

<b>Address:</b>	1 Mabledon Place London WC1H 9AJ	
<b>Application Number:</b>	2011/4653/P	<b>Officer:</b> Charles Thuaire
<b>Ward:</b>	Kings Cross	
<b>Date Received:</b>	14/09/2011	
<b>Proposal:</b> Extensions and alterations to existing office block to include 13,116 sqm of Class B1a and 182 sqm of Classes A1/A2/A3, as follows: reconfigured basement floors to reduce carparking from 46 to 9 spaces; relocated and enlarged commercial unit at ground floor for flexible use within Classes A1/A2/A3; demolition of conference hall at rear and replacement by 2 new floors of offices; extension of 3rd and 4th floors of annex and addition of 5th floor on annex for offices with external terraces and green roofs on 3rd and 6th floor levels; replacement of 10th floor plantroom on tower by new offices; reconfigured and relocated roof plant; associated external alterations and replacement fenestration including new canopy and forecourt at ground floor, new windows at 10th floor and new halo canopy at rooftop of tower.		
<b>Drawing Numbers:</b> site location plan; 1012-X10-PB4, PB3, PB2, PB1, P00 rev A, P01, P02, P03-04, P05, P06-09, P10, P11; S01, S02, S03, S04; E01, E02, E03; 1012-P20-SP00; 1012-P20-PB4, PB3, PB2, PB1, P00 rev A, P01 rev A, P02, P03-04 rev A, P05, P06, P07-09, P10, P11; S01, S02, S03; E01, E02, E03; B00, B10; area summary dated 25 August 2011 (existing and proposed areas); Design, Access & Heritage Statement dated August 2011; Energy Statement dated August 2011; Daylight and Sunlight Report dated August 2011; Noise Impact Assessment dated August 2011; Transport Statement dated August 2011; BREEAM Pre-Assessment: One Mabledon Place dated 24th May 2011; email and appendices from agent dated 21st November 2011.		
<b>RECOMMENDATION SUMMARY: Grant Subject to a Section 106 Legal Agreement</b>		
<b>Applicant:</b>	<b>Agent:</b>	
Stanhope (Mabledon) Limited C/O Agent	Drivers Jonas Deloitte Athene Place 66 Shoe Lane London EC4A 3BQ	

## ANALYSIS INFORMATION

Land Use Details:			
	Use Class	Use Description	Floorspace
Existing	B1a Business - Office		12,009m <sup>2</sup>
	A2 Financial and Professional		112m <sup>2</sup>
Proposed	B1a Business - Office		13,116m <sup>2</sup>
	A1,2,3 retail/Financial/food and drink		182m <sup>2</sup>

**Parking Details:**

	Parking Spaces (General)	Parking Spaces (Disabled)
Existing	46	0
Proposed	7	2

## **OFFICERS' REPORT**

**This application is being reported to the Committee as it entails a Major development of more than 1000 sqm of non-residential floorspace (Clause 3i).**

### **1. SITE**

- 1.1 The property is a large office block purpose-built in the 1970's for NALGO, now called UNISON, on a corner site bounded by Euston Road, Mabledon Place and Flaxman Terrace. The building is now vacant following relocation of UNISON to new premises opposite in Euston Road. It contains a 11 storey tower facing Mabledon Place plus a 5 storey annex on the west side facing Euston Rd and a 3 storey element facing Flaxman Terrace containing a double height conference hall above a servicing area. There is a small Class A2 unit, originally accommodating Britannia Building Society, at 135 Euston Road with a separate raised entrance.
- 1.2 The pedestrian entrance is from Mabledon Place and surrounded by a prominent raised brick plinth. The pavement here is also mainly within the site ownership and there is an onstreet loading/taxi dropoff bay outside the entrance. At the rear is an offstreet servicing bay and a 2 way ramp giving access to 2-3 levels of basement carparking, plant and stores. The building has a somewhat brutal and monolithic form with a distinctive ribbed concrete profile and narrow slot windows. The top floor of the tower accommodates roof plant with a couple of projections above roof level.
- 1.3 The property adjoins the Bloomsbury conservation area along Flaxman Terrace at the rear. The site lies within the Central London area and the Crossrail Chelsea/Hackney safeguarding route. The A2 unit is in the centre of the designated Kings Cross/Euston Central London frontage, although in reality the parade is only to the east of Mabledon Place and contains 5xA1, 1xA3 and 2xA4 units. Euston Road is part of the Transport for London Road Network (TLRN).
- 1.4 Euston Road is characterised by various large scale commercial buildings containing offices and hotels, some with ground floor units used in the range of Classes A1-A4. The site lies within walking distance of both Euston and Kings Cross stations

### **2. THE PROPOSAL**

#### **Original**

- 2.1 Extensions and alterations to existing office block to include 13,116 sqm of Class B1a and 182 sqm of Classes A1/A2/A3, as follows: reconfigured basement floors to reduce carparking from 46 to 9 spaces; relocated and enlarged commercial unit at ground floor for flexible use within Classes A1/A2/A3; demolition of conference hall at rear and replacement by 2 new floors of offices; extension of 3rd and 4th floors of annex and addition of 5th floor on annex for offices with external terraces and green roofs on 3rd and 6th floor levels; replacement of 10th floor plantroom on tower by new offices; reconfigured and relocated roof plant; associated external alterations and replacement fenestration including new canopy and forecourt at ground floor, new windows at 10th floor and new halo canopy at rooftop of tower.

## **Revision**

- 2.2 Correct site ownership boundary and ground floor layout;  
remove reference to uplighting tower canopy;  
provide brown roof on tower;  
replace revolving doors at entrance by sliding doors;  
provide obscure glazed windows and privacy screen facing lightwell.

## **3. RELEVANT HISTORY**

- 3.1 16.10.70- pp granted for redevelopment to provide a part 3 part 5 part 11 storey office block for NALGO.
- 3.2 8.10.86- pp granted for new disabled access ramp.
- 3.3 19.7.90- pp granted for use of caretakers flat as additional office

## **4. CONSULTATIONS**

### **Statutory Consultees**

- 4.1 GLA- provided Crossrail contributions are secured via a S106 agreement (see TfL comments below), the Mayor does not need to be further consulted; if however payment of tariff is not secured, then the case must be referred back to the mayor at stage 2 for further consultation.
- 4.2 TfL- acceptable subject to securing a Crossrail charge of £87,127, Workplace Travel Plan, Delivery Management Plan and Construction Management Plan; comment that although carparking is line with London Plan standards, would prefer to have a carfree option here; improved cycle parking welcomed.

### **Conservation Area Advisory Committee**

- 4.3 Bloomsbury CAAC- object to “addition of the 'halo' feature atop the building. This was seen as unnecessarily drawing attention to a building whose quality stamps it very much as a 'background' building even by the standards of the Euston Road. It would also set an unfortunate precedent to those wishing to jazz up their buildings by adding what amounts to lit advertisements at high level. Apart from these considerations the additional and unneeded lighting is not in the spirit of energy conservation...”. (*officer comment: this illumination is now removed*)

### **Adjoining Occupiers**

	<b>Original</b>
<i>Number of Letters Sent</i>	<b>174</b>
<i>Number of responses Received</i>	<b>01</b>
<i>Number of electronic responses</i>	<b>00</b>
<i>Number in Support</i>	<b>00</b>
<i>Number of Objections</i>	<b>01</b>

- 4.1 Owners of adjoining office block at 137-139 Euston Road object – slot windows in annex block facing their boundary will prejudice their ability to redevelop their site in future (*officer comment- see neighbour amenity section of assessment below*); new windows facing lightwell will lose privacy to adjoining offices facing lightwell; plant rooms may impact offices by noise, fumes etc; brise-soleil on upper floors of annex will result in loss of light and view and appear ugly; roof terraces will result in nuisance from noise, smoking etc; site boundary incorrectly drawn adjoining their own lightwell (*plan is now revised*); relocation of retail unit will lose opportunity to regenerate retail frontage as they want to create a retail unit next door at 137 (*see para 6.8 below*); concern at alcohol being sold or consumed on the outside forecourt of the A3 unit.

## 5. POLICIES

Set out below are the LDF policies that the proposals have primarily been assessed against. However it should be noted that recommendations are based on assessment of the proposals against the development plan taken as a whole together with other material considerations.

### 5.1 LDF Core Strategy and Development Policies

- CS1 - Distribution of growth
- CS3 - Other accessible areas
- CS5 - Managing the impact of growth and development
- CS6 - Providing quality homes
- CS7 - Promoting centres and shops
- CS8 - Promoting a successful and inclusive Camden economy
- CS11 - Promoting sustainable and efficient travel
- CS13 - Tackling climate change
- CS14 - Promoting high quality places and conserving our heritage
- CS15 - Protecting and improving open spaces & encouraging biodiversity
- CS18 - Dealing with waste
- CS19 - Delivering and monitoring the Core Strategy
  
- DP1 - Mixed use development
- DP2 - Making full use of Camden's capacity for housing
- DP12 - Managing impact of food drink and entertainment uses
- DP17 - Walking, cycling and public transport
- DP18 - Parking standards and the availability of car parking
- DP20 - Movement of goods and materials
- DP21 - Development connecting to highway network
- DP22 - Sustainable design and construction
- DP23 - Water
- 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

## **Supplementary Planning Policies**

### **5.2 Camden Planning Guidance**

## **6. ASSESSMENT**

- 6.1 The principal considerations material to the determination of this application are summarised as follows: landuse policy on increased office space, transport/highway implications of extensions and forecourt changes, sustainability, design and bulk of extensions and façade changes, impact on neighbour amenities.

### Proposal

- 6.2 The current building is now vacant and the applicants are seeking to market the building for new office tenants and hence have devised this scheme to upgrade and enhance its appearance and useability.
- 6.3 The building is considered dated and inefficient in its design and layout. In particular it was constructed specifically for a named occupier with unusual shaped floorplates, a conference hall and several floors of carparking and it is now considered not ideal for letting to a range of modern office tenants. Moreover it does not comply with current building regulations and good design practice for office layouts, it has an unattractive raised brick plinth around its ground floor which creates an unwelcome street frontage and difficult disabled access, its top floor is wasted by accommodating roof plant, the conference hall has an unattractive blank frontage to the street, there are no disabled parking bays and few cycle racks; finally the overall building is tired looking and needs refurbishing and refreshing with a new identity that should enhance its surroundings.
- 6.4 The proposal is to retain the building and its fabric but introduce new extensions and facade features and also redesign its ground floor public realm. The basement will be reconfigured internally by removing 2 levels of carparking and reducing spaces from 46 to 9 (including 2 new disabled bays) plus providing 57 new cycle racks. The 2 way carpark access ramp at the rear will be reduced to a single lane operation. The raised ground floor brick plinth on the Mabledon Place frontage will be removed and replaced by a new forecourt area level with the adjoining pavement surface. Window openings will be enlarged to create a more attractive glazed facade at ground level on Euston Road and Mabledon Place frontages. The ground floor will be lowered on this frontage to provide new level access to the offices. A new canopy will be provided along the whole frontage of Mabledon Place. The existing A2 unit will be relocated and expanded to provide a new larger retail unit for flexible A1,A2,A3 uses with a new entrance and facade facing the corner thus providing more animation on these frontages.
- 6.5 The conference hall at the rear of the side wing will be removed and replaced by 2 new floors of office accommodation at 1<sup>st</sup> and 2<sup>nd</sup> floors which will be set back behind the service bay unlike the current situation of an overhanging projection. The existing 3<sup>rd</sup> and 4<sup>th</sup> floors of the annex will be extended back over this new wing with an external frame at the rear to provide sun shading. A new 5<sup>th</sup> floor is added on the roof, set back from Euston Rd in line with its neighbouring property. These roof additions respect the lightwell of the adjoining property by being bevelled back

in line with the existing lower floors' configuration. New roof terraces and green roofs are introduced at 3<sup>rd</sup> and 6<sup>th</sup> floor roofs.

- 6.6 Existing plant at 10th floor of the tower will be removed to provide new office accommodation. The plant will be relocated into the basement or placed on the roof alongside existing equipment. Overall the roofplant will be no higher than the existing stair enclosure. A new cantilevered roof canopy structure will be introduced around the roof edge to provide a new distinctive identity to the building as well as visually terminating the tower top and screening the plant. The existing windows in the tower will be replaced by new double glazed ones and existing louvred panels at 10<sup>th</sup> floor will be replaced by new windows, plus additional large feature oriel window units at the top SE and NE sides. The side indents of the tower will be partly infilled by new clad external risers. New roof structures, windows and cladding will improve thermal performance.

#### Landuse

- 6.7 The site lies within the Central London area between the Kings Cross and Euston growth areas and is highly accessible to public transport facilities. Policy CS1 directs growth and office floorspace in particular to these areas and policy CS3 identifies suitable uses for these areas including offices. The increase in B1 space here by 1107sqm GIA is considered acceptable in principle and complies with such policies.
- 6.8 The increase in retail use by 70sqm GIA is also considered acceptable – the existing Class A2 unit is currently only accessible by stairs and not immediately adjoining the existing parade of units within the Kings Cross/Euston designated Central London Frontage. The new unit will be better placed at the corner of both roads, closer to the existing retail parade to the east of Mabledon Place, and also more user-friendly in terms of step-free access. The new unit will be marketed for any retail use within Class A1, A2 or A3. Food and drink uses are acceptable in the context of Euston Road and lack of residential neighbours nearby and it complies with SPG on Central London food drink and entertainment uses for this particular frontage. It is unlikely that any nuisance would occur to surrounding amenities, given its size, layout and location - indeed it is more likely to be a quasi-A1 use such as coffeeshop/café.
- 6.9 The total uplift of floorspace is 1177 sqm GIA, but only 661 sqm GEA- this difference is partly due to the fact that the existing tower internal accommodation will be increased marginally on each floor by reducing the width of the window panels which increases the internal area but does not affect the external envelope. Policy DP1 seeks to promote mixed uses within new development and requires that for increases of commercial floorspace of over 200 sqm, there should be up to 50% of additional floorspace provided as housing. In this case, following guidance in CPG (which uses GEA figures), the GEA uplift of 661 sqm means that half of this should be provided as housing on site or all of it offsite. In discussion with officers, it has been agreed that it would be too difficult to incorporate this onsite because the only available area for expansion is on the annex, because an extension here would be constrained by right to light issues, and because a residential use would require provision of separate service cores; all these constraints would result in possibly only 2-3 flats. Furthermore Euston Rd is a poor environment for such

housing and it would only be in the private sector. It was agreed that, because of the relatively small addition in floorspace would be an inefficient use of space onsite and more and better quality housing could be achieved offsite, officers would consider off site provision or a payment in lieu.

- 6.10 The applicants have further advised that it is not feasible to provide any housing offsite due to the lack of sites in the vicinity in their ownership, due to the timescales involved in securing a suitable site and planning permissions before implementing the current proposal, and due to the commercial viability of acquiring such a small site in the Kings Cross area. Thus it is proposed to offer a payment in lieu for offsite housing. In accordance with CPG formulae, this would equate to £462,700, based on £700 x 661 sqm floorspace. This is considered acceptable and will be secured by a S106.

### Regeneration

- 6.11 LDF policy CS8 (promoting a successful economy) states that large schemes which will have a significant job creation potential will be expected to provide local employment and procurement opportunities. This development is such a large scheme which is expected to provide employment opportunities to local residents and procurement opportunities to Camden businesses. It is recommended that the S106 includes an agreement to work with the Kings Cross Construction Skills Centre, the Council's construction skills centre in York Way, to support the recruitment of Camden residents to jobs created during the construction of the development through the following measures:

- a) To liaise with the Kings Cross Construction Skills Centre (the Council's construction training centre in York Way) to support the recruitment of Camden residents to jobs created during the construction phase with a target of 20% of jobs to be filled by Camden residents;
- b) To provide three construction industry apprenticeships to Camden residents recruited via the Kings Cross Construction Skills Centre, each apprentice to be employed for at least 52 weeks and paid at the National Minimum Wage or above;
- c) To work with the Council's economic development service to provide opportunities for Camden-based businesses to tender for the supply of goods and services during the construction of the development;
- d) To provide a training and employment contribution of £4,500 (£1,500 per apprentice placement) to be used by the Council as a contribution to the apprentice placement and support service provided by the Kings Cross Construction Skills Centre (which includes recruitment of apprentices, introducing applicants to contractors, advice to contractors and applicants re relevant training providers).

- 6.12 The applicants are agreeable to these clauses in a S106.

### Sustainability

- 6.13 The existing building will be substantially improved in terms of its energy performance by updating it to modern standards. The submitted BREEAM pre-assessment shows that it is expected to meet a Very Good rating overall with 61.53%, plus 67% of water credits, 62% of materials credits and 40% of energy



credits. Apart from the latter, all these meet the targets for 60% in CPG4 on sustainability; the low result for energy target is normal and acceptable for large refurbishment schemes. However there will be huge energy savings through improved thermal efficiency of the building façade and new modern energy efficient systems, which will result in a reduction of CO2 emissions to 37% of the current levels (ie. a reduction of 63% from existing). In terms of renewal energy facilities, only photovoltaic cells and solar water heating are feasible here and these have been discounted as only generating a very small reduction in CO2 emissions. It has therefore been considered more appropriate to concentrate on reducing energy demands and maximising energy efficiency as outlined above.

- 6.14 In addition it is proposed to provide space in the basement for a heat exchanger and other equipment to connect with a decentralised energy network in the future. A contribution of £5600 is offered to enable expansion of this network in accordance with CPG3, which will be secured by a S106. A post-construction review of the BREEAM rating will also be secured by the S106.

#### Access

- 6.15 Accessibility into and within the building will be improved to comply with latest DDA requirements. Notably full disabled access is provided at the front entrance by lowering the floorlevels and removing the plinth. The originally proposed revolving doors have been replaced by more suitable curved sliding doors.

#### Bulk/design

- 6.16 It is considered that the proposals will enhance the existing building and its interaction with its surroundings. At ground floor level, the new glazed frontages along Euston Road and Mabledon Place, relocation of an expanded retail unit to the street corner and removal of the raised plinth will help reinstate the building's relationship with the public realm and improve animation at street level. The new metal canopy provides a unifying feature at ground floor and complements the similar metal canopy feature at roof level. Overall these alterations alone will enhance the streetscene especially along Euston Road and improve the vitality of this frontage.
- 6.17 The facade changes at upper levels will clean up and revitalise a tired looking building, although retaining its distinctive ribbed profile which makes the tower in particular unique along Euston Road. Although new external risers will be inserted within the deep vertical recesses on north and south elevations, they will maintain the essential dented profile and verticality of the tower sides. At top floor level, the new windows and additional projecting window openings will unify this floor with those below and provide an interesting architectural element to enliven the tower's visual appearance. The new cantilevered halo canopy structure at roof level will serve to not only mask new roofplant here but also to provide an accentuated capping feature and a visual termination of the tower which currently is somewhat unresolved in design terms. Although it was originally intended for this to be halo-lit at nighttime, officers were concerned at this unnecessary illumination of a building, which should not be accentuated in the same way as a historic landmark, and thus this element has been omitted from the proposal.

- 6.18 The canopy will have louvred panels and a projecting fin feature slightly oversailing the lower floors. In overall height, it will be lower than the existing staircase and plant enclosures. However there will be an increased bulk at roof level as the new canopy will surround the perimeter and new plant will be accommodated throughout the roof floorplate, in contrast to the existing situation where there are just 2 structures located in the centre. The increase in mass at roof level will make the tower somewhat more noticeable in long views but it should not give the impression of another full storey of accommodation at roof level. It is considered that this capping feature as a visual device is acceptable and improves the overall appearance of the building. More details of the various architectural features will be secured by condition.
- 6.19 The additional storey facing Euston Road is considered to be acceptable in bulk as it matches the height of the neighbouring building and indeed is further set back from it; it is also set back behind the main tower and designed with simple clear glazing thus retaining its subservience. The additional extensions to the annex upper floors facing southwards are also considered acceptable in design and bulk terms and are well set back away from the road frontage. The lightweight steel structure for solar shading will enliven this upper level façade. The conference hall at the rear will be replaced by new office floors of similar bulk, although projecting less over the pavement. This new block will enhance the street frontage in Flaxman Terrace by introducing large glazed openings to create greater articulation and a similar facade treatment to upper levels to create greater architectural coherence to the annex as well as helping to emphasise the tower's unique ribbed verticality. Furthermore the service bay at ground floor is enhanced by unifying the frontage with metal gates enclosing the openings.
- 6.20 It is considered that these changes at lower floors will enhance the character and appearance of the adjoining Bloomsbury conservation area in Flaxman Terrace. In long views, the changes to the tower, in particular the feature window openings and halo canopy, will make the building more distinctive but will not be unduly prominent in the streetscene and they are considered appropriate to Euston Road, given the context of other large modern office and hotel blocks nearby such as Novotel opposite and Wellcome building visible in views westwards. Similarly it is considered that the tower feature will not harm the limited long views from the surrounding Bloomsbury conservation area.
- 6.21 The existing tower lies within the Background Assessment Area of the strategic view from Blackheath Point to St Paul's Cathedral and already exceeds the maximum height normally considered appropriate here. For this reason alone, the application was referred to the GLA for comment as the roof alterations would involve a slight increase of the tower's bulk. Given the height and colour of the new enclosure and the distance from the viewing point, it is considered that the small increase in mass at roof level will be extremely difficult to identify against the background of the strategic view in the context of other high buildings here and that the scheme will thus not make any perceptible difference to the strategic view.

#### Landscape/biodiversity

- 6.22 Two extensive green roofs, as well as separate planted areas adjacent to the amenity terraces, are provided on the annex building at different levels; a brown

roof will also be located on the upper tower roof where space permits after locating plant equipment. This is welcomed in visual and biodiversity terms. In addition landscaping of the 2 private forecourt areas around the corner café will enhance the public realm and pedestrian experience and are welcomed. More details will be required by condition.

### Transport

- 6.23 The site has an excellent PTAL rating highly accessible for public transport and thus ideally the new offices should be entirely carfree. However it is recognised that the numerous carparking spaces exist here and that these will be substantially reduced from 46 to 9 with 2 new disabled spaces provided. The justification for retaining these few spaces is that they will be needed by managerial positions of new office occupiers of the building and will make the new premises more marketable. On balance it is considered that this is acceptable given the substantial reduction of existing onsite provision which will reduce traffic generation to and from the site as well as the fact that the provision accords with London Plan standards. The applicants have agreed to make the new offices car-capped to prevent access to onstreet business parking permits. The provision of 57 cycle spaces with associated shower facilities and locker storage is welcomed and commended.
- 6.24 Access to the carpark will be reduced to a single lane ramp only and controlled by a traffic light. The plans have been revised to improve this access so as to maximise the possibility of vehicles waiting offstreet either on the forecourt or the wide crossover while another vehicle exits the ramp. It is anticipated that any waiting will be very sporadic, given the low number of car movements estimated here, and it is considered that any such onstreet waiting will not cause a highway hazard, given the low frequency of vehicles using Flaxman Terrace. Servicing will continue from the offstreet loading bay here as well as from the one outside the front entrance which remains acceptable. TfL have requested that both a Delivery Servicing Plan (DSP) and Construction Management Plan (CMP) be provided to safeguard Euston Road as a TLRN, and these will be secured by a S106. In addition they require a Workplace Travel Plan as part of this S106.
- 6.25 Reconstruction of the footway on the perimeter will be required following construction works, to be paid for the developer- these are estimated to be £71,000, a high figure reflecting the extensive frontage involved as well as the desire to upgrade the loading bay on Mabledon Place to a raised one which is level with the existing pavement in order to effectively increase the footway width. However the Euston Road frontage has been excluded from this amount as it has been agreed to cover any necessary repaving works here through the licence agreement for the scaffolding and hoarding that will be required along Euston Road.
- 6.26 The site ownership around the building is unusual in that for historical reasons the applicants own nearly all of the pavement along Mabledon Place as well as their raised plinth. However the pavement has been treated as public highway and maintained as such since the building was erected in the 1970's. The plinth will be removed and replaced by new paving level with the existing pavement. The original intention was to lay out a curved forecourt feature reflecting the curved façade and

extending out into the public highway. However a curved section of distinctly different paving material within the public highway has been considered confusing and unacceptable by officers and thus this element will be revised. The actual design of this forecourt has not been finalised yet and it is proposed to secure its final layout by submission of landscaping details pursuant to a condition.

- 6.27 The corner at Euston Road has 4 utility boxes adjoining the plinth; as these latter features cannot be removed, the plinth removal will expose the boxes which may become a safety hazard to pedestrians. Thus it is proposed to place a planter trough between the boxes and forecourt to create a private terrace which can be used by the new corner café unit. Although not ideal, it is considered acceptable in the circumstances and preferable to having an obstacle in the middle of a pedestrian desire line; in any case, the existing public pavement width is not reduced at this point. However along the rest of Mabledon Place, the effective pavement width will be increased by creating a forecourt level with the pavement and the general ground floor frontage will be enhanced in its accessibility and visual appearance following the removal of the plinth, which is welcomed. Furthermore as part of the footway reconstruction, the existing loading/dropoff bay here will be redesigned and relaid with a raised surface so that it effectively becomes useable as pavement and thus resulting in a widening of the pedestrian area; this feature has been included in the highways estimate.
- 6.28 The additional and redesigned paved areas are considered to enhance the public realm and improve pedestrian accessibility along this stretch of road. It is proposed that the detailed design and layout of the public and private paved areas and their management are secured by submission of details pursuant to a landscaping condition. The S106 agreement should also require plans demonstrating interface levels between development thresholds and the public highway to be submitted to and approved by the Highway Authority prior to implementation. The Highway Authority reserves the right to construct the adjoining public highway (carriageway and footway) to levels it considers appropriate.
- 6.29 The site falls within the Crossrail contribution zone whereby contributions would be sought towards funding Crossrail from developments involving uplifts of floorspace of more than 500sqm. Using the formulae contained within SPG 'Use of planning obligations in the funding for Crossrail' (July 2010), TfL have requested that a contribution of £87,127 be made.
- 6.30 Transport officers have also requested a financial contribution of £17,000 to promote environmental improvements in the vicinity, specifically funding the monitoring of the Workplace Travel Plan and the feasibility of introducing a contra-flow cycle lane on Dukes Road. This reduced figure recognises that the development generates significant public realm improvements by removing the plinth at the entrance and creating an enhanced pedestrian environment.

#### Neighbour amenity

- 6.31 A daylight and sunlight analysis has been submitted for nearby residential properties and concludes that there will be little or no reduction in light levels in compliance with BRE recommendations. In respect of the adjoining office at 137-139 Euston Road, no such analysis was undertaken on the basis that no sensitive

facades with habitable rooms are affected. However the proposed extensions respect the existing lightwell and daylight angles by being chamfered away from it and the lightweight solar shading structure will be open to allow light through. It is not considered that there should any serious reduction of light to these adjoining office windows facing south and north, some of which are screened by blinds or obscured glass; the windows facing east towards the extensions only serve hallways and staircase. The new windows of the extension facing the lightwell will be obscure glazed where they are directed towards these office rooms in order to retain their privacy. The new windows of the extensions facing the lightwell are not essential for lighting the new office floors and can be enclosed in future if necessary; however, in response to the neighbour's objection, they will not prejudice any future redevelopment plans by the adjoining landowner.

- 6.32 The new roof terraces are well set away from facades to prevent any noise nuisance or overlooking to residential properties in Flaxman Terrace. A privacy screen is proposed alongside the 3<sup>rd</sup> floor roof terrace to ensure there is no overlooking across the lightwell to office windows in the adjoining Euston Rd block.
- 6.33 Plant will be either contained within the basement or roof level of the tower. Given the distance of the tower roof from nearby residential properties in Flaxman Terrace, it is anticipated that the new plant will be capable of meeting the Council's noise standards. In addition plant rooms will be placed on each floor of the annex, for air-handling units with louvres facing the lightwell of the neighbouring offices in Euston Road. These should also be able to comply with such standards, as they are not extracting any air and do not face noise-sensitive premises. Ventilation and heating ducts will be contained in existing risers within the building or in new external ones enclosed by cladding in the existing indents of the tower's north and south elevations. It is not anticipated that any additional equipment will be needed externally for the new retail unit, nor indeed would this be visually acceptable on the Euston Rd ground floor frontage.
- 6.34 Adequate refuse storage and collection access, similar to existing, is provided.

## **7. CONCLUSION**

- 7.1 The increase in office and retail space in this central London frontage is acceptable on landuse policy grounds and the applicants are agreeable to providing contributions to offsite housing and employment training in line with CPG standards. The various extensions and façade alterations will enhance the building's appearance and streetscene as well as its relationship with the pedestrian environment. Improvements to the highway and public realm and the reduction of onsite carparking are welcomed. Funding to Crossrail works have been agreed. The alterations will not harm neighbour amenity in terms of outlook, light, privacy or noise.
- 7.2 Planning permission is recommended subject to a S106 Legal Agreement covering the following clauses which have been agreed by the applicants:
1. offsite housing contribution- £462,700
  2. highway/footway reconstruction costs- £71,000
  3. environmental public realm improvements contribution- £17,000

4. workplace travel plan
5. CMP (construction management plan)
6. SMP (servicing management plan)
7. Car-capped business space
8. Crossrail contribution of £87,127
9. employment training contribution- £4500
10. Training apprenticeship and service procurement (as explained in para 6.10 above)
11. Post-construction review of BREEAM rating, including reference to achieving 63% reduction in CO2 emissions
12. decentralised energy network contribution- £5600
13. laying of forecourts adjoining public highway with appropriate levels as explained in para 6.28.

### 7.3 **LEGAL COMMENTS**

- 7.4 Members are referred to the note from the Legal Division at the start of the Agenda