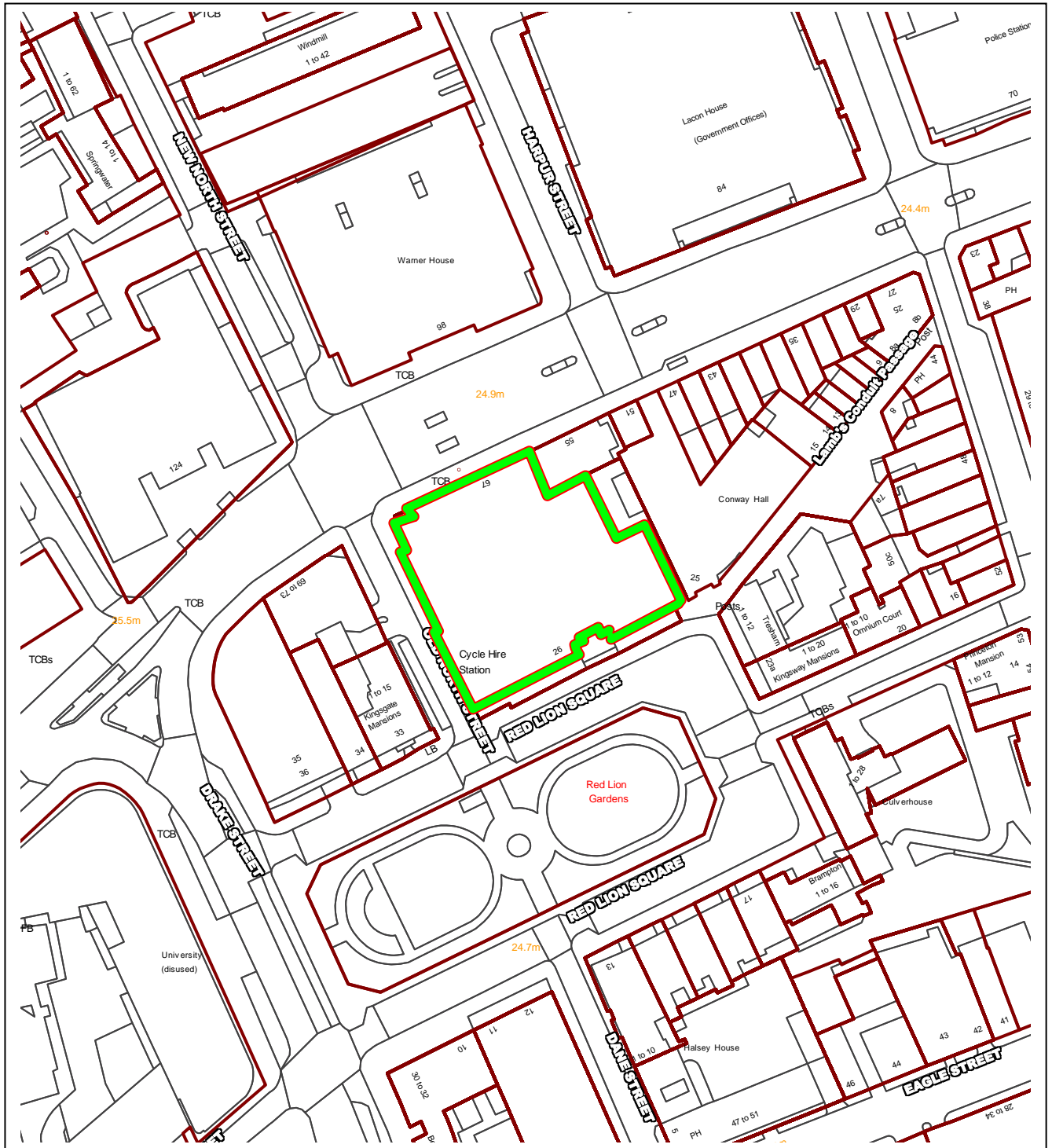


26 Red Lion Square 2025/0210/P

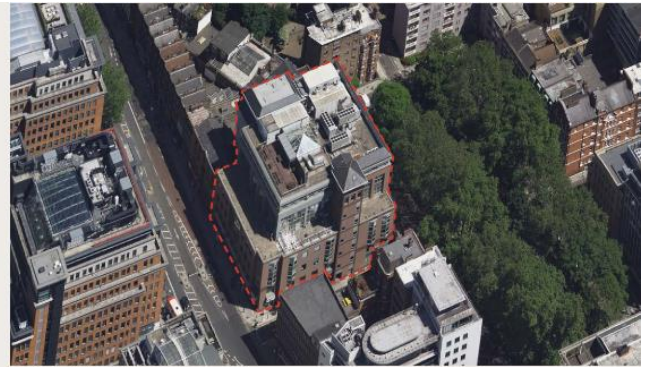


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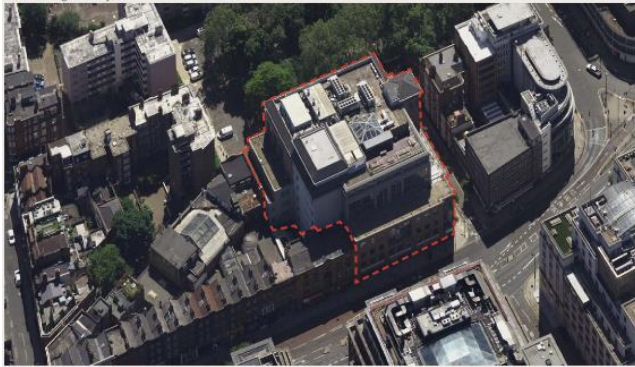
Site photographs and drawings



North facing bird's eye view



East facing bird's eye view



1. Aerial view



2. Front elevation of 26 Red Lion Square



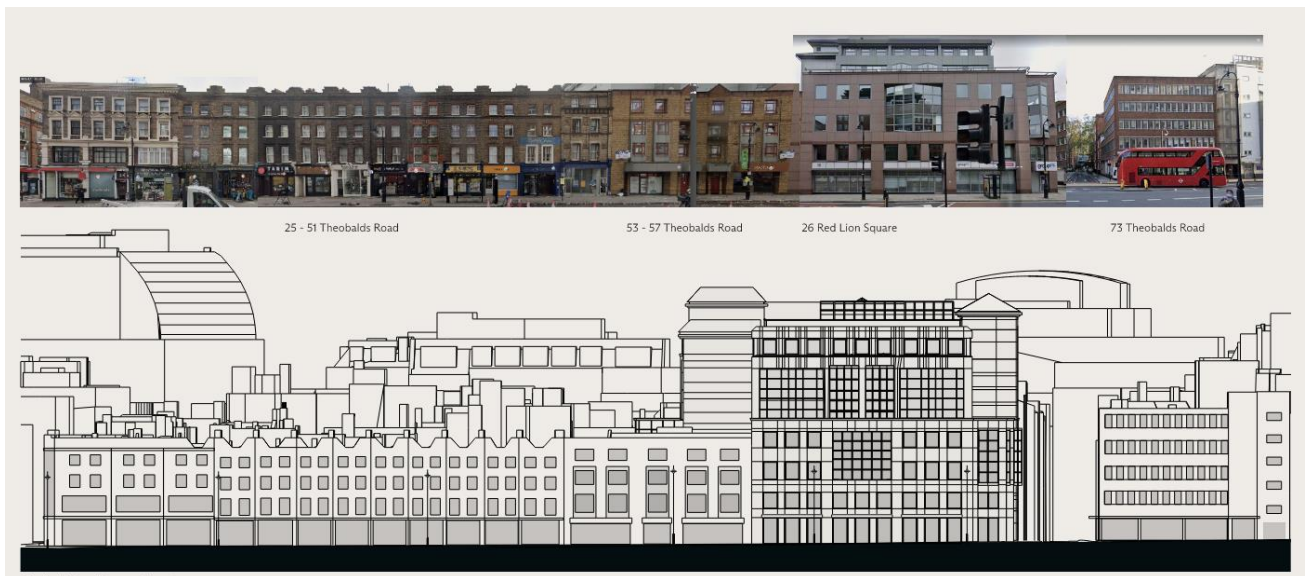
3. The existing façade on Theobalds Road / Old North Street



4. Grade II listed Conway Hall



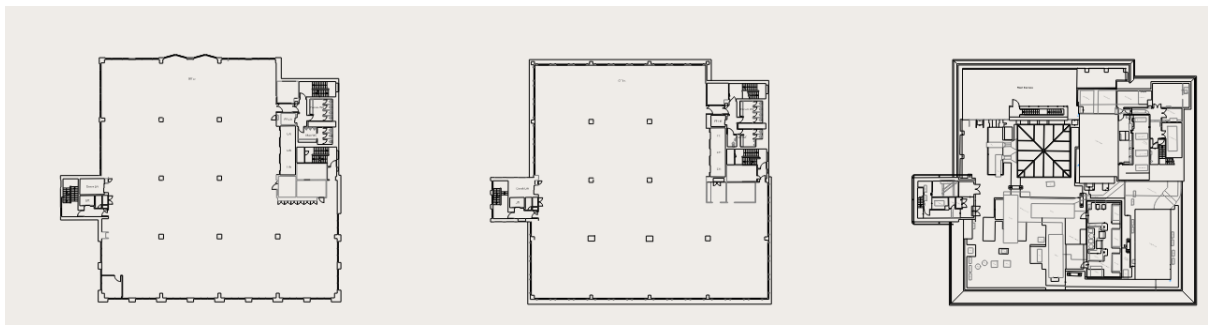
5. Existing context elevation Red Lion Square



6. Context elevation and photograph Theobalds Road



7. Existing floor plans – basement to fourth floor



8. Existing floor plans – fifth floor to seventh floor



9. Proposed Red Lion Square elevation



10. Rendered views of proposal from Red Lion Square



11. Bay



12. View from Theobalds Road



13. View from Theobalds Road



14. View from Theobalds Road



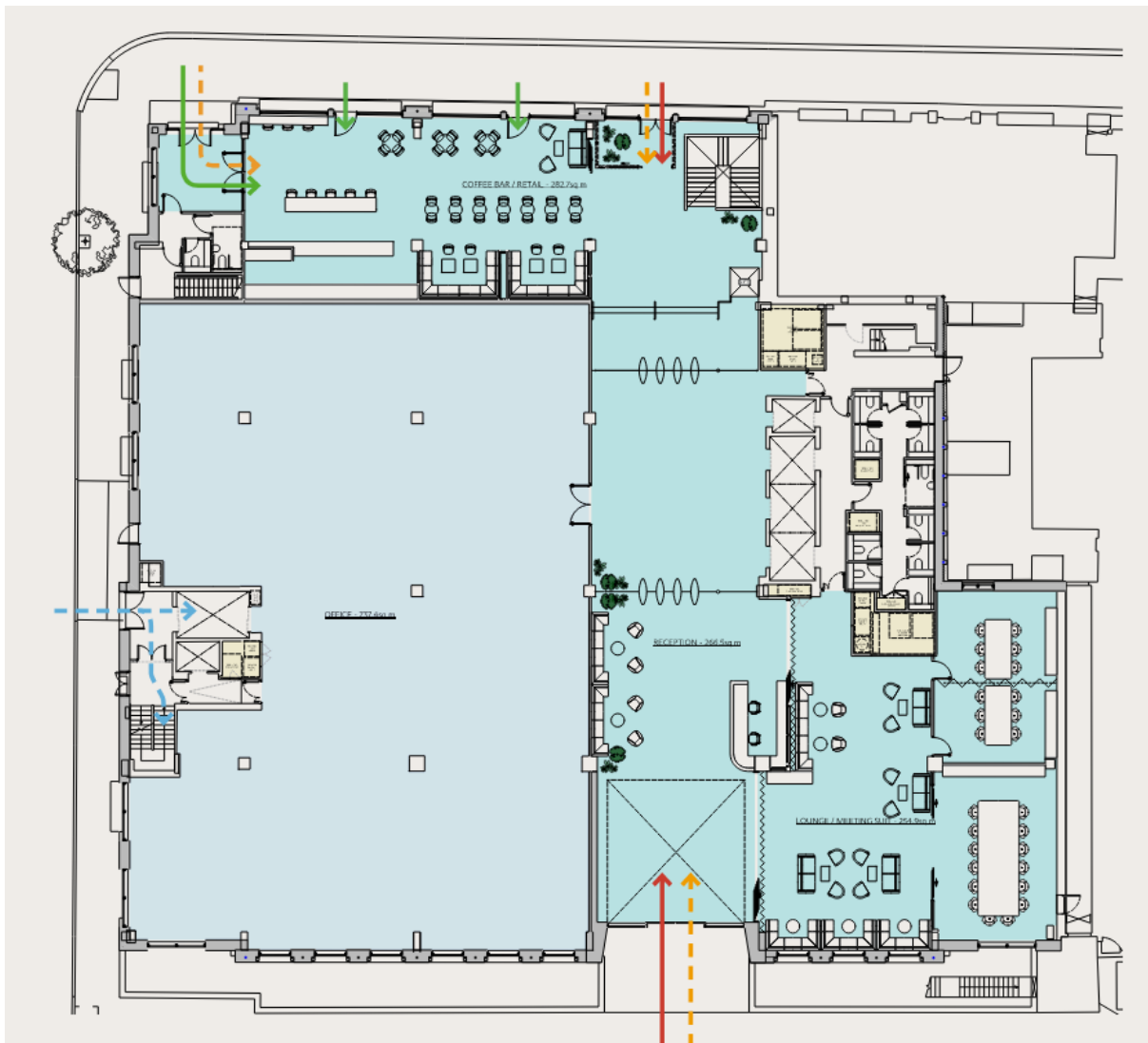
15. View from Theobalds Road



16. Old North Street elevation



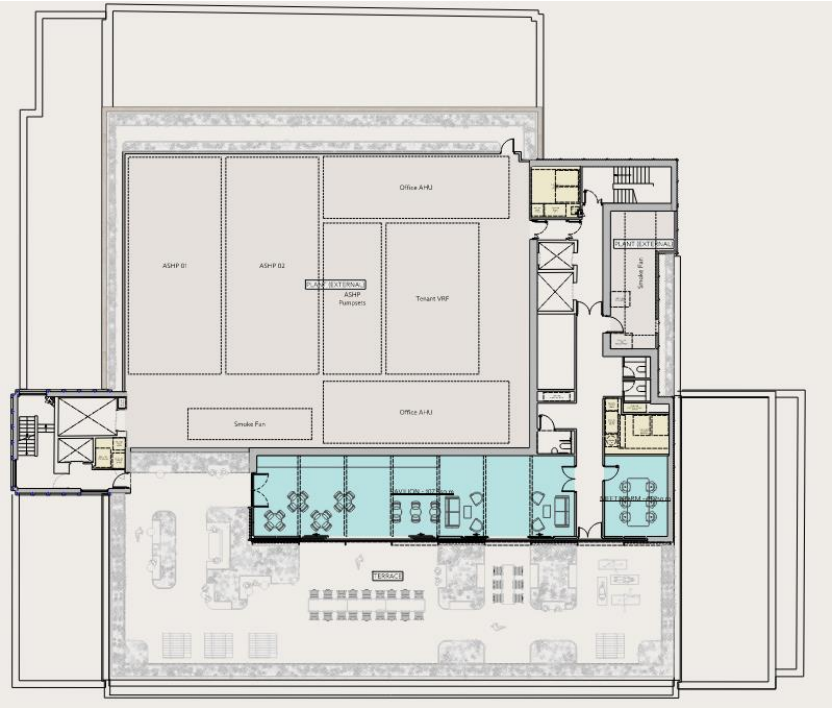
17. Examples of materials



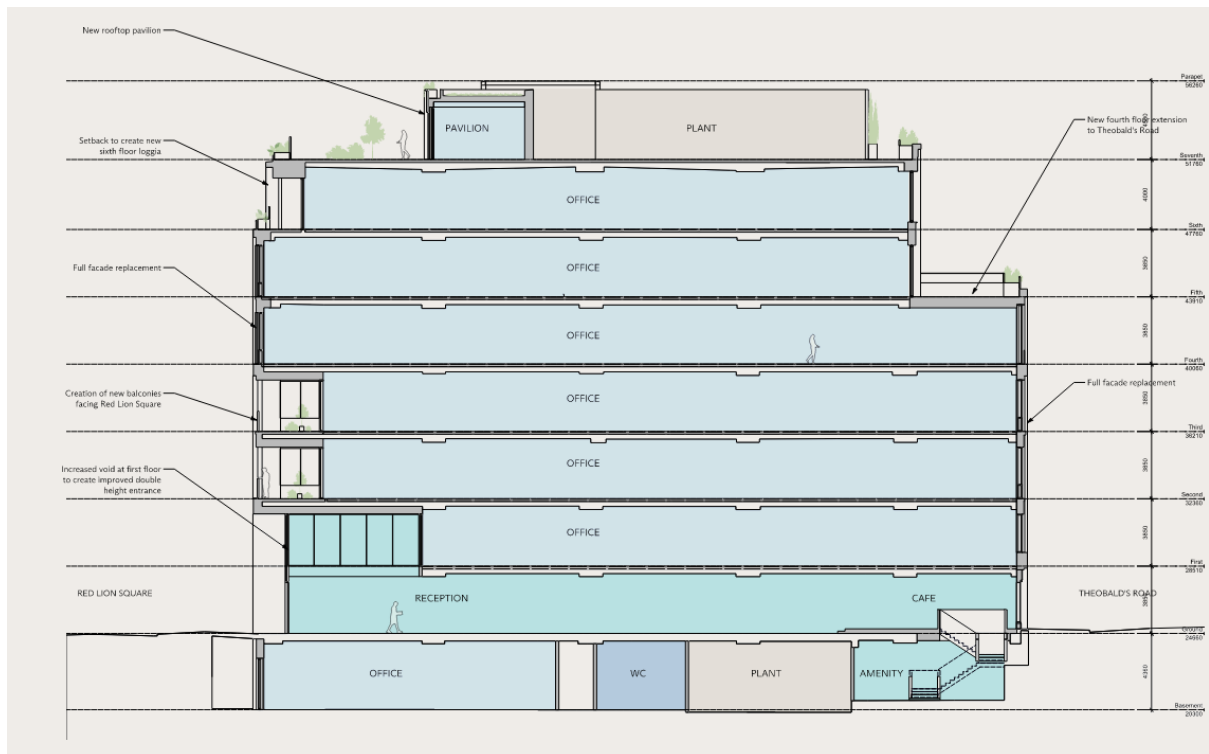
18. Proposed ground floor plan



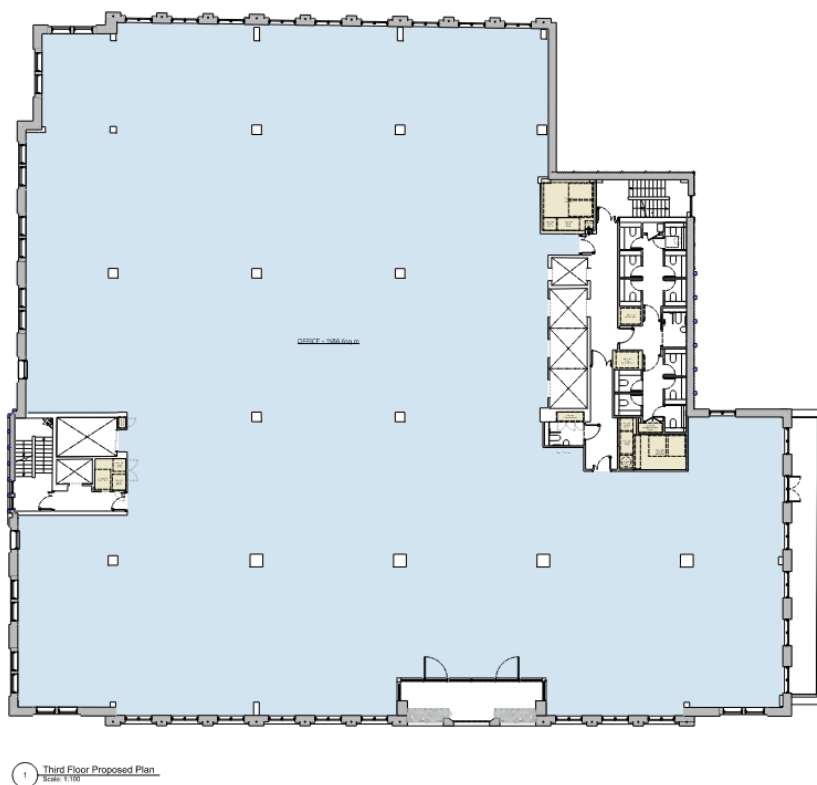
19. Proposed basement plan



20. proposed roof plan



21. Proposed section



22. Proposed fourth-floor plan where the extension will be (top of plan)

Delegated Report (Members Briefing)		Analysis sheet		Expiry Date:	14/03/2025
		N/A		Consultation Expiry Date:	23/02/2025
Officer				Application Number(s)	
Josh Lawlor				2025/0210/P	
Application Address				Drawing Numbers	
26 Red Lion Square London WC1R 4HQ				See Draft Decision Notice	
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature		
Proposal(s)					
Refurbishment and recladding of existing building with extensions at fourth floor adjacent to Theobalds Road and associated works.					
Recommendation(s):		Grant Conditional Planning Permission Subject to a S106 Agreement			
Application Type:		Full Planning Permission			

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice				
Informatives:					
Consultations					
Adjoining Occupiers:		No. of responses	01	No. of objections	01
Summary of consultation responses:	<p>Five site notices (SN) were displayed near to the site on the 22/01/2025 (consultation end date 15/02/2025). The development was also advertised in the local press on the 30/01/2025 (consultation end date 32/02/2023).</p> <p>5 x SN displayed as follows:</p> <p>1 x SN outside front of number 26. 1 x SN outside 67 Theobold's Road. 1 x SN opposite 26 outside Red Lion Gardens. 1 x SN outside 98 Theobold's Road. 1 x SN in Old North Street opposite number 26</p> <p>No objections were received</p>				
Bloomsbury CAAC	<p>The Bloomsbury CAAC have objected on the following grounds:</p> <p>The BCAAC looked at the plans for this substantial modern building on Red Lion Square and unanimously concluded that the proposals were a distinct worsening of what is already there. The proposed plans will create an overwhelming monolithic superstructure with no break-up of line (which at the moment still softens the current building somewhat). The proposals are overscale, an in-your-face super block, like a Premier Inn found alongside busy highways: they are not suitable for such a historic square in Bloomsbury and next to the famous Conway Hall. The BCAAC strongly recommends that developers look at a chance for improvement on what is there at the moment. The 'Appraisal' makes very clear that development should be looking to maintain or improve as a priority.</p> <p><i>Officer response: Please see section 2 (design & heritage) which includes a detailed response to the points raised in this objection.</i></p>				

Site Description

The site is on the north side of Red Lion Square Gardens, as shown in Figure 1 below. Its area is 2,213 sqm, and the existing use is Use Class E.



Figure 1: Site Boundary (show in red)

The building, dating from the late 1980s, is finished in red granite marble cladding with grey aluminium-framed windows. It is seven stories, including a basement, ground floor, six upper floors, and roof plant level. An atrium runs from the roof down to the 1st floor level. The existing building's net internal area is 9,902 sqm.

The site is on the corner of Red Lion Square, Old North Street and Theobalds Road. The building entrance faces onto Red Lion Square. The site has a basement-level car park accessed via a car lift from Old North Street.

The building is serviced on-street by vehicles using the single yellow line area on the northern side of Red Lion Square and the single yellow line area on the eastern side of Old North Street. The loading bay along Theobalds Road can also be used for larger deliveries.

Only a few original houses remain from Red Lion Square, a Georgian residential square characterised by various architectural styles, materials, and scales. Theobalds Road consists of terraced residential properties with single-storey shopfronts. The site is not in a conservation area, but it faces Red Lion Square, which is in the Bloomsbury Conservation Area and adjacent to the Grade II-listed Conway Hall (Figure 2).

The site has a PTAL score of 6b (the best) and is in Flood Zone 1, an area with low probability of flooding. The Site has the following designations:

- London's Central Activity Zone (CAZ)
- London's Knowledge Quarter (KQ)
- Holborn Growth Area

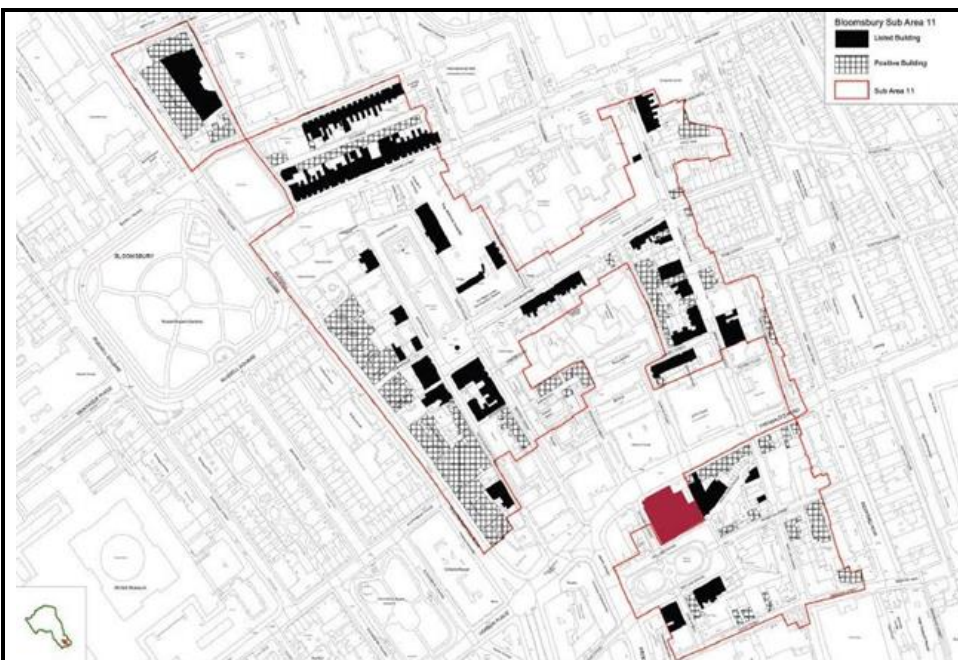


Figure 2: Map of the Bloomsbury Conservation Area and the Listed Buildings within it (26 Red Lion Square is shown in red)

Relevant History

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

Relevant policies

National Planning Policy Framework 2024

London Plan 2021

Camden Local Plan 2017

Policy A1 – Managing the impact of development

Policy D1 – Design

Policy D2 – Heritage

Policy CC1 – Climate change mitigation

Policy CC2 – Adapting to climate change

Policy CC3 – Water and flooding

Policy T1 – Prioritising walking, cycling and public transport

Policy T2 – Parking and car-free development

Policy T3 – Transport infrastructure

Policy T4 – Sustainable movement of goods and materials

Camden Planning Guidance

Design (2021)

Amenity (2021)

Employment Sites and Business Premises (2021)

[Bloomsbury Conservation Area Appraisal and Management Strategy](#) (April 2011)

Draft Camden Local Plan

The council has published a new [Draft Camden Local Plan](#) (incorporating Site Allocations) for consultation (DCLP). The DCLP is a material consideration and can be taken into account in the determination of planning applications, but has limited weight at this stage. The weight that can be given to it will increase as it progresses towards adoption (anticipated 2026).

Assessment

1. Proposal

- 1.1. The proposals provide a replacement façade and an 87 sqm uplift (GIA) of additional office floor space, extending to the Theobalds Road elevation at Level 04 and consolidating the rooftop massing with setback pavilion with green roof and landscaping.
- 1.2. The external envelope is to be removed, stripped back to the structural frame. The removal of the existing cladding has the potential to be reused in the proposed scheme as replacement Terrazo/reconstituted stone cladding. The existing metal cladding, window, roof finishes and plant would be removed.

- 1.3. The new façade would be precast in reconstituted stone, with the existing façade material potentially recycled. The windows would be brick-faced to relate to the immediate context.
- 1.4. Key planning issues are as follows:

- Design & Heritage
- Neighbouring Amenity
- Energy & sustainability
- Transport

Assessment

2. Design & Heritage

- 2.1. Local Plan policy D1 seeks to achieve high quality design in all developments. Policy D1 requires development to be of the highest architectural and urban design quality, which improves the function, appearance and character of the area. Policy D2 seeks to preserve and, where appropriate, enhance Camden's rich and diverse heritage assets and their settings, including conservation areas and listed buildings.
- 2.2. Policy D3 of the London Plan states that developments should respond to a place's existing character and 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.
- 2.3. Significance of heritage assets
- 2.4. Red Lion Square features 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 character.
- 2.5. 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. Its second-floor level features a Baroque-style entrance featuring urns. Its special architectural interest derives from its elegant design, grand classical entrance bay, and high-quality interior finish.
- 2.6. The building's historic interest enhances its significance as the headquarters of the South Place Ethical Society, a long-standing organisation associated with numerous important figures. The hall currently hosts talks, concerts, courses, performances, community, and social events.
- 2.7. Summit House is a grade II listed building from the 1920s, designed by Westwood and Emberton; it showcases a steel frame clad in yellow faience, highlighting its grid-like design.
- 2.8. The wide range of materials adds to the area's overall architectural variety. The predominant materials for the townhouses are brick, either red-brown or yellow.
- 2.9. Large-scale office buildings in Theobald's Road, west of Emerald Street, including 26 Red Lion Square, are considered to be out of keeping with their context despite not being in the Conservation Area.
- 2.10. The Bloomsbury Conservation Area Appraisal and Management Strategy (2011) does not mention the site as a positive or negative contributor to the CA's setting. It has a dominant scale fronting Red Lion Square and lacks the finer grain present elsewhere on the square.
- 2.11. Design and impact on heritage assets

- 2.12. The upgrade provides an opportunity to improve the building's relationship to neighbouring Bloomsbury Conservation Area by re-cladding the existing red granite façade and tidying up the roofscape to positively contribute to the Bloomsbury Conservation Area.
- 2.13. The massing largely matches the existing building with a relatively small degree of extra bulk added at Level 4 on the Theobalds Road side.
- 2.14. The Red Lion Square elevation has piers on a structural grid. The tapering piers and lintels at alternative floors introduce hierarchy with attic storey to upper levels. There is a tapering vertical emphasis to create a structural hierarchy. There is a well-defined recessed entrance, sufficient solidity and the ground and first floor create an appropriate base for the building. There is a verticality to the façade expressed through precast piers and window systems and pocket balconies to provide depth and external amenity. A full-width loggia is set back on the sixth floor to provide a legible top.
- 2.15. The Theobalds Road elevation has been designed to reference the existing Victorian and Edwardian terrace it adjoins. This includes the vertical grain, ground-floor shopfronts, cornice line defining the top floor, and vertical windows on the middle floor.
- 2.16. The shopfronts relate to the adjacent parade and provide active frontage. An additional storey is added, which acts as a transition to the upper floor element. Perforated metal cladding panels with a precast frame break up the massing of the setback storeys whilst maintaining a coherent architectural language. The perforated metal plant screen provides a sculptured profile to the top of the building.
- 2.17. On Old North Street, the side windows are designed to reference the architecture of Georgian Townhouses. The proposals reflect key compositional elements: stucco ground floor, brick upper floors, stucco window architraves, vertically proportioned windows, and a cornice line defining a recessive third floor. The new brick faced with a precast finish to the ground floor reflects the Georgian architecture on the square. The existing stair tower is a prominent feature with a gridded façade treatment. The primary face elements on Theobalds Road and Red Lion Square wrap around on set-back upper floors.
- 2.18. In terms of materials, pre-cast concrete/reconstituted stone is the primary faced material. Brick is also used for the contextual link of the lower floors as described above. Perforated aluminium rain-screen cladding provides a lightweight finish for the upper floors and plant screen. These materials are considered acceptable in principle.
- 2.19. The final material selection and tone/colour and texture will be agreed upon through condition 3, which requires sample panels to be submitted and approved.
- 2.20. Conclusion
- 2.21. The proposed façade design improves the appearance of the building, making it more visually sympathetic to the character of Red Lion Square and Theobalds Road. The proposed façade facing the square is more intimate, has finer grain, and is less commercial than the existing façade. It is more congruous with the square's character and the wider setting of the Bloomsbury Conservation Area. The façade overlooking Theobalds Road seeks to improve activation along the road by 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 positively contribute to the appearance of the area.
- 2.22. 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.

- 2.23. Under s.72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, as amended by the Enterprise and Regulatory Reform Act 2013, special attention has been paid to the desirability of preserving or enhancing the conservation area's character or appearance.
- 2.24. Special regard has been attached to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses, under s.66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended by the Enterprise and Regulatory Reform Act 2013.

3. Neighbouring amenity

- 3.1. Policy A1 seeks to ensure that the amenity of neighbouring properties is protected. It states that planning permission will not be granted for development that causes harm to the amenity of occupiers and neighbours in terms of loss of daylight, sunlight, outlook and privacy. Policy A4 seeks to ensure that development does not generate unacceptable noise impacts.
- 3.2. Given its scale, siting, and nature, the proposed development is not considered to cause any material harm to neighbours in terms of the loss of natural light, outlook, or light spill. The single storey extension on the Theobalds Road side and would not obstruct light into neighbouring windows on Theobalds Road. The consolidation of plant equipment and the pavilion would also not impact light to neighbours.
- 3.3. An acoustic assessment has been carried out to support the planning application which has been reviewed by the Council's Environmental Health Team. The assessment indicates that the proposed mechanical plant installation and noise breakout from roof terraces should be capable of achieving Camden's environmental noise criteria at the nearest and potentially most affected noise-sensitive receptors. Condition 4 limits the external noise level for the plant equipment to be lower than the typical existing background noise level by at least 10dBA. Condition 5 ensures that the emergency plant and generators hereby permitted may be operated only for essential testing, except when required by an emergency loss of power. Condition 6 requires plant or equipment at the development shall be mounted with proprietary anti-vibration isolators and fan motors. Condition 7 requires no noise emitted from the use of the terraces to be audible at any noise-sensitive premises.

4. Energy & Sustainability

- 4.1. Resource efficiency
- 4.2. The London Plan (2021) Policy GG6 seeks to improve energy efficiency and support the move towards a low-carbon circular economy. Local Plan Policy SI 7 promotes waste reduction while supporting the circular economy. It emphasizes resource efficiency and material reuse to encourage waste minimisation and prevention.
- 4.3. The London Plan (2021) encourages energy efficiency throughout the development process and requires contributions towards London's ambitious target of becoming zero-carbon by 2050. Local Plan Policy CC1 aims to mitigate climate change by encouraging sensitive energy efficiency improvements to existing buildings.
- 4.4. Retaining the substructure and superstructure reduces unnecessary carbon emissions from the construction process. The proposals seek to maximise the extent of structural retention within the existing building to reduce the impact of whole-life carbon.
- 4.5. The 30-year-old façade components and their possible re-use have been reviewed by the applicant team. The building's construction approach was a panellised system, which adopted a fast-track façade solution that included off-site pre-fabrication to form infill panels. The

original design intention prioritised a prefabricated and unitised approach involving modular off-site construction to ensure fast-track installation. The insulation zone is sandwiched between the waterproofing membrane and the galvanised steel subframe and backing sheet. The existing building does not allow for a simple deconstruction of the façade. Removing the window frames would require demolition and destruction of the weatherproofing gaskets.

- 4.6. The proposals overarching sustainability strategy considers resource efficiency and material circularity. Retaining the existing structure promotes circular economy principles. A minimum of 95% of construction and excavation waste materials will be directed from landfill for reuse, recycling, or recovery. Condition 9 requires evidence to demonstrate this (diversion of at least 95% of demolition waste from landfills) in compliance with the Institute for Civil Engineer's Demolition Protocol and reusing materials on-site or salvage-appropriate materials to enable their off-site reuse. As such, the proposals are compliant with national and local-level policy requirements.
- 4.7. Sustainability
- 4.8. Local Plan Policy CC2 requires development to be resilient to climate change. Measures include promoting new appropriate green infrastructure, reducing overheating, and encouraging conversions of residential floorspace to achieve "excellent" in BREEAM.
- 4.9. The proposals target a minimum BREEAM rating of 'Excellent', with an aspiration for 'outstanding'. This will significantly improve the existing building's poor sustainability credentials and energy inefficiency. The anticipated baseline score is 81.50% which is equivalent to a BREEAM 'Excellent' rating with an additional 11.50% margin. The current potential score for the project is 90.95% which is equivalent to 'Outstanding' rating.
- 4.10. The pre-assessment currently targets the following score/rating:
- Energy: 10 out of 15 → 66.7%
 - Water: 3 out of 5 → 60%
 - Materials: 6 out of 6 → 100%
- 4.11. 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 access to outdoor space. As such, the proposed measures align with policy at the national and regional levels.
- 4.12. Energy and carbon
- 4.13. The application is not a major development and is not required to meet the target for net zero carbon under the London Plan 2021 and GLA's Energy Assessment Guidance (2022). However, the applicant has prepared an energy strategy.
- 4.14. As shown in Table 1 (below), the proposed refurbishment for the new use will reduce emissions by 43% compared to the Part L 2021 baseline, and the proposed energy efficiency measures will reduce emissions by 30.5% under 'Be Lean' and 12.5% from renewable energy under 'Be Green'.
- 4.15. Therefore, the scheme significantly exceeds the 35% carbon reduction target over Part L building Regulations. The scheme also meets and exceeds Policy CC3 requirements from the Camden Local Plan 2017.
- 4.16. The following summary table shows how the proposal performs against the policy targets for carbon reductions in major schemes set out in the London Plan and Camden Local Plan.

Policy requirement (on site)	Min policy target for major development	Proposal reductions
Total carbon reduction: LP policy SI2 and LP CC1	35%	43%
Be lean stage (low demand): LP policy SI2	15%	30.5%
Heat Network/Active Savings (Be Clean)	0%	0%
Be green stage (renewables): CLP policy CC1	20%	12.5%

Table 1 - Carbon saving targets and the scheme results

- 4.17. Even if the scheme were a major scheme, it is noted that a refurbishment scheme does not require a carbon offset payment to bring it to zero carbon. Offset payments are also not necessary for minor developments such as this. As such no carbon offset is required.

5. Transport

- 5.1. Policy T1 of the Local Plan promotes sustainable transport by prioritising walking, cycling and public transport in the borough. Policy T2 seeks to limit the availability of car parking and requires all new developments in the borough to be car-free.
- 5.2. Policy T3 sets out how the Council will seek improvements to transport infrastructure in the borough. Policy T4 addresses how the Council will promote the sustainable movement of goods and materials and seeks to minimise the movement of goods and materials by road.
- 5.3. Trip generation
- 5.4. According to the data derived from TRICS database, the proposed increase in office floor area of 87 sqm GIA has a potential to generate 23 two-way trips across the day.
- 5.5. Based on other developments in the area, it is anticipated that the majority of the walking trips is likely to be made from Holborn and Russell Square (London Underground) stations, nearby bus stops, and commercial, entertainment, shopping, and restaurant venues in Holborn.
- 5.6. Travel planning
- 5.7. A draft Travel Plan was submitted in support of the planning application. This is welcomed as it demonstrates a commitment to encouraging and promoting trips by sustainable modes of transport. The targets for active travel are acceptable. A Travel Plan monitoring contribution is not required as this is not a major development.
- 5.8. Cycle parking
- 5.9. 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, 191 long stay cycle spaces will be provided at basement level. This is a substantial improvement on the existing 49-cycle parking spaces below the London Plan (2021) requirements. The cycle store is accessed via the goods lift and a stair with a channel that leads directly from Old North Street.
- 5.10. A contribution of £300 towards one Sheffield stand for visitor cycle parking is secured via the Section 106 planning obligation. Officers would determine the most appropriate location for this cycle parking space.

5.11. Car parking

5.12. The site is located in controlled parking zone CA-E/D, which operates 08:30-18:30 Monday to Friday and 08:30-13:30 on Saturday.

5.13. The development would be car-free, which would be secured by legal agreement.

5.14. Regarding disabled parking, London Plan Policy T6.5 'Non-residential disabled persons parking,' section A states: '...all non-residential elements should provide access to at least one on or off-street disabled persons parking bay.' Furthermore, lower case text in the London Plan Clause 10.6.23 recommends: 'All proposals should include an appropriate amount of Blue Badge parking, providing at least one space even if no general parking is provided.'

5.15. Paragraph 5.19 of the Camden Planning Guidance on Transport states: 'For all major developments the Council will expect that disabled car parking is accommodated on-site.' Paragraph 5.20 further informs: '...in any case the maximum distance Blue Badge holders should be expected to travel is 50 metres from the entrance to the site'.

5.16. A Section 106 planning obligation will secure an off-site contribution of £4,000 towards a disabled parking space on the public highway in a suitable location within 50m of the site.

5.17. Construction management

5.18. Construction management plans are used to demonstrate how developments will minimise impacts from the movement of goods and materials during the construction process (including any demolition works).

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

5.20. A Construction Management Plan (CMP) in line with the Council's CMP pro-forma will be secured via the S106 agreement. A DMP document will also be secured by legal agreement in accordance with Local Plan Policy A1.

5.21. The development will require input from officers at demolition and construction stage. This will relate to the development and assessment of the CMP as well as ongoing monitoring and enforcement of the DMP and CMP during demolition and construction.

5.22. Implementation support contributions of £4,194 and construction impact bonds of £8,000 for the demolition and construction phases of the development works will be secured by legal agreement in accordance with Local Plan Policy A1.

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

5.24. Deliveries and servicing

5.25. A draft Delivery and Servicing Plan was submitted with the application. The servicing strategy

for the proposed development will remain in line with the existing arrangements, using the single yellow line along the eastern side of Old North Street, the single yellow line on the northern side of Red Lion Square and for larger, infrequent deliveries the loading bay located along Theobalds Road. Most deliveries will be made by cycles, motorcycles, cars, car-derived vans, and transit/panel vans. Deliveries for the office will be controlled by site management to ensure the efficient operation of deliveries, servicing, and waste collection.

5.26. Highway works

- 5.27. It is unknown if the proposal would require any physical alterations to the public highway. However, it is suggested that a modest highways contribution of £20,000 towards repairing any damage potentially caused to the public highway during construction is secured by legal agreement. Any monies not spent are returned to the applicant.

5.28. Pedestrian, cycling and environmental improvements

- 5.29. The Council is developing proposals that will transform the area's public realm and make many streets more attractive to pedestrians and cyclists. The estimated cost of delivering these proposals, which will be delivered under the Holborn Liveable Neighbourhood (HLN) scheme is currently estimated as circa £40M including fees, subject to detailed design. Under Objective 1 of the CTS, which is to “transform our streets and places to enable an increase in walking and cycling”, we have set out “investment priority” schemes – these being schemes which “identify priorities for this objective where we will require substantial additional funds, including inward investment & partnership in delivery from TfL/ other relevant organisations, in the short to medium term, to help realise these overall goals.” One of those investment priorities is “Unravelling the Holborn gyratories and reducing traffic dominance as part of an area wide ‘Liveable Neighbourhood’ project that enables active travel modes.”
- 5.30. Construction of the HLN scheme will take place as funds become available. Implementation of some changes to roads in the area is likely to start in 2024 using secured funding, with each subsequent phase of construction subject to financial approval as funding becomes available. It is also worth noting that Theobald’s Road will be a “primary” segregated cycle corridor within the HLN, which will improve and enhance the cycling experience in the area.
- 5.31. Securing financial planning obligations from significant developments towards transport improvement schemes is necessary when considering that a development will have significant impacts on the local area which planning conditions cannot mitigate. New developments place pressure on the existing infrastructure and services and benefit directly from new and improved safe and healthy street schemes we deliver across the borough and complementary initiatives (such as cycle training – covered through Travel Plan contributions). The delivery of these Safe & Healthy Streets schemes is based on our ambitious Camden Transport Strategy Delivery Plan for 2025 - 2028, in which developer contributions have been identified as a source of funding.
- 5.32. It is therefore appropriate that all developments, even those with limited transport impact, should contribute towards future safe and healthy streets infrastructure schemes for several reasons:
- Investing in active travel infrastructure supports environmental and public health objectives by encouraging sustainable travel options.
 - Contributions from developments today help ensure that adequate infrastructure is in place when future demand increases, rather than reacting to issues as they arise.
 - By requiring all developments to contribute, funding for active travel infrastructure is spread more evenly. This ensures that the financial burden is not placed disproportionately on developments with significant transport impacts.
 - Contributions from small developments can help manage and mitigate cumulative impacts over time and support sustainable growth.

- Implementing active travel infrastructure is essential for creating greener, more sustainable Camden.

5.33. Given the site location in Holborn, a financial contribution of £9,352 towards the HLN scheme has been secured.

5.34. Micro and shared mobility improvements

5.35. Parking bays for dockless rental e-bikes and rental e-scooters are located nearby. However, these merely provide capacity for existing usage by residents and people who work in or visit the area.

5.36. The Council has plans to expand the network of dockless rental e-bikes and rental e-scooter bays, car club bays, and electric vehicle bays in the area. Considering the very low STAL grades and the demand arising for this transport mode from the proposal, it is appropriate that additional bays are provided in the future via developer contributions.

5.37. A cycle/e-scooter hire improvements contribution of £1,000 would therefore be secured as a Section 106 planning obligation. This would allow the Council to provide additional capacity for the parking of dockless rental e-bikes and rental e-scooters in the local area (e.g., by expanding existing bays and providing additional bays). Officers anticipate staff and visitors using these modes of transport as an alternative to public transport, especially when their primary mode of transport is rail with a secondary trip by micromobility vehicles.

5.38. Conclusion

5.39. The proposal is acceptable in terms of transport implications subject to conditions and planning obligations being secured by legal agreement:

6. Employment and training

6.1. Paragraphs 63 to 64 of the CPG Employment Sites and Business Premises (2021) states that Developments of over £3 million in build costs will be required to recruit one construction apprentice through Camden Council, or its nominated partner, for every £3 million of build cost where the length of the project allows (generally, where the contract is 52 weeks or more). All construction apprentices must be paid the London Living Wage.

- A support fee of £1,700 per apprentice placement will also be payable to the Council to cover:
 - pre-employment recruitment process
 - training provider brokerage
 - post-employment mentoring and support

6.2. The current estimates for the construction cost are around £57 million, equating to 19 construction apprenticeships and a total £32,300 support fee. This will be secured through s106 agreement.

7. Conclusion

7.1. The proposed development is in general accordance with Policies A1, CC1, CC2, D1, D2, E1, T1 and T2 of the Camden Local Plan 2017. The proposed development also accords with the London Plan 2021; and the provisions of the National Planning Policy Framework 2024.

8. Recommendation

8.1. It is therefore recommended that planning permission be granted subject to conditions and a

s106 legal agreement with the following heads of terms:

Transport

- Off-site cycle parking contribution of £300.
- Car-free development.
- Off-site contribution of £4,000 for a disabled parking space.
- Construction management plan (CMP), and if necessary, a separate Demolition Management Plan (DMP), CMP implementation support contribution of £4,194, and CMP Impact Bond of £8,000.
- Requirement to form a construction working group consisting of representatives from the local community.
- Highway works contribution of £20,000.
- Pedestrian, Cycling and Environmental Improvements contribution of £9,352.
- Micro and shared mobility improvements contribution of £1,000.

Construction

- 19 construction apprenticeships and a total £32,300 support fee.

Sustainability

- BREEAM Excellent score of 81.50% which is equivalent to a BREEAM 'Excellent' rating. The pre-assessment currently targets the following score / rating: Energy 10 out of 15; Water 3 out of 5; Materials 6 out of 6.

The decision to refer an application to Planning Committee lies with the Director of Regeneration and Planning. Following the Members Briefing panel on Monday 24th March 2025, nominated members will advise whether they consider this application should be reported to the Planning Committee. For further information, please go to www.camden.gov.uk and search for 'Members Briefing'.

Application ref: 2025/0210/P
Contact: Josh Lawlor
Tel: 020 7974 2337
Date: 4 March 2025

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

Savills
33 Margaret Street
London
W1G 0JD

Dear Sir/Madam

DRAFT
FOR INFORMATION ONLY - THIS IS NOT A FORMAL DECISION
Town and Country Planning Act 1990 (as amended)

DECISION SUBJECT TO A SECTION 106 LEGAL AGREEMENT

Address:
26 Red Lion Square
London
WC1R 4HQ

Proposal:

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

Drawing Nos: 4575 STA XX XXXX DR A 07 000, 4575 STA XX XXXX DR A 07 001, 4575 STA XX XXXX DR A 07 049, 4575 STA XX XXXX DR A 07 050, 4575 STA XX XXXX DR A 07 051, 4575 STA XX XXXX DR A 07 052, 4575 STA XX XXXX DR A 07 053, 4575 STA XX XXXX DR A 07 054, 4575 STA XX XXXX DR A 07 055, 4575 STA XX XXXX DR A 07 056, 4575 STA XX XXXX DR A 07 057, 4575 STA XX XXXX DR A 07 099, 4575 STA XX XXXX DR A 07 100, 4575 STA XX XXXX DR A 07 101, 4575 STA XX XXXX DR A 07 102, 4575 STA XX XXXX DR A 07 103, 4575 STA XX XXXX DR A 07 104, 4575 STA XX XXXX DR A 07 105, 4575 STA XX XXXX DR A 07 106, 4575 STA XX XXXX DR A 07 107, 4575 STA XX XXXX DR A 07 108, 4575 STA XX XXXX DR A 07 150, 4575 STA XX XXXX DR A 07 151, 4575 STA XX XXXX DR A 07 152, 4575 STA XX XXXX DR A 07 153, 4575 STA XX XXXX DR A 07 200, 4575 STA XX XXXX DR A 07 201, 4575 STA XX XXXX DR A 07 202, 4575 STA XX XXXX DR A 07 203, 4575 STA XX XXXX DR A 07 251, 4575 STA XX XXXX DR A 07 254, 4575 STA XX XXXX DR A 07 301, 4575 STA XX XXXX DR A 07 304

The Council has considered your application and decided to grant permission subject to the conditions and informatives (if applicable) listed below **AND** subject to the successful conclusion of a Section 106 Legal Agreement.

The matter has been referred to the Council's Legal Department and you will be contacted shortly. If you wish to discuss the matter please contact **Aidan Brookes** in the Legal Department on **020 7 974 1947**.

Once the Legal Agreement has been concluded, the formal decision letter will be sent to you.

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:

4575 STA XX XXXX DR A 07 000, 4575 STA XX XXXX DR A 07 001, 4575 STA XX XXXX DR A 07 049, 4575 STA XX XXXX DR A 07 050, 4575 STA XX XXXX DR A 07 051, 4575 STA XX XXXX DR A 07 052, 4575 STA XX XXXX DR A 07 053, 4575 STA XX XXXX DR A 07 054, 4575 STA XX XXXX DR A 07 055, 4575 STA XX XXXX DR A 07 056, 4575 STA XX XXXX DR A 07 057, 4575 STA XX XXXX DR A 07 099, 4575 STA XX XXXX DR A 07 100, 4575 STA XX XXXX DR A 07 101, 4575 STA XX XXXX DR A 07 102, 4575 STA XX XXXX DR A 07 103, 4575 STA XX XXXX DR A 07 104, 4575 STA XX XXXX DR A 07 105, 4575 STA XX XXXX DR A 07 106, 4575 STA XX XXXX DR A 07 107, 4575 STA XX XXXX DR A 07 108, 4575 STA XX XXXX DR A 07 150, 4575 STA XX XXXX DR A 07 151, 4575 STA XX XXXX DR A 07 152, 4575 STA XX XXXX DR A 07 153, 4575 STA XX XXXX DR A 07 200, 4575 STA XX XXXX DR A 07 201, 4575 STA XX XXXX DR A 07 202, 4575 STA XX XXXX DR A 07 203, 4575 STA XX XXXX DR A 07 251, 4575 STA XX XXXX DR A 07 254, 4575 STA XX XXXX DR A 07 301, 4575 STA XX XXXX DR A 07 304

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:

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 brickwork sample should demonstrate the proposed colour, texture, face-bond and pointing.

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

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

- 5 The emergency plant and generators hereby permitted may be operated only for essential testing, except when required by an emergency loss of power.

Testing of emergency plant and generators hereby permitted may be carried out only for up to one hour in a calendar month, and only during the hours 09.00 to 17.00 hrs Monday to Friday and not at all on public holidays

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

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

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

- 7 No noise emitted from the use of the terraces shall be audible at any noise sensitive premises.

Reason: To ensure that the amenity of occupiers of surrounding premises is not adversely affected by noise

- 8 The secure cycle storage area for 191 long stay cycle spaces at basement level as shown on drawing number 4575 STA XX XXXX DR A 07099 shall be provided in its entirety prior to the first occupation of any of the new units, 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.

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

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

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 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.
- 3 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.

- 4 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.

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>.

Yours faithfully

Supporting Communities Directorate