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| Address: | Calthorpe House 15 - 20 Phoenix Place London WC1X 0DA | |
| Application Number: | 2012/1897/P | Officer: Amanda Peck |
| Ward: | Holborn & Covent Garden | |
| Date Received: | 26/03/2012 | |
| Proposal: Change of use of the existing building from offices (Class B1) to a new British Postal Museum and Archive (Class D1) with ancillary bar/café facilities, erection of a two storey rear extension, three storey infill side extension, single storey side extension, installation of new windows, relocation of rooftop plant area, associated alterations to the façades and landscaping following demolition of existing rear extensions and outbuildings. | | |
| Drawing Numbers: 1625/P/008A; 1625/P/409A; 1625/SU/001A; -002A; -003A; -004A; -100A; -101A; -102A; -200A; -201A; 1625/P/400A; -401A; -402A; -403A; 1625/P/001J; -002G; -003G; -004D; -200A; -201A; -112A; -113A; -114A; Planning Statement, DP9, March 2012; Daylight and Sunlight Report, GIA, 9th March 2012 ref 4559; Noise Assessment, Max Fordham, February 2012; BREEAM pre assessment, Max Fordham, March 2012; Environmental Statement, Max Fordham, February 2012; Delivery and Servicing Statement, SKM Colin Buchanan, March 2012 ref VN40355; Ecology Scoping Survey, The Ecology Consultancy, 22 February 2012 ref 111138; Design and Access Statement, Feilden Clegg Bradley Studios, March 2012; | | |
| RECOMMENDATION SUMMARY: Grant subject to a S106 agreement | | |
| Applicant: | Agent: | |
| C/O Agent Calthorpe House 15 - 20 Phoenix Place London WC1X 0DA | Mr Greg Smith 100 Pall Mall London SW1Y 5NQ | |

ANALYSIS INFORMATION

| Land Use Details: | | | |
|-------------------|--------------------------------|-----------------|---------------------|
| | Use Class | Use Description | Floorspace |
| Existing | B1 Business | | 1,998m ² |
| | B2 General Industrial | | 525m ² |
| Proposed | D1 Non-Residential Institution | | 2750m ² |

OFFICERS' REPORT

Reason for Referral to Committee: The proposal constitutes a Major Development as it involves the creation of more than 1000m² of non-residential floorspace [Clause 3(i)].

1. SITE

- 1.1 The site is located close to the borough boundary between Camden and Islington and is owned by Royal Mail Group (RMG). It is within the wider Mount Pleasant Post Office complex. More specifically the site is bounded by residential properties to the north on Calthorpe Street, operational vehicle parking that serves the main Royal Mail building to the east and associated staff car parking to the south. The site is not within a Conservation Area but the nearby residential properties in the terrace at 26-50 Calthorpe Street are within the Bloomsbury Conservation Area and are Grade II listed. The borough boundary runs along Phoenix Place and the main post office site to the east is within the Rosebery Conservation area in Islington. The site is within the Central London Area.

2. BACKGROUND

- 2.1 The RMG announced changes to their operations in 2011 and are making plans to rationalise their sites across London. At Mount Pleasant the RMG has decided to retain and intensify the use of the entire site with some operations being transferred from elsewhere. It is planned to invest about £32 million in the facility to adapt the building and bring it up to modern standards. The operational changes proposed by the RMG aim to improve the efficiency of the operation and use of the existing buildings and therefore release space on the wider site for re-development. This in turn will generate funds for investment in the mail centre.
- 2.2 The Council, working with LB Islington and the RMG, has prepared a Supplementary Planning Guidance Document (SPD) for the wider Mount Pleasant site, which has been prepared to ensure a comprehensive approach to the site that meets the vision and objectives of respective Local Development Frameworks (LDF). The document will be used to assess planning applications for the Mount Pleasant site in future years, giving both authorities, Royal Mail, local residents and other stakeholders more certainty over the potential form and content of future development. The vision and objectives for the wider site are summarised below;
- Create a new neighbourhood which integrates fully into the local area and supports a new mixed and balanced community;
 - Provide new housing in the area, particularly affordable housing and family housing;
 - Help promote a strong local economy that provides a range of opportunities for different types and sizes of businesses;
 - Open up the site with both new and improved streets that make better connections between Mount Pleasant and the surrounding neighbourhoods;
 - Improve and create new public spaces for local people both on the site and at its four corners; and

- Promote the highest quality design for buildings and public spaces.

2.3 Camden's Cabinet resolved to adopt the Mount Pleasant Supplementary Planning Document in 22nd February 2012. With regard to this particular site the SPD allows for the release of land from the RMG operations for redevelopment/re-use. The indicative layout within the SPD identifies the retention of this building with a new pedestrian route to the south and potential cultural and community uses on site. A new 'cultural square' is indicated to the east in Islington with new residential buildings and a 'residential' square to the west at the rear of the building. The SPD also identifies that the potential refurbishment of Calthorpe House could occur as an early phase in the wider scheme.

3. THE PROPOSAL

Original

- 3.1 The proposal is for the change of use of the existing building from offices (Class B1) to a new British Postal Museum and Archive (Class D1) with ancillary bar/café facilities. The café is located on the ground floor along with the main museum gallery and an archive area. To the upper floors are education/multifunction space, archive areas, meeting spaces and offices. The museum is expected to attract 40,000 visitors a year and will have an entrance fee of around £5-£7. School groups are expected to visit twice a day for 32 groups of the year. The existing museum is located at two sites; in the main Mount Pleasant building and at a storage depot in Debden. At both sites the buildings are not ideal, there is no gallery space available and there is limited capacity for educational access.
- 3.2 The scheme includes the erection of a two storey rear extension, which is almost the full width of the site, a three storey infill side extension to the southern elevation and a single storey side extension to the northern elevation (the elevation closest to the properties on Calthorpe Street). Replacement windows are also proposed along with associated alterations to the façades and landscaping. A rooftop plant area is proposed to the single storey extension with an acoustic barrier. Demolition of existing rear extensions and outbuildings are proposed in order to facilitate this proposal and in anticipation of future schemes coming forward in line with the SPD to the rear of this building.

Revision[s]

- 3.3 The scheme has been amended to reduce the amount of demolition to the south and to retain the existing stepped building line. This amendment has come about because the demolition would be problematic from a structural point of view. This change results in a slight increase to the size of the rear extension as it has been changed to align with the existing building line.

4. RELEVANT HISTORY

4.1 Calthorpe House

- 8500948 - Change of use of ground floor from workshop to computerised cheque encoding centre. Granted 14 August 1985

Site to rear of Calthorpe House, Gough Street/Phoenix Place, WC1.

- 18129 - The erection of new stores in the yard, a new rear wall to the existing workshops and a new flue. Granted 20 May 1974
Calthorpe House Car Park Phoenix Place WC1
- 9000339 - Renewal of limited period planning permission for the retention of a liquid petroleum gas store. Granted 8 May 2003
- 8800249 - Continued use of site as liquid petroleum gas store. Granted 8 September 1988
Workshops to rear of Calthorpe House
- 19131 - Widening of existing entrance and crossover. Granted 30 August 1974
- 19486 - The widening of existing entrance and crossover. Granted 7 January 1975

5. CONSULTATIONS

Adjoining Occupiers

| | |
|---|----|
| <i>Number of letters sent</i> | 39 |
| <i>Total number of responses received</i> | 2 |
| <i>Number of electronic responses</i> | 0 |
| <i>Number in support</i> | 0 |
| <i>Number of objections</i> | 1 |

- 5.1 A site notice was displayed between 13 April and 4 May and a press notice was in place between 19 April and 10 May.
- 5.2 An objection has been received from 34a Calthorpe Street as follows:
- None of the points in the letter deal with environmental/energy impact.
 - Design and layout/appearance/DDA – No comment as haven't been supplied with one.
 - Daylight and privacy – No doubt an impact will happen as this side of Calthorpe Street gardens will be overshadowed.
 - Noise – It goes without saying that the level will vary during construction and after use.
 - Traffic/parking – There already is a total lack of parking and traffic will increase on a road/street already used as a main route. Where do all the cars go which park there now?
 - Loss of/increase of land – This will involve the loss of parking for the post office (who already overspill onto residential bays) this will put more pressure on what little parking there is. Traffic will increase making this residential area almost intolerable.
 - I am shocked at the madness of this proposal. The energy concerned in destroying a solid structure to replace it with cafes. On a small walkabout I counted upwards of 50 nearby.
 - As for the museum/archive, expand the one already in use or use the British Museum. As for the vehicles on exhibit, use the Transport Museum.
- 5.3 Comments have been received from 36b Calthorpe Street as follows:
- My kitchen window, landing window and a bedroom window look out onto the

north face of the site. I would not want visitors to be able to easily peer into my windows, so would expect this to be taken into consideration by having some kind of 'green screen' on the roof of the ground floor shielding the windows on the north facing first and possibly second floors. This would also provide an attractive outlook for residents of the Calthorpe Street terrace that overlook the development.

- I would expect any trees in the gardens of Calthorpe Street to be left untouched.
- With regard to the use of the outside area for a café/visitor area I would hope that consideration is given to how noise can be kept at a minimum and that opening hours are not late into the night. Given the aspiration that additional commercial café income may be derived from the bigger planned residential redevelopment of the Mount Pleasant post Office I would not recommend licensing for alcohol as otherwise there would be scope for creep and before we know it we have a late night café/bar immediately next to our homes.

6. **POLICIES**

6.1 **LDF Core Strategy and Development Policies**

CS1 – Distribution of growth

CS5 – Managing the impact of growth and development

CS9 – Achieving a successful Central London

CS10 – Supporting community facilities and services

CS11 – Promoting sustainable and efficient travel

CS13 – Tackling climate change through promoting higher environmental standards

CS14 – Promoting high quality places and conserving our heritage

CS18 – Dealing with our waste and encouraging recycling

CS19 – Delivering and monitoring the Core Strategy

DP13 – Employment premises and sites

DP14 – Tourism development and visitor accommodation

DP15 – Community and leisure uses

DP16 – The transport implications of development

DP17 – Walking, cycling and public transport

DP18 – Parking standards and limiting the availability of car parking

DP19 – Managing the impact of parking

DP21 – Development connecting to the highway network

DP22 – Promoting sustainable design and construction

DP24 – Securing high quality design

DP25 – Conserving Camden's heritage

DP26 – Managing the impact of development on occupiers and neighbours

DP28 – Noise and vibration

DP29 – Improving access

DP32 – Air quality and Camden's clear zone

6.2 **Supplementary Planning Policies**

Mount Pleasant SPD

NPPF 2012

7. **ASSESSMENT**

7.1 The principal considerations material to the determination of this application are summarised as follows:

- Land use and aims of the SPD
- Amenity impacts
- design
- Transport implications
- Other matters – sustainability, CIL

Land use and aims of the SPD

- 7.2 The changes to the RMG operations last year and the rationalisation of their sites across London will result in the retention and intensification of the use of the wider Mount Pleasant site. It is planned to invest about £32 million in this facility to adapt the building and bring it up to modern standards. This is anticipated to result in an increase in the number of current jobs at the wider site (from approximately 1,500 to 2,000). The operational changes proposed by RMG aim to improve the efficiency of the operation and use of the existing buildings and will release space within the wider site for re-development. It also allows the postal museum and archive to re-locate from the main building to new facilities on the application site that meets both the needs of the museum and allows for future flexibility within the main Post Office building. Taken in light of this context the loss of the existing employment floorspace in the building and its replacement with a D1 museum and archive use is considered to fit in with the broad aims of the SPD. In addition it is expected that new employment floorspace will be introduced as part of a mix of uses across the remainder of the site.
- 7.3 Policy DP14 states that the Council will support tourism development and visitor accommodation by expecting new large scale tourism development to be accommodated in Central London, allowing smaller scale visitor accommodation in town centres. All tourism development and visitor accommodation must be easily reached by public transport, provide any necessary off highway pick up and set down points for taxis and coaches and not harm the balance and mix of uses in the area, local character, residential amenity, services for the local community, the environment or transport system. The site is within the Central London Area and is considered to be in an appropriate location in terms of access to public transport, mix of uses in the area and local character and the proposed use is therefore considered to be acceptable.
- 7.4 Policy DP15 states that the Council will expect suitable developments to make rooms available for local community groups to use or hire at a discounted rate. A S106 legal agreement is proposed in the form of a 'museum plan' which is likely to facilitate visits by schools and community groups and identify provision of space in the building in the evenings or out of term time to provide facilities for community groups. An update on this will be reported in the supplementary agenda.
- 7.5 The application includes the demolition of buildings to the rear of the main building, but there is no further information submitted as to on how this area will be treated following the demolition. It is acknowledged that the land to the rear will form a future development site, but information is expected with regard to the temporary landscaping and boundary treatment proposed. An update on this will be reported

in the supplementary agenda.

Amenity impacts

- 7.6 The museum is planned to be open between 8am and 8pm seven days a week (being closed to the public on one of those days but still staffed). The applicant has stated that the ancillary café use could operate independently of the museum and could therefore operate when the museum is closed. Because of the proximity of existing residential units on Calthorpe Street and the potential for future residential units to be adjacent to the site, a condition is recommended restricting the opening hours of the museum to between 7.30am and 9pm seven days a week. A separate condition would also specify that bar/café could only operate between 7.30am and 9pm on Sunday to Thursday and between 7.30am and 10pm on Saturday and Sunday.
- 7.7 It is anticipated that there will be 40,000 visitors a year to the museum and archive, which equates to approximately 100 visitors a day if spread equally throughout the year. Given the accessible location of the site close to public transport and the nature of the use this is not expected to cause any noise or disturbance issues to local residents either from visitors reaching the site or from the use. A travel plan is to be secured with a S106 agreement.
- 7.8 A daylight/sunlight assessment has been provided to analyse the impact on neighbouring residential properties and it shows that the scheme would not detrimentally affect daylight and sunlight reaching habitable rooms in accordance with BRE recommendations.
- 7.9 In terms of privacy there are not considered to be any significant issues because:
- At ground floor level the new windows and doors in this elevation will be no higher the existing boundary wall.
 - The proposal does not result in any new windows in the existing north elevation at first or second floor facing the residential properties on Calthorpe Street.
 - At first floor level the four windows will be between 21 and 29m away from the existing windows in the rear of the existing extensions to the terrace at Calthorpe Street (and further from the main rear elevation of these properties). The two closest windows serve a staircase and hallway and are partially obscured by the acoustic barrier. The two furthest away windows serve the education/multifunction/dining space but are sufficiently far away not to cause any overlooking issues.
 - At second floor level the four windows will be between 20 and 29m away from the existing windows in the rear of the existing extensions to the terrace at Calthorpe Street (and further from the main rear elevation of these properties). The closest windows serves a small meeting room with the other windows serving a staircase and a large meeting room. These are all sufficiently far away not to cause any overlooking issues.
 - No windows are proposed in the southern side elevation or the rear elevation in acknowledgment of their future development.
- 7.10 The 2m high acoustic barrier is located on the roof of the single storey extension and will be approximately 12m from the rear of the existing extension at 40 Calthorpe Street (16m from the main rear elevation) and 14m from the rear of the

existing extension at 40 Calthorpe Street (18.5m from the main rear elevation). These properties have been converted to flats and the extensions are used as toilets and bathrooms with the main rear elevation having a mixture of bedrooms, kitchens and dining rooms. The barrier will be viewed in the context of the larger existing building behind it and is considered to be a sufficient distance away from habitable room windows not to cause an unacceptable outlook from these windows.

- 7.11 An acoustic report has been submitted that shows that noise levels from the proposed first floor plant area will comply with the requirements of Policy DP28. A 2m high acoustic barrier is required around the plant area and this is shown on the drawings. A condition is recommended requiring this barrier to be installed prior to the commencement of the use.

Design

- 7.12 The proposal is to replace all existing single glazed steel framed windows with double glazed aluminium units. The principle of replacement windows and their general design is considered acceptable in this context. A condition is proposed requiring full details to be submitted.
- 7.13 The two storey rear extension will accommodate the new archive facility and has been designed as an enclosed space with very few openings and penetrations to protect the rare and sensitive items that will be stored here. It has also been designed with a blank rear façade in acknowledgment of the future residential development to the rear and side of the application building, in line with the SPD. The proposed single storey side extension to the north of the building will provide the new entrance to the building and new exhibition space. The front elevation of the new entrance building and the associated new boundary treatment has been designed to reflect and tie in with the geometry and proportions established in the façade of the main building, with a pattern of columns and openings.
- 7.14 The proposed extensions are considered to be a sensitive and high quality response to the site which are not considered to harm the robust character of the existing building and will enhance the character and appearance of the area, the adjacent Conservation Area and the setting of the adjacent listed buildings.
- 7.15 The rear boundary wall to the listed terrace on Calthorpe Street forms the northern boundary of the site and the proposed courtyard. No works are proposed to this wall as part of this application. Any future works proposed to this wall are likely to require an application for listed building consent.

Transport implications

- 7.16 The site has a PTAL score of 6b, the highest achievable, which indicates that it has an excellent level of accessibility by public transport. The nearest stations are Russell Square, located to the west of the site and Chancery Lane, located to the south of the site. The nearest bus stops are located on Gray's Inn Road, to the west of the site, whilst additional bus services are available from Farringdon Road to the east of the site and Theobald's Road/Clerkenwell Road to the south of the site. The site is within a controlled parking zone which operates between 8.30am to 6.30pm Monday to Friday and from 8.30am to 1.30pm Saturday and suffers from parking stress. There is existing informal car parking located in the courtyard and

the proposal is for the scheme to be a car free development. This will be secured with a Section 106 agreement.

- 7.17 The proposal is likely to employ 50 staff and attract 40,000 visitors per year. TfL guidance on travel planning for new development in London suggests that local level travel plans should be provided for developments with more than 20 staff but less than 100,000 visitors annually. As this proposal falls into that category a combined Work Place and Visitor Travel Plan is to be secured with a Section 106 agreement.
- 7.18 A delivery and servicing statement has been submitted and this outlines that deliveries and servicing, including waste and recycling collections will generally take place from Phoenix Place. A loading bay is also located towards the rear of the courtyard for monthly deliveries to the Archive. This will involve light goods vehicles reversing into the courtyard under the supervision of a member of staff acting as a Banksman. The delivery and servicing proposals are considered acceptable and will be secured with a S106 legal agreement.
- 7.19 Clarification is being sought from the applicant with regard to the need for any coach trips to and from the site and if these are expected further details have been requested regarding their frequency and the route that they will take to reach the site. An update on this will be reported in the supplementary agenda.
- 7.20 A Construction Management Plan is considered to be necessary in this instance owing to the level of demolition proposed and the need to protect the local highway network and neighbouring amenity during the construction period. Therefore, the submission of a Construction Management Plan is recommended to be secured through a Section 106 Agreement.
- 7.21 In line with policies DP21 to repair any damage caused to the highway during construction and to tie the development into the surrounding urban environment, a financial contribution is to be secured with a S106 agreement to repave the footway adjacent to the site and to pay for pedestrian and cycle improvements in the wider area.
- 7.22 The Council's standards for cycle parking are for 1 space per 250 sqm for staff and 1 space per 250 sqm for residents. With a proposed gross internal area of 2,750sqm, this would suggest a requirement for 22 cycle parking spaces. The submitted plans indicate that 10 cycle parking will be provided in the courtyard. These spaces are located adjacent to the main entrance to the site. Whilst this is lower than the minimum requirement there would appear to be space in the courtyard for the provision of 22 parking spaces and the provision of these 22 cycle parking spaces is recommended to be secured by condition.

Other issues

Sustainability

- 7.23 The overall approach to energy should be in line with the Mayor's Energy Hierarchy i) using less energy; ii) supplying energy efficiently; iii) using renewable energy. With regard to the third element of the hierarchy there is a requirement for a 20% reduction in CO₂ through the use of on-site renewable technologies.

- 7.24 In line with the first element of the hierarchy the energy strategy shows how the building has been designed to be more energy efficient with improved thermal insulation to the existing roof; replacement of windows and rooflights; replacement of existing boiler, heating and air conditioning systems; and use of high efficiency lighting and controls. The proposed two storey rear extension, which will house the archive, will be of a high thermal mass, slow thermal response construction in order to minimise fluctuations in internal conditions and therefore little mechanical intervention will be required.
- 7.25 In line with policy the applicants have submitted a BREEAM pre assessment that shows the site can achieve a 'very good' rating. The CPG states that developments should achieve 60% of the available credits in the energy section and 40% in the water and materials and resources sections. The pre assessment shows that 52% is expected in the energy section, 57% is expected in the water section and 53% is expected in the materials and resources section. Although the minimum score in the energy section would not be achieved it is acknowledged that the proposal includes the conversion of an existing building and therefore retrofitting the buildings with renewable energy technology is more complex than including renewable energy within the design of a new building. Therefore on balance this is considered to be appropriate. A post construction review is recommended to be secured via a S106 to ensure that these targets are achieved in the final design
- 7.26 With regard to the third element of the hierarchy minimal information has been provided with regard to renewable energy technologies. It is likely that PV cells and air source heat pumps will be used and further information has been requested from the applicant on this. This will be reported in the supplementary agenda.

CIL

- 7.27 The proposal will be liable for the Mayor of London's CIL as the additional floorspace exceeds 100sqm GIA or one unit of residential accommodation. Based on the Mayor's CIL charging schedule and the information given on the plans, the charge is likely to be £11,350 (227sqm x £50). This will be collected by Camden after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

8. CONCLUSION

- 8.1 The change of use of the building to a museum and archive, in the context of the wider Mount Pleasant SPD is considered acceptable. With the use of carefully worded conditions relating to opening hours and noise matters the residential amenity of nearby occupiers is considered to be preserved by the proposals. The proposed construction of a two storey rear extension, three storey side extension to the south and single storey extension to the north of the main building, and associated alterations to the existing building, are considered acceptable in terms of design and impact on the adjacent listed buildings and Conservation Areas. Subject to the recommended planning obligations the proposal is considered to be

compliant with policy.

8.2 Planning Permission is recommended subject to a S106 Legal Agreement covering the following Heads of Terms:-

- A museum plan
- Financial contribution towards highway works
- Financial contribution towards pedestrian and cycle improvements in the Travel Plan
- Service Management Plan
- Construction Management Plan
- Car free

9. **LEGAL COMMENTS**

9.1 Members are referred to the note from the Legal Division at the start of the Agenda.

SUPPLEMENTARY AGENDA

Item 9

Calthorpe House, 15-20 Phoenix Place, London WC1X 0DA

Clarification

- Consultation
 - Section 5 should refer to the fact that the London Borough of Islington was consulted on the application and no comments were received.
 - The comments raised in paragraph 5.3 should have been referred to in the amenity section (paragraph 7.9), as the distances between the property and the adjacent residential properties are sufficient not to require the inclusion of a privacy screen.
- Paragraph 7.16 incorrectly states that the site has a PTAL level of 6b, it should say that the site has a PTAL level of 6a, which indicates that the site has an excellent level of accessibility by public transport

Museum Plan

Paragraph 7.4 states that an update of the proposed 'Museum Plan' will be provided. The 'Museum Plan', to be secured with a S106 legal agreement will cover the following items:

- Description of the museum and its purpose
- When it will be open to the public
- States that the owners will facilitate visits by schools and community groups.
- Provides free entry for all children under 16
- Provides a discounted rate of £2 per person/child for guided tours/school trips;
- Allow local community groups to hire rooms for free or at discounted charges.

Temporary landscaping to rear

Paragraph 7.5 states that no further information has been submitted as to the treatment of the area to the rear of the building following the demolition of the existing buildings here. The applicant has since confirmed that the area will be made good and hard landscaped in advance of it coming forward as a development plot in the future. A 2m high boundary fence is likely to be erected adjacent to the rear façade of the building, but this is not indicated on any of the drawings and it is not clear if this would be a temporary or permanent proposal. Boundary fencing would need to be submitted as part of condition 12 and this is to be amended to include temporary measures as follows:

*"No development shall take place until full details of hard and soft landscaping and means of enclosure, **including any temporary measures in advance of future development**, of all un-built, open areas have been submitted to and approved by the Council. The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.*

Reason: To enable the Council to ensure a reasonable standard of visual amenity in the scheme in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies."

Amenity impacts

Paragraph 7.6 states that a condition is recommended for the bar/café area to ensure

that it can only operate between 7.30am and 9pm on Sunday to Thursday and between 7.30am and 10pm on Friday and Saturday. The applicant has since advised that should they have any functions in the bar/café area they are likely to be on weekdays and have requested that the hours of operation are between 7.30am and 10pm every day of the week. Given the ancillary nature of the bar/café to a museum and the relatively small size of the bar/café hour this is considered acceptable and the condition is to be amended as follows:

“The bar/cafe use hereby permitted shall not be carried out outside the following times 07:30 to 22.00 Monday to Sunday.”

The courtyard area is accessible from the bar/café and is directly to the rear of the existing residential properties. The use of this courtyard area could therefore have a noise and disturbance impact on the adjacent properties if unrestricted hours of use are allowed. An additional condition is therefore recommended as follows:

“The courtyard area hereby permitted shall not be used outside the following times 08:00 to 20.00 Monday to Sunday.”

An additional informative is also recommended stating the following:

“You are advised that conditions 8 and 9 mean that no customers shall be on the premises and no activities associated with the use, including preparation and clearing up, shall be carried out otherwise than within the permitted time.”

Coach drop offs

Paragraph 7.19 states that clarification was being sought from the applicant with regard to the need for any coach trips to and from the site. The applicant has since confirmed that there are likely to be a maximum of 5 coaches per week for some school visits (i.e. a maximum of one coach per day to and from the site). The coaches are expect to arrive between 11am and 4pm and would not remain parked on street. Such low numbers of coach trips are considered acceptable, however to ensure that coach trips do not increase to unacceptable levels the Service Management Plan will now include items such as a specified waiting area for the coaches, acceptable times, maximum number and the route that the coaches take to reach the site (to avoid residential areas).

Renewable Energy

Paragraph 7.26 states that minimal information has been provided with regard to renewable energy technologies, except that PV cells and air source heat pumps will be uses. Further information has been provided by the applicant to confirm that PV cells will be used to provide a 3% reduction in C02 emissions, saving approximately 6100kg C02 per year against a total of 208,000kg C02 per year. Whist the 20% target has not been achieved, given that this is the conversion of an existing building and the applicant has explored the use of all renewable energy technologies this is considered to be satisfactory. The implementation of the sustainability measures detailed in the renewable energy strategy will be secured a S106 legal agreement.

Acoustic details

Further advice has been taken from Environmental Health colleagues with regard to the acoustic barrier detailed in paragraphs 7.10 and 7.11. Sufficient information has not yet been submitted with regard to specification of the acoustic barrier and condition 6 is therefore to be amended as follows (Condition 7 is now redundant and is proposed to be deleted):

Prior to the commencement of the development, details of the proposed mitigation measures in order to meet the following standards are to be submitted and approved in writing by the Local Planning Authority. The approved scheme shall be provided in

its entirety prior to the first occupation of the building and shall thereafter be maintained in effective order to the reasonable satisfaction of the Council.

- *Noise levels at a point 1 metre external to sensitive facades shall be at least 5dB(A) less than the existing background measurement (L_{A90}), expressed in dB(A) when all plant/equipment are in operation.*
- *Where it is anticipated that any plant/equipment will have a noise that has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or if there are distinct impulses (bangs, clicks, clatters, thumps) special attention should be given to reducing the noise levels from that piece of plant/equipment at any sensitive façade to at least 10dB(A) below the L_{A90} , expressed in dB(A). And,*
- *For each of the octave band of centre frequencies 63Hz-8KHz inclusive, noise levels from all plant/equipment (measured in L_{Aeq}) when in operation shall at all times add not more than 1 decibel to the existing background noise level L_{A90} , expressed in dB(A), in the same octave band as measured 1 metre external to sensitive facades.*

All related measurements shall be carried out over a period of 60 minutes (that is, hourly recorded measurements shall be presented over a 24 hour period).

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policy CS5 (Managing the impact of growth and development) of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 (Managing the impact of development on occupiers and neighbours) and DP28 (Noise and vibration) of the London Borough of Camden Local Development Framework Development Policies.”