

Address:	101 Camley Street London NW1 0PF		10
Application Number:	2014/4385/P	Officer: Neil McDonald	
Ward:	St Pancras & Somers Town		
Date Received:	04/07/2014		
Proposal: Demolition of existing building and redevelopment for a mixed use building ranging from 6 - 13 storeys comprising 2,220sqm employment floorspace (Class B1), 121 residential flats, the provision of a pedestrian footbridge with disabled access over the Regent's Canal, and associated landscaping and other works relating to the public realm.			
Drawing Numbers: (prefix CML-) L01 rev P1, E01 rev P1, E02 rev P1, E03 rev P1, D01 rev P1, 001 rev P1, 002 rev P1, 090 rev P1, 101 rev P2, 102 rev P1, 103 rev P1, 104 rev P1, 105 rev P1, 106 rev P1, 107 rev P1, 108 rev P1, 109 rev P1, 110 rev P1, 111 rev P1, 112 rev P1, 113 rev P1, 114 rev P1, 120 rev P1, 121 rev P1, 122 rev P1, 123 rev P1, 124 rev P1, 125 rev P1, 126 rev P1, 127 rev P1, 128 rev P1, 129 rev P1, 130 rev P1, 131 rev P1, 132 rev P1, 133 rev P2, 134 rev P2, 135 rev P1, 136 rev P1, 137 rev P1, 201 rev P1, 202 rev P1, 203 rev P1, 301 rev P1, 302 rev P1, 303 rev P1, 304 rev P1, 305 rev P1, 306 rev P1, 307 rev P1, 308 rev P1, 330 rev P1, 331 rev P1, 332 rev P1, 333 rev P1, 334 rev P1; Landscape drawings 156-L02 rev B, 156-L03 rev B.			
Supporting docs: Covering letter by DP9 dated 03 July 2014, Planning Statement by DP9 dated July 2014, Gateway Sites - Employment Spaces Overview by Shaw corporation dated June 2014, Design and Access Statement by KSR dated July 2014, Townscape, Heritage and Visual Impact Assessment by KM Heritage dated June 2014, Verified Views by AVR London dated June 2014, Verified View from Canal Towpath, Transport Assessment by TTP dated June 2014, Travel Plan by TTP dated June 2014, Framework Construction Management Plan by TTP dated Sept 2014, Ecological Assessment by Aspect dated June 2014, Ecological Assessment Addendum by Aspect dated September 2014, Code for Sustainable Homes Pre-assessment by Price & Myers dated June 2014, BREEAM Pre-assessment by Price & Myers dated June 2014, Energy Strategy (revised) by SWP dated 15.9.14, Ground source heat borehole plan dated 31.07.14, Arboricultural Impact Assessment by Landmark Trees dated July 2014, Wind Microclimate Assessment by RWDI dated June 2014, Daylight and Sunlight Report by GL Hearn dated June 2014, Overshadowing addendum report by GL Hearn dated 29 September 2014, Noise Report by Sandy Brown dated July 2014, Air Quality Assessment by Ove Arup dated June 2014, Basement Impact Assessment by Elliott Wood dated June 2014, , Statement of Community Involvement by Your Shout dated July 2014, Affordable Housing Viability Appraisal by Shaw Corporation dated July 2014 (Confidential).			
RECOMMENDATION SUMMARY: Grant planning permission subject to a S106 legal agreement being completed and any direction by the Mayor of London.			

ANALYSIS INFORMATION

Land Use Details:			
	Use Class	Use Description	Floorspace GEA
Existing		<i>B8 Warehousing</i>	1,698 m ²
Proposed		<i>B1 Business</i>	2,220 m ²
		<i>C3 Dwelling House (market)</i>	13,240 m ²
		<i>C3 Dwelling House (shared ownership)</i>	1,741 m ²
		<i>C3 Dwelling House (social rented)</i>	2,994 m ²
		(C3 TOTAL)	(17,975 m²)
		TOTAL PROPOSED FLOORSPACE	20,195 m²

Residential Use Details:								
	Residential Type	No. of Bedrooms per Unit						Sub Totals
		Studio	1	2	3	4	5	
Proposed	<i>Market</i>	4	16	41	29	1		91
	<i>Shared ownership</i>		1	13				14
	<i>Social rented</i>		2	5	7	2		16
	TOTAL	4	19	59	36	3		121

Parking Details:		
	Parking Spaces (General)	Parking Spaces (Disabled)
Existing	<i>Lorry parking in open yard</i>	-
Proposed	0	13

Reason for Referral to Committee: The proposal constitutes a 'major development' which involves the construction of more than 10 residential dwellings and more than 1000sqm of non-residential floorspace [Clause 3 (i)]; it involves the demolition of the existing building which is in a conservation area [clause 3(v)] and is subject to a non-standard Section 106 legal agreement [clause 3(vi)].

On account of the height of the development and the number of units proposed, the development is of a scale whereby it is referable to the Greater London Authority. The Mayor of London has the power under the Town and Country Planning (Mayor of London) Order 2008 to call in the application and act as the planning authority or direct the Council to refuse the application.

This application is the subject of a Planning Performance Agreement (PPA).

OFFICER REPORT

1. SITE

- 1.1 101 Camley Street is an occupied industrial site of approximately 3.5 hectares. It is currently in use for the purposes of a depot for a parcel delivery firm, the existing warehouse building occupying the site providing 1,613sqm (GIA) Class B8 floorspace. The freehold of the site is owned by the Council, although let to the current owner on a long lease which has approximately 90 years left to run.
- 1.2 The site is located on the west side of Camley Street adjacent to where it bridges over the Regents Canal (known as the Oblique Bridge) and is bounded by the canal to the north and Granary Street to the west and south where it loops round to join Camley Street. The site levels fall away to the north-west with a maximum difference of 4.5 metres between the Camley Street and Granary Street frontages. The principal access to the site is off Camley Street, with there being a secondary access to the rear yard off Granary Street.
- 1.3 To the west is the St Pancras Hospital site. To the north on the opposite side of the canal is the site of 103 Camley Street which has recently undergone redevelopment for a mixed use 4-12 storey building comprising 307 units of student accommodation, 40 residential flats, 1,653sqm incubator business units, a café and a retail shop (permission ref: 2011/5695/P granted March 2012). Diagonally opposite the site on Camley Street north of the Oblique Bridge is 102 Camley Street which is another existing industrial site subject to a current application for its redevelopment (2014/4381/P). To the south beyond the Coroners Court and Dennis Geffen Annexe (mortuary) is the green open space of St Pancras Gardens. A short distance to the east of Camley Street are the CTRL railway tracks running northwards out from St Pancras Station, and a short distance further beyond, the Kings Cross Central redevelopment area commences with building T1 and its district energy centre.
- 1.4 The northern end of the site (beyond the footprint of the existing building) falls within the Regents Canal Conservation Area, whilst the remainder of the site, along with St Pancras Hospital and St Pancras Gardens is within the Kings Cross Conservation Area. It is located within the designated viewing corridor for the Parliament Hill to St Paul's Cathedral protected vista. There are no listed buildings on the site but the nearby Coroners Court is listed grade II and the St Pancras Gardens beyond that is listed as grade II in the Register of Parks and Gardens. The Gardens also includes St Pancras Old Church (grade II*), the Sir John Soane mausoleum (grade I), as well as a number of other memorial structures some of which are grade II listed within the area that formally made up the church's burial ground.
- 1.5 The canal and towpath are designated Open Space, a Green Corridor, a Site of Nature Conservation Importance (SNCI) and a Metropolitan Walk.
- 1.6 The wider context for the site is formed by Camden Town to the west and Kings Cross Central to the east. Kings Cross/St Pancras Stations are located approximately 1.0 km to the south and Camden Town Station is only slightly further

to the north/west. However, in spite of the redevelopment of 103 Camley Street nearby, the site still retains an isolated feel due to the physical barriers posed by the canal, the CTRL railway line, the inward facing hospital site and the continuous blank elevation of the former royal mail sorting office (now in use as a warehouse for clothes retailer Ted Baker and known as the 'Ugly Brown Building' and flanks onto Granary Street).

2. THE PROPOSAL

- 2.1 The proposal is for a new mixed use development comprising predominantly employment (Class B1) use at ground and lower ground floor levels and residential use above. The residential component includes both market and affordable housing and the employment space is intended to be flexibly designed to provide for the needs of a range of enterprise opportunities. Also included as part of the proposals is public and private open space and a pedestrian bridge link across the Regents Canal to improve accessibility in the area around the site. The existing industrial warehouse building on the site would be demolished.
- 2.2 The proposed Class B1 business floorspace totals 2,104 sqm GIA. It would be accessed directly from either Camley Street or Granary Street which are at grade with the upper ground floor and lower ground floor of the building respectively due to the change in levels. The number and layout of units would be entirely flexible by virtue of the number of entrances, although is particularly focused at small and medium sized enterprises (SMEs). The residential cycle parking is also at lower ground level along with the affordable housing entrance (accessed off Granary Street).
- 2.3 Below is a basement level which would have ramped vehicular access from Granary Street and provide for residential storage, servicing for the business units and 13 disabled parking spaces.
- 2.4 At upper ground level the building splits into two with publicly accessible amenity space occupying the area in between. This links through from Granary Street at lower ground level to a stepped up 'podium' at upper ground adjacent Camley Street from which the private and shared ownership residential entrances would be accessed. Some of the residential units also commence at this level overlooking the canal. Further publicly accessible amenity spaces are provided at either end of the development, the larger of which at the northern end lies adjacent the canal and would form the landing point for the proposed pedestrian bridge that links across to Camley Street.
- 2.5 The upper floors of the building continue in residential use. These are constructed around three cores and provides up to 11 upper floors of accommodation in the northern block and 8 floors in the northern block (meaning that the building rises to a maximum of 13 storeys above the canal towpath level which equates with the lower ground floor level of the development).
- 2.6 A total of 121 residential units is proposed, which is in the following mix:

91 market units comprising 4 x studios, 16 x 1-bed, 41 x 2-beds, 29 x 3-beds, 1 x 4-beds;

14 shared ownership (intermediate) units comprising 1 x 1-bed, 13 x 2-bed;

16 affordable rented units comprising 2 x 1-bed, 5 x 2-bed, 7 x 3-bed, 2 x 4-bed.

- 2.7 The affordable element makes up 26.3% of the total residential by floorspace, which in turn is split 37:63 intermediate to affordable rented.
- 2.8 The building takes on a distinctive stepping form above upper ground/podium level. This is both to have regard to its impact on the surrounding conservation areas and provides opportunities for private and communal amenity spaces including food growing allotments for the scheme's residents.

Camley Street Gateway

- 2.9 The application is closely associated with the two other sites in the immediate vicinity –102 and 103 Camley Street. The site at 103 has already been developed and houses the flagship new office incubator providing low cost accommodation for start-up businesses. The Incubator is run primarily by UCL working in conjunction with other partners and enterprise initiatives in Camden Town and offers a range of on-site management, advice, mentoring and support network opportunities. The site at 102 is the subject of a concurrent planning application (ref: 2014/4381/P), and is also for a mixed use development of employment on the ground floor with residential above.
- 2.10 It is intended that both the proposed developments at 101 and 102 Camley Street complement the already completed development at 103 Camley Street in providing suitable employment space for SMEs. A proportion of the space within these developments will be specifically aimed at providing 'move on' space for the start-ups created within the 103 Camley Street Incubator, along with other enterprises coming out of similar initiatives such as the Collective in Camden Town, UCL Advances and Camden's various Higher Education Institutes.
- 2.11 Whilst the incubator space at 103 Camley Street is heavily subsidised with limited lease periods of 12-18 months to sustain a continual churn, the spaces at 101 and 102 are more commercially driven. Nevertheless they would be designed to offer flexible accommodation and favourable lease terms suited to the needs of fledgling businesses and would be able to link into many of the support services and mentoring offered at the Incubator. The applicants have also indicated their intention to make 20% of the employment floorspace available at a discount of 50% market rent for a period of 5 years to facilitate new start-up enterprises.
- 2.12 The three sites are also linked by association in that their physical proximity clusters around the intersection of Camley Street and the Regents Canal canal towpath. This provides ready access to a key cycle and pedestrian east-west link between the two adjacent economic and creative hubs of Camden Town and Kings Cross Central. It is with this in mind that the applicants are referring in the application supporting documentation to these three sites as the 'Camley Street Gateway'.

- 2.13 The three sites are however in separate ownership and the proposals for 101 and 102 should be considered as stand-alone applications.

Revision[s]

- 2.14 The following revisions and updated supporting information have been submitted during the course of the application:
- Amended drawings 133_P2 and 134_P2 showing correct residential unit breakdown
 - Revised energy strategy to address GLA comments dated Sept 2014
 - Revised basement plan CML-101_P2 to increase number of cycle parking spaces in line with TfL latest emerging standards
 - Framework Construction Management Plan by TTP dated Sept 2014
 - Ecological Assessment Addendum by Aspect dated September 2014
 - Overshadowing addendum report by GL Hearn dated 29 September 2014
 - Additional verified view submitted to show the building as seen at closer range from the Canal Towpath
 - Revised landscape plans 156-L03 rev B and 156-L02 rev B showing trees outside the red line boundary being retained

3. RELEVANT HISTORY

101 Camley Street

- 3.1 2014/2674/P – EIA Screening opinion issued by the Council on 01/05/2014 confirming its decision that an Environmental Impact Assessment (EIA) was not required. The indicative proposal for the purposes of the request entailed a mixed use scheme of 1,700sqm (GIA) office floorspace and 130 residential units (c.12,000 sqm GIA) in buildings of up to 12 storeys height plus associated public realm and landscaping works.
- 3.2 There is no further recorded planning history for this site other than relating to the display of various signs and adverts.

103 Camley Street

- 3.3 2011/5695/P – Permission granted on 30/03/2012 for demolition of existing industrial buildings (Class B1c & B8) and the erection of a building ranging from 4-12 storeys to create a mixed use development comprising 307 x student units accommodation (Class Sui-Generis) including student cycle store; 14 x 2-bed, 15 x 3-bed and 11 x 4-bed self contained residential flats (Class C3); incubator business units comprising 1,653sqm floorspace (Class B1); 2 x retail units of 406sqm (Class A1/A3) and associated works and improvements to public realm including canal footpath. The scheme has now been built out as approved.

4. CONSULTATIONS

Statutory Consultees

- 4.1 **Greater London Authority (including comments from Transport for London) –** The application falls into height and floorspace categories requiring it to be referred to the Mayor. The GLA stage 1 report sets out the Mayor's views on the scheme. In summary the Mayor considers that the proposals comply with the majority of relevant London Plan policies and are strongly supported but further information is needed to address certain issues of non-compliance. The GLA stage 1 report is summarised below with the potential remedies being stated where non-compliances are found:-
- Development principle: Strongly supported with uplift in employment floorspace, opportunities for SMEs, and the mixed use nature welcomed.
 - Housing: The quality of the residential is generally acceptable. However independent verification of the applicant's financial viability report is required to confirm the acceptability of 25% affordable housing. Density appears to fall between the 'urban' and 'central' ranges which could be appropriate for the setting. However the final figure should be calculated and supplied by the applicant and justified if within the upper range. Conditions should be attached to require the details of on-site childrens' play space to be provided.
 - Urban design: The design and layout is well thought out. The pedestrian bridge is fully supported. The massing and height and views assessment is also supported.
 - Inclusive access: Acceptable subject to a parking management plan to inform on allocation and monitoring of demand for the disabled bays.
 - Climate change and sustainability: The energy hierarchy has been followed and 44% carbon dioxide savings are expected. Further information on evidence to determine opportunity to connect to a district heating network; drawings showing the route of a site wide energy network; load profiles to support the CHP; reconsideration of renewables strategy after feasibility for CHP has been properly assessed; and consideration for using water-based freight in line with the Blue Ribbon Network policy should be provided.
 - Transport: S106 required to secure travel plan, delivery and servicing plan and construction management plan; contributions to construction costs of footbridge and a cycle hire docking station should be provided. Further discussion to take place regarding a suitable location in the area for a docking station. TfL would encourage more cycle parking in line with emerging standards of the Further Alterations to the London Plan.
- 4.2 **English Heritage (GLAAS) –** Although the applicant's heritage statement does not explicitly address archaeological interest it does show that the area was not developed before the mid-19th century. No further assessment or conditions are therefore necessary.
- 4.3 **Canals and Rivers Trust –** comments summarised below:
- New pedestrian bridge
- The bridge is not supported by CRT. They consider this element superfluous given that it is only 40m from the existing road bridge (Oblique Bridge) on Camley Street which is accessible by pedestrians.

- It would result in visual clutter and restrict views of Oblique Bridge which makes a positive contribution to the CA. The bridge would therefore neither preserve nor enhance the character and appearance of the CA.
- There is no agreement in place with CRT for use of its airspace. In the event the Council is minded to grant permission for the bridge, a condition should be imposed requiring full details of its design.
- If funding for the bridge is secured by S106, the agreement should state that if the bridge is not constructed the remaining funding should go towards canal towpath maintenance and improvements.
- The bridge would displace 3 residential moorings. Although these could be replaced following completion of the bridge, this is still a concern given the current shortage of moorings in the area.

Design

- Although not specifically objecting there is some concern regarding height and potential for a canyoning effect along the canal. The Trust would not wish the proposal to set a precedent for developments of this scale to the west along the canal.

Impact on the canal and towpath

- No additional lighting (as stated in the Design and Access Statement) should be allowed on or in front of the canal side elevation as this is likely to hinder bats who use the canal as a feeding corridor.
- The proposed planting species are acceptable and do not include species that might harm the waterway such as willow or alder.
- The waterway wall is in the ownership of the applicant/site owner and will need to be reviewed and repaired prior to any development commencing.

Other

- The development should make a contribution towards the Kings Cross Central Canal Fund (which covers the area between the Constitution Pub and Islington Tunnel).
- Conditions on 1) landscaping, 2) CCTV, 3) details of the footbridge, 4) surface or groundwater discharges into the canal, and 5) survey of the canal wall and method statement for repairs, should be approved in consultation with the CRT.
- Informatives should refer the applicant to the current "Code of Practice for Works affecting the CRT, the need for prior consent for surface water discharges to the canal and the encroachment of the bridge on CRT-owned land.

(Officer comment: It is noted that following CRT's comments above, the Mayor of London has written to CRT highlighting his support for the bridge in terms of his strategic objective for greater recreational use of spaces adjacent the canal. To that end he has urged that CRT actively engage with the developer and the Council in furthering its delivery)

- 4.4 **Thames Water** - Any piling should be undertaken only if a piling method statement is first approved in consultation with Thames Water and a condition should be imposed to such effect. Various informatives are requested informing the owner of their duties regarding surface water drainage, good practice in managing waste water drainage discharges and minimum water pressure to be taken into account at design stage. It is preferred that all surface water be disposed of using SUDs as per policy 5.13 of the London Plan.

4.5 **Transport for London** –refer to GLA comments above

4.6 **Network Rail** – No objection in principle but details various requirements which need to be met given the close proximity of the railway. These relate to site drainage measures, and due diligence, method statements and consultation requirements with NR throughout the construction phase. In particular NR would require consulting in the course of approving the same piling method statement as has been requested by Thames Water (see above).

Non-Statutory Consultees

4.7 **Regents Canal CAAC** – Object to the major and damaging impacts the proposals will have on the character and appearance of the CA

- Enormous change in scale and density leading to loss of openness and in conjunction with 103 and (if approved) 102 the canyonising effect on the canal. The tranquil character of the canal here would be lost (contrary to notes at pages 5 and 12 of the CA Appraisal and Management Strategy 2008).
- Loss of informal greenery including mature trees both at the northern end which is the only piece of greenery on the off-side along this stretch of the canal; and at the southern apex which currently forms a pleasant link with nearby St Pancras Gardens.
- The precedent set by the existing low and unobtrusive industrial buildings on the site should be followed which maintain the low density character of the area.
- The proposed footbridge will not add significantly to the area's amenities as there is a bridge nearby
- The development and bridge will significantly add to footfall on the canal towpath which is already a problem
- A development generating so many new residents and office workers but with little or no provision of shops, transport provision and other amenities (and small provision of social housing) must surely ignore established principles of planning.

4.8 **Kings Cross CAAC** – Objects strongly to both the proposals at 101 and 102 Camley Street, although particularly to 101 which is largely within the Kings Cross CA:

- The proposals at 101 would cause a linear arrangement of tall buildings north of the canal from Kings Cross Central to 103 Camley Street, to digress southwards across the canal, thus converting a linear arrangement into one that was three-dimensional and much more intrusive. It would heavily impinge upon two conservation areas which it would straddle.
- The high rise form and dense packing at ground level would put the canal locally into a canyon –damaging its hitherto exceptionally open aspect and removing its tranquillity
- A further problem arising is where the high-rise might stop. A precedent might be set for dense high rise development as far as St Pancras Way and across the hospital site and in place of the former Post Office Sorting Office.
- The removal of the low tree 'screen' on the southern boundary of the site (the taller street trees in front would remain) and their replacement with a 6 storey building rapidly stepping up to 10, would critically damage an almost rural view up Camley Street at a nodal point enjoyed by walkers between Camley Street Natural Park, the Old St Pancras Churchyard and the Oblique Bridge.

- Near the further end of Granary Street a further informal group of trees softens the street corner and provides a valuable wildlife haven. An intensely urban recreational space is proposed here with no room for sizeable trees and undergrowth.
- The applicants' Townscape, Heritage and Visual Impact Assessment ignores the unlisted buildings and other built features that contribute positively to the area's character and fails to come to grips with the special spatial characteristics of the conservation areas here, which would be damaged or destroyed. This is not within the Kings Cross Growth Area, nor is it a highly accessible area adjoining one of the town centres. Even where justified, para 1.22 of the LDF Core Strategy calls upon schemes of dense development to consider sensitively the character and built form of their surroundings, particularly in conservation areas. This has not been done here. We call upon the Council to reject the two schemes at 101 and 102 Camley Street, particularly 101.

4.9 Greater London Industrial Archaeology Society – Object to the impact on the conservation areas

- The area is a characterful one for industrial archaeology having been developed as Agar Town, the notorious slum after the building of the canal for which Camley Street served as its main street. The Midland Railway added many features to the landscape and the former poor-law hospital and parish burial grounds centred on St Pancras Old Church are significant features of interest. The proposals would impose a wedge of tall and dense building up to 13 storeys high, that would project across the canal and southwards where no such buildings existed before. The canal would have an enclosed and subordinated feeling where at present it is open and evocative of an earlier landscape. The density and urban detailing at ground level would remove much of the existing informal greenery. Camden LDF policies call for respect for local context and character in developments within conservation areas but this has not been done in this instance. Therefore the proposals should be rejected.
- When the sites do come up for redevelopment they should be archaeologically investigated for evidence of the former Agar Town.

(Officer comment: It is considered all the points made by the CAACs and GLIAS are addressed below in the design/heritage and trees/landscape sections of the report. In regard to the need for an archaeological investigation it is noted that English Heritage GLAAS have not recommended this in their comments above.)

Local groups

4.10 Camley Street Neighbourhood Forum – Object:

- CSNF are committed to retaining the current diversity of business use within its area and resisting a monoculture approach to developing all workspace as small scale/sized office development. The current light industrial mix provide white and blue collar jobs across a range of skill requirements, not just young creative graduates.
- CSNF will look to focus all employment/business activity to the east of Camley Street while promoting housing/community/social development onto the west side
- CSNF is committed to improving the neighbourhood, to ensuring that strong and growing companies can maintain a profitable presence here, alongside a naturally

expanding population. However it challenges the notion –applied to housing as well as business –that the small scale, innovative and eclectic can no longer be afforded and that the bigger the building blocks in the community the better. The tone set out by both the applications (101 and 102) is that the area is judged ready for “improvement” and intensification/over-development. There is no reference to any existing positive factors –the actual level of productivity, community energy, exemplary environmental practice etc –in the area. These applications therefore set a precedent for how future development in the area may be assessed until/unless a neighbourhood plan with a countervailing but more equitable, business-like and community minded ethos comes into place.

- There is concern that these applications would contribute to a reduction in the workshop, supply, support and small scale making and industry processes that global cities and fast growing areas like Kings Cross/Camden require close at hand –putting further pressure on road deliveries from further afield into Central London. By substantially changing the character of the area and tipping the balance of housing and employment to be less distinctive and more homogenous/indistinguishable from other parts of Camden the proposed development is considered to pose a threat to the existing industrial uses in Cedar Way.
- The application does not clearly distinguish between B1/B1c uses in its floor space schedules. Camden should therefore remain very vigilant against later implementation of new consent rights to change from B1 offices to residential.
- Will the business space be genuinely affordable - the submitted information refers to 20% of employment space in 101 being let at 50% affordable rates but how will this be secured? Who will manage the space and what will the services be?

(Officer comment: most of the above points are considered to be addressed in the land use section of the following report assessment. It should be noted that the workspaces proposed are for the full remit of uses within B1a/B1c and will create opportunities for a range of job types suitable for creatives, entrepreneurs and employees of all backgrounds, not just graduates. Permitted development rights for change of use from B1 would not apply in the case of the new B1 floorspace proposed as only existing premises which were occupied or formerly occupied as offices (B1a) on 30th May 2013 can take advantage of this legislation.

- Many units have access from the public realm/street level making deliveries impossible

(Officer comment: servicing will be possible from the street, or from the communal off street service access proposed for the site)

- Affordable housing units appear to be north facing, on lower floors, without access to balconies or gardens and have separate, less generous entrances, segregated refuse and cycle stores etc –the Forum objects strongly to such a socially divisive approach.
- It is not clear in the application the degree to which the affordable housing matches the greatest needs or how affordable it would be and this should be covered in the S106.
- Will there be any controls on buy to lets or student accommodation –the Forum would resist strongly any further studentification of the area.

- The S106 should also set out the approach to allocations for the affordable housing, e.g. Camden families on the waiting list.

(Officer comment: The affordable housing of the development s considered to be of good quality and there are no single aspect units whether north facing or other – this is assessed more fully in the housing and affordable housing section of the report below. Matters concerning allocations and affordability of units would all be covered in a S106 agreement. The market housing would be open to any private occupiers including renters or owner occupiers. Students would not be prevented from occupying the units but no part of the housing is purpose built student accommodation)

- Will the publicly accessible spaces and access to the canal remain publicly accessible long term?
- Management of the play and amenity space is unclear –should be covered in the S106

(Officer comment: These are covered in the S106 agreement)

- The 12-storey buildings on both sides of the canal and both sides of Camley Street are in danger of creating an area which is overdeveloped, visually soulless and with no sense of community. We remain concerned about wind effects/microclimate on Camley Street and across the canal bridge
- The comments made by the Regents Canal CAAC about the impact on the pedestrian scale, heritage and wildlife context of the canal are supported

(Officer comment: Design and heritage issues are considered under the relevant section of the report below. A wind and microclimate assessment was submitted as part of the application and conditions were found to be acceptable subject to mitigation measures –see ‘daylight, sunlight and microclimate’ in the Housing section of the report assessment below)

- What will be the provision for cyclist safety during construction. The narrowed road during the redevelopment of 103 Camley Street made no allowance for cyclists. Once the developments are complete, Camley Street should be given a permanent segregated cycle lane

(Officer comment: Provision for cyclists would be included in a construction management plan to be secured by a S106 agreement)

- The area is already short of health and other community facilities. No mention is made of where the children of the families occupying the development would go to school

(Officer comment: These matters are covered by relevant financial contributions secured by a S106 agreement)

Adjoining Occupiers

Original Revisions

Number of Letters Sent	05	00
Number of responses Received	15	00
Number in Support	15	00
Number of Objections	00	00

4.11 In line with Camden's statement of community involvement, only adjacent occupiers have been sent written notification of the application. This includes the three residential moorings on the adjacent canal. Notification for the wider area was carried out by 9 site notices in total, 3 on Camley Street, 2 on Granary Street, 1 on the canal towpath opposite the site and 3 in Reapers Close and Crofters Way which is the nearby residential area to the west of Camley Street.

4.12 The applicant has also organised their own programme of consultation prior to the application being submitted. A Statement of Community Involvement has been submitted which details the various forms of consultation undertaken with nearby residents including 2 public exhibitions held in March and June 2014. The second exhibition was followed by a Q & A session with the architect, which was also attended by a Camden planning officer in an observer capacity and to answer any queries on procedure that arose.

4.13 A total of 15 letters of response were received from mainly nearby residents in response to the application. These were all signed copies of the same letter seeking to register the **support** of the signee. The letters were received from the following addresses: 2 and 12 Reapers Close; 7 Ploughmans Close; Flat 3, 44 St Pancras Way; 2B, 67 and 79 Weavers Way; 55, 71 and 103 Barker Drive; 28 Tillingham Way (Essex); 12 Wrotham Road; 14, 15 and 19 St Thomas Court, Wrotham Road. The letters cite the following reasons for support:

Reasons for support:

- The plans will regenerate the local area and provide jobs for local people
- The employment spaces focus on small businesses
- The new housing, including on site affordable housing is much needed in this area
- The new pedestrian footbridge over the Regent's Canal will be welcomed, as will the plans for improving public open space
- The development will contain a number of sustainable elements including photovoltaics, combined heat and power, recycled rainwater, new trees and planting.

4.14 Other letters of support have been received from the following:

Cllr Roger Robinson - Having seen the excellent construction at 103 Camley Street, I am more than convinced that these other housing constructions will be just as excellent and provide new sorely needed social housing and for sale. There will also be opportunities arising for more employment locally and a massive improvement to the local environment which has always been an area with derelict buildings and deprived.

- I am sure the flats on 101/102 Camley Street will be just as fully accessible for disabled people as the construction at 103 is thanks to superb planning and design.

Geopost (current occupier) – Our business has changed and we now require a much larger site with simpler and more direct road access to main arterial routes so that these can operate 24 hours/7 days a week without disturbance to residents. Our operational needs have also expanded including the size of our delivery vehicles for which the site and height restrictions of the Camley Street railway bridges are far from ideal. We are therefore looking to relocate to new larger premises and are in active discussion concerning sites in Camden and surrounding boroughs.

Regent Renewal (owners of 102 Camley Street site) – The application fits with our shared objective to deliver the regeneration of these Gateway Sites with new enterprise space, new homes including affordable homes and significant high quality public realm improvements. The enterprise space in particular would help small businesses and provide essential move on space for the Incubator at 103. We also support the proposal for a new footbridge across the canal which will better connect these regeneration sites to the wider area.

Urbanest – Following the imminent completion of our own mixed-use development at 103 Camley Street, we believe that the anticipated regeneration of this important neighbouring canalside site will help further establish the immediate area as an attractive, thriving destination for residential and commercial occupiers alike.

Francis Crick Institute – The Incubator and enterprise spaces proposed at 101 and 102 Camley Street will comprise an important component of the new enterprise and start-up framework created in Camden. We look forward to working closely with UCL and CTU with the start-up enterprises in the Incubator as they progress to the small enterprise spaces proposed at 101 and 102 Camley Street.

University College London (UCL) Enterprise – These developments as part of the Gateway sites initiative will help strengthen the links between Kings Cross and Camden Town to other parts of the Borough. UCL Advances looks forward to working closely with the providers and occupiers of the small enterprise spaces to be at both 101 and 102 Camley Street and creating close links between these enterprise spaces with UCL and UCL Advances own initiatives in Camden and elsewhere in London.

UCL Estates – UCL is the lessee of the newly created 103 Camley Street Incubator. The business space proposals for 101 and 102 Camley Street are fully supported in that it will provide important move on space for businesses emerging from the Incubator. The proposed regeneration providing new homes/affordable homes and significant public realm improvements is also supported in making the area more desirable for tenants of the Incubator.

Camden Town Unlimited – The Incubator and the enterprises spaces proposed at 101 and 102 Camley Street will comprise an important component of the new enterprise and start-up framework created in Camden. Locating these in mixed and sustainable environments including housing and on site affordable housing is a productive model to be emulated elsewhere. These developments as part of the Gateway sites initiative will help strengthen the links between Kings Cross and

Camden Town and to other parts of the Borough, and will include much improved access to the canal.

One Housing – The redevelopment of 101 Camley Street will provide a range of housing types and tenures such as affordable rental and shared ownership including affordable family homes. Along with 102 and 103 Camley Street, these Gateway Sites will contribute to the creation of mixed and balanced communities as well as providing for local businesses through the provision of affordable enterprise space. We also support the significant new public realm improvements including the proposal for a new footbridge over the canal which will better connect these regeneration sites to Kings Cross and Camden Town.

5. **POLICIES**

- 5.1 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.

LDF Core Strategy and Development Policies adopted 8th November 2010

CS1 - Distribution of growth

CS2 - Growth areas

CS4 - Areas of more limited change

CS5 - Managing the impact of growth and development

CS6 - Providing quality homes

CS8 - Promoting a successful and inclusive Camden economy

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

CS15 - Protecting and improving our parks and open spaces and encouraging biodiversity

CS17 - Making Camden a safer place

CS18 - Dealing with waste and encouraging recycling

CS19 - Delivering and monitoring the Core Strategy

DP1 - Mixed use development

DP2 - Making full use of Camden's capacity for housing

DP3 - Contributions to the supply of affordable housing

DP5 - Homes of different sizes

DP6 - Lifetime homes and wheelchair housing

DP13 - Employment premises and sites

DP15 Community and leisure uses

DP16 - Transport implications of development

DP17 - Walking, cycling and public transport

DP18 - Parking standards and limiting the availability of car parking

DP20 - Movement of goods and materials

DP21 - Development connecting to the highway network

DP22 - Promoting 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
DP27 - Basements and lightwells
DP28 - Noise and vibration
DP29 - Improving access
DP31 - Provision of, and improvements to, public open space and outdoor sport and recreation facilities.
DP32 - Air quality and Camden's clear zone

5.2 **Supplementary Planning Policies**

Camden Planning Guidance (CPG) 2011

- CPG 1 Design 2013
- CPG2 Housing 2013
- CPG3 Sustainability 2013
- CPG 4 Basements 2013
- CPG5 Town centres, retail and employment 2013
- CPG 6 Amenity 2011
- CPG 7 Transport 2011
- CPG 8 Planning obligations 2011

Regents Canal Conservation Area Appraisal and Management Strategy 2008

Kings Cross Conservation Area Statement 2003

5.3 **London Plan July 2011**

5.4 **National Planning Policy Framework 2012**

6. **ASSESSMENT**

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

- Land use issues
- Housing and affordable housing including viability, housing mix, quality of accommodation, occupier amenity and density
- Design and heritage
- Landscape and trees
- Transport and accessibility/public realm
- Sustainability
- Noise
- Basement impact
- Contaminated land
- S106 and other issues

Land use principles

6.2 One of the main objectives of Camden's Core Strategy is to plan for growth. Camden is a small borough in terms of size but is the third largest contributor to London's economy. It is also a very popular place to live. There are many

competing pressures on available land and demand for housing of all types outstrips supply –particularly demand for affordable housing. Yet the number of people living in Camden continues to increase, which brings about added pressure for new jobs as well as provision of services to support the growing population. However growth needs to be planned sustainably and in the right locations which should be highly accessible by public transport. Sustainable growth also means being sensitive to the special qualities that make up Camden’s unique character and ensuring that new development provides places which are attractive for living in and in which to work.

- 6.3 The overall approach to growth and development as laid down by policy CS1 is to focus growth in the most suitable locations, particularly the highly accessible identified growth areas such as Kings Cross and Euston, and to make the best use of Camden’s limited land generally.
- 6.4 Camley Street is located outside of the Kings Cross Growth Area but separated only by a short stretch of the Regents canal towpath as it passes underneath the Highspeed 1 railwaylines. It also takes no more than 10 minutes to reach the application site by foot from Kings Cross and St Pancras stations. Therefore whilst neither in a Growth Area that would be covered by policy CS2, or within the defined Central London Area or a Town Centre outside of the Growth Areas (covered by policy CS3 “Other Highly Accessible Areas”), there is a clear case in accordance with the Core Strategy approach to consider a higher density of development than may otherwise be appropriate in the “areas of more limited change” (policy CS4) which Camley Street would technically fall within. Indeed, high density development has already been approved for 103 Camley Street as a means of kick-starting needed regeneration of this area which has long felt cut off from its surroundings.
- 6.5 The site, like most others in Camley Street, is currently in low intensity employment use dating from when this area was redeveloped from railway related uses in the 1970s. It is still currently occupied for the purposes of a parcel delivery depot (Class B8) although the current occupier has confirmed their intention to relocate as the site no longer fits its needs.
- 6.6 It is fully expected that as the surrounding areas continue to change, sites such as this one will come forward for redevelopment. Whilst 101 and 102 Camley Street still have long leases which are virtual freeholds, other sites further north along Camley Street and on Cedar Way have shorter leases which are coming up for renewal and will therefore revert to the Council. The Council is therefore preparing strategic guidance for how it wishes to see the Camley Street area to be developed in the future. The guidance will feature as part of the Local Plan Review which is still in its early stages and not likely to be released for public consultation until early next year. Until then all redevelopment proposals in the area should be considered on their merits and in line with the LDF’s existing policies.
- 6.7 The scheme approach of incorporating a mix of commercial and residential uses on the site is supported in general terms by policy DP1 (mixed use) and core strategy policy CS6 which regards housing as the Borough’s priority use. However CS6 goes on to acknowledge that the priority for housing should not override other considerations such as the need for jobs.

- 6.8 Camden's policy towards existing employment sites (CS8 and DP13) is to retain these within continued employment use. Policy CS8 states that the Council will safeguard existing employment sites and premises that meet the needs of modern industry and other employers.
- 6.9 Policy DP13 goes on to state that where considered suitable for continued business use, the Council will consider schemes for mixed use provided that:
- a) the level of employment floorspace is maintained or increased;
 - b) they include other priority uses, such as housing and affordable housing;
 - c) premises suitable for new, small or medium enterprises are provided;
 - d) floorspace suitable for either light industrial, industry or warehousing uses is re-provided where the site has been used for these uses or for offices in premises that are suitable for other business uses; and
 - e) the proposed non-employment uses will not prejudice continued industrial use in the surrounding area.
- 6.10 The proposals in this case focus on replacing B8 warehousing space with B1a/B1c space suitable for SMEs.
- 6.11 Whilst, the proposal seeks to increase the quantum of employment space and jobs on the site, the proposal does entail losing B8 space. Although the existing occupier in this case has indicated that the site no longer meets their operational requirements and are looking to accommodate their business expansion elsewhere, the site does on the face of it appear still capable of continued B8 use and there is no marketing evidence to demonstrate otherwise.
- 6.12 However, on balance, although our policy does protect B8 space and there will be a loss of B8 space, DP13 does state that where sites are suitable for continued business use, the Council will consider mixed use schemes as stated above. The proposal for 101 Camley Street seeks to provide:
- increased floorspace for employment use,
 - the new floorspace will provide premises suitable for new, small or medium sized enterprises
 - support the growth sectors (creative, cultural, media) which the Council is seeking to promote
 - provide "move on" space thus helping start-ups to remain in the borough
 - provide flexible lease structures for SMEs
 - a proportion (20%) of the SME space will be offered at 50% of market value
 - networking and mentoring initiatives to be provided to support the SMEs
- 6.13 The creation of new, modern employment space for SMEs – supporting small enterprises and helping them to develop and grow will make a valuable addition to Camden's economy. The opportunity to create a significant number of jobs on the site is also to be supported.
- 6.14 A further relevant consideration in making this judgement is the opportunity as part of the emerging strategy for the Camley Street area to promote the consolidation (or possibly expand) the supply of B8 premises elsewhere. If higher density mixed use development including premises for SMEs is to be encouraged anywhere along

Camley Street, it should be at these 'Gateway' sites where their accessibility and location near to existing residential is most suited.

- 6.15 Again, this is not to say that similar development would necessarily be encouraged on other existing employment sites elsewhere along Camley Street or Cedar Way. This would continue to be considered against Camden's current and emerging policy including any future strategy that might become adopted for this area.
- 6.16 The applicant has worked closely with Camden's Economic Development Team to ensure the design of the units is optimised for SMEs. It has also agreed to be bound by section 106 to a package of measures including the provision of sub market move on space for start-ups from the 103 Camley Street Incubator and elsewhere.
- 6.17 A Section 106 agreement to include the following employment/business related requirements, should therefore be entered into by the applicant if planning permission is to be granted:

Employment related S106 requirements

- plan for providing move-on space for start-ups -including flexible lease structures, networking and support initiatives and 20% of the space offered at 50% of market value (or any such alternative arrangement as agreed between the Council and the developer);
- 20% local employment target during construction stage
- Advertise all construction job vacancies and work placement opportunities exclusively with the Kings Cross Construction Skills Centre (KXCSC) for a period of 1 week before marketing more widely.
- Deliver a minimum of 13 number of apprenticeships (1 per £3million of the build cost) over the course of the scheme, and pay the council a support fee of £1,500 per apprentice as per clause 8.17 of CPG8. Recruitment of construction apprentices should be conducted through the Council's KXCSC.
- Deliver 16 work placement opportunities (CITB benchmark based on £30-£40m build-costs) of not less than 2 weeks each, to be undertaken over the course of the development, to be recruited through the Council's Kings Cross Construction Skills Centre.
- Sign up to the Camden Local Procurement Code, which includes a local supply chain target of 10%, as per section 8.19 of CPG8. In addition, organise and fund the cost of a minimum of 1 Meet the Buyer Event/Supplier Workshop/s to support local suppliers to bid for tenders. The events will be delivered in partnership with Economic Development Team.
- Deliver at least 1 End Use apprenticeship. For example, this could either be FM, Caretaker, Receptionist or another suitable role.

- Provide a local employment, skills and local supply plan setting out their plan for delivering the above requirements.

Housing and affordable housing

- 6.18 The proposals include 121 residential units, the breakdown for which in terms of unit numbers, habitable rooms and floorspace by tenure is set out in the table below:

Table 1: Housing tenure types by floorspace, hab rooms and nos of units

	Number of units	Habitable rooms	Floorspace (sq.m.) GEA	Floorspace (sq.m.) GIA	Floorspace (sq.m.) NIA	% by GEA
Market	91	282	13,240	12,047	7,399	73.6%
Intermediate	14	41	1,741	1,599	1002	9.7%
Affordable rent	16	57	2,994	2,751	1487	16.7%
Affordable total	30	98	4,735	4,350	2,489	26.4%
Total	121	380	17,975	24,404	18,268	100%

- 6.19 As can be seen from table 1, just over 26% of the housing total by floorspace (GEA) is proposed as affordable housing. This is split by a ratio of 63:37 between affordable rent and intermediate shared ownership tenure by floorspace, being broadly in line with Core Strategy policy CS6 and the London Plan's 60:40 guideline. The remaining 73% of housing floorspace is comprised of market housing.
- 6.20 The affordable rented housing is provided at the northern end of the site from lower ground to 8th floor level and has its own access core (Core A). The Shared Ownership housing is provided alongside the affordable rented on the upper ground to 2nd floor levels but shares an access core (Core B) with part of the market housing on the floors above. The separation between the tenures, particularly the affordable rent and the market units, is seen as an essential requirement by affordable housing providers to address the different management requirements between the tenures and ensure affordability by keeping service charges to a minimum.
- 6.21 Policy DP3 sets out a clear expectation that all residential developments with capacity for 10 or more additional dwellings will aim to achieve a target of 50% of the total addition to housing floorspace as affordable housing. Where the full target amount has not been met, as in this case, the Council will take into account any practical considerations which may be relevant such as the economics and financial viability of the development. The applicant has therefore sought to justify the proposed level of affordable housing by way of a viability appraisal submitted alongside the application.

Viability issues

- 6.22 An affordable housing viability appraisal was submitted on behalf of the applicant by the Shaw Corporation. This has been subject to an independent review by viability consultants BPS Surveyors who regularly undertake work of this nature on

behalf of the Council. A copy of their report and addendum report redacted of any commercially sensitive information is appended to this report.

- 6.23 The appraisal sets out all the scheme costs and revenue assumptions to justify the proposed offer of circa 25% affordable housing as being the maximum that can be supported in bringing the site forward for development.
- 6.24 Based on provision of 26.4% affordable housing as set out in table 1 above, the scheme shows a deficit of -£5,382,453. It is therefore clear that the applicant is relying on increasing future sales values in this area to ensure a profitable scheme. The calculation leading to the deficit figure has built in an allowance for 20% developer profit which is considered acceptable.
- 6.25 A key assumption in any such appraisal is benchmark land value (BLV). The BLV forms the baseline against which a residual valuation of a scheme (i.e. the value from the returns from sales values and/or rents less the development costs) may be compared. If the residual value is lower than the BLV the scheme may be considered unviable and unlikely to proceed.

Existing use value

- 6.26 In arriving at a BLV, the applicant has adopted an 'existing use value' approach (EUV) by extrapolating the October 2009 purchase price of 103 Camley Street, at £4.25m. This figure has been indexed to update it to current values and been subject to a 'landowner premium' of 30%, which represents an incentive to bring their site to market.
- 6.27 RICS guidance urges caution on taking land sales transactions as a measure of EUV. Such an approach can be vulnerable to influence by over-bidding so there needs to be additional evidence to show that the sale value is had regard to development plan policies and other material considerations. However in this case the land value referred to has already been accepted as the starting point for the EUV by the Council in a previous planning application –namely the development at 103 Camley Street.
- 6.28 In addition, the site purchase of 103 took place before the Council's land allocations plan had been adopted. The site was under-used having formerly been a Council depot and therefore the price paid at the time is considered to have been reflective of the circumstances at that time.
- 6.29 It is appreciated that the original purchase price is likely to have built-in 'hope' value for possible redevelopment, but any approach towards assessing an EUV which discounts this is noted by BPS to significantly underestimate the evident development potential and it is realistic to assume that a higher basis for determining land value should be adopted.
- 6.30 Officers and BPS also considered an alternative market value approach advocated by the applicants which seeks to suggest that a much higher land value could be applied. In considering this evidence it is concluded that the absence of critical information concerning these transactions renders analysis and comparison a

relatively broad brush exercise and capable of delivering a wide range of answers and has been dismissed.

- 6.31 Therefore the on-balance view is that the 103 land price represents a fair and realistic starting point for comparison.
- 6.32 The indexation is a standard approach in line with the Knight Frank price index. By comparison the Land Registry House Price Index suggests a 65% increase. In that site value is primarily based on an industrial land use together with an element of residential hope value, it would seem inappropriate to fully inflate land value by a purely residential based index, therefore the more general Knight Frank figure is accepted.
- 6.33 The premium of 30% is also accepted as this since it was previously accepted on 103.
- 6.34 The applicant has arrived at their BLV for 101 Camley Street by taking the adjusted land value for 103, applying the premium and then applying this pro-rata to the relevant site area.
- 6.35 BPS have checked the calculation and are satisfied this has been applied correctly. The applicant's proposed BLV is therefore accepted.

Costs

- 6.36 The development costs to be taken into account in the appraisal comprise all the costs including materials, labour, consultancy and other professional fees to be expended in the process of the building construction. Professional costs have been accepted as being rather higher than normal due to the additional difficulties associated with development in proximity to a main line railway.
- 6.37 BPS's retained Quantity Surveyor found that the build costs should be increased by circa £1m due to an error within the cost plan. This has been amended in a revised appraisal, which is the one now being assessed.

Sales values and other returns

- 6.38 The scheme returns are the sales values of the market housing together with any rental returns –in this case the office rents, and also the value attributed to the affordable housing which may be reflected in any offers received from Registered Providers.
- 6.39 The office values have reflected the applicant's proposal of 80% of the total office floor area at full market lets and 20% at discounted lets. This has a marginal impact on the level of returns and ultimately the viability that would otherwise be achieved, however does not have a significant impact upon the apparent deficit positions.
- 6.40 The residential sales values have been based on assessed values by DTZ and CBRE. These have in turn based on comparable values obtained from the Land Registry considered in relation to the particular locational characteristics of the site in question. The precise values provided by the applicant in this regard are commercially sensitive so cannot be stated here, but the approach taken has been

to adopt the higher of the two values quoted and add a minor (0.6%) allowance to take account of projected growth in sales values.

- 6.41 BPS has undertaken their own research of sales values in the area and has concluded that overall the proposed average sales value is reasonable.
- 6.42 It has been accepted that sales values in this particular location will be influenced by accessibility, on foot in this car-free scheme, being via somewhat intimidating and under-frequented routes, including the canal towpath, and beneath extensive railway bridges in Camley Street where the road bends so that the exit is out of view in either direction. This will have the effect of depressing sales values in comparison with neighbouring areas generally. However, at the same time, the close proximity to far higher value areas such as Kings Cross Central cannot be ignored. There is also the potential of regeneration and redevelopment in this area continuing, which will at some point reach a critical mass supporting values. The extent to which this can, or should be taken into account is questionable. The fact that the developer intends to proceed with the scheme while showing the current level of deficit is assumed to be indicative of a certain degree of optimism in terms of when that point might be reached.
- 6.43 Finally, in relation to affordable housing values, it is noted that the applicant has revised their appraisal in the light of receiving revised (lower) offers from the two interested registered providers. This has been in the light of the revision from 70% of market value to target rents for the 3-bed+ units (see section on 'affordability' below). The result has been to further increase the deficit.

Review mechanism

- 6.44 The applicant's initial stance was to argue for the scheme not to be subject to any further viability review provided the intention to implement within a year of permission was realised. This being on the assumed basis that the viability appraisal for planning would still be considered current.
- 6.45 However, the provision for an outturn review is considered especially relevant in this instance given the wide margin between the proposed residential sales values and the sales values achieved a relatively short distance eastwards, within the more established Kings Cross regeneration area.
- 6.46 Having highlighted Council policy to seek an outturn review of viability in all instances where schemes fail to meet policy required levels of affordable housing, the applicant has now agreed to accept a review mechanism provided the section 106 agreement protects their ability to clear the scheme deficit before any deferred contributions become payable. This is considered reasonable in view of the degree of risk to the applicant reflected in the size of deficit. It is therefore recommended that a deferred contribution clause be included in the section 106 to be triggered at a point where 50% of the private housing on the site is sold.
- 6.47 The deferred contribution in this respect would be subject to a capped level in line with the policy compliant amount of affordable housing, calculated as follows:

DP3 Affordable Housing Payment in Lieu Calculation (as per CPG8):

GEA = 17,975m²

Affordable Housing target = 50% (based on the above GEA figure)

Affordable Housing target on site = 8,987.5 m² (17,975 X 0.50)

Less affordable housing provided on site = 4,735 m²

Balance of affordable housing required = 4,252.5 m²

Payment-in-lieu per m² of non on-site provision is £2,650

Required contribution (£2,650 x 4,252.5m²) = £11,269,125

- 6.48 Therefore on the above basis, it is considered that the applicant's viability appraisal can be accepted as reasonable justification that the maximum provision of affordable housing for the scheme has been reached.

Residential mix

- 6.49 Policy DP5 states that residential development should provide an appropriate mix of unit sizes including large and small units and highlights the different dwelling size priorities for social rented, intermediate and market housing. The unit mix of the scheme which includes a range for each unit size is set out in table 2 below:

Table 2: Unit mix

	Studio	1b2p	2b3p	2b4p	3b5p	4b6p	Total
Market	4	16	-	41 (13WCh)	29(1WC h)	1	91
Intermediate	-	1	6	7 (4WCh)	-	-	14
Affordable rented	-	2 (2WCh)	-	5	7	2 (2WCh)	16
Total	4	19	6	53	36	3	121

- 6.50 The affordable housing mix has evolved in discussion with the Council's Housing Needs and Resources Team to focus on the priorities of those in housing need. The objective has been to achieve a balance of household sizes but with an emphasis placed on provision of family sized 3-bedroom accommodation in the affordable rented tenure. The provision of 7 x 3 bedroom and 2 x 4 bedroom flats is considered a welcome contribution in this connection and would represent 56% of the total dwellings for affordable rent. This meets the target of at least 50% affordable rented dwellings to be large homes as sought by DP5 of Camden's LDF Development Policies.
- 6.51 The intermediate mix does not contain any larger size units, comprising almost exclusively of 2-bedroom units. Whilst the inclusion of some large units would have been desirable, the high values in this central part of London make it difficult to meet the Council's affordability criteria for these intermediate units, which would be intended for shared ownership. Therefore on this basis the lack of such is acceptable. The 13 x 2-bedroom units proposed would make a useful contribution towards meeting a high priority need for this dwelling size in intermediate housing.
- 6.52 The market housing would also be predominantly 2-bedroom units which responds to the highest priority need in the market tenure category as identified by policy DP5. Nevertheless the provision of 29 x 3 bed and 1 x 4 bed units in this tenure is

also a welcome addition to the overall mix in this area which is considered well suited to family housing by virtue of its close proximity to open spaces and other local amenities.

Affordability

- 6.53 The affordable housing would fully meet the definitions for such, as contained within the Council's Housing CPG (CPG2). The applicant is in discussion with Origin and One Housing as registered providers for affordable housing component. These discussions have yet to be concluded in terms of securing a confirmed bid from either, however it would be expected that the discussions would be informed by Camden's (still currently draft) Framework Agreement with the GLA.
- 6.54 This Framework Agreement seeks for all affordable rented housing units of 3 bedrooms or above to be provided at target rents. It also states a strong preference for affordable rented 1 and 2 bedroom units to be no more than 50% of open market value inclusive of service charges. However since the rent levels impact on the ability for registered providers to bid for schemes and also impacts on viability, then it is not always possible to achieve all the above on every site.
- 6.55 For the intermediate housing CPG2 seeks for this to be accessible to households on income levels of £30,000 - £40,000 for 1 and 2 bedroom units wherever possible –although this can be challenging given the high capital values that affect both its market share value and rent on the retained portion.
- 6.56 Whilst the applicant's viability assessment was initially based on an affordable rent of 70% of open market value (less than the GLA/HCA's 80% threshold but more than Camden's preferred rent levels), the applicant has subsequently agreed to provide all the affordable rented 3 and 4 bedroom units at target rents. The remaining affordable rented units would be provided at a maximum of 65% of market rent including service charges. This rent level has been confirmed by the registered provider to fall within the local housing allowance for payment of housing benefit in the private housing sector. In terms of the shared ownership intermediate housing this would need to remain at the GLA/HCA salary cap of £66,000 for 1 and 2 bedroom in order to maintain registered provider interest and the current level of on-site affordable housing content.
- 6.57 Having regard to the section on 'viability' above, and taking into consideration the high residential values for this (edge of) central London site, it is considered that the affordable offer is acceptable. The detailed definitions of the affordable housing would be set out within the section 106 agreement accompanying any grant of planning permission.

Wheelchair housing and lifetime homes

- 6.58 The scheme includes 14 units in the market housing and 8 units in the affordable housing which would be suited to the needs of wheelchair users. This substantially exceeds the policy DP6 target for a minimum of 10% of homes which should either meet wheelchair housing standards or be easily adapted to meet them. In the case of the market housing, it is acceptable under policy DP6 for these to be wheelchair adaptable. Within the affordable tenure at least 10% of units should be provided as fully fitted out to the Camden Wheelchair housing design guide.

- 6.59 The Borough's Access Officer is satisfied from the floor layouts provided, that the two wheelchair flat types in the market housing could be made to meet the relevant standards with only minor internal alterations so are considered suitable. The intermediate wheelchair units are also considered to meet the definition of being easily adaptable. The 4 wheelchair units in the affordable rent tenure, however, are to be provided as fully accessible –thus meeting the 10% requirement for the affordable tenure. They have been provided as 1 bedroom and 4 bedroom units at the request of the Council's Housing Needs and Access officers to meet an identified need. Detailed layout plans of the kitchens and bathrooms of these layouts would need to be submitted for approval along with the general circulation to reach these flats to ensure they are provided to the correct standard.
- 6.60 All four of these wheelchair units should be provided with a dedicated wheelchair accessible parking space, of which there are 13 in total to be provided within the development. A Parking Management Plan to be secured via Section 106 should explain how these spaces would be managed and allocated for disabled residents across all housing tenures along with meeting the needs of disabled visitors and employees of the B1 units. The Plan should include a mechanism to ensure that the supply and demand of the bays are regularly monitored and the provision reviewed.
- 6.61 The applicant has submitted a Lifetime homes statement as part of their Design & Access Statement which contains detailed flat plans. From the information provided it appears as though the standards have all been achieved. A condition should be attached to any grant of approval to ensure all the lifetime homes facilities and features are provided.

Quality of accommodation and occupier amenity

Unit size

- 6.62 The proposed residential accommodation has been designed in accordance with the design guidance set out in annex 1 the Mayor's Housing SPG (November 2012). All dwellings would be at or above the Mayor's published space standards and in most cases above the Council's minimum guidelines set out in CPG2. It should be noted that the Mayor's Standards post-date those of the CPG, which have been carried forward from earlier guidance. The dwelling sizes are summarised in table 3 below alongside the CPG and London Plan required minimum internal areas.

Table 3: Unit Size Comparison

Unit Type	London Plan Min (sqm) (flats)	CPG2 Min (sqm)	Proposed (Min) (sqm) (NIA)	Proposed (Max) (sqm) (NIA)
studio	37	32	40	40
1b2p	50	48	52	77
2b3p	61	61	64	67
2b4p	70	75	73	87
3b5p	86	84	90	103
4b6p	99	93	165	265

General amenity

6.63 As well as meeting the relevant space standards, the proposed units have been thoughtfully designed to maximise the quality of accommodation and comply with relevant design guidelines in the following ways:

- Affordable rented housing which contains the largest share of family units is located at the northern end of the site next to the largest area of public open space on the site
- Spacious room sizes to afford flexibility of use and furniture arrangement
- Separate kitchen/dining rooms and living rooms provided for all the affordable rented units of 2-beds and above
- Block layouts have been designed so that generally there are no more than 7 units per floor to the same core
- Stepped plan-form of the building lends itself to dual aspect for most units. No units have solely north-facing aspect.
- Private balconies provided for all units that open off the living room and are at least 5.0 sqm in area
- Privacy zones separate the ground floor residential units from the public realm or communal areas
- Communal meeting/events room of 150sqm provided at upper ground floor level opening onto communal roof terrace

Refuse storage

6.64 Refuse stores are located adjacent to each of the three cores and are internally accessible for the convenience of residents. They have also been positioned to have access directly from the road side for ease of collection, being at upper ground in core B adjacent to Camley Street and lower ground in cores A and C adjacent to Granary Street.

Community safety

6.65 In spite of the provision of a central permeability route through the site, there is a need for permeability to be balanced with a secure environment for residents. The boundary of the site is proposed to have a 1.8m fence erected around it and the central thoroughfare would be made secure through adequate lighting and cctv. It is intended that a 24 hour concierge be employed to staff the communal lobby area of Core B. This will provide a reassuring presence and passive surveillance out across the central thoroughfare.

6.66 It is intended that the development be Secured by Design accredited, which is a requirement for all schemes to be managed or part managed by an affordable housing registered provider.

Daylight, sunlight and microclimate

6.67 A daylight and sunlight assessment has been carried out by GL Hearn. Due to the site's situation of being surrounded largely by roads, the canal and the railway, and with the generally low to medium rise hospital site to the south-west, the site is little impacted on by existing buildings. In terms of the impact upon itself, the stepping form of the building allows sunlight and daylight to penetrate into the lower levels of the site ensuring that most areas of external amenity space will receive at least 2 hours of sunlight. The units also generally have good access to sunlight in relation to BRE recommended levels, with habitable room windows having greater than

25% annual probable sunlight hours (APSH) for year round sun in over 75% of cases and 5% APSH for winter sun in 98% of cases.

- 6.68 In terms of daylight almost all habitable rooms of the proposed development will receive above the BRE recommended minimum average daylight factor (ADF) values of 1.0% for bedrooms or 1.5% for living rooms and 2% for living rooms for the relevant room types. The only minor transgressions are for a small number of bedrooms where the ADF is in the 0.95 - 0.99 range. This provides a very good standard of amenity for a high density inner urban scheme.
- 6.69 RWDI have undertaken a wind microclimate assessment and wind tunnel study. This concludes that conditions would be generally acceptable but that this would be subject to mitigation in certain areas –notably the central thoroughfare between the two upper storey elements of the building, and some of the roof terrace areas. Such measures would include the provision of recessed doorways and use of screenings. Effective screening measures could be incorporating as part of the landscaping, the specific details of which should be provided in the form of a commentary to accompany the final detailed landscaping proposals for the development. This is recommended to be covered by a separate condition attached to any approval granted. The relevant mitigation would be expected to concentrate on the areas recommended as being in need of such in the RWDI report.

External amenity

- 6.70 The development includes private, public and communal open space. To the northern end of the site is a 330sqm landscaped open space which accommodates the bridge landing point. This forms part of a series of linked open spaces between the three sites of 101, 103 and 102. Further publicly accessible amenity spaces are provided in the form of the landscaped thoroughfare between the two parts of the building and at the southern end of the site.
- 6.71 The stepping form of the building in elevation provides opportunities for maximising the provision of amenity space within the development by providing communal roof terraces (total of 1,406sqm). These are intended to be used for promoting food growing by residents with moveable planters serving as ‘allotments’.
- 6.72 In addition there is a large 311sqm communal roof terrace on the raised ground floor ‘podium’ of the building overlooking Granary Street. Taken together with the private balconies to all the units, the various public and communal spaces of the development totals approximately 3,000sqm, which provides a good level of on-site amenity in relation to the overall site area.
- 6.73 The precise details as to the detailed layout of the communal and public spaces, including provision for children’s play space would need to be secured by an appropriate condition if planning permission is resolved to be granted.

Neighbouring amenity

- 6.74 The only existing residents which stand to be impacted upon are inhabitants of the canal boat moorings accessed from Granary Street. The principal impacts to be considered are from the canal bridge and during construction. The proposed alignment of the bridge would not directly over-sail these moorings and there is no

reason why the two could not co-exist satisfactorily. Indeed the additional activity in the area from both the bridge and the overall development should result in a perceived increase in safety for the moorings.

- 6.75 In relation to construction impact, the applicant has submitted a Framework Construction Management Plan which covers various matters including provision for the canal boat residents. The applicant has spoken with both the residents of the moorings and CRT which is the body that manages them, and it is anticipated that the moorings will be relocated during construction works on the bridge. In terms of the construction on the main buildings, this should go ahead without any effect on the canal, bankside or moorings. A range of measures would be put in place to manage noise, dust and local air quality impacts as set out in the CMP.

Density

- 6.76 In order to make the most efficient use of land and meet the objectives of policies CS1 and CS6, higher density development is encouraged in appropriately accessible locations and there is an expectation that densities will be towards the higher end of the density ranges set out in the London Plan. The emphasis on higher density development is reinforced by policy DP2 (Making full use of Camden's capacity for housing) of the LDF Development Policies, but should at all times be subject to other policies such as those protecting resident and neighbour amenity and securing the height, bulk and massing appropriate to an area in terms of good design.
- 6.77 Policy 3.4 of the London Plan (July 2011) requires development to optimise housing output for different types of locations taking into account local context, design and transport capacity as well as social infrastructure, open space and play space. Table 3.2 of the policy sets out various density ranges as a guide according to the urban setting and accessibility criteria. The application site has a PTAL rating of 6b -Excellent.
- 6.78 The site density of the proposal is 1,211 habitable rooms per hectare, 385 units per hectare based on the net residential area (88.6% of 0.3542ha) as calculated in accordance with paragraph 1.3.47 of the Mayor's Housing SPG (November 2012). This is above the density guidance in the London Plan even for Central locations which indicates a range of 650-1100 hr/ha or 175-355 u/ha for PTAL 4 to 6. A strict application of the location criteria for the density matrix would place the development in an 'Urban' setting where a range of 200-700hr/ha or 55-225u/ha would apply.
- 6.79 Given the proximity to Kings Cross and St Pancras major transport interchanges a density in the 'Central' range of could be acceptable, and the proposed development only marginally exceeds this. Nevertheless, as stated in para 1.3.41 of the Mayor's Housing SPG, proposals which exceed the relevant density range must be tested rigorously, taking account not only of London Plan policy 3.4 but also other factors such as the liveability of the scheme, design quality, access to services and 'place shaping' priorities for the local area.
- 6.80 A cluster of high density mixed-use developments in conjunction with enhanced cycle and pedestrian links at this key node where Camley Street and the Regents

Canal meet Kings Cross Central can be viewed as a place shaping priority for these three 'Gateway' sites. As well as providing much needed housing including affordable housing, the development also provides employment opportunities; this being of a type more suited to an accessible location shared with high density housing. Whilst it is expected that opportunities for further redevelopment will follow to the north along Camley Street, this may not necessarily be for the same types of uses. As the PTAL decreases so will the development density, while opportunities for new public open space will increase.

- 6.81 Therefore in terms of place shaping priorities, there is a clear narrative for a crescendo in site density to be reached in these 'gateway' sites as part of any future regeneration of the area generally. It is to be noted that the built density sought for 101 Camley Street is not as high as that approved for 103 Camley Street (1,577 hab rooms / ha), which is reflective of the larger areas of unbuilt and open space provided on the site and the stepping down in height at either end to respond to its conservation area setting. As assessed above, the residential units and the design of the scheme is considered to provide good quality accommodation.
- 6.82 Furthermore, the area of the site can be considered well provided for in terms of accessible open spaces, particularly given the presence of St Pancras Gardens to the west and the new open spaces of Kings Cross Central to the east. The townscape considerations are assessed in more detail later but they conclude that the bulk and massing of the proposals is also appropriate to the setting. On balance, therefore, the scheme can be demonstrated to realise key objectives of the Council in the provision of new housing and employment opportunities and in optimising the use of the site for these purposes. As such it is considered to be in accordance with policies CS1 and DP2 and the London Plan.

Design and heritage

Contexts

- 6.83 The Camley Street area is located in the railway lands between central London and the northern suburbs and is very isolated from its surroundings. To the north the elevated 'Overground' railway creates a barrier with Camley Street passing through an arch before terminating in a small industrial estate. A well used but poorly overlooked pedestrian/cycle route provides a link to Agar Grove. To the south Camley Street bends sharply east and under the considerable railway bridge (50m+) under Midland Mainline and HS1 before emerging and continuing on towards King's Cross and St Pancras stations. The railway also means that there is no connection to the east other than along the Regent's Canal towpath under 100m of railway and road bridges. The Canal restricts movement west with just a single route through Elm Village to the north of the area. The long term future of this disconnected area is dependant on improved connections, in particular to central London to the south, and this is made clear in some of the work Camden has produced and commissioned.
- 6.84 The first piece of work to be commissioned was the "King's Cross Hinterland Place-shaping study" (2009) from Roger Tym and Partners. This work was commissioned corporately by Camden to inform the long term thinking for this strategically

important area between central London and the northern suburbs. The document sets out a vision for an outward looking place that makes connections with the rest of London, takes an active part in London life, and where national assets have local as well as national value. In addition one of the place making strategic objectives is to integrate the King's Cross hinterland into the life of London. The creation of an improved link from Granary Street to Camley Street is proposed.

- 6.85 The second piece of work the "King's Cross place plan" was jointly prepared by Camden and Islington Council's and was approved in July 2012. The following section is considered relevant to the proposals for No.101 ;

"The industrial area along the northern part of Camley Street has been identified as an area that could be redeveloped in the longer term (see Development and Renewal theme) to accommodate a wider range of uses. However, access to this area is currently poor, particularly walking routes to residential areas like Elm Village, which contributes to the sense of detachment from much of the wider area."

- 6.86 Improved routes into and through the area will be crucial to ensuring positive change can be achieved and consideration of these issues will be an important requirement of future work to explore the potential of the area. In particular assessment would be needed of the key infrastructure that might be required if the use of the area is to be intensified and residential development takes place. This might include a new bridge over the canal and improved pedestrian links to Maiden Lane and Agar Grove estates. Consideration of how they can be funded would be required. Exploring options for this area can also help identify improvements that can be made to routes even if significant development does not take place."
- 6.87 The proposed development needs to be considered within the context of this wider strategic vision.

Site and Local Character

- 6.88 The site is occupied by a part 1/part 2 storey modern warehouse building and service yard. The existing building and the nature of the surrounding space is considered to detract from the character and function of the immediate locality. The lack of active frontage onto Camley Street and Granary Street leaves these streets feeling isolated and poorly overlooked, leading to a lack of a sense of perceived safety on these streets. The site lacks any positive relation to the canal.
- 6.89 The Regents Canal Conservation Area Statement describes the canal character between the Gray's Inn Bridge and the Oblique Bridge (Sub Area 2 p.21); *" This is the longest stretch without an access point and it has a rather isolated feel. "* The following comments suggest that this section would benefit from having greater access to the canal and buildings having a more positive relationship with it;

" the former Post Office sorting building, has a particularly poor relationship to the canal. The Constitution pub at Gray's Inn Bridge contributes positively to the conservation area although more could be made of its link to the canal towpath. Similarly the Jubilee Waterside Centre (a truncated portion of the former Midland Railway Hydraulic Pumping Station) could have a greater connection to the canal."

- 6.90 103 Camley Street has begun to address this problem with improved access to the towpath from Camley Street and the introduction of café, retail and residential and employment uses with a connection to the canal, which will provide more activity adjacent to the Oblique Bridge.
- 6.91 No 103 also provides the immediate context in terms of height and massing and its relation to the canal. The building steps down northwards along the canal from 13 storeys to 8 and 5 storeys adjacent to the Frank Barnes School and southwards from 13 storeys to 11 storeys. Further west on the Kings Cross Central development, buildings closest to the site range from 8 to 15 storeys. Buildings further north along Camley Street and in Elm Village range between 2-3 storeys. To the west and south west of the site, buildings on the St Pancras Hospital site and the Post Office building site range between 2-5 storeys. The recent Travis Perkins Building opposite the Post Office building on St Pancras Way ranges between 8-11 storeys.
- 6.92 Overall the townscape character of the immediate locality is mixed and of varying quality. There are a variety of building types and architectural styles. Aside from the Victorian buildings on the St Pancras Hospital site and Coroners Court (grade II listed), most of the buildings immediately adjacent derive from the later 20th century. The architectural quality of these buildings is considered to be at best undistinguished. The more recent addition at No 103 has broken this pattern and provides a higher bench mark of architectural quality for new buildings in the area to aspire to.
- 6.93 There is no objection to the demolition of the existing building.

Site Layout

- 6.94 In essence the proposed layout comprises of two building masses over a common lower ground floor and basement. The break between the building masses provides a route through the site from Granary St to Camley St and also connects to an existing (non-public) route through the St Pancras Hospital site. The route aids in weaving the site into the local urban grain and relates well to possible future reuse/redevelopment of the St Pancras Hospital site should this come forward.
- 6.95 An area of open space is provided to the north of the site which also provides the entry/exit to a proposed bridge over the canal. In relation to 103 and 102 the proposed open space forms part of a series of linked open spaces between the three sites.
- 6.96 The building footprint is set back from the canal edge. The stepped plan avoids a singular wall immediately adjacent to the canal and aids in breaking up the mass of the building.
- 6.97 The remaining frontages provide an active frontage onto Camley Street and Granary Street. with entrances to the commercial and residential entrances.

Height, Scale and Massing

- 6.98 The height and scale of the proposals correspond to the existing height and scale of No. 103 on the opposite side of the canal and also the proposals at No 102.
- 6.99 As described above the route between the two buildings aids in breaking down the overall mass of the proposals as does the stepped plan of the building above the lower ground floor level.
- 6.100 The highest part of the proposals, G+11+set back roof storey, corresponds to the highest part of No.103 and the predominant height of No.102. The building form steps down in a northerly direction from G+11+ set back roof storey to G+9 and G+6. The southern building steps down in a southerly direction through G+8 to G+6 to G+4. This form corresponds to the stepping form of No 103.
- 6.101 The division of the building into a distinct base, middle and top provides a horizontal articulation of the building mass (see below).
- 6.102 The site is within the designated viewing corridor from Parliament Hill to St Paul's Cathedral. The proposed building sits below the threshold of the maximum height for this site which equates to 17 storeys (ref. View 16 of the verified views –see below).

Overshadowing

- 6.103 The potential for overshadowing from the proposed building height and massing has been included in the daylight and sunlight assessment accompanying the application. The analysis provides shadow plans at various times of the day (1000 hrs, 1200hrs, 1400 hrs and 1600 hrs) as would occur on 21st March. These demonstrate that although the proposed building at 101 will have an overshadowing impact on the canal towpath and surrounding amenity spaces, almost all areas will still receive at least 2 hours of sunshine in compliance with the BRE minimum guideline.
- 6.104 It is to be noted that the times of day when the spaces likely to be most used for sitting out –namely the sitting steps leading down to the canal towpath in front of 103 Camley Street, and the public courtyard open space within the proposed development for 102 Camley Street will enjoy sunshine for much of the day except between 12pm and 2pm. However the towpath and adjacent open space in front of 102 Camley Street will remain in sunshine during the midday period until when these other amenity spaces start to become sunlit. It should of course be appreciated that the shadow effect will become progressively less into the summer period, while increasing into the winter from the March 21st values.
- 6.105 It is considered that in terms of overshadowing the building height and massing of the proposal respects the surrounding public realm including the canal towpath.

Architectural Detail

- 6.106 Brick work forms the predominant material providing resonance with the historic character of the canal and the materiality of No. 103 and the proposed 102. The proposed brick comprises modern slim bricks in grey hues.

- 6.107 The choice of brick is considered to provide a positive response to the setting of the canal and along with No.103 and the proposed No.102 creates a coherent character to this grouping of buildings.
- 6.108 The remaining materials are restricted to a palette of timber, metal and glass.
- 6.109 Windows and balconies are arranged vertically in groupings of 2s and 4s providing consistent rhythm's across each façade. Bricks laid in soldier course between the window groupings provide a horizontal emphasis and added visual interest.
- 6.110 Elevations to the northern and southern buildings have been modelled to provide varying degrees of depth and visual interest across each elevation. On the Granary Street elevations balconies are inset within a brick frame. The depth of the balconies contrasts with the window frames flush with the brick wall. The treatment of balcony balustrades alternates between glass and metal adding a further level of contrast and texture. The timber linings to the walls and soffits of the balconies provide another layering of visual richness to the appearance of the building.
- 6.111 On the southern-most elevation on the junction of Granary Street and Camley Street and south facing elevation to the route through the site, window openings are set deep within the façade. These window openings have canted vertical edges which provide a variation in texture to the façade treatments.
- 6.112 On the Camley Street, canal frontage and northern most facades flanking walls are plainer in appearance in contrast to the more dynamic character of the cantilevered balconies.
- 6.113 Along Granary Street and at the junction with Camley Street the commercial units are defined within a 2 storey brick frame. The 2 storey brick frame also provides a strong expression to the base of the building.

Visual Impact: Views

- 6.114 The applicants have provided 18 Verified Views of the proposed development, some as rendered images and others being wire-lines. These have all been taken from various locations in the public realm mainly from inside the surrounding Regents Canal and Kings Cross Conservation Areas. As well as allowing an assessment of the relationship of 101 Camley Street with its surroundings, the views also include the proposed development at No. 102 to demonstrate the cumulative impact of the two buildings.
- 6.115 Some of the Views show the proposed buildings at 101 and 102 from long range as markers of a nodal point in the townscape. These include view 9 (from St Pancras Way junction with Granary Street), 12 (Canal towpath east long range), 13 (Pancras Road adjacent the Kings Cross Stanley Building), 14 (junction of Camley Street with Goods Way) and 15 (Granary Square) which are all wire line views showing the proposed buildings mainly as background features, wholly or partly obscured by the existing townscape. Views of this type that are of more interest are views 1, 2 and 3 which are rendered views and view 6 which is a wireline view taken from the entrance to St Pancras Hospital:

View 1

- 6.116 This view is taken from Gray's Inn Bridge near the junction of Georgiana St and St Pancras Way. This view is within the Regents Canal conservation area. The existing view shows the change in the character of the canal created by No. 103 at the bend in canal in the distance marking the transition from the lower scale development in the foreground to the taller buildings visible from the canal at Kings Cross Central. In the far distance "the Walkie Talkie" 20 Fenchurch St is visible.
- 6.117 The proposed view shows that No.101 narrows the view to the far distance between 103 and the canalside development opposite however 20 Fenchurch St remains visible. The proposed view also shows the cumulative impact on the view of 102, 103 and 101 grouped together defining a gateway into Kings Cross and a nodal point within the townscape.

View 2

- 6.118 This view is taken from the canal towpath to the north-north-west of the centre of the No.102 site. This view is within the Regent's Canal conservation area. The existing view shows the corridor effect formed by the tow path wall and the buildings along the canal edge opposite.
- 6.119 The proposed view shows the wireline of 101 stepping up adjacent to the former Post Office building to a corresponding height to No.103. No.102 is not visible in this view.

View 3

- 6.120 This view is taken from the towpath of the canal by St Pancras Lock. It is within the Regent's Canal Conservation Area. The existing view shows the recently re-constructed Grade II listed Gasholder No 8 is partially visible behind the trees to the right (and would be more so in the winter). The Grade II listed single storey lock keepers cottage is visible behind the trees left of centre in the view. No 103 Camley Street is prominent in the centre of the view.
- 6.121 The proposed view shows No 101 in the foreground to No 103. It also shows T1 completed to the right of the view. The cumulative view shows the grouping of buildings formed by 101, 102 and 103 in the centre of the view. This view is consistent with the role of this grouping forming a gateway into Kings Cross Central and a nodal point within the townscape.
- 6.122 The Heritage and Conservation Officer has identified a moderate degree of harm in view 3 to the setting of the grade 2 listed single storey lock keepers cottage resulting from the loss of openness in the view.

View 6

- 6.123 This view is taken from St Pancras Way opposite the gatehouse into the St Pancras Hospital site along the route through the hospital site. The view is within the Kings Cross Conservation Area. The Victorian blocks to the right are identified as positive contributors to the conservation area.
- 6.124 In the proposed view the wire line shows the northern and southern blocks of No 101 with a gap between the two buildings. The route through the hospital site can be seen to align with the gap and the buildings to the right indicating the continuity

of the route through No.101 and the relationship of the site to the local urban grain. In the cumulative view No 102 and 103 are obscured by trees to the left of the view.

- 6.125 Other views are of the nearer approaches to the development showing its relationship more intimately with the existing townscape and heritage features. These include:

View 4

- 6.126 This view looks along Camley Street south of sites 101 and 102 adjacent to the Grade II Listed Coroner's Court (set back out of view to the left) and the modern mortuary building at the junction with Granary Street. In the proposed view No 101 is prominent in the foreground behind the existing Plane trees on Granary Street. The view demonstrates how the height and form of 101 are modulated in response to its immediate context. In the cumulative view the visibility of 102 beyond provides a sense of an unfolding townscape drawing the viewer to the nodal point adjacent to the canal.
- 6.127 View 8 (wire line) is from outside the Conservation Area looking southwards along Camley Street with No.103 as the dominant foreground feature but showing the building lines of 101 and 102 framing the street scene.

Views 5 and 5a

- 6.128 St Pancras Gardens is considered to be a particularly sensitive receptor in the Kings Cross Conservation Area, being a Grade II listed landscape with many listed structures and other features of interest. View 5 is the most sensitive, which looks east towards Camley Street and a few metres to the south of the Grade I listed tomb of Sir John Soane. The Grade II listed tomb of Mary Wollstonecroft, William Godwin and Mary Jane Godwin is visible to the left of the Plane tree. The grade 2 Coroner's Court is visible in the middle distance with the post war buildings on the St Pancras Hospital site visible beyond.

In the proposed view No 101 would be visible along with T1 on the Kings Cross Central development (more so in the winter when the trees are not in leaf). The Heritage and Conservation Officer has identified a moderate degree of harm on the setting of the listed gardens and structures within View 5. However it is considered that the completeness of the tree canopy within St Pancras Gardens provides a strong enough character that visitors to the gardens will continue to experience the tranquillity and seclusion of this open space. No.102 is not visible in either of views 5 or 5a (which is taken from further back at the junction of the paths near the grade 2 listed fountain and sundial).

- 6.129 Three views are provided from closer up and show the transformation to the townscape in the more immediate setting of the Regent Canal.

View 7

- 6.130 This view is taken looking towards the canal where Granary Street turns south towards Camley Street. This view is within the Kings Cross Conservation Area on its boundary with the Regents Canal Conservation Area. The existing trees on the canal side are prominent in the foreground and the existing light industrial building is visible to the right of the view. 103 is visible behind the existing trees and T1 is visible under construction in the mid distance.

- 6.131 In the proposed view No 101 and its associated open space and the bridge are visible, along with the relationship of 101 and 103.
- 6.132 The cumulative view shows 102 behind 103. The role of these three buildings enclosing space and forming a nodal point in the townscape is evident in this view and how the proposals provide improvement and better access to the canal over the existing condition. The architectural quality of the proposed buildings is also apparent in this view.
- 6.133 The existing trees, which fall outside of the application site boundary, are not shown in this view. However a revised indicative landscape plan has been submitted clarifying the expectation for these to remain (see 'landscape' section below).

View 10

- 6.134 This view looks north across the Oblique Bridge along Camley Street from within the King's Cross Conservation Area and looks across the Regents Canal Conservation Area. 103 is prominent in this view with the light industrial sheds on the sites of 101 and 102 on either side. Lulworth Tower on the Agar Grove estate is visible in the far distance.
- 6.135 The proposed view shows No 101 to the left. The architectural quality of the detailing of this façade is evident in this view.
- 6.136 In the cumulative view No 102 is prominent to the right. The angle of the building defines the edge of the canal below. The relationship of these three buildings enclosing the space between is apparent, as is the improvement of the visual quality of the environment around the canal on the existing condition.

View 11

- 6.137 This view looks southwards along Camley Street across the oblique Bridge and across the Regents Canal Conservation Area towards the Kings Cross Conservation Area. In the distance both the clock tower and the western tower of St Pancras are visible along with the northern gable of the Barlow train shed.
- 6.138 The proposed view demonstrates the articulation of the mass of 101 with its stepping form, both in height and in plan. The view also shows how the building steps away from the canal edge adjacent to the bridge allowing space for existing vegetation and new planting to preserve the green edge to the canal side.
- 6.139 The proposed view also demonstrates the architectural quality of the building, in particular it shows the contrast between the plainer flank walls and the more dynamic facades with stacked cantilevered balconies, alternating between glass and metal balustrades.
- 6.140 Views to the clock tower and the western tower of St Pancras are visible along with the northern gable of the Barlow train shed also remaining visible.

Additional view

- 6.141 An additional view has been provided to assess the impact of the proposals at No 101 on the setting of the canal adjacent to 103 when approaching from the west.

This view demonstrates the relationship with 103 and how each building is off set. 103 faces the open space at 101 and the existing trees. The proposed 101 further along the canal faces the open space outside of 102 (not visible in this image).

- 6.142 This view also demonstrates the stepped form of 101 and how it is set back from the canal edge allowing existing vegetation on the canal edge to be retained.
- 6.143 Finally, view 16 forms the London View Management Framework assessment from Point 2A.1 Parliament Hill looking south towards St Paul's Cathedral. It is clear that 101 and 102 remain below the Threshold Plane of the viewing corridor and will be beneath the base of the drum and towers of St Paul's preserving its setting.

Conclusions on design

- 6.144 Eighteen views have been provided in order to assess the impact of the proposals. The Heritage and Conservation Officer has identified 2 of these views (Views 3 and 5) resulting in a moderate degree of harm to the character of the Regent Canal and Kings Cross Conservation Areas respectively.
- 6.145 Overall it is considered that neither individually or in combination, the degree of harm identified results in substantial harm to local heritage assets or that the degree of harm warrants the need for any change to the proposals. Following the prescriptions of the NPPF any harm identified needs to be balanced against the benefits that the proposals bring forward and an awareness that the character of the immediate area is likely to experience substantial change in the medium term.
- 6.146 At the time of the approval of No 103 a similar set of views were considered with the conclusion being that there would be change to the setting of some heritage assets but the benefits brought forward by 103 justified this change. The addition of one or two buildings of high architectural quality in a positive relationship with No 103 is considered to enhance the positive benefits brought forward by 103.
- 6.147 The creation of a grouping of buildings that signal a gateway into the Kings Cross Central site and also north-south along Camley Street is considered to be a positive benefit to the legibility and hence usability of the area.
- 6.148 The creation of new public spaces with improved access to the canal and accessibility across it provide a clear benefit to how the area is used and movement through it. Opening views to the canal with increased access is considered to enhance its heritage value by increasing its public use and enjoyment.
- 6.149 The proposed building is considered to be of high architectural quality providing an enhancement to the character and appearance of the conservation areas.

Landscape and trees

Existing site

- 6.150 The existing site has few trees present and is predominantly hard surfaced for vehicular parking. However there are a number of trees growing adjacent to the site, particularly at the northern end which provides a soft edge to the canal.

- 6.151 An Arboricultural Impact Assessment by Adam Hollis has been submitted with the application. This identifies the only trees on the site to be a row of closely spaced Leyland Cypress (circa 18 No.) which are proposed to be removed. These are at the southern end of the site addressing the Camley Street and Granary Street junction. In front of these trees is a row of trees on the pavement (5 Plane trees, a Robinia and a narrow leaved Ash). The trees on the pavement are considered to contribute more to the public realm than the Leyland Cypress. The line of trees on the pavement will be retained and are not affected by the proposals. There is no objection to the removal of the Leyland Cypress trees on the grounds of their poor quality and limited contribution to the character and appearance of the area.
- 6.152 There are two Sycamore trees adjacent to the Oblique Bridge. These trees are outside the site and not within the applicant's control. Their removal is not required to facilitate the development and will be retained.
- 6.153 Similarly there are a group of trees (including Willow and Sycamore) adjacent to the existing mooring area outside the site boundary. These trees are to be retained.
- 6.154 The existing green setting to this part of the canal will therefore remain.

Proposed landscape design

- 6.155 The Landscape and Public Realm design for No 101 comprises an open space by the canal to the north of the development, a route through between the northern and southern buildings and a landscaped space at the southern apex of the site at the junction of Camley Street and Granary Street.
- 6.156 The open space to the north of the development by the canal side forms one of three linked spaces between the sites at 103 and 102. The space at 101 incorporates the bridge landing for the proposed footbridge from the open space outside of No.103. Council Engineers, Urban Design Officers and the applicant's architects and transport consultants have explored a number of options for the configuration of the bridge and its landing space. The landing space is located adjacent to the building allowing the formation of open space adjacent to the canal and the retention of existing trees. The current bridge proposal is considered to provide the optimum solution balanced against demands for open space and visual access to the canal, along with considerations around minimising the impact of the bridge on the character of the canal. The detailed design for this area and the bridge access lift enclosure in particular will require further consideration to reduce its dominance and integrate visually with the existing building.
- 6.157 The detailed design for the open space will also be the subject of a condition for approval of details however it will include planting, seating and play opportunities.
- 6.158 The route from Granary Street to Camley Street between the northern and southern buildings forms an area of predominantly hard landscaped public realm. A series of steps negotiate the change in levels between Granary Street and Camley Street. These steps incorporate 'sitting steps'. Raised planters are integrated into the space allowing for tree planting and seating opportunities. The predominant material for this space is proposed to be natural stone flag paving and steps which

are considered to provide a positive contribution to the character of the site and its surroundings.

- 6.159 At the apex of the site adjacent to the junction of Camley Street and Granary Street a series of terraced planters are proposed with integrated seating, which will add lower level greenery and visual interest and complement the existing trees on the pavement, to form an incidental space on this corner site.

Green roofs

- 6.160 Green roofs are proposed for levels 12, 9 and 1 with smaller areas at levels 4,7,8 and 11 in association with the roof top terraced areas. The proposed green roofs include a mix of sedum and native species which will contribute to the increase in the biodiversity of the site.
- 6.161 Overall it is considered that the landscape and public realm proposals are of high quality. A variety of spaces are proposed which contribute to ease of movement through the site and its surroundings along with increased appreciation of the canal and its setting. The increase in biodiversity value of the site from the planting of open spaces and green roofs will contribute to and support the role of the canal as an ecological corridor. It is therefore considered that the landscape proposals for the site will respect the setting of the canal corridor and its existing green character will be preserved.

Transport and the public realm

- 6.162 Despite the site's isolated feel, it does in fact benefit from a Public Transport Accessibility Level (PTAL) rating of 6b (excellent) and is within 10-12 minutes walking distance of a wide range of national and international rail services as well as various London Underground lines. Mornington Crescent underground station is located a similar distance to the west and there are 4 bus services (routes 46, 214, 45 and 63) within approximately 650 metres on St Pancras Way to the west and Camley Street to the south.

Transport impact

- 6.163 The proposal to provide a car free development with the exception of some disabled parking spaces, would deliver a significant reduction in motor vehicle trips to and from the site when compared with the existing land use (distribution centre). However, the proposal would generate 1,660 two-way multi-modal trips across a typical day. The majority of trips to and from the site would be made by sustainable modes of transport (public transport 57%, walking 34% and cycling 3%). However, people using public transport as their primary mode will still have to walk to/from the public transport interchange so it is reasonable to assume that 91% of trips will have a walking component. This would equate to 1,511 trips per day based on the applicant's trip generation predictions.
- 6.164 Whilst a contribution towards the nearby rail and bus facilities is not being sought from the development, TfL have identified the need for a new cycle hire docking station for the area, of which the costs of provision would be £187,000. It has been

agreed that this would be funded by the two 'Gateway sites' of 101 and 102 Camley Street between which the cost would be split equally at £93,500 per site. This would be secured by a section 106 agreement.

- 6.165 Camden would require a strategic level Residential Travel Plan and a strategic level Workplace Travel Plan to satisfy DP16 and CPG7 (Transport), and to mitigate the impacts of the development on the local transport network. The travel plans should be secured by a Section 106 Agreement.

Car parking

- 6.166 The applicant is proposing a car free development with the exception of 13 disabled parking bays to be located within the site at basement level. A car free agreement for the site should be secured by Section 106 agreement if planning permission is granted.
- 6.167 A parking management plan (PMP) would need to be secured as a S106 planning obligation if planning permission is granted. The PMP would need to describe arrangements for management, monitoring, cleaning, maintenance and enforcement of all car parking areas within the site. The PMP would also need to describe a package of measures to be adopted by the owner in the management of parking on the development to ensure the following:
- parking at the Property is limited to the car parking spaces provided as part of the Development
 - electric vehicle charging points are clearly marked on the basement car park layout plans
 - the disabled parking bays are reserved for residents of or visitors to the Wheelchair Accessible Units only at a nil cost to the occupants of the Wheelchair Accessible Units
 - there is no parking on the access routes between the public highway and the basement car parks within the Property
 - there is no parking on the landscaped areas of the Development
 - gates or barriers will be provided which will limit access to the basement car parks to authorised users (i.e. permit holders and/or key fob holders)

Cycle parking

- 6.168 The proposal has been revised during the course of the application to introduce additional cycle parking spaces in line with the emerging standards in the Further Alterations to the London Plan (FALP) published in January 2014. Although these standards (requiring 2 spaces for all units above 45sqm and 3 spaces for visitors for the residential and 24 long-stay spaces to serve the B1 plus 1 space for visitors) have yet to be adopted, and the originally proposed cycle parking exceeded the requirements of the LDF, officers welcome this revision which ensures the scheme is future proofed for anticipated growth in cycle use.
- 6.169 The scheme now proposes a total of 242 cycle spaces in the residential building (33 in core A and 209 for cores B & C), and 24 spaces for employees within the building plus a further space in the public area for visitors. The cycle stores are located in the lower ground floor of the building where there is level access from Granary Street.

6.170 The submitted plans currently provide insufficient details to clarify the layout of the internal cycle stores or the types of cycle parking facility to be provided. The use of 2-tier bicycle racks would appear feasible for the space provided which would comply with the Council's cycle parking guidance provided in CPG7 (Transport) (Section 9, Cycling Facilities, Pages 53-55). Such details should therefore be agreed by condition.

Public realm improvements within the site

6.171 The proposals include improvements to the public realm within the site. This would include hard and soft landscaping works in connection with new public realm forming part of a series of linked open spaces between the three sites of 101, 102 and 103 Camley Street. The proposals also allow for the introduction of a new bridge across the Regent's Canal which would not only improve the accessibility of the site itself but would be a benefit to both existing and future residents of the area in improving permeability generally.

6.172 The bridge is an aspiration of the Council's that was originally identified in the site proposal for 103 Camley Street in the LDF Site Allocations document. It would be paid for by Section 106 contributions from this and the other 'Gateway' sites. The development at 103 Camley Street has already made a contribution of £100,000 as well as building the foundations for the bridge at the same time as constructing the towpath steps and adjacent public realm at the southern end of its site. A prior amount of £200,000 had already been secured from the student housing-led scheme on the Travis Perkins site on St Pancras Way. It is considered that a contribution of £200,000 each from 101 and 102 Camley Street would be in line with the contributions from these previous developments and provisional estimates from Camden's highways engineers would suggest the combined amount would be sufficient to deliver a bridge of the scale and nature indicated. The necessary contributions would be secured by Section 106.

6.173 Details of material specifications and detailed layout arrangements for the bridge still require further development and discussion with Camden Design Officers and our Transport Strategy Service. The primary concern is to ensure safety as well as comfort of use and that the internal public realm proposals can be tied into the external highway and public realm improvements to be delivered by Camden in the vicinity.

Accessibility of the public realm

6.174 The change in levels between the adjacent highway on the two sides of the canal necessitates the provision of steps and an accessibility lift at its landing point on the 101 Camley Street site. The possibility of including a ramp has been looked at by the applicant's architect in conjunction with Camden officers, but the height differential is too great to make this practicable.

6.175 The arrangement of the steps and accessibility lift will need to be carefully thought through to ensure maximum user safety and minimise the risk of vandalism. It was investigated with the applicant whether the access lift could be incorporated into the building. However, incorporating the lift access into the affordable housing entrance lobby which is adjacent would raise other security issues as well as making this

less visible from the public realm. Establishing a strong visual connection between Granary Street and the base of the bridge stairs and lift is seen as a priority. The design of the adjacent affordable housing entrance lobby has incorporated a fully glazed side return to increase passive surveillance of the bridge landing, lift and stairs. Overall it is considered that the location of these has been optimised for security and discouraging misuse and that subject to detailed design is acceptable.

- 6.176 It is anticipated that the bridge itself and its connection to the external highway would be adopted by Camden, whereas management responsibility for the lift would be borne by the applicant. The management and maintenance of the lift would need to be the subject of a Section 106 agreement in the event of permission being granted. The adoption of the bridge would be covered by a S278 agreement under the Highways Act. The details of the bridge design, as well as the hard and soft landscaping of the public realm generally, should be subject to approval of details conditions.
- 6.177 A further publicly accessible link through the site is provided between the buildings, passing across the top of the lower ground floor podium via two sets of steps. It had been decided in discussion with officers not to include an access lift alongside these steps as two lifts in such close proximity would give rise to an unnecessary burden of maintenance. The omission of this would also free up more of the public realm for landscaping. However in anticipation of the possibility of the bridge not being delivered in time for the completion of the development, the applicant should be required to make a minor amendment reinstating this lift into the proposals to ensure proper provision for inclusive access. The public access should be included as part of a wider agreement secured by section 106 relating to provision, management and maintenance of all the areas of public realm within the site including the bridge access lift.

Highway and public realm improvements off site

- 6.178 Various highway works would need to be undertaken to reinstate and improve the condition of the surfacing following the construction works. The works would also include the tying in of the internal public realm into the public highway. A financial contribution for these highway works should be secured as a Section 106 planning obligation if planning permission is granted.
- 6.179 In line with other schemes of comparable size and scale, the Council would seek an additional contribution towards pedestrian, cycling and environmental improvements in the area. This is justified in order to mitigate the additional pressures on the routes to and from the site as a result of the development. The overall amount sought should take into account the contributions already being made towards the bridge link and cycle hire docking station. Therefore a contribution of £50,000 is considered reasonable and would be secured by S106.

Managing construction impacts

- 6.180 The proposed works include extensive demolition, basement excavation and construction of a 13-storey building. This could therefore have a significant impact on the operation of the public highway and risks to safety of pedestrians and cyclists in the local area if not managed effectively. A Construction Management

Plan (CMP) should therefore be secured to mitigate the impacts during construction and should be secured as a Section 106 planning obligation.

- 6.181 The CMP should also include provision for transport of spoil and materials by water based freight in line with the Mayor of London's Blue Ribbon Network policy, should this be found feasible.
- 6.182 The construction of a large basement in close proximity to the public highway would require an 'Approval In Principle' from Camden's Highways Management Team which should be applied for and granted prior to any basement works commencing. An informative should be attached to any permission notice in order to remind the applicant of their duties in this connection.

Deliveries and servicing

- 6.183 The proposal provides a dedicated basement level service bay accessed via a vehicular ramp from Granary Street. This would enable a proportion of the deliveries and servicing activity associated with the B1 units to take place within the site. However, it is assumed that a large proportion of the servicing, particularly for the residential parts of the development, would take place from the single yellow lines directly adjacent to the site; including refuse and recycling collections which would take place from the single yellow lines on Granary Street.
- 6.184 TfL has recommended securing a Delivery and Servicing Management Plan as a Section 106 planning obligation. This recommendation is endorsed as it provides a mechanism to manage and mitigate the likely impacts from a development of this scale.
- 6.185 In summary, the proposals are considered to be acceptable in transport terms subject to the final approved plans and financial contributions as outlined above being appropriately secured via a section 106 agreement.

Accessibility

- 6.186 Issues of accessibility have already been addressed under the above sections on Housing (wheelchair housing, lifetime homes including accessible parking); and in the Transport Section (accessibility of the public realm).
- 6.187 However it is to be noted in general that the proposed buildings have been carefully designed to incorporate the principles of inclusive access. In particular, the applicant has sought to overcome the level changes within the site by ensuring that level access is provided to all entrances from the adjacent street frontage including to the employment units. Level access is possible to each of the residential cores from both Camley Street and Granary Street which is welcomed.

Environmental sustainability

- 6.188 London Plan climate change policies in chapter 5, Camden's Core Strategy policy CS13 and Development Policies DP22 and DP23 require all developments to contribute to the mitigation of and adaptation to climate change, to minimise carbon

dioxide emissions and contribute to water conservation and sustainable urban drainage. In order to address these requirements the applicant has submitted an Energy Strategy and pre-assessment reports for BREEAM and Code for Sustainable Homes (CfSH).

Energy strategy

- 6.189 The energy strategy for the proposed development (prepared by SWP) broadly follows the London Plan energy hierarchy. This is to reduce CO₂ emissions by a three step process of i) using less energy by seeking to reduce demand such as by maximising building envelope efficiency; ii) supplying energy efficiently; and iii) using renewable energy. The GLA guidance states that applications received before 6 July 2014 should demonstrate a 40% reduction in CO₂ emissions beyond the Part L 2010 Building Regulations baseline.
- 6.190 The proposed strategy centres upon the use of an on-site combined heat and power system (CHP) as the main energy supply, supplemented by a ground source heat pump (GSHP) for geothermal heat extraction and photovoltaic panels (PV) for electricity generation. Both latter two typologies have been chosen as the renewables options in respect of stage 3 of the hierarchy.
- 6.191 The heating plant room and pipework has been designed to allow connection to a district heating network should one become available in the future.
- 6.192 Further information has been requested by officers during the course of the application in relation to heat and hot water demand, size of CHP unit and predicted fuel consumption. In response to this and matters raised by the GLA in their stage 1 comments, a revised energy strategy document has been submitted.
- 6.193 The revised document confirms that carbon savings achievable from regulated energy demand are 12% from energy demand reduction –this being mainly achieved from efficiencies in the building design and construction; 28% from CHP; and 10% from renewable energy. These combined will lead to total cumulative savings of 50.27% which is well in excess of the Mayor's 40% target.
- 6.194 The energy savings have been calculated on the basis that GSHP will be suitable and this would be subject to a ground survey to be carried out. Where this is found to be suitable this technology should form part of the energy strategy with further details to be included of the GSHP design, specification and borehole locations – this should all be submitted as part of the energy plan prior to implementation. Where GSHPs are found not to be suitable, the Council would still expect a minimum 40% reduction below Part L 2010/ 35% reduction below Part L 2013 to be achieved and the strategy would need to outline an alternative means of achieving this.
- 6.195 The full details of the PV panels would also be required as part of the final energy plan for approval.
- 6.196 The above should all be secured in a final energy plan secured by a section 106 agreement.

District heating

- 6.197 CHP can be an energy saving approach on large mixed use developments where there is a variation in peak demand times to share the heat load. However Camden and the GLA's preference wherever possible is for developments to connect up to a decentralised energy network where maximum efficiencies can be obtained. The applicant was therefore asked by officers during the course of their assessment to investigate the local options in this regard, including the setting up of a shared energy centre for the two sites at 101 and 102 Camley Street.
- 6.198 The resulting investigation found that the HS1 Railway was a physical barrier to the necessary pipework required for connection to the nearby Kings Cross Energy Centre.
- 6.199 A possible future option is the planned Euston District Heating Network located in Phoenix Court. It is expected that the core network would be completed at the end of 2015 after which a further phase connecting out to the wider Somers Town area is anticipated in 2017/18, although still to be confirmed. The Camley Street developments are expected to commence in 2015 and therefore would probably be completed well in advance of any connection to Phoenix Court even if it should prove viable to do so. However the likelihood is that if a connection to Phoenix Court were found not to be viable, there may be other opportunities for a district energy centre arising on one or other of the large Council-owned sites further north along Camley Street if it is decided to redevelop these in future.
- 6.200 In regard to a shared energy centre, the additional/bigger plant required could potentially be accommodated in the basement of 101 Camley Street, although there would be some displacement of other basement 'uses' such as cycle stores which would need relocating at ground floor level impacting upon the employment provision. More significantly there would be logistical issues to contend with since the sites are in separate ownership. No.102 being currently unoccupied, is expected to be completed significantly in advance of 101. The site at 102 would therefore need to make separate provision for an interim energy supply, the inefficiency and wastefulness of which would need balancing against the benefits of a shared system in the longer run. Furthermore, whilst a shared system would benefit from the higher electrical efficiency of a larger CHP unit, this would have to be balanced against the likely heat losses from the additional pipework linking the two developments across the canal.
- 6.201 On balance it is accepted that the provision of separate energy centres for each of these two sites is the optimal solution for the medium term provided that the schemes are future-proofed for connection to a future district heat network. It is also considered, given the clear potential for a network to come forward in the relative short term in this area, that it be included as a Section 106 obligation that immediately prior to construction (*exact trigger point to be agreed in further discussion with the applicant*) the potential for connecting into an existing or planned heat network be re-assessed in discussion with the Council's decentralised energy officer. If at that time it can be confirmed that a future network is planned to be in place within up to 7 years of practical completion (*exact timescales to be discussed and agreed*), the development should be required to connect immediately when the network arrives at the boundary of the site. In this instance

we would accept an alternative 'interim' heating strategy the details of which would need to be provided and approved by the Council. If no connection can be agreed (prior to construction) within this timeframe then the CHP heating strategy should be installed as currently proposed.

- 6.202 The above should therefore be secured in a section 106 agreement attached to any grant of planning permission, noting that in the event of an 'interim' strategy the minimum 40% CO2 reduction is unlikely to be met whilst this is in place.

Air quality including during construction

- 6.203 The proposal for CHP will need to comply with the Mayors 'BAND A' emissions limits. Whilst the applicant has stated in the completed checklist that this will be the case, no specific figures appear to have been provided to demonstrate this. This should be secured as part of the final energy strategy secured by the Section 106 agreement.
- 6.204 An Air Quality Assessment submitted with the application confirms that the site is classified as a 'medium' dust risk site. In accordance with the Mayors SPG on the control of dust and emissions during construction, it is recommended that real time dust monitoring is carried out by setting up automatic particulate monitors in appropriate locations to measure representative PM10 levels. The instruments specified should provide data that can be downloaded in real-time by the local authority.
- 6.205 It is noted that a Framework Construction Management Plan has also been submitted which covers air quality and other environment-related impacts as well as traffic management. It should be ensured that the above-mentioned recommendations of the AQA feature as part of the final CMP secured by the S106.

Code for Sustainable Homes and BREEAM

- 6.206 The LDF policy DP22 and CPG3 require all developments involving new dwellings to achieve CfSH level 4 in 2013-2015 aspiring to level 6 'zero carbon' in 2016+. For new commercial developments involving an increase of over 500 sqm of commercial floorspace the target rating is BREEAM "Excellent".
- 6.207 The reports submitted with the application confirm that the proposal at 101 Camley Street is designed to achieve Code level 4 at a score of 71% with potential to increase to 76%; and to achieve BREEAM score of 'Very Good' at 68% with potential to increase to 'Excellent' 74%.
- 6.208 Camden Planning Guidance for Sustainability (CPG3) sets minimum target scores in the three priority categories of Energy, Water and Materials of 60%;60%;40% respectively in BREEAM and 50%;50%;50% in CfSH. The pre-assessment indicates that these target scores would be comfortably met being 70%; 67%; 75% in the relevant target categories in BREEAM for the B1 units and 61%;67%;50% in the equivalent categories of CfSH for the residential apartments.
- 6.209 The score ratings are indicative of a satisfactory standard of sustainable design, particularly in the main target categories. However the development will be

expected to make every endeavour to achieve the aspired for 'Excellent' rating in the BREEAM assessment. This should be secured in the Section 106 agreement.

Flood risk and surface water management

- 6.210 A flood risk assessment has been carried out as part of the Basement Impact Assessment accompanying the application. The site is found to be at low risk of surface water flooding.
- 6.211 London Plan policy 5.13 states that "*Development should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible*", and goes on to reference a hierarchy of sustainable urban drainage (SuDS) techniques to be considered.
- 6.212 DP23 supporting text also requires that a 'greenfield run-off rate' is aimed for in all developments where run-off is likely to have an impact on buildings downstream. It is noted that Figure 1 (Topography) of Camden's Strategic Flood Risk Assessment (SFRA) shows that 101 Camley Street is in an area that sits slightly above the Kings Cross local flood risk zone, and could therefore increase the risk of flooding in this area. The site should therefore be aiming to achieve a greenfield run-off rate if possible.
- 6.213 The SFRA shows the potential for infiltration SuDS across the borough. No.101 Camley Street is in an area where there may be opportunity for 'bespoke infiltration SuDS' so there would need to be some investigation of local soil types before deciding whether infiltration SuDS will be suitable.
- 6.214 Therefore a condition should be attached to any grant of permission requiring the details of such a scheme prepared in line with the SuDS hierarchy prior to any building works commencing.

Biodiversity

- 6.215 An Ecological Assessment has been submitted with the application. This confirms that the site has limited biodiversity value being dominated by buildings and hardstandings. The only trees of note are the group of conifers at the far southern end. The assessment makes a number of recommendations for mitigation against possible water contamination, bat-sensitive lighting, bird boxes, additional planting to provide bat forage adjacent to the canal.
- 6.216 However no assessment was included in relation to the impact of the proposed footbridge on the canal itself. In addition CPG3 outlines that where a development includes demolition of a building within 200m of water then a protected species survey should be carried out. This can include an initial scoping assessment to determine whether a full assessment is required, which should include a desk top survey of species records.
- 6.217 Following discussion between the applicant and the Council's nature conservation officer an addendum to the ecological assessment was submitted to address these issues, focusing particularly on background species records, consideration of the footbridge and an evening and pre-dawn bat survey undertaken during September.

The survey of the addendum was that there are no protected species likely to be affected by the development and the footbridge, and that subject to suitable measures to prevent any light spill (if lighting is included) should similarly not have any detrimental effects.

- 6.218 The proposals include various areas of landscaping and amenity areas and green and brown roofs which should help to enhance the biodiversity value of the site (see 'landscape and trees' section above). The proposed roof-top allotments also have the potential to assist species such as pollinating insects. It is recommended that the Council's nature conservation officer is consulted on the subsequent detailed proposals of the landscaping for the site which would be required as a condition in the event that permission is granted. They should also be consulted on any lighting that has the potential to affect the canal corridor. Finally a condition should also be attached requiring details of bird boxes as recommended by the Assessment –plus the addition of bat boxes into the build.

Noise

- 6.219 The main sources of external noise affecting the development are considered to be from goods traffic accessing the industrial areas to the northern part of Camley Street, and also the trains leaving the St Pancras International Station on the nearby HS2 railway line. Vibration from these sources is also considered to be an issue.
- 6.220 A residential planning noise report was submitted with the application which includes details of an initial sound insulation assessment and insulation requirements for the building facades. The report is considered satisfactory and therefore the sound mitigation as recommended should be secured in a condition on any planning permission granted.
- 6.221 The Council's environmental health officer has recommended that a condition be added requiring further work on vibration. This is included in the list of conditions at the end of this report.
- 6.222 A condition is also recommended to be included to include details along with mitigation in respect of mechanical plant to be used in the development along with the Council's standard noise condition.
- 6.223 Noise will also be an issue during construction and this should be addressed in the construction management plan secured by the S106 agreement.

Basement impact

- 6.224 The proposals include a lower ground floor and basement. The lower ground floor is level with Granary Street but below ground in relation to Camley Street due to the change in levels across the site. The depth of the lower ground floor is 4.5m below Camley Street at its highest level and the basement 3.5m below Granary Street, meaning an overall depth of between 3.5m and 8m.

- 6.225 A structural engineering report including basement impact has been prepared on behalf of the applicant by Elliott Wood engineers and RSK Environment, the authors of which have the appropriate qualifications in geotechnical, geological and civil engineering required by CPG4.
- 6.226 A full site investigation was undertaken of the site by RSK in April/May 2014. This has helped inform the assessment in relation to the screening and scoping outlined below.
- 6.227 The screening process has been adopted in accordance with CPG4 based on the relevant flow charts presented in that document. In the 'ground water' category of the screening, this answers 'yes' to the following:- proximity to a watercourse, changed proportion of hard surfaced/paved areas, increased ground discharge of surface water, and being below an adjacent water level. For the 'surface flow and flooding screening' category the screening again answers yes to there being an increase in hard surfaced/paved areas. In terms of 'land stability' it is answered 'yes' that London Clay is the shallowest stratum, trees are being felled, the site is within 100m of a water course, the site is within 5m of a highway and increase significantly in foundation depth relative to neighbouring properties.
- 6.228 In relation to scoping the findings are summarised as follows:
- 6.229 Ground water – the water courses identified being the canal and the culverted River Fleet are lined, man-made structures and will not impact on ground water or interact with the basement proposals. The proposal would result in the doubling in soft landscape areas compared with the existing site which is mainly laid to hardstanding. The soakaways/SUDS proposals associated with the development are likely to be beneficial environmentally and will not have the potential to adversely affect the development given it will be constructed on piled foundations.
- 6.230 Surface flow and flooding – as noted above the soft surfaced areas would increase. These and the green roofs proposed will increase filtration which will have a positive impact on the area. No further assessment of impact in relation to ground water and surface flow/flooding is deemed necessary.
- 6.231 Land stability – There are potential impacts related to ground movements in connection with tree removal; retaining wall installation and ground excavation; and elastic heave of the London Clay from the basement excavation. This poses a possible risk of damage to surrounding roads, buildings, the canal and adjacent railway infrastructure, all of which will require further assessment.
- 6.232 The ensuing impact statement made the following findings:
- 6.233 Due to the thickness of made ground over the London Clay, which has a large component of non-shrinkable material, any related ground movements from tree removal are considered unlikely to have a significant impact and can be easily mitigated at the detailed design stage.
- 6.234 For retaining wall installation and ground excavation, movement analyses undertaken in accordance with the Burland Category have found that damage on all structures would fall into category 1 (very slight damage), with the exception

being the canalside wall which falls within category 2 (slight damage). These results fall within the defined tolerances of CPG4 in terms of whether mitigation is required.

- 6.235 In terms of heave from basement excavation, modelling of conditions during the demolition (unloading) and full loading during construction of the new basement and building identify heave displacement of up to 10mm encompassing the adjacent canalside structures including the canal itself and the highways adjacent the site; and settlements from reloading of 5mm in the vicinity of identified features at risk outside the site. Combined with the movements predicted for the retaining wall and excavation the total cumulative movements of up to 20mm are considered unlikely to be damaging.
- 6.236 The assessment concludes that in order to reduce the potential for any movement over and above that anticipated above, standard methods of safe practice during construction should be considered.
- 6.237 It is recommended that a Basement Construction Plan is secured in order to ensure safe practice and that a qualified engineer with membership of the appropriate bodies is appointed to inspect, approve and monitor the critical elements of the basement construction. This should form a part of the S106 Agreement.

Contaminated land

- 6.238 There is a history of previous industrial uses on the site which may have led to contamination. As such, a site investigation should be undertaken prior to development and a report including any recommendations for remediation submitted. Any required remediation must be agreed with the Council prior to the commencement of any works. An appropriate condition should be attached to secure this.

S106 contributions and CIL

- 6.239 In addition to the various obligations required in relation to affordable housing, transport and sustainability which have already been outlined in the preceding sections of this report, a development of this scale and nature would be required to make various financial contributions towards improving the local infrastructure and facilities to accommodate its impact. This is in line with the Core Strategy objective of providing sustainable buildings and places of the highest quality (CS5) along with CS10 - supporting community facilities and services, CS8 -promoting a successful and inclusive economy, CS14 –promoting high quality places, CS16 –improving health and DP31 –open space. These policies must be applied together, along with other relevant policies to ensure that developments contribute positively to the communities into which they locate.
- 6.240 A summary of each of these contributions and basis upon which they have been calculated is set out as follows:
- 6.241 Education contributions (41 x £2,213 + 29 x £6,322 + 1 x £21,494) = £295,565

Parks and open space

6.242 Despite the provision of private, public and communal open spaces provided on site, it is anticipated that this development will place substantial additional demands on the nearby existing public amenity spaces. It will also contribute towards a demand for new open space which it is anticipated there will be an opportunity to provide as part of the redevelopment of larger sites that might come forward for development elsewhere along Camley Street in the future. Therefore the full public open space contribution is being offered in line with policy DP31. The formula for its calculation is set out in CPG8 and is broken down into the respective amounts for capital cost, maintenance and design/admin as per the following table:

	Open space requirement (sqm)	Capital cost £	Maintenance £	Design & admin £	TOTAL
Residential	2263 sqm	100,319	74,692	12,054	£187,065
Commercial	19.10 sqm	621	630	75	£1,326

TOTAL = £188,391

6.243 50% of this contribution would go towards Canal and River Trust's Kings Cross Central Canal Fund to be spent on improvements to the canal towpath and environment between the Constitution Pub and the Islington Tunnel.

Community facilities contribution

6.244 CPG8 formula (pg 26) requires that developments be assessed as to their likely demands on community space provision within the area and advises a guideline £980 per bedroom contribution for general needs housing.

£980 x 261 bedrooms = £255,780

6.245 It is also noted that the roof top allotments and the food growing plan which the applicant has agreed to enter into under S106 will also be a community benefit to the occupiers of the development.

CIL

6.246 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 £626,900 (12,538sqm 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. Note that the chargeable floorspace is net of the recently occupied existing commercial floorspace on the site and that affordable housing would attract a nil charge for the purposes of the Mayor's CIL.

7. CONCLUSION

7.1 This proposal for the redevelopment of 101 Camley Street marks the next stage in a process of regeneration that has already been started with No. 103 Camley

Street. It follows on broadly the same in terms of height, mass and density from No. 103. It also relates similarly to the proposals for 102 Camley Street, which although owned separately is being brought forward simultaneously for redevelopment in a concurrent application. The three sites are further related in that the employment space proposed in both 101 and 102 is ideally suited for start-up businesses moving on from the 103 Camley Street Incubator. This aspect of the proposals is considered acceptable in employment policy terms in replacement of the existing B8 warehouse building, and is very much welcomed in terms of the extra job opportunities it will bring.

- 7.2 Although 103 Camley Street has already started creating improvement in the area in the form of new canalside steps, the quality of the environment still remains poor generally. The proposed redevelopment at 101 will bring further improvement through new public open space and a pedestrian bridge across the canal. This in turn is expected to lead to a succession of linked open spaces and pedestrian and cycle connections in conjunction with the new ramp and public open space proposed at 102. The enhancement of the public realm in this way will not only make the area itself feel more connected but will improve links significantly between Camden Town and Kings Cross Central.
- 7.3 The proposed 121 residential flats are considered to be well designed and will provide an attractive place to live, including 30 much needed affordable homes. The high density will help contribute towards the critical mass in the area, needed in terms of populating the enhanced links and making them feel safe to use.
- 7.4 In terms of the proposed building, this is considered to be of high architectural quality and meets all current sustainability requirements.
- 7.5 The building and public realm improvements would in conjunction with 103 Camley Street continue to bring about a transformation to this part of the Regents Canal Conservation Area which is on balance considered a positive enhancement. The improved legibility to the area, opening up views to the canal with increased access is considered to enhance its heritage value by increasing its public use and enjoyment. The building has also been designed to be respectful to the character and appearance of the Kings Cross Conservation Area and what limited harm is caused is considered to be outweighed by the public benefits of the proposal.
- 7.6 On balance, and in consideration of an extensive package of section 106 benefits, it is considered that the development is acceptable and is recommended for approval.
- 7.7 Planning Permission is recommended subject to a S106 Legal Agreement.

8. **LEGAL COMMENTS**

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

9. **RECOMMENDATION 1: Grant planning permission with conditions and subject to a S106 legal agreement with the following heads of terms:**

1. **Affordable housing provision**
2. **Affordable housing viability review for a deferred payment in lieu of on-site affordable housing shortfall capped at £10,397,275**
3. **Employment floorspace plan for providing move-on space for start-ups - including flexible lease structures, networking and support initiatives and 20% of the space offered at 50% of market value (or any such alternative arrangement as agreed between the Council and the developer)**
4. **Local employment, skills and local supply plan:**
 - **20% local employment target during construction stage**
 - **Advertise all construction job vacancies and work placement opportunities exclusively with the Kings Cross Construction Skills Centre (KXCSC) for a period of 1 week before marketing more widely.**
 - **Deliver a minimum of 13 apprenticeships plus support fee of £1,500 per apprentice. Recruitment of construction apprentices through the Council's KXCSC**
 - **Deliver 16 work placements of not less than 2 weeks each, to be recruited through KXCSC**
 - **Sign up to the Camden Local Procurement Code, which includes a local supply chain target of 10%. In addition, organise and fund the cost of a minimum of 1 Meet the Buyer Event/Supplier Workshop/s to support local suppliers to bid for tenders. The events will be delivered in partnership with Economic Development Team**
 - **Deliver at least 1 End Use apprenticeship (suitable role could be Facilities Management, Caretaker, Receptionist or other)**
5. **Education contribution £289,245**
6. **Public open space contributions £216,611**
7. **Highway works contribution to reinstate the footways and redundant crossovers around the site after development, to also include a raised table £tbc**
8. **Contribution of £50,000 towards pedestrian and environmental improvements in the public realm**
9. **Contribution of £200,000 towards the costs of providing a pedestrian bridge link over the canal and or other initiative to improve pedestrian and cycle links in the area**
10. **Cycle hire docking station contribution £93,500**
11. **Access plan relating to the delivery, management and maintenance of the public realm within the site boundary, to include delivery of a step-free access lift for the pedestrian bridge (or elsewhere within the public realm should the bridge not be progressed during the lifetime of the development)**
12. **Car-free housing**
13. **Residential and workplace Travel Plans(including contribution of £5,902 to cover the costs of monitoring and review over a 5 year period) also to include TRICS after study and provide TfL and Camden with the results on completion of the development**
14. **Service Management Plan**
15. **Construction Management Plan to cover transport, water based freight, air quality monitoring and noise**

- 16. Sustainability Plan (Code for sustainable homes for the residential and BREEAM for the employment space)**
- 17. Energy Plan (to include air quality assessment for CHP)**
- 18. Parking management plan for allocation and monitoring of disabled parking bays**
- 19. Community food growing plan -to set up a residents' board, space allocated in the development for communal tool storage, information packs about the initiative to be publicised to residents.**
- 20. Basement construction plan**

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:- (prefix CML-) L01 rev P1, E01 rev P1, E02 rev P1, E03 rev P1, D01 rev P1, 001 rev P1, 002 rev P1, 090 rev P1, 101 rev P2, 102 rev P1, 103 rev P1, 104 rev P1, 105 rev P1, 106 rev P1, 107 rev P1, 108 rev P1, 109 rev P1, 110 rev P1, 111 rev P1, 112 rev P1, 113 rev P1, 114 rev P1, 120 rev P1, 121 rev P1, 122 rev P1, 123 rev P1, 124 rev P1, 125 rev P1, 126 rev P1, 127 rev P1, 128 rev P1, 129 rev P1, 130 rev P1, 131 rev P1, 132 rev P1, 133 rev P2, 134 rev P2, 135 rev P1, 136 rev P1, 137 rev P1, 201 rev P1, 202 rev P1, 203 rev P1, 301 rev P1, 302 rev P1, 303 rev P1, 304 rev P1, 305 rev P1, 306 rev P1, 307 rev P1, 308 rev P1, 330 rev P1, 331 rev P1, 332 rev P1, 333 rev P1, 334 rev P1; Landscape drawings 156-L02 rev B, 156-L03 rev B.

Supporting docs: Covering letter by DP9 dated 03 July 2014, Planning Statement by DP9 dated July 2014, Gateway Sites - Employment Spaces Overview, Design and Access Statement by KSR dated July 2014, Townscape, Heritage and Visual Impact Assessment by KM Heritage dated June 2014, Verified Views by AVR London dated June 2014, Verified View from Canal Towpath, Transport Assessment by TTP dated June 2014, Travel Plan by TTP dated June 2014, Framework Construction Management Plan by TTP dated Sept 2014, Ecological Assessment by Aspect dated June 2014, Ecological Assessment Addendum by Aspect dated September 2014, Code for Sustainable Homes Pre-assessment by Price & Myers dated June 2014, BREEAM Pre-assessment by Price & Myers dated June 2014, Energy Strategy (revised) by SWP dated 15.9.14, Ground source heat borehole plan dated 31.07.14, Arboricultural Impact Assessment by Landmark Trees dated July 2014, Wind Microclimate Assessment by RWDI dated June 2014, Daylight and Sunlight Report by GL Hearn dated June 2014, Overshadowing addendum report by GL Hearn dated 29 September 2014, Noise Report by Sandy Brown dated July 2014, Air Quality Assessment by Ove Arup dated June 2014, Basement Impact Assessment by Elliott Wood dated June 2014, Ground source heat borehole plan dated 31.07.2014, Statement of Community Involvement by Your Shout dated July 2014, Affordable Housing Viability Appraisal by Shaw Corporation dated July 2014 (Confidential).

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

- 3 The details of the following shall be submitted to and approved in writing by the local planning authority (in consultation with the Canal and River Trust where relevant) before any work is commenced on the relevant part of the development:
- a) Facing materials of all buildings;
 - b) Details including sections at 1:10 of all windows, timber or other panels, ventilation grills, external doors and gates
 - c) Details including materials of all balconies[, winter gardens] and roof terraces
 - d) Details of all external lighting within the public realm of the site and fixed to buildings
 - e) Details of CCTV, lighting of entrance areas and control of access points
 - f) Detailed design of the bridge
 - g) Detailed design of the steps and access lift.

The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

Reason: In order to safeguard the special architectural and historic interest of the building in accordance with the requirements of policies CS14, CS15 and CS17 of the London Borough of Camden Local Development Framework Core Strategy and policies DP24, DP25 and DP29 of the London Borough of Camden Local Development Framework Development Policies.

- 4 A sample panel of the facing materials, including a brickwork panel demonstrating the proposed colour, texture, jointing and fixing shall be provided on site and approved in writing by the local planning authority before the relevant parts of the works are commenced and the development shall be carried out in accordance with the approval given. The approved panel shall be retained on site until the work has been completed.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policies DP24 and DP25 of the London Borough of Camden Local Development Framework Development Policies.

- 5 No lights, meter boxes, flues, vents or pipes, and no telecommunications equipment, alarm boxes, television aerials or satellite dishes shall be fixed or installed on the external face of the buildings, without the prior approval in writing of the local planning authority.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 and DP25 of the London Borough of Camden Local Development Framework Development Policies.

- 6 No works on the relevant parts of the development shall commence until full details of hard and soft landscaping and means of enclosure of all un-built, open areas, including the communal roof terraces and roof top allotments have been submitted to and approved by the local planning authority (in consultation with the Canal and River Trust where relevant). The details shall include provision for children's play space and play equipment. The relevant 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 policies CS14 and CS15 of the London Borough of Camden Local Development Framework Core Strategy and policies DP24, DP25 and DP31 of the London Borough of Camden Local Development Framework Development Policies.

- 7 The submitted landscaping details shall be accompanied by a commentary of wind/microclimate mitigation measures in the areas recommended by the Wind Microclimate Assessment accompanying the application.

Reason: To ensure the external areas of the development provide a reasonable level of amenity in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 of the London Borough of Camden Local Development Framework Development Policies.

- 8 All hard and soft landscaping works shall be carried out in accordance with the approved landscape details prior to first occupation of the residential units, or in the case of soft landscaping by not later than the end of the planting season following completion of the development. Any trees or areas of planting which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased, shall be replaced as soon as is reasonably possible and, in any case, by not later than the end of the following planting season, with others of similar size and species, unless the local planning authority gives written consent to any variation.

Reason: To ensure that the landscaping is carried out within a reasonable period and to maintain a high quality of visual amenity in the scheme in accordance with the requirements of policy CS14 and CS15 of the London Borough of Camden Local Development Framework Core Strategy and policies DP24 and DP31 of the London Borough of Camden Local Development Framework Development Policies.

- 9 Prior to the commencement of any works on site, details demonstrating how trees to be retained shall be protected during construction work shall be submitted to and approved by the Council in writing. Such details shall follow guidelines and standards set out in BS5837:2012 "Trees in Relation to Construction". All trees on the site, or parts of trees growing from adjoining sites, unless shown on the permitted drawings as being removed, shall be retained and protected from damage in accordance with the approved protection details.

Reason: To ensure that the development will not have an adverse effect on existing trees and in order to maintain the character and amenity of the area in accordance with the requirements of policy CS15 of the London Borough of Camden Local

Development Framework Core Strategy.

- 10 No part of the development shall be occupied until detailed plans and specifications of the cycle storage facilities for 242 cycle spaces for the residential units (33 accessible from core A and 209 accessible from cores B & C) and 24 employee spaces plus one visitor space for the business units, have been submitted to and approved by the local planning authority in writing, and the relevant details have been provided in complete accordance with such approval given. The approved details shall be permanently retained thereafter.

Reason: To ensure the development provides adequate cycle parking facilities in accordance with the requirements of policy CS11 of the London Borough of Camden Local Development Framework Core Strategy and policy DP17 of the London Borough of Camden Local Development Framework Development Policies.

- 11 Prior to first occupation of the building, full details in respect of the green and brown roofs in the areas indicated on the approved roof plans, including construction profile, materials, substrate depth, full schedule of plant species, density of planting, plan of maintenance and programme for installation shall be submitted to and approved by the local planning authority. The use shall thenceforth not proceed other than in accordance with such details as have been approved.

Reason: In order to ensure the development undertakes reasonable measures to take account of biodiversity and the water environment in accordance with policies CS13, CS15 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22, DP23 and DP32 of the London Borough of Camden Local Development Framework Development Policies.

- 12 The development hereby approved shall not be commenced, other than for site clearance & preparation, relocation of services, utilities and public infrastructure and demolition, until details of a surface water drainage scheme for the site, prepared with reference to the London Plan policy 5.13 SuDS hierarchy to minimise the rate of surface water run-off from the site aiming by reasonable endeavours to achieve the greenfield run off rate, shall be submitted to and approved by the local planning authority in consultation with Thames Water. The development shall not be implemented other than in complete accordance with the surface water drainage scheme that has been approved.

Reason: To reduce the rate of surface water run-off from the buildings and limit the impact on the storm-water drainage system in accordance with policies CS13 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22, DP23 and DP32 of the London Borough of Camden Local Development Framework Development Policies.

- 13 None of the dwellings hereby permitted shall be occupied until the detailed layout plans (scale 1:20) of the 4 affordable units to be provided as fully wheelchair accessible and their access from communal entrances have been submitted to and approved by the local planning authority in writing. The approved details shall be incorporated in full prior to the first occupation of each relevant unit.

Reason: To ensure that the internal layout of the building provides flexibility for the accessibility of future occupiers and their changing needs over time, in accordance with the requirements of policy CS6 (Providing quality homes) of the London Borough of Camden Local Development Framework Core Strategy and policy DP6 (Lifetime homes and wheelchair homes) of the London Borough of Camden Local Development Framework Development Policies.

- 14 The residential units of the development hereby approved shall be built out in full accordance with the relevant lifetime homes standards as set out in the Design and Access Statement.

Reason: To ensure that the internal layout of the building provides flexibility for the accessibility of future occupiers and their changing needs over time, in accordance with the requirements of policy CS6 of the London Borough of Camden Local Development Framework Core Strategy and policy DP6 of the London Borough of Camden Local Development Framework Development Policies.

- 15 Before the use commences sound insulation shall be provided for the building in accordance with the approved Residential Planning Noise Report. The use shall thereafter not be carried out other than in accordance with the approved scheme.

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP28 of the London Borough of Camden Local Development Framework Development Policies.

- 16 Prior to commencement of the development, details shall be submitted to and approved in writing by the local planning authority, of building vibration levels together with appropriate mitigation measures where necessary. The details shall demonstrate that vibration will meet a level that has low probability of adverse comment and the assessment method shall be as specified in BS 6472:2008. No part of the development shall be occupied until the approved details have been implemented. Approved details shall thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site are not adversely affected by ground or airborne vibration in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP28 of the London Borough of Camden Local Development Framework Development Policies.

- 17 Prior to use of the development;
- a) details shall be submitted to and approved in writing by the local planning authority, of the external noise level emitted from plant/ machinery/ equipment and mitigation measures as appropriate. The measures shall ensure that the external noise level emitted from plant, machinery/ equipment will be lower than the lowest existing background noise level by at least 10dBA, as assessed according to BS4142:1997 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity.
 - b) A post installation noise assessment shall be carried out to confirm compliance with the noise criteria and additional steps to mitigate noise shall be taken, as necessary. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise from plant/mechanical installations/ equipment in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP28 of the London Borough of Camden Local Development Framework Development Policies.

- 18 Noise levels from fixed plant associated with the development at a point 1 metre external to sensitive facades shall be at least 5dB(A) less than the existing background measurement (LA90), expressed in dB(A) when all plant/equipment (or any part of it) is in operation unless the plant/equipment hereby permitted 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), then the noise levels from that piece of plant/equipment at any sensitive façade shall be at least 10dB(A) below the LA90, expressed in dB(A).

Reason: To safeguard the amenities of the adjoining premises in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP28 of the London Borough of Camden Local Development Framework Development Policies.

- 19 Piling or any other foundation designs using penetrative methods shall not be permitted unless a piling method statement detailing the type of piling to be undertaken and the methodology by which such piling will be carried out including measures to prevent and minimise the potential for damage to subsurface water or sewerage infrastructure, and the programme for the works, has been submitted to and approved by the Local Planning Authority in writing in liaison with Thames Water. The piling shall be undertaken in accordance with the approved method statement.

Reason: To safeguard existing public utility infrastructure and controlled waters in accordance with the requirements of policy CS13 of the London Borough of Camden Local Development Framework Core Strategy.

- 20 Prior to any superstructure works commencing on site, details showing the precise locations, specifications and design of up to 4 or more bird nesting boxes/bricks and up to 2 or more bat boxes shall be submitted to and approved in writing by the local planning authority. The boxes/bricks shall be installed in accordance with the approved details prior to the occupation of the development and thereafter retained.

Reason: In order to secure appropriate features to conserve and enhance wildlife habitats and biodiversity measures within the development, in accordance with the requirements of policy 7.19 of the London Plan 2011 and policy CS15 of the London Borough of Camden Local Development Framework Core Strategy.

- 21 At least 28 days before development commences:
- (a) a written programme of ground investigation for the presence of soil and groundwater contamination and landfill gas shall be submitted to and approved by the local planning authority in writing; and
 - (b) following the approval detailed in paragraph (a), an investigation shall be carried out in accordance with the approved programme and the results and a written scheme of remediation measures [if necessary] shall be submitted to and approved by the local planning authority in writing.

The remediation measures shall be implemented strictly in accordance with the approved scheme and a written report detailing the remediation shall be submitted to and approved by the local planning authority in writing prior to occupation.

Reason: To protect future occupiers of the development from the possible presence of ground contamination arising in connection with the previous industrial/storage use of the site in accordance with policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 of the London Borough of Camden Local Development Framework Development Policies.

Informative(s):

- 1 You are advised that this proposal will be liable for the Mayor of London's Community Infrastructure Levy (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 £626,900 (12,538sqm x £50). This amount is an estimate based on the information submitted in your planning application. The liable amount may be revised on the receipt of the Additional Information Requirement Form or other changing circumstances.

You will be expected to advise us when planning permissions are implemented. Please use the forms at the link below to advise who will be paying the CIL and when the development is to commence. You can also access forms to allow you to provide us with more information which can be taken into account in your CIL calculation and to apply for relief from CIL.

<http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil>

We will then issue a CIL demand notice setting out what monies needs to paid

when and how to pay. Failure to notify Camden of the commencement of development will result in a surcharge of £2500 or 20% being added to the CIL payment. Other surcharges may also apply for failure to assume liability and late payment. Payments will also be subject to indexation in line with the construction costs index.


Please send CIL related documents or correspondence to CIL@Camden.gov.uk

- 2 Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts which 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, Argyle Street WC1H 8EQ, (tel: 020-7974 6941).
- 3 Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You are advised to consult the Council's Environmental Health Service, Camden Town Hall, Argyle Street, WC1H 8EQ (Tel. No. 020 7974 2090 or by email env.health@camden.gov.uk or on the website www.camden.gov.uk/pollution) or seek prior approval under Section 61 of the Act if you anticipate any difficulty in carrying out construction other than within the hours stated above.
- 4 You are advised that Approval In Principle is required from the Council for the construction of the building basement adjacent to the public highway. This should be applied for prior to any works commencing. You should contact Camden's Highways Management Team on 020 7974 2410 or email highwayengineering@camden.gov.uk.
- 5 You should be aware that the site adjoins (or, in the case of the proposed pedestrian bridge, encroaches over) land owned by the Canal and Rivers Trust (CRT). You are advised to refer to the current "Code of Practice for Works affecting the Canal & River Trust" to ensure any necessary consents are obtained (<http://canalrivertrust.org.uk/about-us/for-businesses/undertaking-works-on-our-property>). Surface water discharge to the canal will require prior consent from the Trust (contact nick.pogson@canalrivertrust.org.uk). For works in regard to the bridge, contact the CRT Estate Team (jonathan.young@canalrivertrust.org.uk).
- 6 You are advised of the need to ensure that all necessary consents have been obtained from Thames Water regarding the connection of the development to the public sewer. You should incorporate protection to your property from possible surcharge from the sewerage network during storm events, for example by installing a non-return valve to prevent backflow. Thames Water would recommend that petrol/oil interceptors be fitted in all car parking/washing/repair facilities. Please contact Thames Water Developer Services on 0845 850 2777.
- 7 Thames Water have advised that the design of the development should take account of a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9

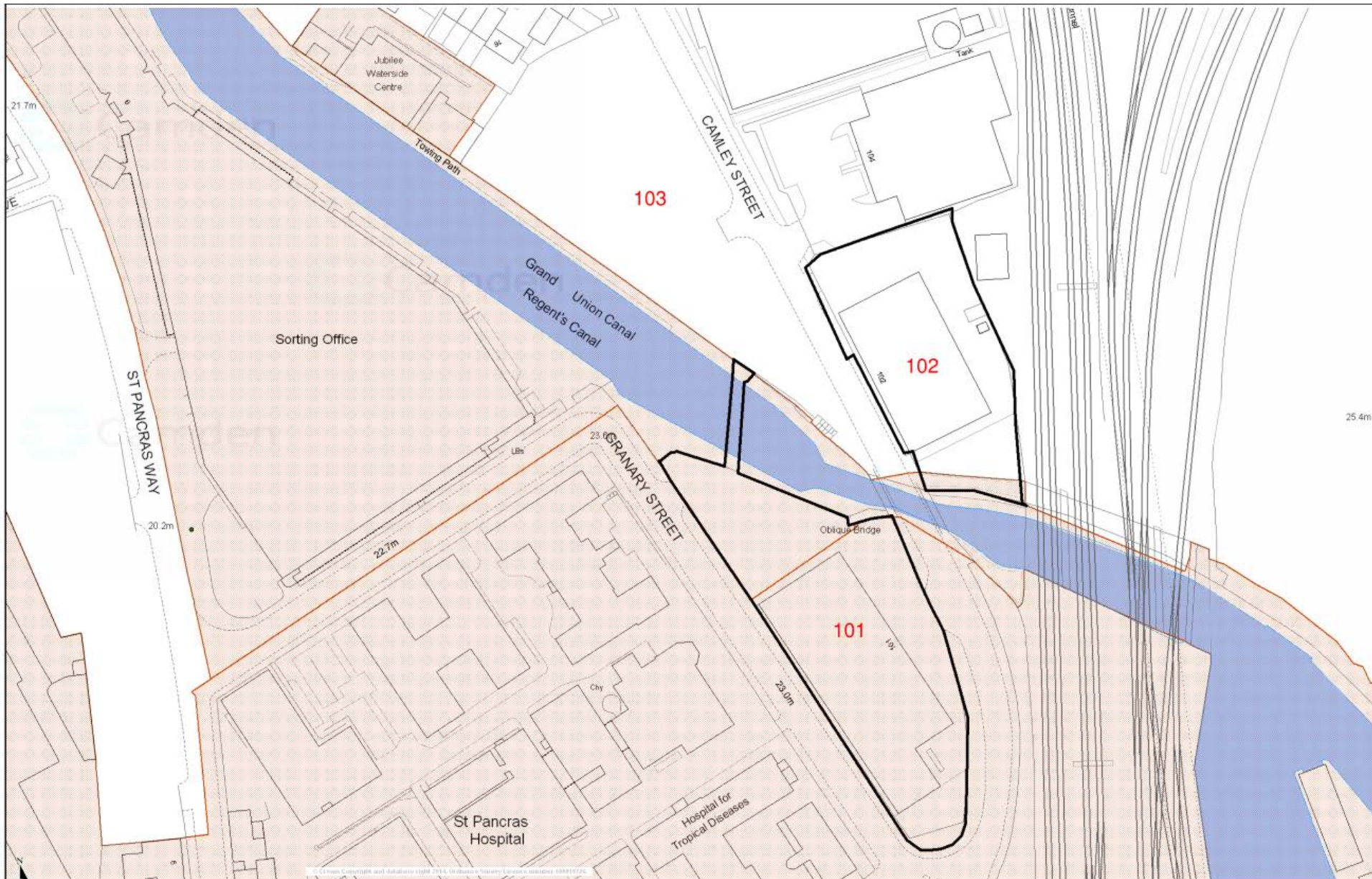
litres/minute at the point where it leaves the public water supply pipes.

- 8 You are reminded that this decision only grants permission for permanent residential accommodation (Class C3). Any alternative use of the residential units for temporary accommodation, i.e. for periods of less than 90 days for tourist or short term lets etc, would constitute a material change of use and would require a further grant of planning permission.



	<p>Application No: 2014/4385/P</p> <p>101 Camley Street</p> <p>London</p> <p>NW1 0PF</p>	<p>Scale:</p> <p>1:1250</p> <p>Date:</p> <p>13-Oct-14</p>	<p>N</p> 
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2014/4385/P & 2014/4381/P – Site locations



101 Camley Street – existing site images



101 Camley Street existing view from towpath opposite



102 Camley Street – existing site images



102 Camley Street – existing relationship with towpath

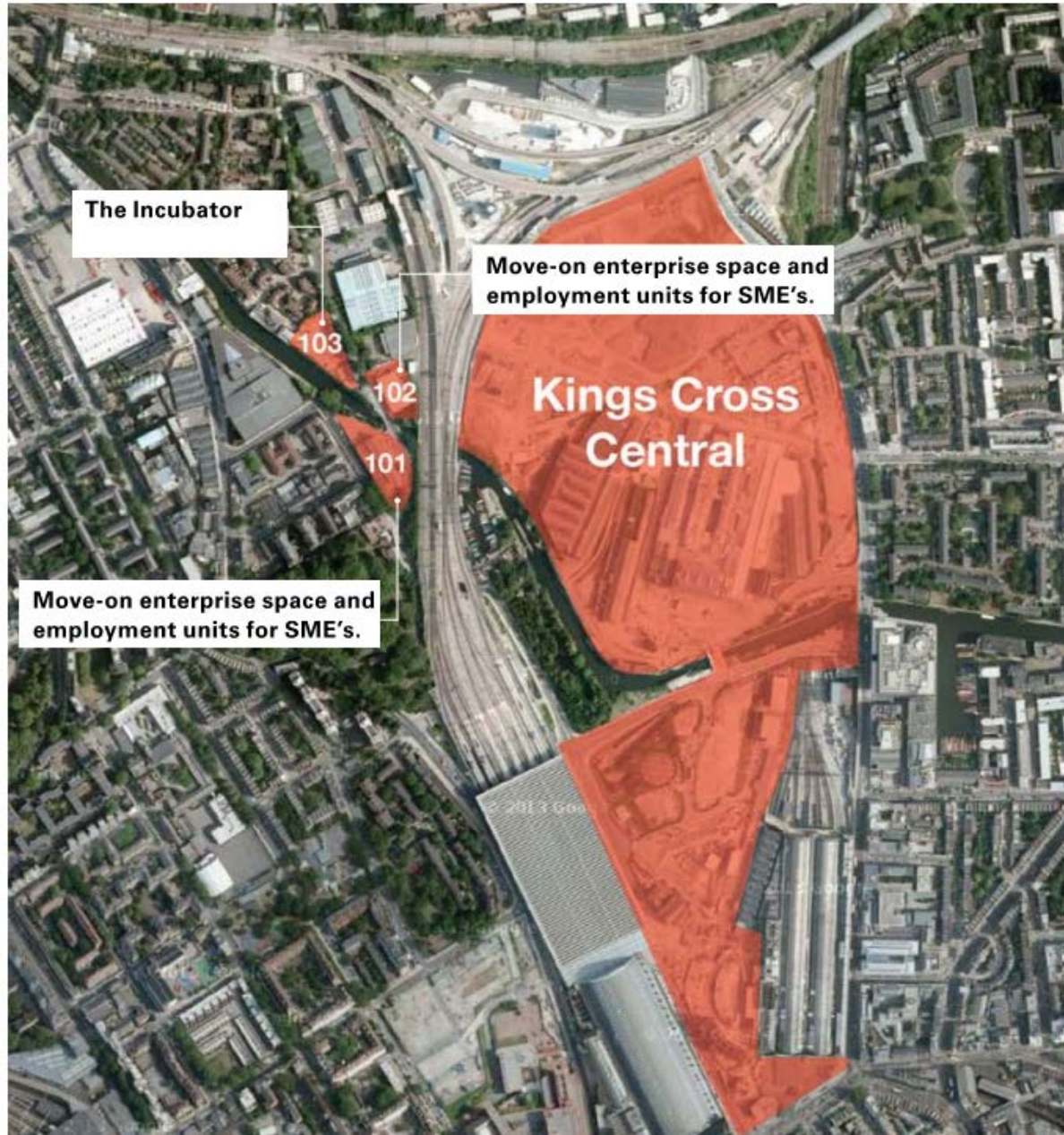


View of towpath looking east

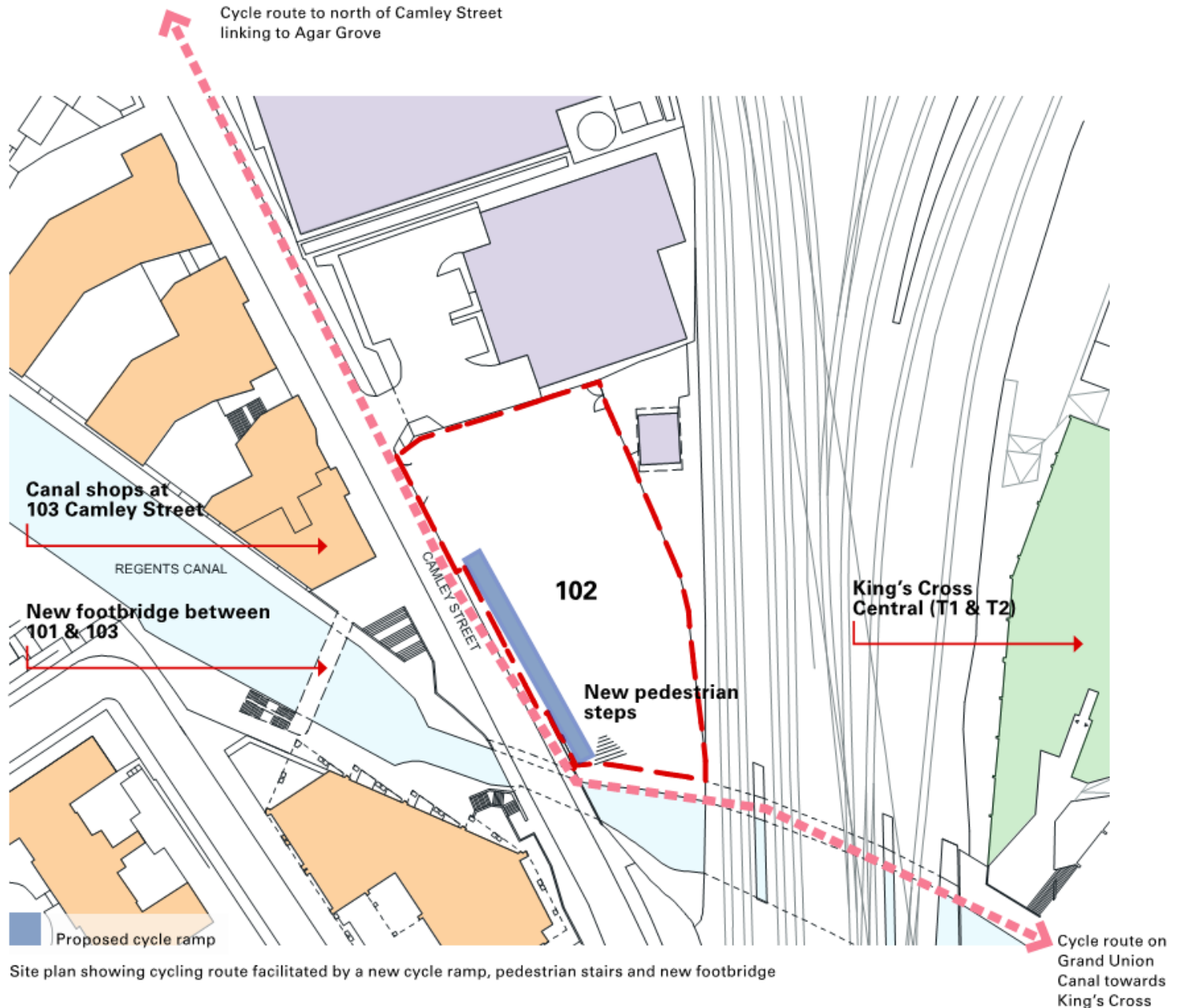


Towpath looking west

Camley Street Gateway sites - strategic concept



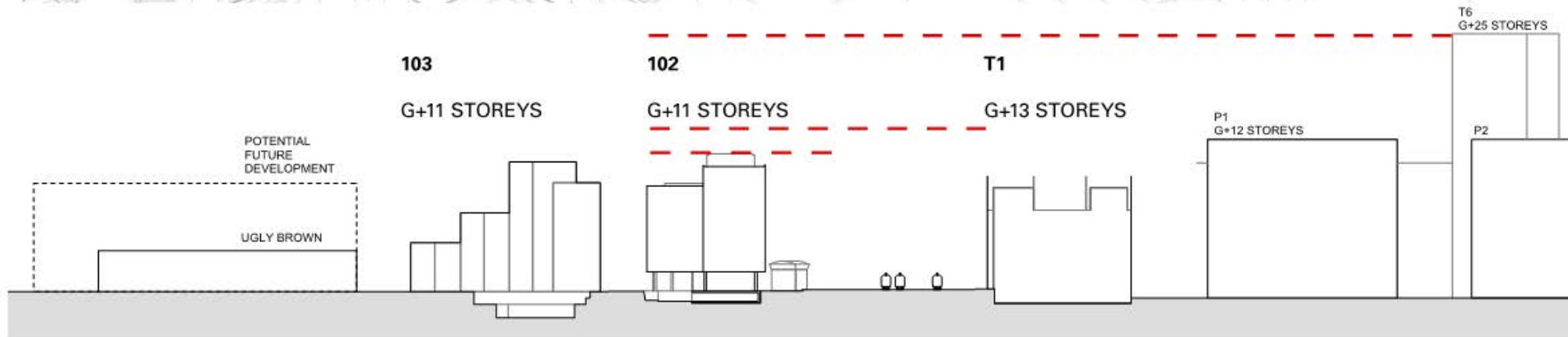
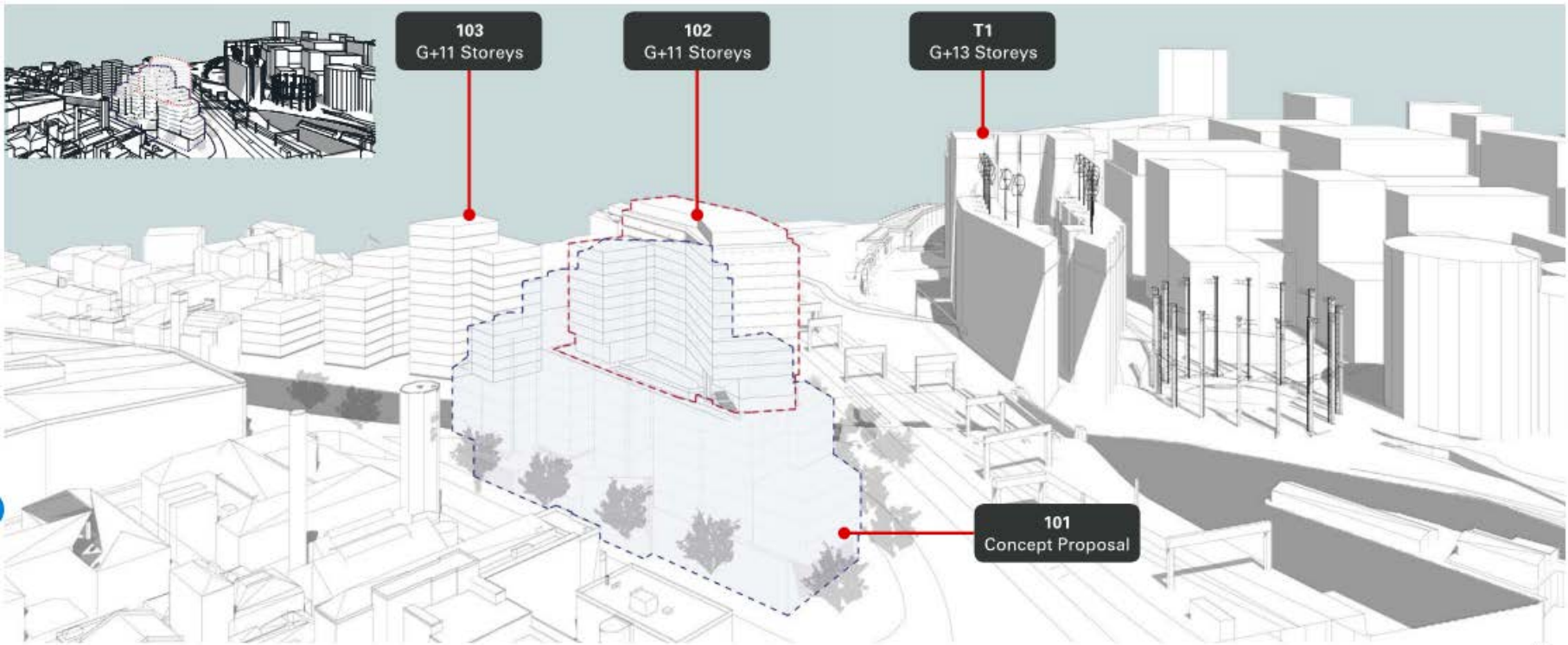
Camley Street Gateway area connections



Camley Street Gateway – the vision



Building heights



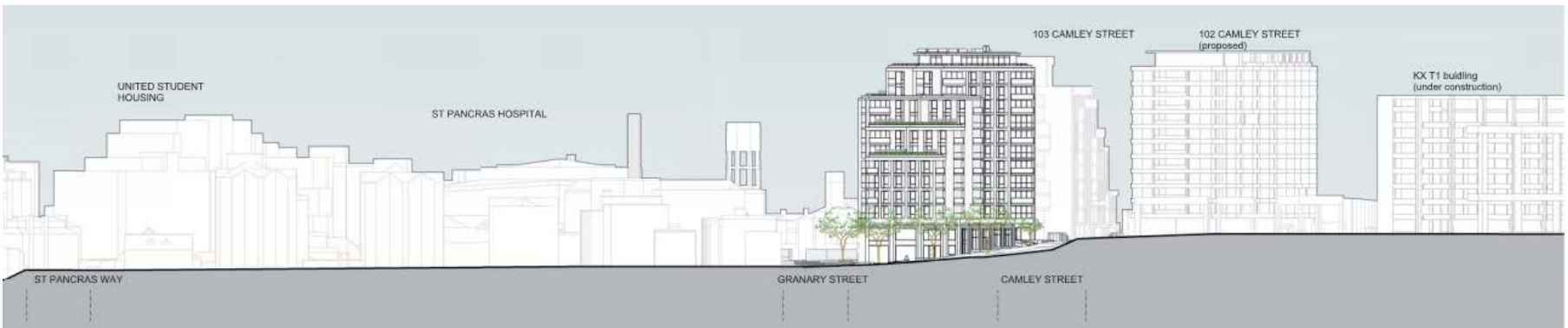
101 Camley Street – the building (west elevation)



101 Camley Street – the building (south and east elevations -with context)



PROPOSED STREET ELEVATION (CAMLEY STREET / EAST)



PROPOSED STREET ELEVATION (SOUTH)

101 Camley Street– external treatment (south elevation)



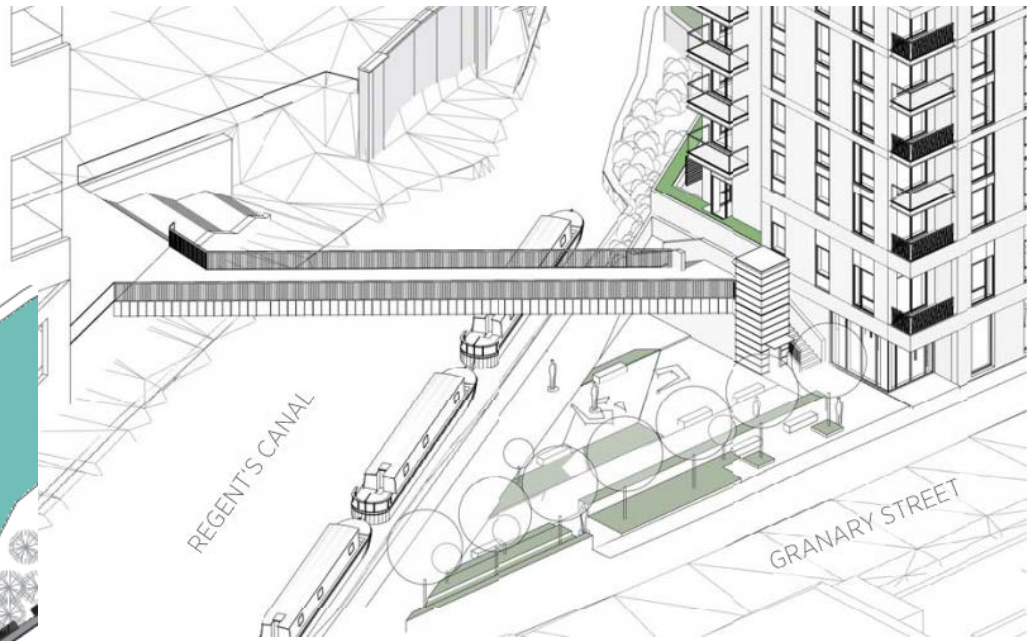
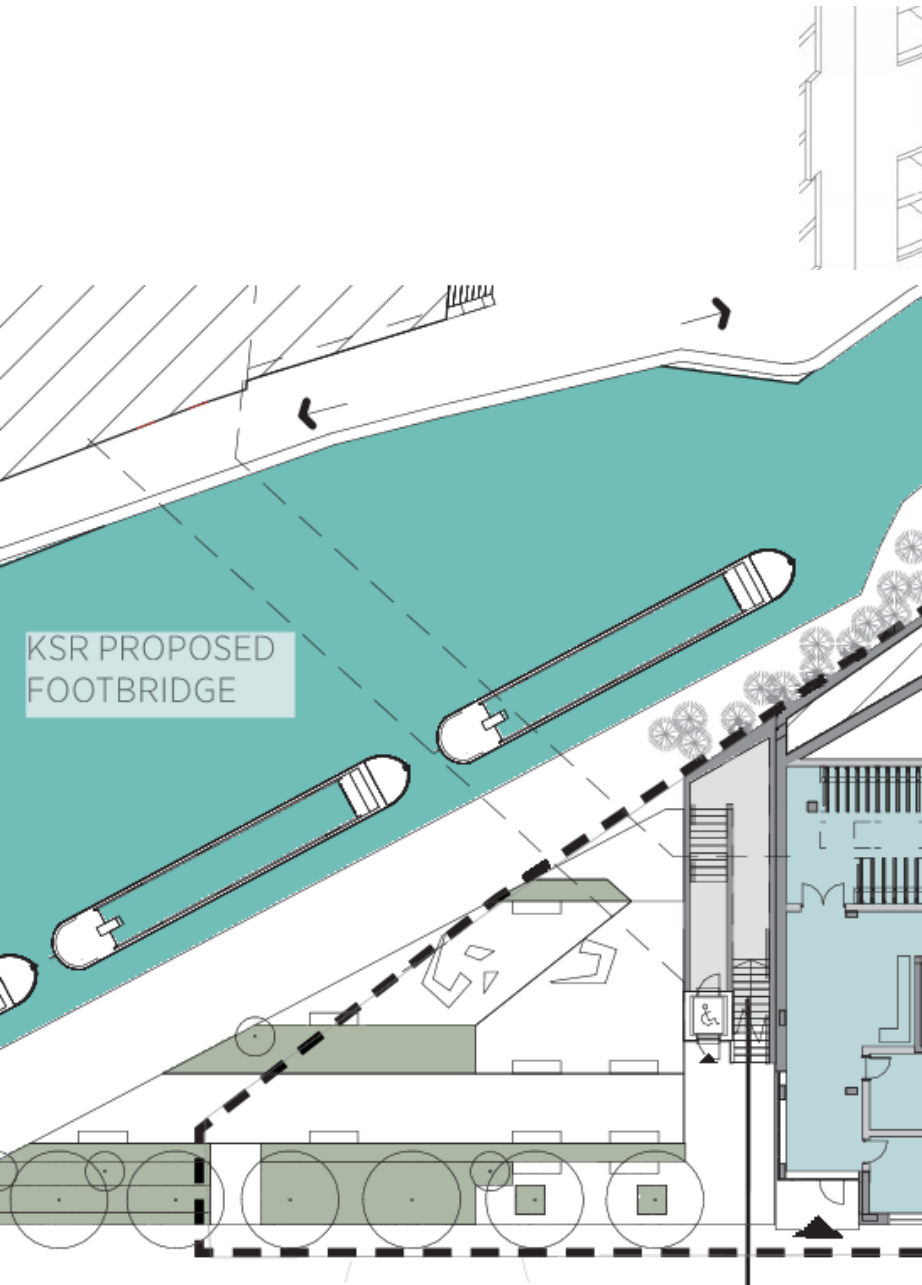
- ① Brick frame
- ② Brick finish to facade
- ③ Soldier course brick element flush with brick facade
- ④ Painted metal C-channel to balcony structure
- ⑤ Clear glass balustrade
- ⑥ Metal balustrade
- ⑦ Double glazed unit
- ⑧ Metal spandrel panel
- ⑨ Timber finish to soffit
- ⑩ Metal panel with ventilation to commercial units
- ⑪ Corner glazed commercial unit
- ⑫ Brick plinth



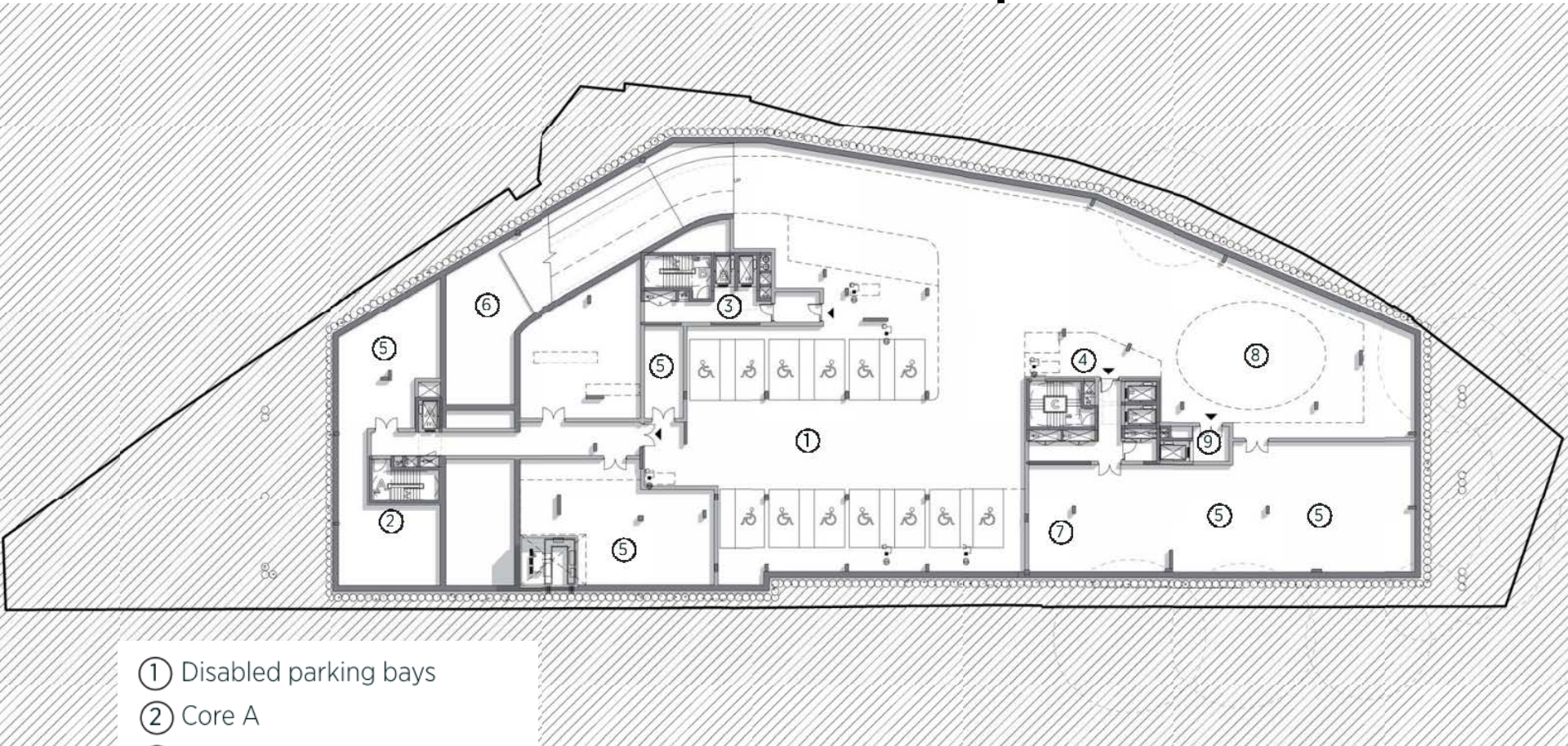
101 Camley Street– roof top allotments and green roofs



101 Camley Street – proposed footbridge

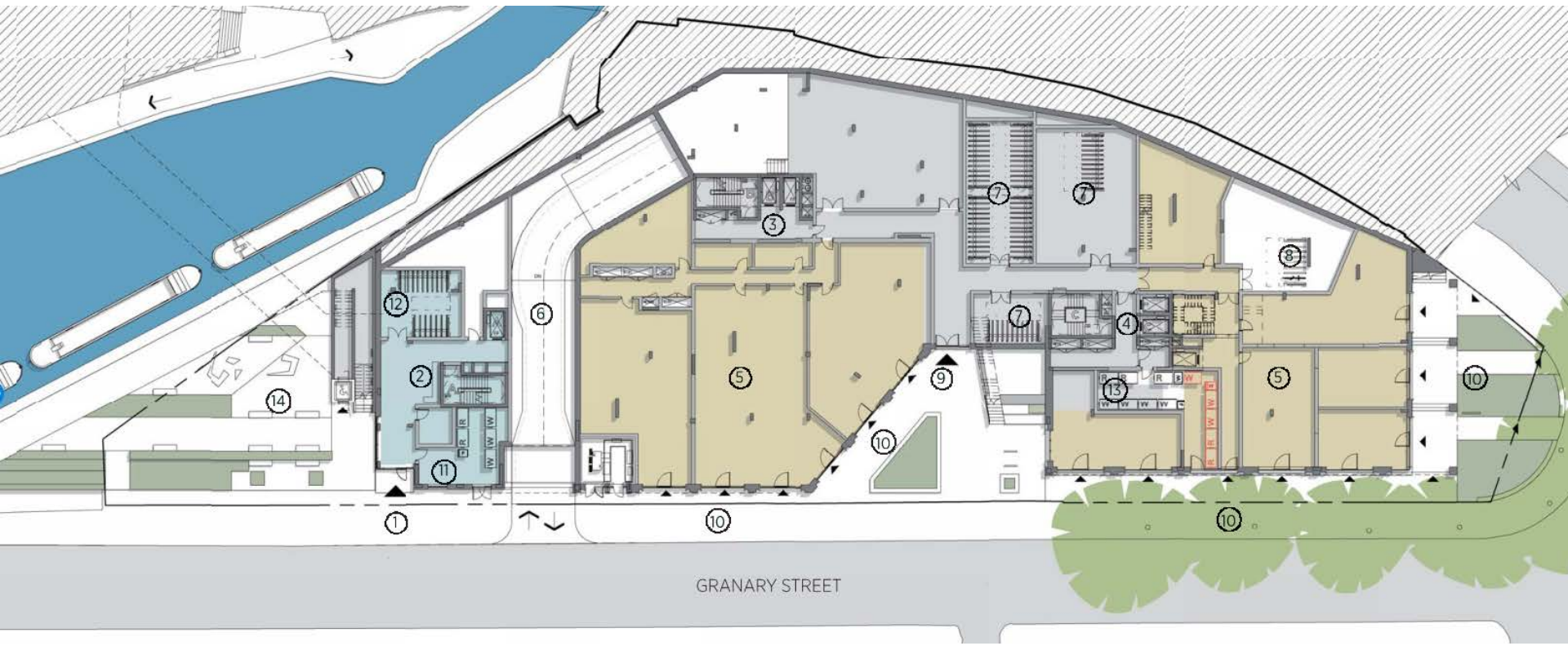


101– Basement plan



- ① Disabled parking bays
- ② Core A
- ③ Core B
- ④ Core C
- ⑤ Store/ Plant room
- ⑥ Vehicle ramp
- ⑦ Storage for residential tenants
- ⑧ B1 servicing area
- ⑨ B1 servicing lift and stair

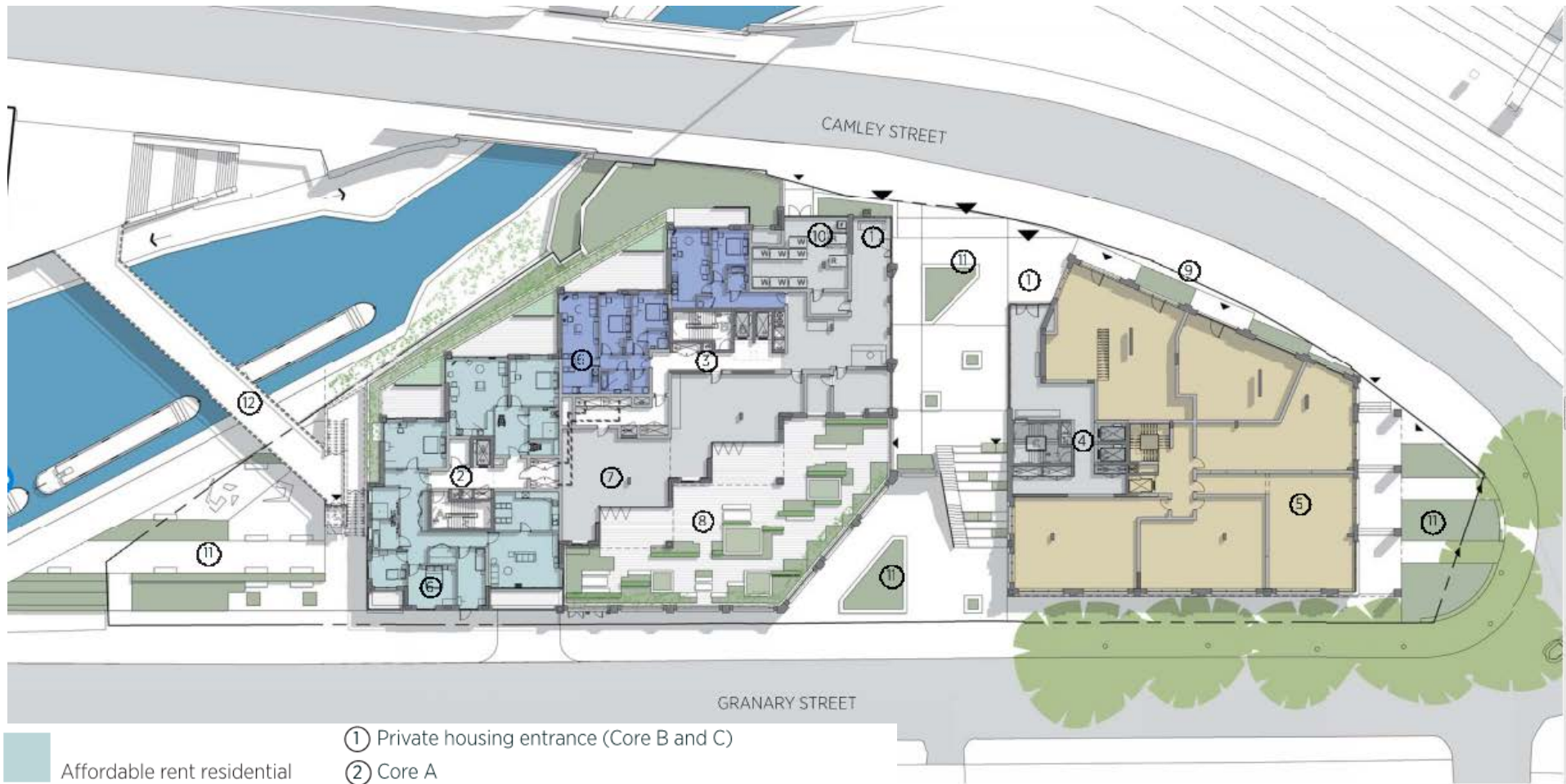
101– Lower Ground Floor plan



Affordable rent residential
 Employment

- | | |
|--|--|
| ① Affordable housing entrance | ⑧ Employment use cycle store |
| ② Core A | ⑨ Entrance from Granary Street level |
| ③ Core B | ⑩ Entrances to employment use |
| ④ Core C | ⑪ Affordable residential refuse store (Core A) |
| ⑤ Employment use | ⑫ Affordable cycle store (Core A) |
| ⑥ Vehicle ramp | ⑬ Private residential and employment refuse (red) store (Core C) |
| ⑦ Private/shared ownership Residential cycle store | ⑭ Northern amenity space - publicly accessible |

101– Upper Ground Floor plan






- Affordable rent residential
- Employment
- Shared ownership residential
- Private residential
- Communal Amenity

- ① Private housing entrance (Core B and C)
- ② Core A
- ③ Core B
- ④ Core C
- ⑤ Employment use
- ⑥ Residential Units
- ⑦ Communal Amenity
- ⑧ Landscaped communal garden
- ⑨ Entrances to employment use from Camley Street level
- ⑩ Private /shared ownership residential refuse store (Core B)

- ⑪ Publicly accessible amenity space
- ⑫ Proposed footbridge

101– First to fourth floor typical plans (shared ownership extends only up to 2nd)



-  Affordable rent residential
 -  Shared ownership residential
 -  Private residential
- ① Core A
 - ② Core B
 - ③ Core C

101– Upper floor plans (7th-8th plus 11th)



102 Camley Street – the building

SUMMARY PROVISION

ON-SITE

- 320m² PUBLIC OPEN SPACE (COURTYARD + CANAL END)
- 200m² PRIVATE AMENITY SPACE (ROOF)
- 1545m² PRIVATE BALCONIES, TERRACES OR WINTER GARDENS
- 140m² CONTRIBUTION TO PUBLIC REALM (CYCLE RAMP)
- 2065m² TOTAL ON-SITE

OFF-SITE

- ADDITIONAL PLAY AND GREEN SPACE WITHIN 400-800M OF SITE ON 21 DIFFERENT SITES
- INCLUDES NEW PLAYGROUND WITHIN 200m OF RESIDENTIAL ENTRANCES (GASHOLDER No. 8)

ROOF GARDEN C. 200M² INCL.:

- 150M² PRIVATE AMENITY SPACE
- 50M² PRIVATE CHILDREN'S PLAYSPACE

OPEN SPACE C. 280M² INCL.:

- 230M² PUBLIC AMENITY SPACE
- 50M² CHILDREN'S PLAYSPACE

PRIVATE BALCONIES, TERRACES OR WINTER GARDENS ALL UNITS

- c. 1545m² IN TOTAL ALL UNITS



NEW STEPS - UNDER CONSTRUCTION
(CONTRIBUTION BY OTHERS)

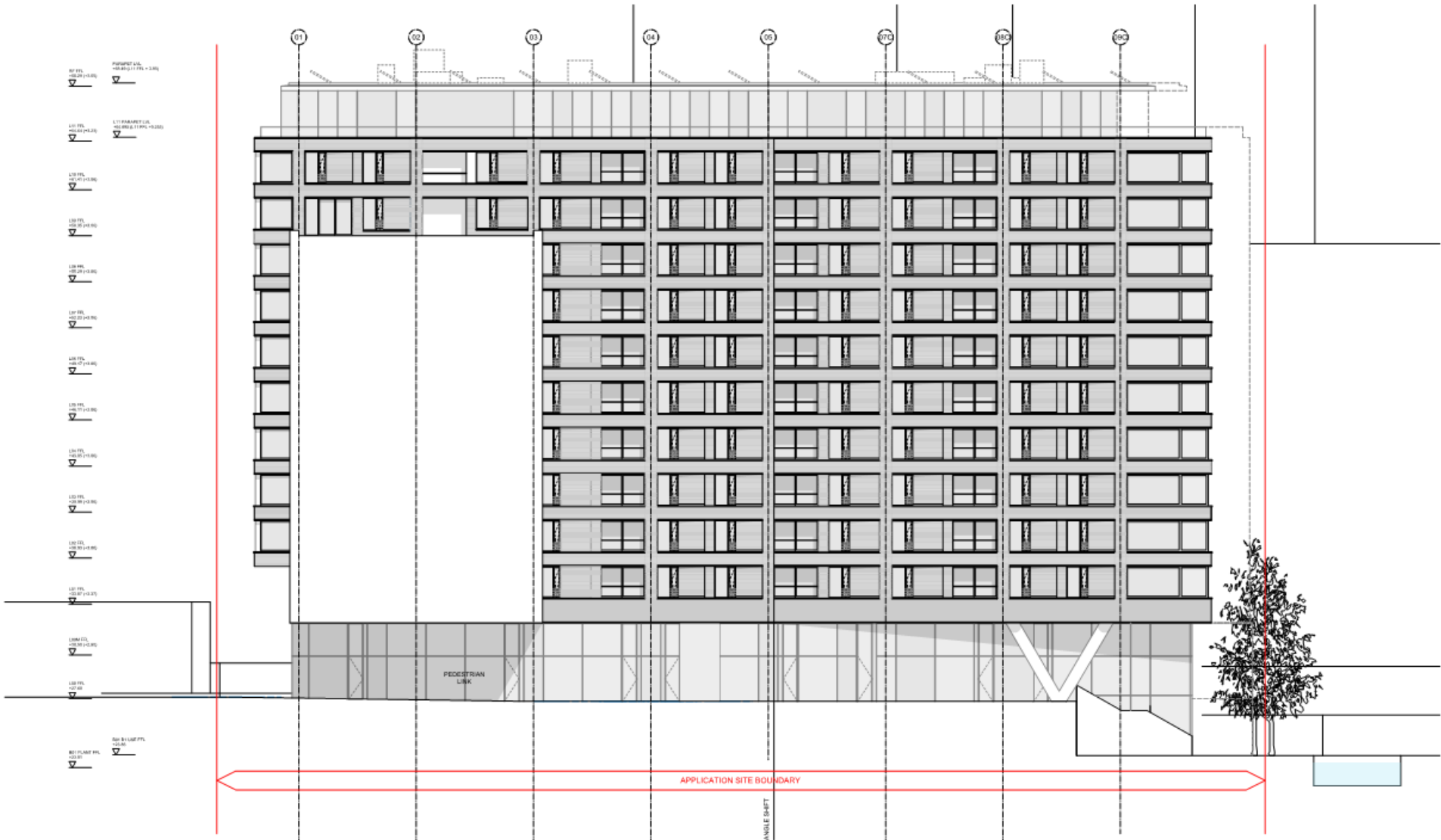
COHERENT LANDSCAPE SCHEME LINKING
THE 3 GATEWAY SITES

POTENTIAL NEW FOOTBRIDGE
(CONTRIBUTION BY OTHERS)

NEW PUBLIC LINKS INCL.

- CYCLE RAMP
- PEDESTRIAN STEPPED ACCESS

102 –west elevation



West Elevation showing wishbone structure

102 – east elevation ‘saw-tooth’ winter gardens



East elevation - typical detail

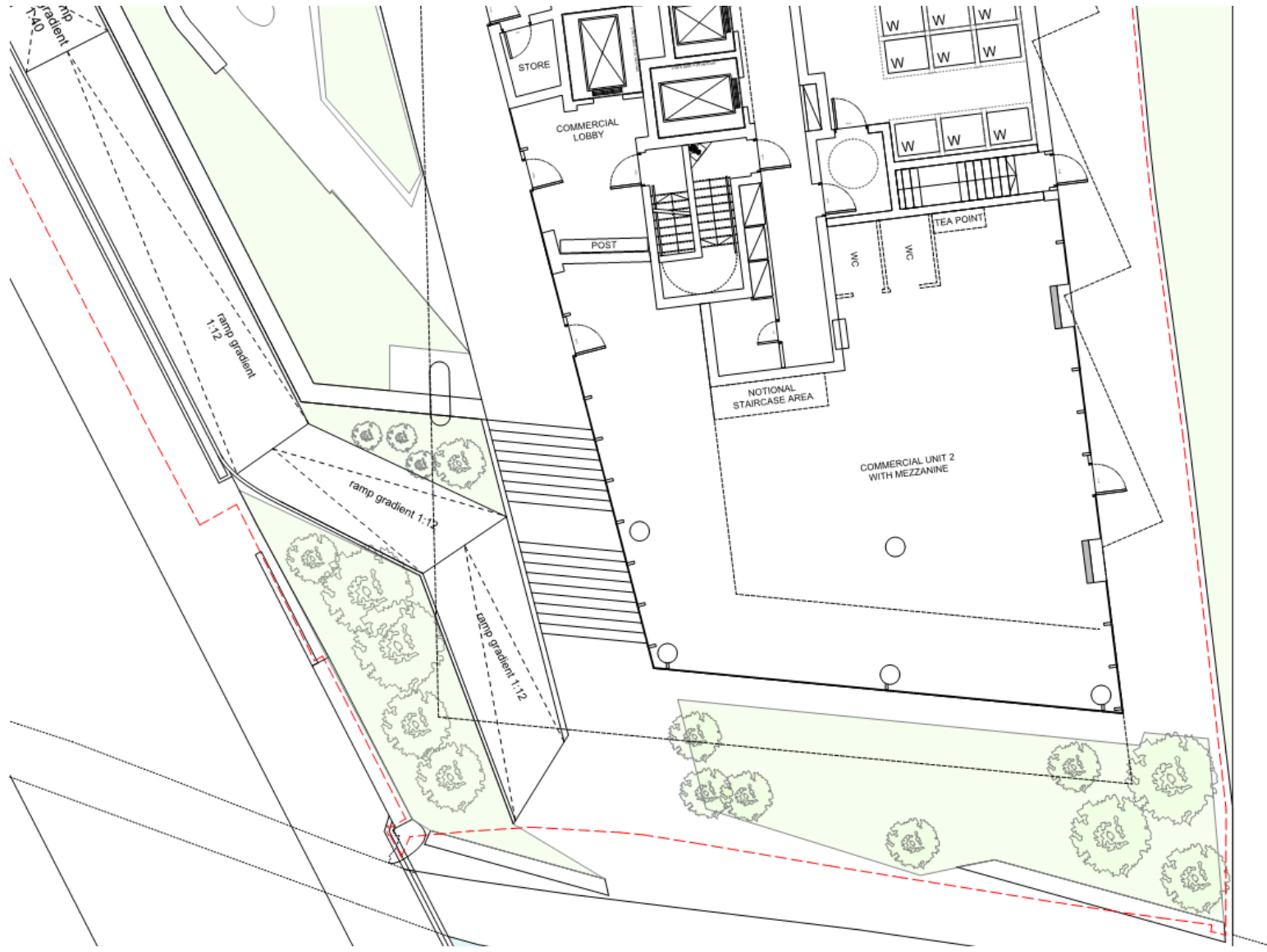
102 Camley Street– west elevation detail



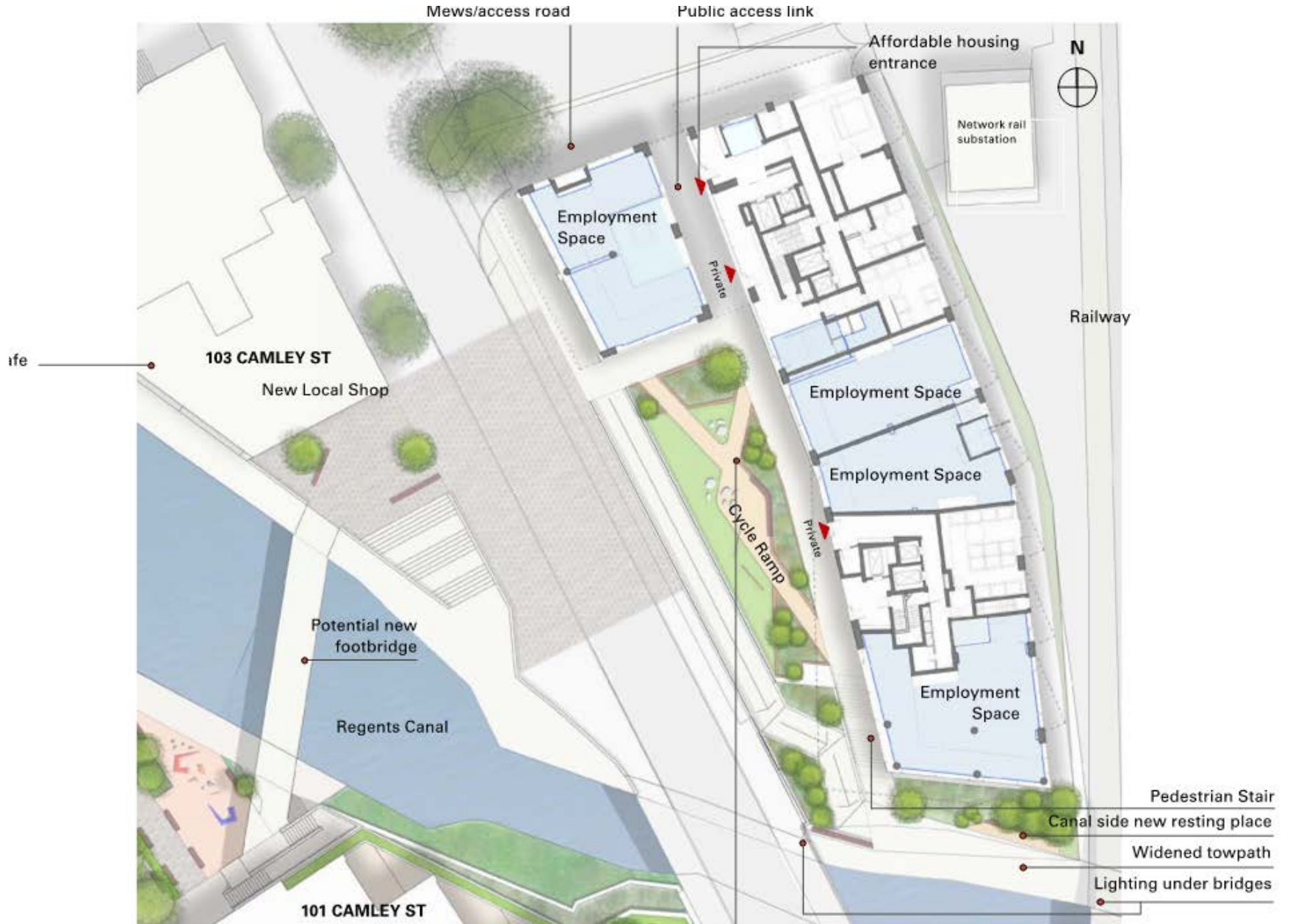
102 façade as viewed from from Camley Street



102 Camley Street – Proposed cycle ramp and steps with landscaping linking to towpath level (ramp gradient 1:12)



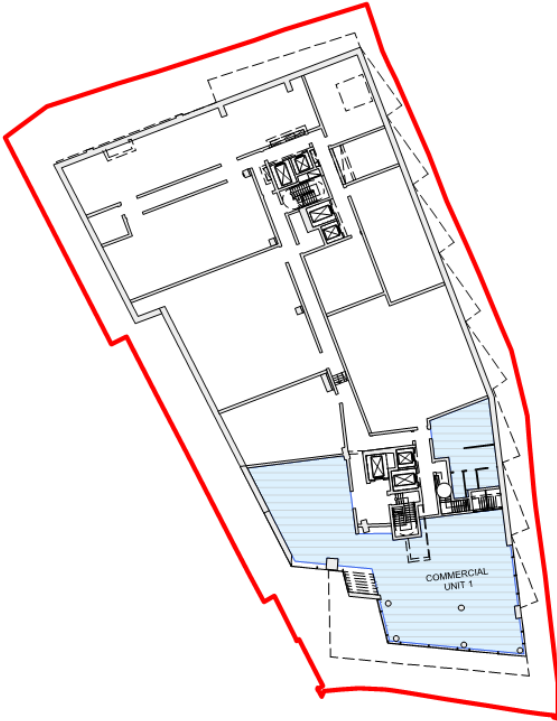
102 – Ground floor layout



Site view showing proposed development in context

Open public space

102– basement to ground mezzanine levels



Lower Ground Floor
1:500@A4







Ground Floor
1:500@A4

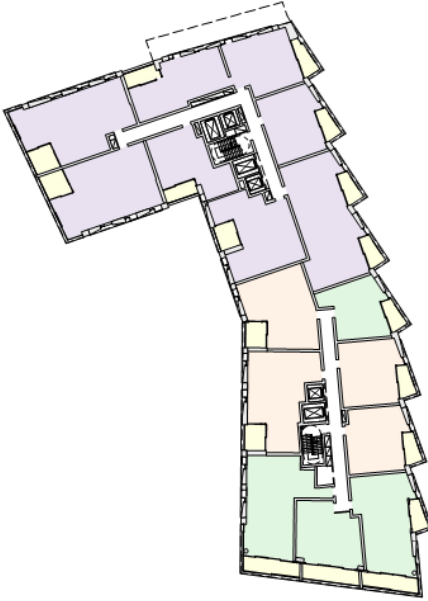


Ground Floor Mezzanine
1:500@A4

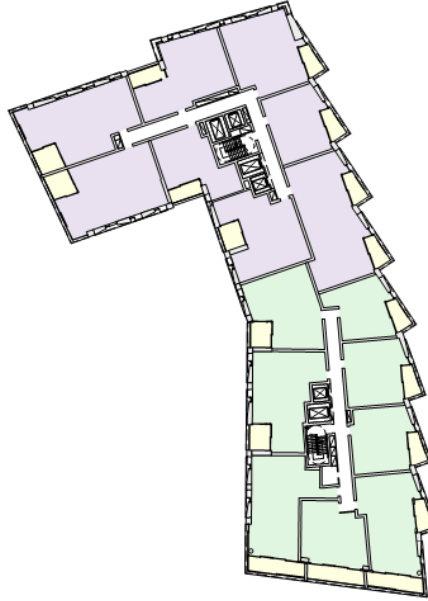
Key to Uses

-  B1/ B1c Commercial
-  Affordable Rent Residential Unit
-  Shared Ownership Residential Unit
-  Private Residential Unit

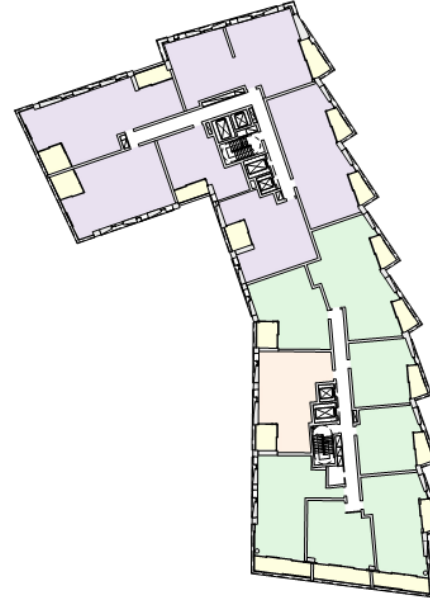
102 – 1st to 6th floor levels



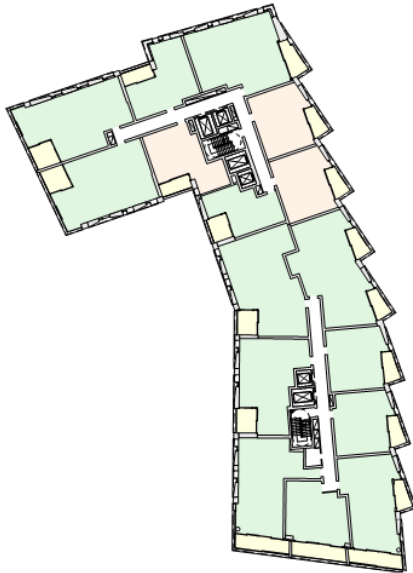
Level 01 – Areas



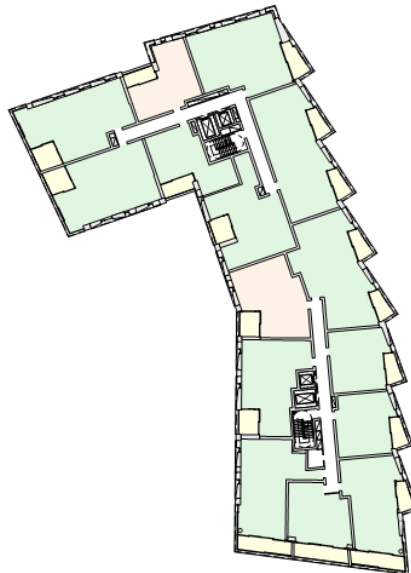
Level 02 – Areas



Level 03 – Areas



Level 04 – Areas



Level 05 – Areas



Level 06 – Areas

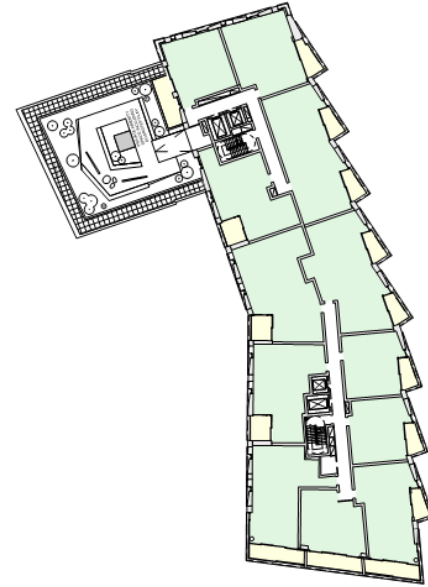
102 – 7th to 11th floor levels



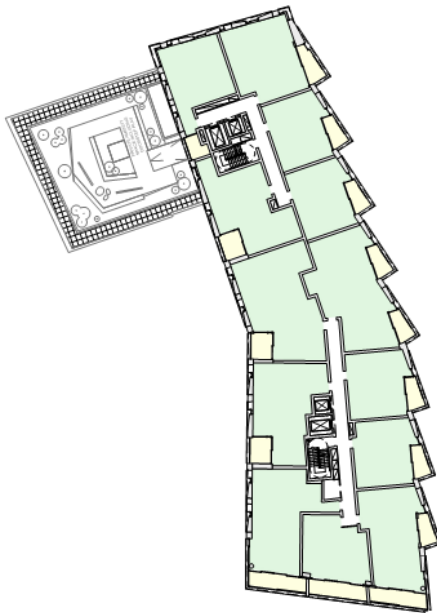
Level 07 - Areas



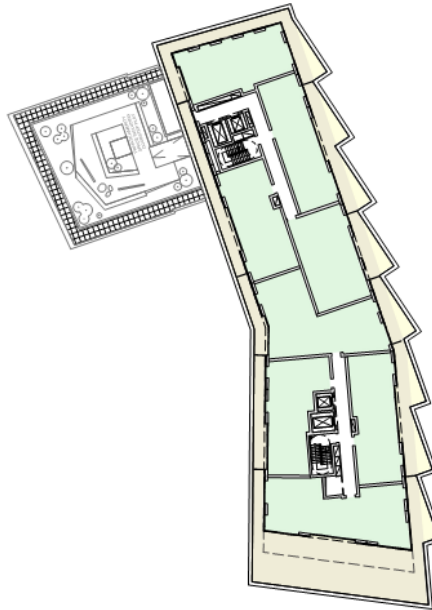
Level 08 - Areas



Level 09 - Areas



Level 10 - Areas



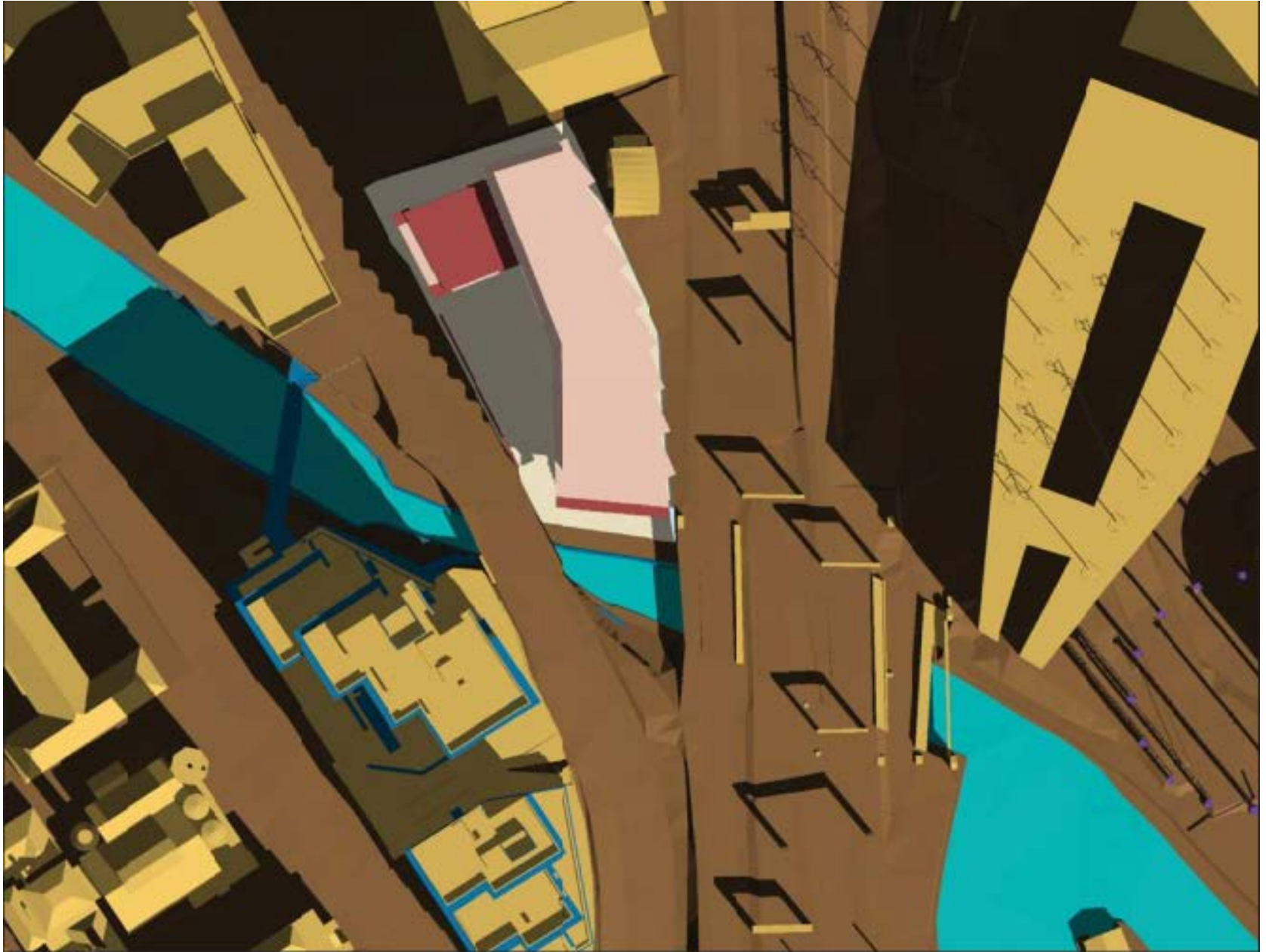
Level 11 - Areas

Combined Landscape Plan

- 1 Gardens and playable landscape
- 2 Ramp access to the canal
- 3 Canal side seating and widened towpath
- 4 Canal side gardens and play area
- 5 Publicly accessible arrival square
- 6 Terraced garden
- 7 Boundary planting
- 8 Potential for traffic calming to Camley Street
- 9 Potential for planting to canal edge (outside of site boundary)



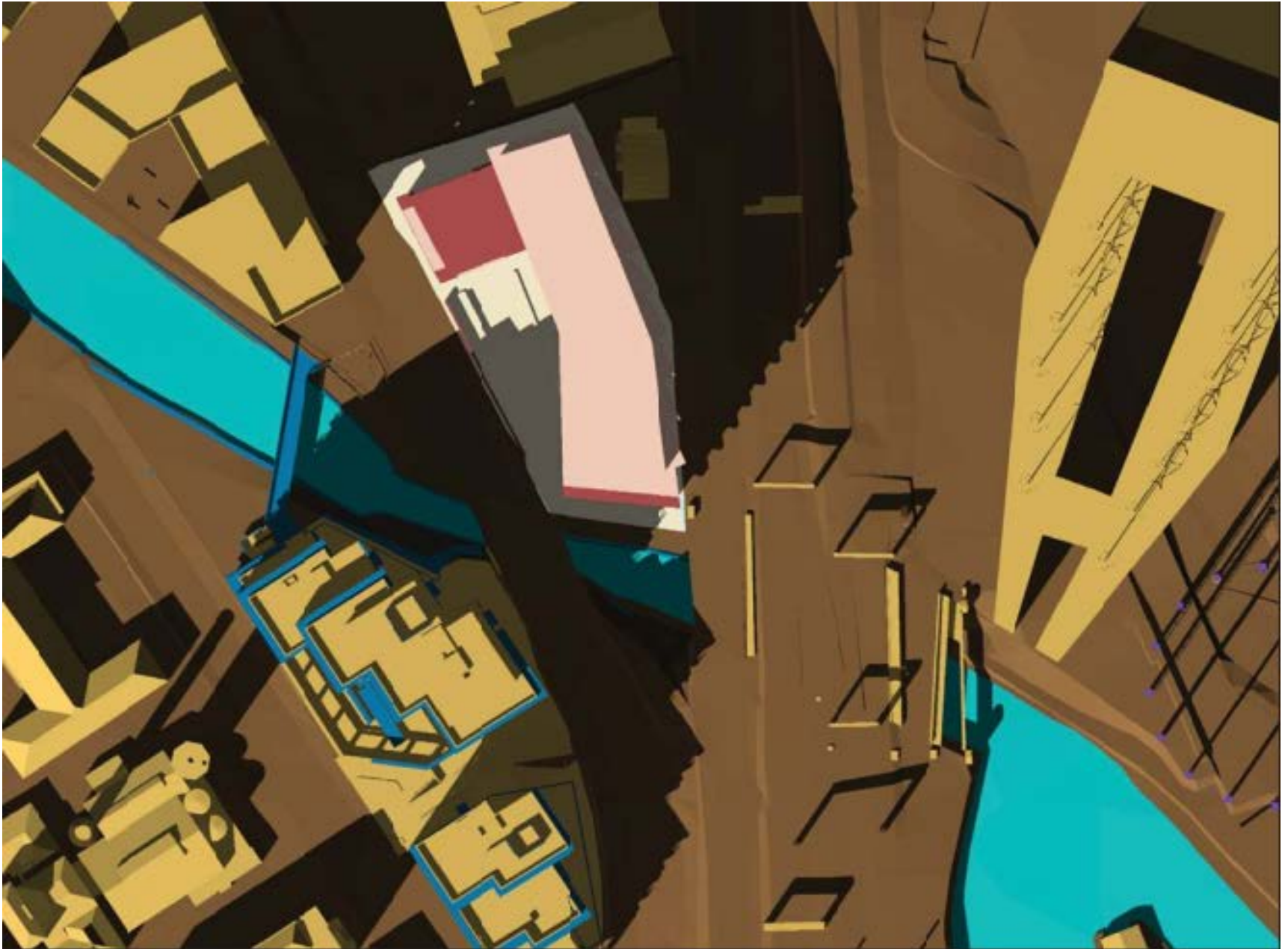
Overshadowing – March 21st at 1000 hrs



Overshadowing – March 21st at 1200 hours



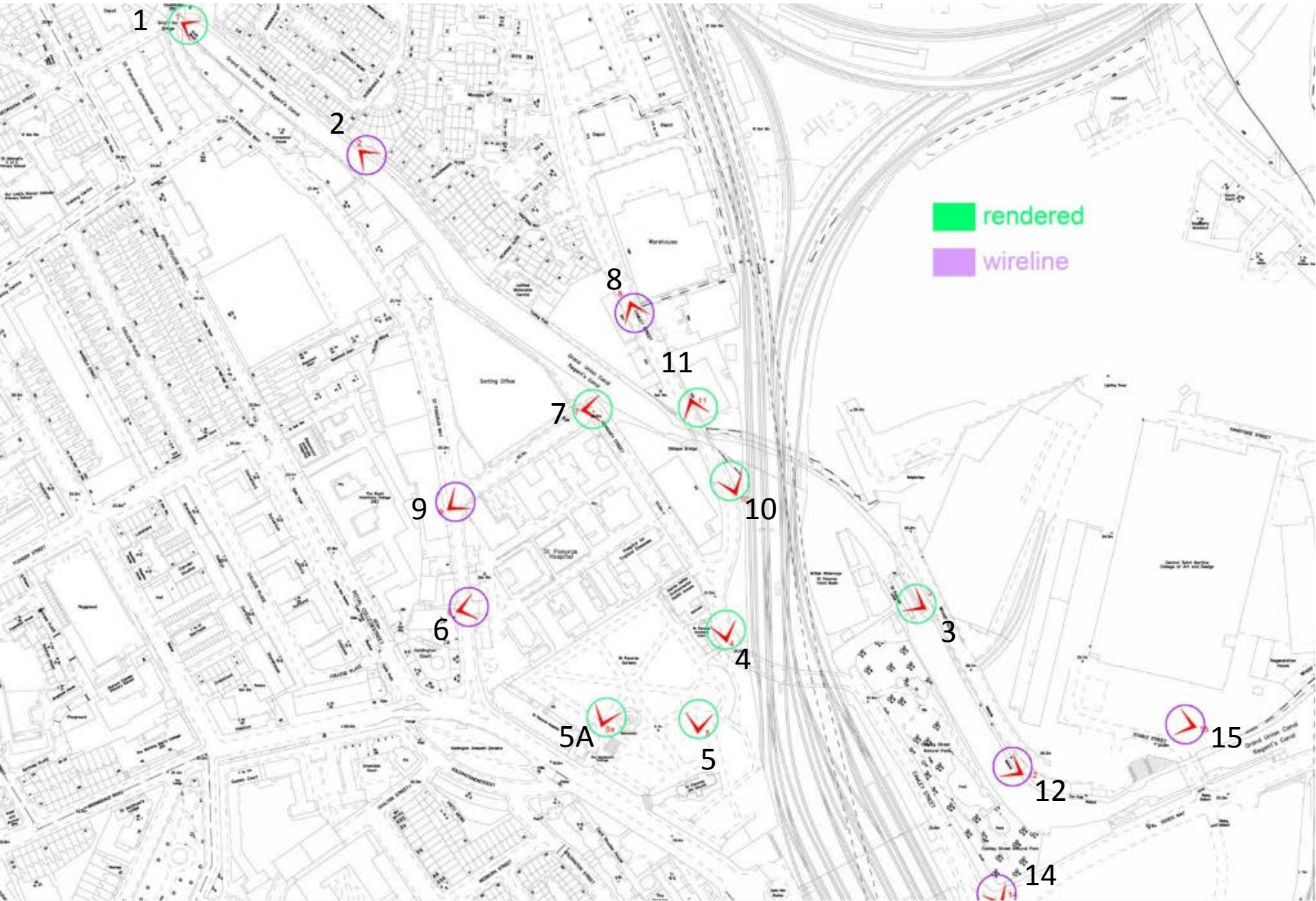
Overshadowing – March 21st at 1400 hours



Overshadowing – March 21st at 1600 hours



Verified view locations 101 & 102



View from Constitution Bridge (View 1)



Wire-line longer-range view from canal towpath west (view 2)



View from Canal Towpath, east (view 3)



Camley Street view of 101 looking north (view 4)



View from St Pancras Gardens (view 5)



St Pancras Gardens (view 5) –wireline version



Wire line view showing link through the buildings at 101 in relation to St Pancras Hospital site (view 6)



View from Granary Street (view 7)



Existing



Proposed Illustrative

Camley Street 'Gateway' View -101 on the left,102 on the right (view 10)



Existing



Proposed

Camley Street view of 101 looking south (view 11)



Existing



Proposed

View from Canal Towpath, longer range east (view 12)



101 from canal towpath west (additional view)



102 – opening up canal towpath

