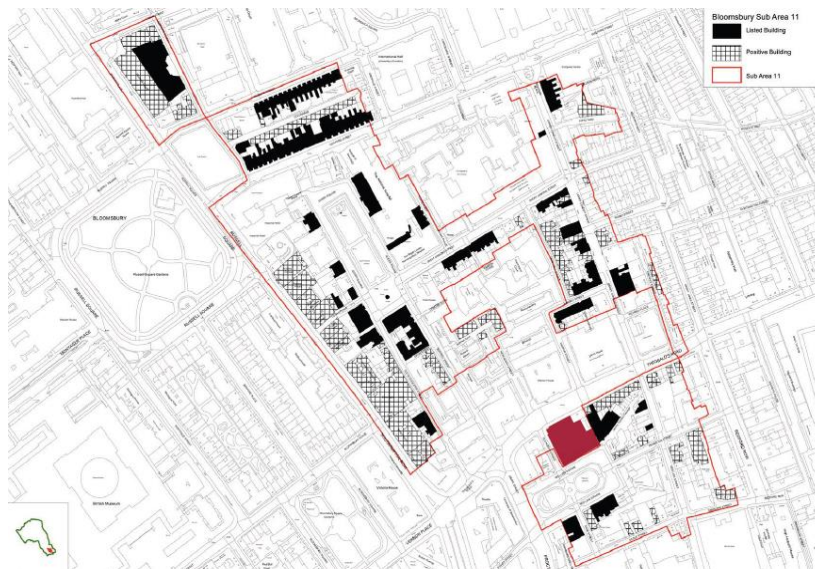


Figure 3: Map of the Bloomsbury Conservation Area and the Listed Buildings within it (26 Red Lion Square is shown in red)

- 2.22. The Site is within an Archaeological Priority Area (2.11 London suburbs (Tier 2)).
- 2.23. The Site lies within the background assessment area for views from Greenwich to St Paul's Cathedral (Figure 4). This viewing corridor has an AOD of +52.5m, above which some of the existing massing of the Site sits.

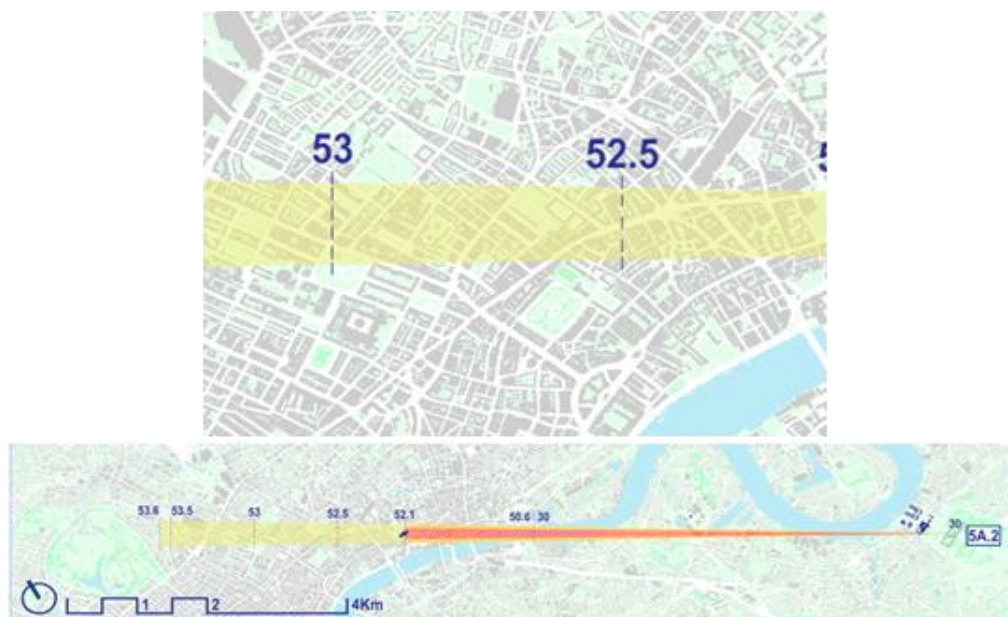


Figure 4: LVMF Annotated Map of Protected Vista from Assessment Point 5A.2 to St Paul's Cathedral

### Planning History

- 2.24. The Site has an extensive planning history which can be found in Appendix 1 of this Planning Statement.
- 2.25. The most recent permission granted has been a Certificate of Lawfulness for the "Infill of existing atrium". The application confirms that the proposed infilling of an existing atrium (2nd floor to 6th floors level) does not constitute development and is lawful such that planning permission would not be required.



### 3. Description of Proposal

3.1. The description of development is as following:

*'Refurbishment and recladding of existing building with extensions at fourth floor adjacent to Theobalds Road and associated works'*

3.2. A comprehensive analysis of the Proposed Development is set out in the accompanying Design and Access Statement ('DAS'), prepared by Stiff + Trevillion

#### Overview

3.3. The Applicant seeks full planning permission for the re-imagining of the existing office building, to provide new high quality, sustainable workspace / office, with associated amenity uses and cycle parking.

3.4. The Proposed Development is currently in commercial use (Class E) as offices. The Proposed Development provides a 87 sqm uplift (GIA) of additional office floorspace, with the extension to the Theobalds Road elevation at Level 04, and the consolidation of the rooftop massing. The proposals also address the inefficiencies and shortcomings of the existing façade through a replacement.

#### Design

3.5. The proposed design, form and architectural approach has been informed by careful and detailed analysis of the Site and surrounding area. It has involved close working between the architect and townscape and heritage consultant with the wider team. Contextural analysis has been balanced with the requirements of the client brief, planning policy, sustainability and feedback from engagement with LBC and the community.

3.6. The surrounding built context has been a central factor to this discussion. The proposed façade developments seek to breakdown the homogenous mass of the existing building, introducing a finer grain and familiar proportions reflective of the context. This is shown in **Figure 5** and **6**.

3.7. Materials have been delivered from existing material palettes present in the surrounding context. The final selection will be agreed through testing and sampling at a future stage of the project.

3.8. Further details on the design elements can be found in the **Design and Access Statement**.

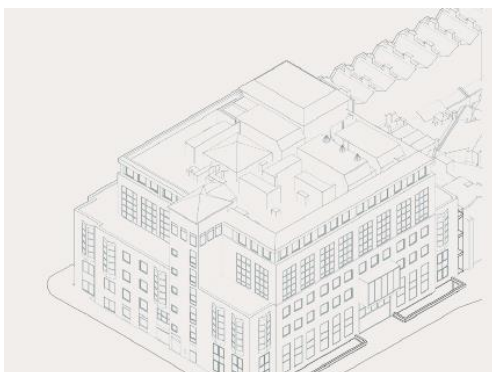


Figure 6: Existing Building

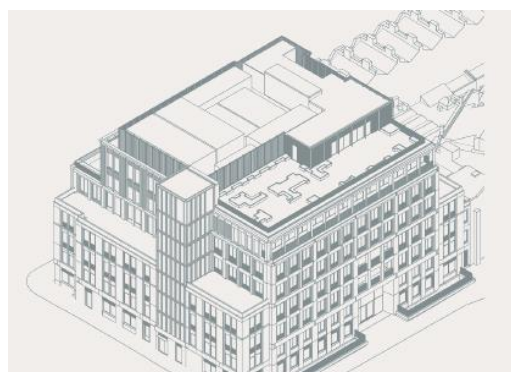


Figure 6: Current Proposals

### Access

- 3.9. The main office entrance and reception is to be fronting Red Lion Square. The doors will be automatic bi-parting sliders, allowing easy access for all, including wheelchair users. Entrances will also be provided within each bay on Theobalds Road, allowing for flexibility of use, with at least one leading on to the main office lift lobby.
- 3.10. Servicing arrangements for the office will remain as existing.

### Parking

- 3.11. The Proposed Development is car-free. However, the Applicant has committed to provide financial contribution to LBC to allow the delivery of an additional on-street blue badge parking bay.
- 3.12. High-quality End of Trip facilities are proposed, with secure cycle parking provided for all office staff and visitors in accordance with the London Plan guidelines. Additionally, a total of 191 cycle storage spaces will be provided at basement level. This is a substantial improvement on the existing 49 cycle parking spaces, which are below the London Plan (2021) requirements. The cycle store is accessed via the goods lift and a stair with a channel that leads directly to Old North Street.

## 4. Planning Policy Framework

- 4.1. This section of the Planning Statement sets out the relevant adopted and emerging national, regional and local planning policies pertinent to the Site and the Proposed Development.
- 4.2. In accordance with Section 38(6) of The Planning and Compulsory Purchase Act (2004), planning applications should be determined in accordance with the Development Plan unless other material considerations indicate otherwise.

### **Adopted Development Plan Documents**

- 4.3. The Development Plan applicable to the proposed scheme is as follows:
- The London Plan (2021); and
  - Camden Local Plan (2017).
- 4.4. The National Planning Policy Framework (December, 2024) is also a material consideration.
- 4.5. The following Supplementary Planning Documents should be read in conjunction with and within the context of the relevant policies in Camden's Local Plan:
- Design Camden Planning Guidance (CPG) (2021);
  - Employment Sites and Business Premises CPG (2021); and
  - Developer Contribution CPG (2019).
- 4.6. The borough is also in the process of developing a Draft New Local Plan. The first round of statutory consultation (Regulation 18) was undertaken between 17 January and 13 March 2024. Due to the early stage of the Draft Plan, policies hold very limited weight at this time. This will increase as the Draft Plan progresses.

## 5. Pre-Application Engagement

- 5.1. The importance of pre-application engagement is set out in the National Planning Policy Framework ('NPPF') (December, 2024) in which Paragraph 40 states that "Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community". The NPPF emphasises that there is significant potential to improve the efficiency and effectiveness of the planning system for all parties through early engagement. The importance of pre-application engagement and frontloading is further highlighted in the accompanying Planning Practice Guidance ('PPG').
- 5.2. Camden's Statement of Community Involvement also notes the benefits of pre-application engagement in Paragraph 3.6 'Pre-application discussions provide greater certainty and clarity to an applicant by identifying planning issues and requirements at an early stage'.
- 5.3. Three initial pre-application meetings were held with LBC, in June 2021, August and October 2022, to discuss more extensive proposals for the Site. Two subsequent pre-application meetings were held on 2nd August and 12th September 2024 in regard to the current proposals for a smaller scheme.
- 5.4. A scheme for larger extensions to the existing building was subject to pre-application discussions and Design Review. Matters which were agreed include the retaining of the existing massing on Old North Street, the replacement of the façade, and fenestration changes to the side "wings" to add a finer grain, helping to break down the scale of the large Red Lion Square elevation. Matters that weren't agreed include additional height proposals on Red Lion Square, where the scheme proposed a 2-storey extension to the roof. The applicant team also sought to demonstrate constraints to the delivery of onsite housing which were a requirement arising from the larger uplift of floorspace, as stated in Local Plan Policy H2.
- 5.5. After the first round of pre-app engagement, the team sought to address concerns about the scale of the proposals by developing a less intrusive scheme with smaller extensions.
- 5.6. The first pre-application meeting for the smaller scheme was held on 21st August 2024 and focussed on new design proposals, sustainability, and transport. The Applicant presented a number of minor design interventions relating to massing/height of the Site. These included a setback pavilion extension, a plant enclosure on the north side of the roof, a roof terrace on the south side, as well as a single storey extension to the core on Old North Street.
- 5.7. Minor design interventions relating to the façade were also presented. These included design refinements for the human-scaled entrance, creating greater solidity to the Old North Street façade, material use and fenestration changes to the side "wings" of the building. The re-use of the façade of the building as part of the S106 was noted as overly restrictive, with options for a cascade condition discussed. These were all accepted in principle and in design terms. These address earlier concerns and comments raised at DRP and by Camden officers.
- 5.8. The second pre-application meeting was held on 12th September 2024 and focussed on design revisions, and the S106 requirements in regard to the re-use of the existing façade. Design responses included amendments to the window openings and spandrels at first floor level to reduce the scale of the ground floor of the Red Lion Square elevation. Locating more public-facing amenities on Theobalds Road was further



emphasised to improve the relationship between the street and narrow pavement. Architecturally, a more animated ground floor was proposed by pushing back glazing line back to provide a retractable awning, creating more opportunity for engagement with the public realm. Cooperative discussions regarding the proposal were ongoing throughout this process.

## 6. Key Planning Considerations

6.1. This chapter of the Planning Statement assesses the proposed scheme against the identified policy framework for the Site, having regard to the material considerations. Consideration is given to the following key topics:

- Principle of Development
- Design and Heritage
- Sustainability
- Transport

### Principle of Development

6.2. National, regional and local policies all apply significant weight to the principle of optimising site capacity.

6.3. At a national level, the NPPF (December, 2024) places significant weight on supporting sustainable economic growth and productivity. Paragraph 85 of the NPPF notes that planning decisions should help create conditions that allow businesses to invest, expand and adapt. NPPF Paragraph 86 (d) states that planning policies should “seek to address potential barriers to investment, such as inadequate infrastructure services or housing, or a poor environment”.

6.4. Aligned with the NPPF’s prioritisation of economic growth and productivity, Policy SD4 of the London Plan (2021) encourages all stakeholders to support the significant office functions of the CAZ through the intensification and provision of sufficient space to meet the varying demands in types and sizes of occupier and rental values. Policy SD5 gives greater weight to offices in the CAZ, relative to new residential development. Improvements to the quality, flexibility and adaptability of office space through new office provision, refurbishment and mix-use development, are encouraged in Policy E1.

6.5. At a local level, Policy G1 of the Local Plan outline’s the Borough’s intention to deliver economic growth and productivity by securing high quality development and promoting efficient use of land and buildings, including supporting contributions towards achieving the strategic objectives and delivering the greatest benefit to the key priorities of the Plan. Local plan Policy E1 promotes the development of the Knowledge Quarter, as well as directing new office development to the growth areas in order to meet the forecast demand of 695,000sqm of office floorspace between 2014 and 2031.

6.6. National, Regional and Local policy apply significant weight to the principle of optimising sustainable economic growth and productivity, providing conditions for businesses to invest, expand and adapt, through the provision of efficient land use. The proposed development is aligned with policy at all levels, helping to promote the development of the Knowledge Quarter and deliver economic growth by providing modern, attractive floorspace to meet demand.

### Design, Heritage and Townscape

6.7. The NPPF encourages the creation of high quality, beautiful and sustainable buildings through good design. NPPF Paragraph 135 (c) states that developments should be sympathetic to local character, history, the surrounding built environment and landscape setting, whilst not preventing appropriate innovation, such as increased densities.



- 6.8. London Plan (2021) Policy D3 states developments must optimise site capacity through a design-led approach, which responds to a site's context and capacity for growth. Accordingly, it promotes higher density developments in well-connected areas, which have good access via public transport, to jobs, services, infrastructure and amenities. Aligned with NPPF guidance, the London Plan stipulates that development proposals should be of high quality, with consideration to the practicality of use, flexibility, safety and building lifespan through construction methods and the use of attractive, robust materials which weather and mature well.
- 6.9. At local level, Policy D1 of the Local Plan outlines the requirement for high quality details and materials which compliment the local character, and integrate well with the surrounding streets and open spaces.
- 6.10. Therefore, National, Regional and Local policy apply significant weight to the principle of creating high quality sustainable designs which optimise usage, whilst integrating appropriately with its setting.
- 6.11. Policy D3 of the London Plan states developments should respond to the existing character of a place and should be of high quality. This should be done by identifying the special and valued features and characteristics unique to the locality and respecting, enhancing and utilising heritage assets and architectural features.
- 6.12. Policy D1 (Design) of the Camden Local Plan outlines LBC's expectations for achieving high-quality design. Policy D2 of the Local Plan states that "The Council will preserve and, where appropriate, enhance Camden's rich and diverse heritage assets and their settings". It will require that development within conservation areas preserve or, where possible, enhance the character or appearance of the area. Despite not being located within a Conservation Area, this holds relevant significance for the Site as it faces onto the Bloomsbury Conservation Area on its eastern, southern and part of its western sides.
- 6.13. The Bloomsbury Conservation Area Appraisal and Management Strategy (2011) echoes the need for high-quality design in development, which respects local context and character. The Strategy states that alterations to buildings in this area must complement one another as they contribute to the overall character of the Conservation Area. Visible from the Conservation Area, the aesthetic value of the Site should be sympathetic with the visual characteristics of the area, which "derive from the experience of moving between streets, squares and other spaces, and the contrast created between enclosure and open spaces".
- 6.14. The proposed façade design improves the appearance of the building, making it more visually sympathetic with the character of Red Lion Square and Theobalds Road. The proposed façade facing the square is more intimate, finer grain, and less commercial than the existing façade. It is more congruous with the character of the square, as well as the wider setting of the Bloomsbury Conservation Area, as such the proposals align with Local Plan Policy D2. The façade overlooking Theobalds Road seeks to improve activation along the road, through improving the relationship between the street and the narrow pavement. Accordingly, as required in Policy D1, the proposals contribute positively to the street frontage and make a positive contribution to the appearance of the area.
- 6.15. The proposed increased massing is not disproportionate within the context of the taller office buildings along Theobalds Road. The substantial redesign of the building's facades enhances its relationship with the surrounding area while maintaining a relatively modest increase in massing. This redesign improves the townscape, benefits the appearance of the adjacent Bloomsbury Conservation Area, and positively impacts the setting of the Grade II listed Conway Hall.

- 6.16. The proposals align well with the local character and scale, effectively balancing the need to provide additional office space in a sought-after, sustainable location with the importance of respecting the historically sensitive context. As such, the proposals align with Local Plan Policy D2; having minor yet beneficial impact upon the heritage and townscape of the area.

#### **Sustainability**

- 6.17. The NPPF strive to achieve sustainable development through making effective use of land, “minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.”
- 6.18. Camden’s Local Plan Policy CC1 sets out the requirements for climate change mitigation, stating that ‘the Council will require all development to minimise the effects of climate change and encourage all developments to meet the highest feasible environmental standards that are financially viable during construction and occupation’. Moreover, London Plan Policy SI2 seeks to minimise embodied carbon emissions. This is set out in the ‘Be Lean, Be Clean, Be Green’ approach.

#### **Circular Economy**

- 6.19. The London Plan (2021) Policy GG6 seeks to improve energy efficiency and support the move towards a low carbon circular economy.
- 6.20. Local Plan Policy SI 7 promotes the reduction of waste, whilst supporting the circular economy. Importance is placed on resource efficiency and the reuse of materials to encourage waste minimisation and waste prevention.
- 6.21. Resource efficiency, material circularity and ethical sourcing are considered within the overarching sustainability strategy of the proposals. The retention of the existing structure promote circular economy principles. A minimum of 95% of construction and excavation waste materials will be directed from landfill for reuse, recycling or recovery. A minimum target of 65% of municipal waste will be also be recycled. As such, the proposals are compliant with national and local level policy requirements.

#### **Whole Life Carbon**

- 6.22. The London Plan (2021) encourages energy efficiency throughout the development process, requiring contributions towards London’s ambitious target to become zero-carbon by 2050.
- 6.23. Local Plan Policy CC1 aims to mitigate climate change through encouraging sensitive energy efficiency improvements to existing buildings.
- 6.24. The retention of the sub and super-structure, as well as the optimisation of structural and façade solutions reduce and mitigate unnecessary carbon emissions from the construction process. The proposals seek to maximise the extent of structural retention within the existing building to reduce the Whole Life Carbon impact. The proposals have an ambition to explore mitigation measures including; higher percentages of cement replacement including investigating emerging materials such as calcined clays, low carbon finishes and services equipment such as EAF ductwork. These measures demonstrate intentions to reduce carbon emissions, as aligned with national Policy SI2 and Local Plan Policy CC1.

#### **Energy Strategy**

- 6.25. Local Plan Policy CC1 states that the Council will require all development to minimise the effects of climate change and encourage all developments to meet the highest feasible environmental standards, including supporting and encouraging sensitive energy efficiency improvements to existing buildings. London Plan Policy SI 2 sets out the approach for reducing greenhouse gas emissions and minimising energy demand, requiring a detailed energy strategy and minimum on-site reduction of at least 35% beyond Building Regulations. Furthermore, London Plan Policy SI 4 states that development proposals should minimise adverse impacts on the urban heat island.
- 6.26. The Minimum Energy Efficiency Standards (MEES) were adopted in 2018 and require all buildings to have a minimum EPC rating of C by 2027 and B by 2030. 26 Red Lion Square currently has an EPC rating of D. The poor environmental performance contributes to the non-viability of the property. Through targeting an EPC rating of A, the proposals will upgrade the building's thermal performance and sustainability metrics to minimise operational carbon.
- 6.27. A fabric first approach is taken, with improvements to the building fabric and energy efficient services to minimise energy demand and reduce solar gain. Low-carbon technologies such as Heat pump systems and Photovoltaics (PV) are proposed. These will contribute the London Plan's target for becoming zero-carbon by 2050.
- 6.28. The proposed improvements to the energy efficiency of the building will reduce the CO2 emissions for the existing building and therefore mitigate its impact on climate change within the borough. Therefore the proposed refurbishment alterations to the existing building are in accordance with Local Plan Policies CC1, CC4 and London Plan Policies SI 1 and SI 4.

#### **Certification**

- 6.29. Local Plan Policy CC2 requires development to be resilient to climate change. Measures include the protection of green spaces and promoting new appropriate green infrastructure, reducing overheating, and encouraging conversions of residential floorspace to achieve "excellent" in BREEAM.
- 6.30. The proposals targets a minimum BREEAM rating of 'Excellent', having an aspiration for 'outstanding'. This will be a significant improvement from the poor sustainability credentials and energy inefficiency of the existing building. The proposal aims to maximise Urban Greening and Biodiversity where possible. All external areas contribute to this target, with the proposed communal roof terrace providing all occupants with access to outdoor space. As such, the proposed measures align with policy at national and regional level.

#### **Transport**

- 6.31. The Site has a PTAL rating of 6(B), the highest possible score. The Site is located within walking distance from Holborn, Chancery Lane, Russell Square and Tottenham Court Road underground stations. National and International rail links are also within close proximity to the Site at Euston, Kings Cross and St Pancras stations. The site is located in the CAZ and benefits from high proximity of amenities and other town centre uses.

#### **Parking**

- 6.32. Local Plan Policy T1 promotes sustainable transport methods by prioritising walking, cycling and public transport in the borough. London Plan Policy T2 also promotes the reduction of car dominance and the

increase in walking, cycling and transport use. Local Plan Policy T2 requires all new developments in the borough to be car-free.

- 6.33. The Site is car-free, with no proposed on-site car parking. Accessible parking is located along Red Lion Street, near the site. Blue badge holders may also park on single yellow lines closer to the site for up to 3 hours. The highly accessible and sustainable location in Central London precludes the provision of any car parking. Accordingly, the proposal will remove the existing basement car park and car lift onto Old North Street. The proposed development will be car-free, encouraging more sustainable forms travel, aligning it with national and local level policy.

#### **Servicing**

- 6.34. Local Plan Policy A1 seeks to manage the impact of development by transport impacts such as servicing. Policy A4 states that conditions will usually be applied to require servicing to take place between the hours of 08:00 to 20:00. Developments requiring deliveries outside of these times will need to demonstrate there will be no adverse impact in an acoustic report.
- 6.35. Deliveries for the site are primarily undertaken via Red Lion Square, with drivers utilising the on-street parking bays. Loading may also take place on Old North Street, where there is a direct access to the goods lift.
- 6.36. The proposed servicing strategy will not change from the existing situation, with no vehicle access provided on-site. Albeit, the number of servicing trips will be monitored and with the ambition of a reduced amount compared to the existing situation.

## 7. Conclusion

7.1. Planning permission seeks permission for the following development:

*'Refurbishment and recladding of existing building with extensions at fourth floor adjacent to Theobalds Road and associated works.'*

7.2. The Proposed Development is an exciting opportunity to optimise and make the best use of a well-connected, Site, that can make a contribution to the provision of much needed additional commercial floorspace (Use Class E). This will support an increase in firms and jobs in the local area.

7.3. As well as the delivery of additional commercial floorspace, the proposals will enhance the currently unattractive and outdated frontage, with a more sympathetic façade which makes a positive contribution to the character of the area. The proposals will significantly improve the sustainability credentials of the existing office building through retrofitting, achieving the highest sustainable standards, including new renewable energy generation.

7.4. The Proposed Development also brings forward other significant public benefits through S106 financial contributions to fund local social infrastructure improvements.

## Appendix 1: Planning History

The table below sets out the relevant planning history for the site.

| LBC Reference Number | Description  | Decision                          | Decision Date |
|----------------------|--|-----------------------------------|---------------|
| 2021/3158/P          | Infill of existing atrium.   | Certificate of lawfulness granted | 11-Sep-21     |
| 2019/2231/P          | Installation of glazed balustrade  | Granted                           | 28-Jun-19     |
| 2013/1938/A          | Display of 'number 26' at ground floor level to main Red Lion Square entrance  | Granted                           | 23-May-13     |
| 2012/5842/P          | Alteration to front entrance including projecting glazed extension at 2nd floor level, erection of rooftop stair enclosure, use of part of the rear roof space as terrace with glass balustrade, and replacement of three rooftop chiller units to existing office (Class B1)  | Granted                           | 19-Feb-13     |
| 2004/4245/P          | Installation of new glazed entrance doors and new glass canopy over entrance to offices  | Granted                           | 30-Nov-04     |
| PS9804363            | Change of use of shop units from 2x retail and 1x restaurant to office use at ground floor and ancillary/storage use at basement level, with access from Theobalds Road & inside New Mercury House (plans submitted)   | Withdrawn                         | 17-Jun-98     |
| P9602685             | Installation of 2 condenser units on the fourth floor roof   | Granted                           | 14-Oct-97     |
| AS9704037            | Display of three illuminated fascia signs to Theobalds Road and retention of one internally illuminated fascia sign to Red Lion Square   | Granted                           | 01-May-97     |
| PL/9301237           | The installation of a chiller unit with acoustic casing in the light well at basement level  | Granted                           | 06-Dec-93     |
| PL/8900402           | Change of use of part of the basement (for a limited period from leisure use to offices)   | Refusal                           | 02-Mar-90     |
| PL/8900445           | Minor amendments to the Old North Street elevation by the insertion of new louvres   | Granted                           | 26-Feb-90     |
| PL/8900243           | Minor amendments to the Red Lion Square elevation of the scheme for the redevelopment of the site for office, residential, retail, restaurant and leisure use (PL/8602349/R6)  | Granted                           | 07-Aug-89     |
| PL/8602349           | The redevelopment of the site by the erection of a building comprising basement, ground and six upper floors, with rooftop plant, for office use, six 2-bedroom residential flats, four retail shops, one restaurant and leisure use and parking for nine cars revised by letters dated 27 Jan 1987, 11 Feb 1987, 25 Mar 1987, 14 Apr 1987, 31 Mar 1988 & 3 May 1988 | Granted                           | 27-Oct-88     |



