Address:	**Astor College 99 Charlotte Street London W1T 4QB**	
Application Number:	2015/1139/P	**Officer: David Peres Da Costa**
Ward:	Bloomsbury	
Date Received:	**24/02/2015**	

Proposal: Refurbishment of existing student accommodation (Sui Generis) comprising 2 storey upper ground floor front extension, 8 storey rear extension and front central bay extended forward (from 1st to 6th floor) to provide 60 additional bedrooms, elevational alterations including overcladding, relocation of main access, provision of ground floor cafe (Class A3) and pedestrianisation of Bedford Passage.

Background Papers, Supporting Documents and Drawing Numbers: Site location plan 2869: L047 P4; L48 P3; L49 P6; L50 P6; L51 P6; L57 P6; L58 P4; L198 P4; L199 P4; L200 P2; L210 P3; L211 P3; L212 P2; L213 P3; L098 P3; L099 P19; L100 P21; L101 P16; L103 P20; L104 P3; L201 P11; L202 P10; L203 P3; L250 P14; L251 P14; L252 P14; L253 P3; L900 P2; Design and Access Statement Feb 2015; Transport Statement Feb 2015; Plant noise assessment Feb 2015; Energy and Sustainability Statement including BREEAM Pre-Assessment Feb 2015; Daylight/sunlight Assessment Feb 2015; Planning Statement Feb 2015

RECOMMENDATION SUMMARY: Grant conditional planning permission subject to s106 legal agreement

Applicant:	**Agent:**
University College London Gower Streeet London WC4E 6BT	Deloitte Real Estate Athene Place, 66 Shoe Lane, London

ANALYSIS INFORMATION

Land Use Details:			
	Use Class	Use Description	Floorspace
Existing	*Sui Generis (Student accommodation)*		*6825.6m²*
Proposed	*Sui Generis (Student accommodation)*		*8909.5m²*

OFFICERS' REPORT

Reason for Referral to Committee: Major development involving the construction of more than 1000 sq. mtrs of non-residential floorspace

1. **SITE**

1.1 Astor College dates from the 1970s and is an 8 storey student housing block occupied by UCL (within a 6 minutes' walk of the main UCL Campus). Externally, the building is largely utilitarian in character with a composition of dark grey machined brickwork and exposed horizontal framing. The ground floor sits 1.5 metres above street level above a substation which provides a dead frontage to the street.

1.2 To the south is a traditional terrace of 18th and 19th century 3 storey terraced buildings with front lightwells. To the north of the site is the recently constructed Sainsbury Wellcome Centre (a neuroscience facility). To the west is the vacant, Grade II listed Strand Union Workhouse (the Middlesex Hospital Annex (MHA) Site) which is subject to emerging redevelopment proposals. Directly to the south is a private access to the site which is close to the former route of Bedford Passage and historically, this connected Charlotte Street to a rear entrance of the MHA. Opposite the site (to the east) is the Saatchi & Saatchi building which benefits from extant consent for significant development.

1.3 Uses in the surrounding area are varied including UCL Campus buildings and a range of other uses, such as commercial, residential and health uses. To the East of the Site is Tottenham Court Road, characterised by retail uses.

1.4 The site is adjacent to but outside the Charlotte Street Conservation Area. This conservation area is immediately to the west and to the south. It is also close to the City of Westminster's East Marylebone Conservation Area (the boundary runs down the middle of Cleveland Street).

1.5 The architectural character of the area is varied. At the southern end of Charlotte Street, the prevailing character is of terraced town houses with commercial uses, typically restaurant and cafes. Further to the North, the townscape changes to incorporate the larger and substantially taller modern blocks, including Astor College and the Sainsbury Wellcome Centre (clad in opaque white glass planks).

1.6 The site falls within the Fitzrovia and south west Bloomsbury Central London Local Area and is designated an Opportunity Site within the Fitzrovia Area Action Plan (FAAP).

2. **THE PROPOSAL**

Original

2.1 The proposal is the refurbishment of the student accommodation at Astor College, including an eight storey rear extension and 1.5 storey front extension at street level plus six-storey infill to the front. These changes will result in an additional 60 bedrooms and 11 kitchens. The facades would be insulated and over-clad to improve the appearance and thermal performance of the building. The creation of a new pedestrian route (Bedford Passage) is also proposed to the south of the

building, with associated works to the side elevation and the creation of a new A3 café (67.3sqm).

3. RELEVANT HISTORY

Astor College

3.1. **N12/16/A/20637(R)**: The erection of a 8 storey extension to existing hall of residence with a shop at ground floor level and student study bedrooms (8 additional students per floor) on each of the other floors. Granted 21/10/1975

3.2 **2006/1171/P**: Installation of new escape door and access ramp with handrail to the Charlotte Street elevation on the ground floor of the college building. Granted 13/06/2006

Windeyer Building, 46 Cleveland Street (Sainsbury Wellcome Centre)

3.3 **2011/1944/P**: Demolition of existing academic research and teaching building (Class sui generis) and erection of a six storey building with two basement levels to accommodate a new scientific academic research and teaching building (Class sui generis), including plant enclosures at roof level and a new area of public open space. Granted Subject to a Section 106 Legal Agreement 31/08/2011

Saatchi Block, 80 Charlotte Street

3.4 **2010/6873/P**: Creation of additional floorspace through the infilling of the existing courtyard, the extension of the existing basement, seven storey extension to the Chitty Street elevation and the construction of two additional storeys (creating a nine storey building in total, with existing buildings to be partially demolished) in association with the existing office use (Use Class B1); the creation of new public open space, change of use from office (B1) to create flexible units at ground and lower ground floor levels (Class B1, A1 or A3 use); and the change of use and extensions to 67-69 Whitfield Street to create 19 residential units (Use Class C3) all to the site bounded by Chitty Street Charlotte Street, Howland Street and Whitfield Street. Granted 04/05/2012

73 - 75 Charlotte Street, 34-38 Tottenham Street and 4 Tottenham Mews

3.5 **2012/2045/P**: Erection of a part 3/4/5 & 6 storey building plus basement level for a mixed use development comprising of 11 residential units (Class C3) and 253sqm of office (Class B1) floorspace at part basement and ground floor level, following demolition of existing buildings at 73-75 Charlotte Street & 34-38 Tottenham Street and 4 Tottenham Mews. Granted Subject to a Section 106 Legal Agreement 13/12/2012

64 Charlotte Street and 32 Tottenham Street

3.6 **2012/3537/P**: Erection of extensions at first to third floor level, raising of cornice by 240mm, alterations to fenestration, shopfront and addition of railings and stairs to open front lightwell all in connection with change of use from offices (Class B1) and

retail (A1) to retail (Class A1) at basement and ground floor level and residential on the first to third floors (1 x 3 bed, 2 x 2-bed and 3 x1-bed) (Class C3). Refused 22/04/2013 Appeal allowed 29/11/2013

70 Charlotte Street

3.7 **2010/1341/P**: Change of use of the ground floor and basement from financial and professional services (Class A2) to restaurant (Class A3). Granted 04/01/2011

Current Applications

61 - 65 Charlotte Street

3.8 **2015/1746/P**: Erection of mansard roof extension at 4th floor level, rear extension at lower ground & ground floor levels, with creation of 6 x flats (2 x one-bedroom/studio, 2 x two bedroom, 2 x three-bedroom) on the upper floors, office accommodation at ground and lower ground floors and shopfront alterations.

77-79 Charlotte Street

3.9 **2015/1076/P**: Demolition of existing building and erection of a new part four, part five and part six storey building plus double basement to provide 4 x flats along with employment floorspace.

Arthur Stanley House, 40 Tottenham Street

3.10 **2015/0391/P**: Refurbishment of the existing eight storey Arthur Stanley House and new build element to the rear facing Tottenham Mews to enable a change of use from health care (Class D1) to a mixed use development comprising office floor space (Class B1), flexible office (Class B1)/ health care (Class D1) floorspace at ground floor level and 12 residential units (Class C3) (market units: 1 x 1bed, 8 x 2bed, 1 x 3bed. affordable units: 2 x 3 beds) and associated landscaping fronting Tottenham Mews.

4. CONSULTATIONS

Statutory Consultees

4.1 The City of Westminster has raised no objection to the proposal.

Non-statutory Consultees

4.2 Thames Water, with regard to sewerage and water infrastructure capacity, have no objection to the planning application and provide details of a condition that should be included on any decision requiring a piling method statement to be submitted prior to any impact piling.

Conservation Area Advisory Committee

4.3 Charlotte Street CAAC has not provided a response.

Local Groups

4.4 Charlotte Street Association has objected on the following grounds:

1 *Pre-application consultation. Contrary to what the applicants say (Design and Access Statement p17) there has been no pre-application consultation with local groups or the wider community.*

2 *Overdevelopment. The proposal represent overdevelopment increasing the existing floorspace on this fully developed site by 28 %. FAPP postulated a possible increase of 1,600 sqm. The scheme proposes a total increase of 1,920 sqm ie 20% more. Mainly in the rear extension. This prejudices the future housing development on the workhouse site and has direct implications in relation to the provision of public open space.*

3 *Public open space. FAAP calls for the provision of a significant area of POS as part of the development of this group of sites. No POS is offered. Even the specific requirement of the Development Standard of 9 sqm/ bed space which would require 540sqm of POS.*

The existing amenity space is reduced by 61 sqm. The FAAP overall identified a chronic shortage of POS in the area and made specific proposals for it amelioration. It is quite unacceptable that far from providing additional POS the scheme doesn't even meet the requirement generated by the proposal.

4 *Bedford Passage. The opening of Bedford Passage is welcome, however the FAAP makes it quite clear that this is in addition to the provision of POS noted above.*

5 *Cafe. There is objection to the proposed provision of a cafe which is contrary to policy which seeks to avoid intensification of A3 use in Charlotte Street. The space is well suited for the provision of a small generously planted area with seats.*

6 *Workhouse site. A major objection to the proposal is that the height and location of the proposed rear extension would prejudice a satisfactory residential development of the adjoining workhouse site. There is currently no proposal for this site but suggesting that a distance of 7 metres between habitable rooms in a future housing development and a seven storey high building is not acceptable.*

7 *Cycle storage. The adequacy of the proposed 44 cycle spaces is questioned representing as it does 1 space per 6.75 students thus hardly reflects the great increase in cycle use (and could well put pressure on street cycle parking), or the promotion of healthy living.*

8 *Design. The detail of the rejigged facade is even more monolithic and boring than the existing. It should be broken up and some modelling introduced. It is accepted that the opportunity is limited but even small variations would make a significant improvement in the streetscape.*

The scheme should be modified to meet the identified shortcomings and in particular the POS shortage should be addressed on the lines set out in the FAAP for this group of sites.

Adjoining Occupiers

Number of letters sent	43
Total number of responses received	2
Number in support	1
Number of objections	0

4.4 A site notice was displayed from 6/3/15 to 27/3/15 and the application was advertised in the CNJ on 12/3/15. Two letters of representation have been received including a letter of support from the Head of Property and Asset Management at University College London Hospitals, confirming the design of the Astor College proposals would complement the Middlesex Hospital Annexe proposals.

4.5 Another response was received from MJ Media, 97 Charlotte Street. This response confirmed that 97 Charlotte Street has an existing fire exit access onto Bedford Passage. The consultee also queried whether the passage was being opened for public access or just UCL access.

5. **POLICIES**

5.1 **National and regional policy**
NPPF 2012
The London Plan March 2015, consolidated with alterations since 2011

5.2 **Local Development Framework**
Core Strategy and Development Policies
Core Strategy Policies
CS1 Distribution of growth
CS5 Managing the impact of growth and development
CS7 Promoting Camden's centres and shops
CS6 Providing quality homes
CS8 Promoting a successful and inclusive Camden economy
CS9 Achieving a successful Central London
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 & encouraging biodiversity
CS16 Improving Camden's health and well-being
CS18 Dealing with our waste and encouraging recycling
CS19 Delivering and monitoring the Core Strategy

Development Policies
DP1 Mixed use development

DP6 Lifetime homes and wheelchair housing
DP9 Student housing, bedsits and other housing with shared facilities
DP12 Supporting strong centres and managing the impact of food, drink, entertainment and other town centre uses
DP13 Employment sites and premises
DP16 The 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
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
DP28 Noise and vibration
DP31 Provision of, and improvements to, public open space and outdoor sport and recreation facilities
DP32 Air quality and Camden's Clear Zone

Fitzrovia Area Action Plan 2014
Astor College is identified as an opportunity site within the 'Bedford Passage Group'

5.3 **Supplementary Planning Policies**
Camden Planning Guidance 2011
CPG1 Design
CPG2 Housing
CPG3 Sustainability
CPG6 Amenity
CPG7 Transport
CPG8 Planning obligations
Charlotte Street Conservation Area Statement

6. ASSESSMENT

6.1 The main considerations subject to the assessment of this planning application are:

- Land use
- Design and appearance
- Accessibility
- Pedestrianisation of Bedford Passage / Open space
- Transport
- Sustainability
- Neighbouring amenity
- Contaminated land
- Planning obligations
- CIL

6.2. **Mixed Use**

6.3. The Council requires a mix of uses in development where appropriate in all parts of the borough, including a contribution towards the supply of housing. In the Central

London Area, where more than 200 sq m (gross) additional floorspace is provided, Camden requires up to 50% of all additional floorspace to be housing (policy DP1). The scheme provides an additional 2083sqm floorspace. As the scheme is student housing the objective of policy DP1 is met. That is to say the scheme would provide 50% of additional floorspace as housing. In addition to the primary use as student accommodation, a secondary use (a 67sqm café) would be provided at the front of the site.

6.4. **Additional Student Accommodation**

6.5. Astor College is a purpose-built UCL student hall of residence close to the UCL Bloomsbury Campus. It currently provides 227 single rooms and 4 twin bedrooms equating to residential places for 235 students. An extension at a lower level in the rear courtyard of the building houses a sports hall. There is a private amenity courtyard at the back of the site. The existing building does not provide accommodation for students with restricted mobility. The submitted information indicates the building is no longer fit for purpose and needs considerable modernisation in order to meet today's students' accommodation demands.

6.6. The proposed extension to the rear of the building and reconfiguration of the existing building would provide 60 additional single bedrooms. This includes 5 wheelchair accessible rooms on the upper and lower ground floor. A principle of the Fitzrovia Area Action Plan (FAAP) is that the development of student housing in Fitzrovia will be guided to existing student housing sites (principle 7).

6.7. In 2001, almost a third of Fitzrovia's population were students. Across the whole Bloomsbury ward, of which Fitzrovia is part, students aged 19 or over made up a quarter of the population, compared with 14.9% across Bloomsbury and 8% across the whole borough. The Council considers that significant growth in the proportion of students in Fitzrovia (beyond the expansion of existing student halls) would be harmful to the mix, balance and inclusiveness of the community. Where there is an existing concentration of resident students, the Council considers that proposals for student housing may harm the mix and balance of the community if they provide more than 100 bed spaces (CPG 2 Housing, paragraph 3.18). In this case an additional 60 bed spaces would be provided, so the proposed development would not harm the mix and balance of the Fitzrovia community.

6.8. Moreover Astor College is identified as an Opportunity Site within the FAAP where additional student accommodation could be provided. The FAAP indicates Astor College has the potential to provide improved accommodation and expansion of approximately 1,600 sq m (or around 100 rooms). Whilst the total additional floorspace proposed would be 1902sqm (equating to 60 additional rooms), this amount of additional floorspace would allow UCL to meet the demand for high quality student accommodation. The proposed additional student rooms would therefore fully accord with the FAAP. To mitigate any potential impacts of the proposed development on the local community, a student management plan would be secured by legal agreement. Further detail on the student management plan is provided in paragraph 6.107 of this report.

6.9. Policy DP9 (Student housing, bedsits and other housing with shared facilities) provides criteria that must be met if the development of student housing it is to be supported. The development is close to Goodge Street and Euston Square Underground Station and has very good access to bus routes. The development would therefore be highly accessible to public transport as well as shops, services and community facilities. The development would provide additional accommodation that will serve UCL and is within 5 minutes' walk of the UCL Campus. The proposals include a range of flat layouts including those with shared facilities. Therefore the development accords with all relevant criteria set out in policy DP9.

6.10. Café (A3)

6.11. A 67.3sqm A3 unit is proposed in an extension at ground floor level. The proposed A3 unit would act as a transitional point between the historic terrace to the south and the lower floors of Astor College which steps forward of the cafe to the north. The A3 unit would fall within the Fitzrovia and south west Bloomsbury Central London Local Area and would be just outside the designated secondary retail frontage (77-97 Charlotte Street).

6.12. Principle 5 of the FAAP deals with food drink and entertainment uses and specifically refers to an existing concentration of food, drink and entertainment uses at the southern end of Charlotte Street. Astor College is located at the northern end of Charlotte Street and the proposed A3 unit would not result in a concentration of food, drink and entertainment uses in this area. The proposed unit is small scale and low impact and so would be in accordance with principle 5 (Food, drink and entertainment uses) of the FAAP.

6.13. The applicant has confirmed that the occupier will be a café rather than a restaurant utilising primary cooking. High level extraction is not feasible (see paragraph 6.92 below) so a condition would be included to ensure primary cooking does not occur. The A3 unit would provide an active frontage positively contributing to Charlotte Street and the wider community. The provision of an active frontage is in accordance with the masterplanning principles set out in the Fitzrovia Area Action Plan (FAAP).

6.14. Moreover, the A3 unit located on the corner of Charlotte Street and the Bedford Passage would provide a clear, legible and inviting entrance to Bedford Passage as well as providing natural surveillance over Bedford Passage.

6.15. A condition would be included to restrict the operating hours of the A3 unit to protect neighbouring amenity. The hours of use would be restricted to 7am – 9pm Monday – Sunday. This would be more restrictive than conditions imposed on the most recent nearby A3 permissions. For example, 70 Charlotte Street has a condition which allows operation 10:00 to 00:30 Mondays to Saturdays and 12:00 to 00:00 Sundays and Bank holidays (2010/1341/P). The Saatchi Block (80 Charlotte Street) has a condition which allows operation of the A3 use between 7am and midnight (2010/6873/P).

6.16. **Design and appearance**

6.17. Astor College was constructed in the 1970s. Externally, the building is largely utilitarian in character with a composition of dark grey machined brickwork and exposed horizontal framing. The ground floor sits 1.5 metres above street level above a substation which provides a dead frontage to the street. The building currently provides limited activity onto Charlotte Street and the main entrance has poor legibility as it is set back and raised from the street.

6.18. *Façade remodelling*

6.19. Two of UCL's key aims are to increase the number and variety of student bedspaces and to significantly improve the energy credentials of their estate. The existing façade is plain and unremarkable with little articulation. The front façade would be remodelled, with the existing central recessed section built out to the same plane as the adjoining projecting sections. This would allow 24 rooms facing Charlotte Street (on the 1st to 6th floor) to accommodate ensuite facilities. In addition the remodelled façade (including the front extension) would improve the buildings appearance and energy performance.

6.20. The front elevation would have a Portland stone coloured concrete frame and grid, with the vertical bays emphasised so as to reflect the vertical emphasis of the traditional terraces to the south. Each bay would have new fenestration set within handmade brick infill panels. The works would create a more layered, articulated and modelled façade than the existing elevation, incorporating high quality materials and intelligent detailing.

6.21. The rear elevation would also be re-clad (in a more simple manner to the front), utilising a similar language and palette of materials.

6.22. *Rear extension*

6.23. An 8 storey extension is proposed to the rear which would create a 'T' shaped building. This would have the same architectural treatment as the remodelled existing block. Although the extension would be relatively large, it will remain subordinate to the main frontage building, being set one storey below its parapet height. There is sufficient space to the rear of the site so as to accommodate a structure of this size. The scale of the proposal is appropriate to the context of the host building and the Sainsbury Wellcome Centre to the north. Initial proposals to clad this element of the building with render have been revised so that the extension would be of the same brick as proposed for elsewhere on the site. This is important given the increased visibility of the rear of the site due to the opening up of Bedford Passage to the south.

6.24. Although the rear elevation of the extension facing west would be blank so as to avoid amenity issues once the Middlesex Hospital site is redeveloped, slot opaque glazing (which serves the stairwell) in the corner of the flank wall would articulate the façade and break up the large expanses of brickwork.

6.25. *Front extension*

6.26. Significant works are proposed to the front of the building to transform the existing relationship of the building with the street by creating a new, welcoming and accessible entrance to the student accommodation. The existing plinth houses plant rooms and transformers at lower ground floor level. The upper ground floor is approximately 1.5m about street level. Along the back of pavement, existing brick wall enclosures on top of the plinth structure house approximately 90 external bike stands. The brickwork enclosures, with narrow loophole type slots, present a blank barrier to the street with no active frontage. Whilst officer preference would be to remove the plinth completely, this option was investigated at pre-application stage but UCL advised the removal of the plinth was impractical and therefore improvement of the front elevation was pursued.

6.27. The plinth area would be completely remodelled and extended upwards, creating six new student bedrooms facing Charlotte Street. This would increase activity, surveillance and vitality. The upper ground floor student accommodation would address the streetscape and provide a far more active façade than the existing building. This is in accordance with the FAAP which emphasizes that ground floor uses should create safe, attractive streets by fronting active uses or windows and entrances to the street. This extension would be aligned with the Sainsbury Wellcome Centre to the north, stepping back to the south so that the café lines up with the adjacent historic terraced houses. A new main entrance would be incorporated at the northern end of the façade with a ramped access to the entrance foyer and large areas of glazing, opening up the building to the public realm.

6.28. The plinth and extension would be clad in vertical fluted ceramic cladding panels. The colour of the ceramic panels would be teal to complement the buff tones of the brickwork and the very pale blue-green of the Sainsbury's Wellcome Centre and in keeping with the greens, blues and teals of the Arup office buildings further north along Charlotte Street. Slim section ceramic baguettes would be used around openings to add visual interest to the façade. The baguette colour palette would be limited to three colours (blues and greens) with three accent colours (yellow, orange and crimson) used sporadically. This is a high quality solution appropriate to the contemporary aesthetic of the building and it would not appear too dominant or strident within the streetscene. There is sufficient diversity of materials in this part of the conservation area so that the proposed ceramic cladding would sit comfortably in the context. Details (including samples) of the facing brickwork ceramic panels, baguettes and windows will be secured via condition.

6.29. Although there is additional bulk to the front of the building, the alignment of the extension and the vast improvement in its design, materials and relationship to the street is considered in overall terms to be a significant improvement to the appearance of the building and will enhance the character and appearance of the Charlotte Street Conservation Area.

6.30. <u>Strategic views</u>

6.31. The site is located in the wider setting of the view from parliament Hill to the Palace of Westminster. To the north of the site is the 6 storey Sainsbury Wellcome Centre. The height of this building (+60.125m AOD) is 7m below the development plane for

the protected vista. The highest part of the proposed 8 storey rear extension would be 51.09m and so would also be below the development plane for the protected vista. As such the height of the extension would not interfere with the ability to recognise or appreciate the view of the Palace of Westminster.

6.32. **Accessibility and wheelchair housing standards**

6.33. The existing main entrance is accessed via a flight of stairs. A ramp would be provided to the south of the entrance stairs with the entrance hall and lifts being accessible via an internal corridor. The proposed reconfiguration significantly improves the accessibility at the entrance. A new ramp would negotiate the level difference between the street and the lifts, half of which will be external and half within the foyer area. The ramp (or steps) provides direct access to the entrance foyer which is an improvement on the existing situation.

6.34. The Council expects 10% of dwellings either to meet wheelchair housing standards, or be easily adaptable to meet wheelchair housing standards (policy DP6). The percentage is applied to all developments providing 10 or more self-contained homes, including student housing. Where proposals involve re-use of an existing building the percentage will be applied flexibly taking into account any constraints that limit adaptation. Five rooms are shown as wheelchair accessible on the upper and lower ground floor. The development as a whole provides 60 additional rooms, 6 of which (10%) should be adaptable to meet wheelchair housing standards. The proposed rear wing provides 55 additional rooms. Given the proposed development involves a reconfiguration of an existing building and provides significant improvements in terms of accessibility to and within the building over the existing poor situation, the provision of 5 wheelchair accessible rooms is acceptable.

6.35. A wheelchair accessible WC would be provided at each upper level and one kitchen on each floor would be accessible for wheelchair use. All common areas would be designed to be wheelchair accessible, including the external amenity space in the rear courtyard with the introduction of a new internal ramp within the communal lounge. Automatic door openers on doors to wheelchair accessible bedrooms would be fitted as required depending on the occupancy of these rooms.

6.36. **Pedestrianisation of Bedford Passage / Open Space**

6.37. Directly to the south of Astor College is a private access which is close to the former route of Bedford Passage. This historically connected Charlotte Street to a rear entrance of the Middlesex Hospital Annex. The creation of a new east-west pedestrian route to the south of the building, linking Charlotte Street to Cleveland Street via the Middlesex Hospital annexe site is an objective of the Fitzrovia Area Action Plan (FAAP). The aim of an east-west link is to connect Foley Street (south of Cleveland Street) to Chitty Street (north of Charlotte Street) reflecting the grid pattern of streets in Fitzrovia, which would cater primarily for pedestrians and cyclists. Currently the open space between Astor College and 97 Charlotte Street is gated from the street and consists of an unattractive service yard.

6.38. A new café is to be created at the base of the building, partly formed from an existing area facing into the service route and partly in a new glazed structure which will project forward of the existing building. This will create a focal point for the entrance to the Passage as well as providing activity and surveillance along the eastern section of the new route. The café is of a contemporary design with a sloped roof profile which ensures that the building does not block light or outlook to the existing student bedrooms at 1st floor level. The glazed frontage and simple transparent design will reduce any sense of bulk whilst acting as a clear visual marker to the east end of Bedford Passage and introducing further vitality and activity to the building frontage. Details of the café' shopfront will be secured by condition.

6.39. New landscaping is also proposed which consists of a simple palette of buff bound gravel and granite linear paving strips. New railings are to be incorporated on the northern side of the passage so as to provide a secure edge for Astor College whilst still maintaining visibility and an open aspect from the new pedestrian route.

6.40. No details of the south west boundary treatment adjacent to MHA have been provided with the current application. There is no detailed design for MHA and the proposals are still evolving. Given the importance of Bedford Passage officers recommend that detailed treatment of Bedford Passage and the boundary with MHA should ideally be considered in conjunction with the owners of MHA to ensure a holistic approach. This would be secured by condition.

6.41. The pedestrianisation of Bedford Passage would have no impact on the neighbouring properties (97 Charlotte Street) existing fire exit access to this area.

6.42. <u>Open Space</u>

6.43. The FAAP also sets out principles for the creation of new public open space. It suggests that public open space could be located mid 'city-block' (i.e. between this site and MHA), with a frontage to the east-west link. This location (south facing) would likely receive good light year round and draw activity along the link.

6.44. UCL have considered the proposed scheme in conjunction with the adjoining Middlesex Hospital Annex site, with a joined-up approach between the two sites being adopted by the respective land owners. New public open space is a key FAAP principle for the 'city block'. The most practical location to accommodate this is largely on the MHA site due to the significant constraints of the application site.

6.45. The Astor college site is highly physically constrained and currently provides no public open space. The re-opening of Bedford Passage would deliver a significant area of public open space. The development would provide space for seating shaded by an ornamental tree at the wider open space (6.7m) at the bottom of Bedford Passage. Low shrub planting is proposed to create year-round visual interest. This would create an inviting environment in line with the proposals for public open space on the adjacent Middlesex Hospital Annex site. Whilst private and secure open space for the students has been provided, given the practical limitations of the site it is not feasible to provide more public open space on site in

addition to the Bedford Passage which in itself contributes to the provision of public open space.

6.46. *Access to Bedford Passage*

6.47. The Middlesex Hospital Annex (MHA) site proposal requires a 3.4m wide route for Fire Brigade vehicles. This has been accommodated within Bedford Passage as part of the current proposal. Maintaining this width throughout the passage gives the added benefit of a generous passage for pedestrians. Pedestrian and folding vehicular gates are proposed to control access according to need. The gates would be accessible by key fob only. The fire service would be given the key to the folding gate for emergency access. Details of the gates would be secured by condition. The Astor college part of Bedford Passage would serve a limited public function until such time as the full through route is established. Therefore it is planned that the passage would remain private until such time as the neighbouring MHA development is brought forward, in order to maintain safety and privacy of those students in residence in the meantime. However once the MHA development is completed the Council will require the removal of the gates and public access to be maintained. This will be secured by legal agreement. In the long term the aspiration is for a largely vehicle free route and it is likely bollards would be required to ensure vehicles do not enter Bedford Passage. A requirement for permanent vehicle control would be included in the legal agreement.

6.48. Community Safety

6.49. The Council expects student housing schemes to incorporate design measures that promote personal safety and security and reduce crime and the fear of crime. At the design stage UCL consulted with the Police's, Designing Out Crime Officer and 'Secured by Design' principles have been incorporated wherever possible. The entrance on Charlotte Street would be the single point of entry to the residences and would comprise of a security controlled door onto a foyer with a reception office, which will be manned during daytime hours. All further doors from the foyer into the residences would be access controlled to create a double line of security between the street and the bedrooms.

6.50. The proposed upper ground floor student accommodation would address the streetscape and provide a far more active façade than the existing building. This would enhance the natural surveillance of Charlotte Street. CCTV will be used to monitor activity where required across the site. The security of Bedford Passage has been carefully considered. As indicated above, the passage would be gated and the gates would remain closed until the MHA site is brought forward. The cafe will be largely glazed to maximize visibility into Bedford Passage and lighting will be designed to light the site to a uniform level. The bike store located to the rear of Bedford Passage will be separated from the public realm with full width and full-height railings with secure gates. The bike store will be further secured and designed so that only 10 bikes are accessible at once. The Council's Community Safety team have emphasized the importance of good lighting and good sight lines to any CCTV to deter anti- social behaviour. The details of security measures would be secured by condition.

6.51. **Transport**

6.52. *Car parking*

6.53. The site currently has five off-street car parking spaces (adjacent to the main entrance) which will be removed as part of the redevelopment proposal. The Council generally welcomes proposals to reduce the amount of off-street parking in the borough, provided that the removal of spaces would not: displace parking to controlled parking zones, particularly in identified areas of parking stress; or cause difficulties for existing users, particularly if the spaces are used for the operational needs of a business (policy DP19). All spaces across the UCL campus are managed by UCL. Staff, as a right, do not park on UCL's sites but can in some instances apply for an annual parking permit, on a chargeable basis, which would guarantee them a space at the application site. The five car parking spaces are only sporadically used by staff. This illustrates the central location and the number of sustainable modes of transport available for staff. UCL have informed staff that parking will no longer be available. Due to parking charges it would not be conducive to park locally. Given this context, the removal of off-street car parking would be unlikely to cause difficulties for existing users or to displace car parking to controlled parking zones. The removal of the off-street parking would therefore accord with policy DP19.

6.54. The Council expects development in the Central London area to be car-free (policy DP18). Car-free development has no car parking within the site and occupiers are not issued with on street parking permits (people with disabilities who are Blue Badge holders may park in on-street spaces without a parking permit). In accordance with policy DP18, a legal agreement would be required to ensure that staff and students would be unable to apply for parking permits.

6.55. *Cycle parking*

6.56. There are 90 existing covered cycle parking spaces at the upper ground floor level at the front of the site. The existing cycle parking arrangement, along the existing plinth, provides an extremely poor elevation to the pavement . The relocation of the cycle store would allow for the front redevelopment of the site to create a new façade with an active frontage which is a significant benefit of the scheme.

6.57. Development is expected to meet the Council's minimum standards for cycle parking (policy DP18). For student accommodation the London Plan requires the provision of 1 space per 2 beds for long stay parking and 1 space per 40 beds for short stay parking. On the basis of the 60 additional rooms being provided, this gives a requirement for 30 spaces for long stay and 2 spaces for short stay (32 additional spaces in total). Cycle parking provision should be provided with convenient access to street level and must be secure and easy for everyone to use.

6.58. The proposed development would provide a cycle store to the rear of the site, accessible from both a side entrance of Astor College and Bedford Passage. The cycle store would accommodate 40 covered spaces in Josta two tier stands with a further 4 open air spaces nearby in Sheffield stands (44 spaces in total). The cycle parking provision would be less than the existing provision (49% fewer spaces) and

would not take account of the 32 additional spaces indicated by the London Plan. However, the applicant has provided usage information which indicates the existing 90 cycle parking spaces are considerably under used. This is due to the central location of the site which is approximately 500m (a six minute walk) from the main UCL campus. Given its central location and distance from other UCL buildings, the need for a cycle is severely negated. This is supported by parking usage figures provided for other UCL's halls of residence. Of the 175 spaces provided at the 350 bed New Hall facility (465 Caledonian Road) only 18 are used, a usage figure of only 10%. At John Dodgson House (24-36 Bidborough Street) which has 209 beds, only 8 of the 50 cycle spaces are in use giving a usage figure of 16%. At Pancras Way (completed c 2012), a 500 bed facility, 13 of the 50 cycle spaces provided are used, 26% of the total capacity. Of the 32 spaces provided at Ramsay Hall (20 Maple Street), which provides 502 beds, only 17 of the spaces provided are in use, giving a cycle parking stress level of 53%. Whilst some of the above halls of residence are further away from the main UCL campus, John Dodgson House is a comparable distance (600m) and Ramsay Hall is closer (350m). It is noted that these halls of residence provide secure accessible cycle spaces which nevertheless are underused.

6.59. A cycle usage survey for Astor College has been provided in the transport statement. The survey was conducted between 27th October 2014 and 7th November 2014. Over the 10 day survey, 91% (82 Spaces) and 93% (84 spaces) of cycle spaces, in the AM and PM peaks respectively, were unused. In addition, the applicant has also confirmed that a number of cycles currently stored have been on site for some time with the likelihood that they have been left by students who are no longer residing at Astor College. The existing cycle parking is immediately adjacent to the entrance, provides level access and is easily accessible and secure, however it is significantly underused.

6.60. The pre-application submission included additional cycle parking provision within Bedford Passage. This would have been a significant obstacle to the success of the passage as it would have reduced permeability and legibility at the entrance to the passage. Consequently this cycle store was removed and alternative locations for cycle parking on the site were considered. The examination of cycle parking in other areas of the site highlighted significant constraints including limited access through the building; the need to maintain a fire escape route at the rear of the building; the narrow distance between the new extension and the MHA boundary; the need to maintain a 3.7m wide fire tender access to the south of the site; the small central area at the rear of the main building can only be reached via the sports hall and the large external space in the northwest corner of the site is only accessible through the main reception and then down to lower ground floor via stairs or lift. This location would not be easily accessible for cycle storage. Moreover this area is the key private external amenity space for students.

6.61. Due to the constraints of the existing building no alternative location for additional cycle parking could be identified. Whilst the proposed number of cycle spaces (44) would not be policy compliant, it would be considerably above the demonstrated current demand and would allow for extensive expansion in future cyclist numbers.

6.62. Whilst the proposed number of cycle spaces would not be policy compliant it is considered that this approach is not indicative of UCL's approach to cycling. UCL has a clear commitment to increase cycling. This is set out in UCL's Green Travel Plan (February 2015) which puts in place provisions to support travel to and from UCL's main Bloomsbury campus. Paragraph 3.2.2 of this document addresses cycle infrastructure. This states that UCL intends to increase cycling provision based on a 'cluster' or 'hub' approach to the siting of racks. UCL will continue to increase its number of racks across the campus in small clusters of up to 40 spaces. These clusters will be served by nearby showers and lockers as well as providing cycle pumps and repair tools. In addition UCL runs a series of cycle training events to increase the uptake in cycling. These include safety cycle training, the provision of bike workshops through the TfL-sponsored Cycling Ambassadors Scheme and a bike maintenance scheme. UCL has also undertaken to assess the on-going need for facilities for cyclists across the College, to ensure that the supply of such facilities keeps pace with demand.

6.63. Given the constraints of the existing building, the proposed number of cycle spaces would strike an appropriate balance between the need to promote and support accessible sustainable travel and the wider benefits that would be gained from the opening up of Bedford Passage including the increased permeability and legibility at the entrance to Bedford Passage which the proposal provides.

6.64. *Travel plan*

6.65. Given the 60 additional student bed spaces a Travel Plan would be required to mitigate the transport impacts of the development (policy DP16). A Travel Plan is a package of measures, generally developed by property managers, which is designed to reduce car use and promote greener forms of transport. This would include measures to promote cycling. Travel Plans are one way in which developments can contribute to meeting targets on traffic reduction and improving air quality. The Travel Plan will require monitoring on an annual basis, and the Council will require submission of a monitoring report. The travel plan and monitoring would be secured by legal agreement.

6.66. *Construction Management Plan*

6.67. Impact on the highway network and immediate environment is likely during construction. Given the size of the site and the level of works proposed the proposal is likely to represent a detrimental impact on the highway network during its construction period.

6.68. As a contractor has not yet been appointed, the completion of a 'Construction Management Plan Pro-forma' is not possible at this stage. Therefore, a framework construction management plan has been provided. This sets out: details of access and unloading arrangements for vehicles; proposed local routes of vehicles to and from the site; the size and projected number of vehicle movements and environmental control measures. Deliveries, where possible will be limited to 9.30 am - 3pm to avoid busy traffic times. Letters will be sent to neighbours informing them of what will be happening and giving them a contact name and telephone number of the contractor. Neighbours will be kept informed, in advance, of any

unusual, unavoidable activities, such as large loads, early deliveries or noisy work. This likely level of works is considered sufficient to require a Construction Management Plan (CMP) in order to mitigate any adverse impacts. The CMP will be secured by legal agreement.

6.69. *Cumulative impacts*

A number of nearby schemes are under construction or within the planning process with construction potentially to begin within the next 3 years. Nearby development proposals include:
Saatchi Block, 80 Charlotte Street (2010/6873/P)
73-75 Charlotte Street, 34-38 Tottenham St and 4 Tottenham Mews (2012/2045/P)
64 Charlotte Street and 32 Tottenham Street (2012/3537/P)

Current applications – not yet consented
61 - 65 Charlotte Street (2015/1746/P)
77-79 Charlotte Street (2015/1076/P)
Arthur Stanley House, 40 Tottenham Street (2015/0391/P)

6.70. Given the proximity of other development (within the planning process, under construction or with construction expected) there is potential for cumulative impacts to arise when there is overlap between the construction phases of multiple developments. Traffic movements could lead to temporary increases in congestion along Charlotte Street and access routes likely to be utilised for construction traffic including Tottenham Court Road and Euston Road.

6.71. A precautionary and proactive approach to environmental management will be required to mitigate, manage and where possible prevent cumulative impacts. In addition to standard control measures, close liaison between construction managers would be required in order to minimise and mitigate any potential cumulative impacts. The management of cumulative impacts would be secured via the CMP.

6.72. **Sustainability**

6.73. The Council expects non-domestic developments of 500sqm of floorspace or above to achieve “very good” in BREEAM assessments. The applicant has provided a sustainability statement which shows that the development would achieve the required BREEAM rating. The scheme has been appraised against BREEAM 2008. Whilst BREEAM 2008 was the most recent when the project was lodged with the BRE, this has since been superseded by BREEAM 2014 Non-Domestic Refurbishment. The project should therefore be transferred to the BREEAM 2014 refurbishment standard. A post construction sustainability assessment demonstrating the development achieves a ‘very good’ rating under the BREEAM 2014 refurbishment methodology will be secured by legal agreement.

6.74. The refurbished building will benefit from the provision of energy efficiency measures aiming to achieve a reduction in regulated CO2 emissions of at least 25% over the Building Regulations (2010) baseline.

6.75. The proposed refurbishment would replace the current single glazed windows on the front façade and some areas of the lower floors on the rear façade with double glazed windows. The external façade would additionally be upgraded via overcladding of the existing façade. The U-value of the refurbished building and the proposed extension would meet or exceed the requirements of Building Regulations. Where possible, improvements would be made to limit thermal bridging at junctions and around openings in order to avoid excessive heat losses (or gains). In particular, overcladding of the existing building would serve to thermally break cold bridges where existing floor slabs penetrate the façade. As such heat losses from the existing building would be improved. The proposed extension would be detailed with a high-performance building fabric to minimise heat loss through the building envelope, particularly at key junctions, such as wall-to-floor and roof junctions and window details. The expected level of air tightness for the refurbished building and the proposed extension would be acceptable.

6.76. *Sainsbury Wellcome CHP*

6.77. Camden requires developments to connect to a decentralised energy network and use the heat unless developers can demonstrate it is not technically feasible or financially viable. There is an existing connection to the neighbouring Sainsbury Wellcome combined heat and power (CHP) which would provide a proportion of the buildings base load heating and hot water with the boilers used for top up. The CHP has not been commissioned yet and is expected to be commissioned by the summer of 2015. Details of the heating strategy including the amount of heat to be provided from the Sainsbury Wellcome CHP and confirmation of percentage of CO2 reduction would be secured via legal agreement prior to the commencement of works.

6.78. *Renewable Energy*

6.79. Core Strategy policy CS13 (Tackling climate change through promoting higher environmental standards) encourages developments to meet the highest feasible environmental standards that are financially viable during construction and occupation. Paragraph 13.11 states that developments will be expected to achieve a 20% reduction in carbon dioxide emissions from on-site renewable energy generation unless it can be demonstrated that such provision is not feasible. The applicant has submitted a renewables feasibility assessment. PV would be feasible on the area allocated for brown roof. The Council's Nature conservation and Biodiversity officer has confirmed that the two systems work well together with the PV providing a variation in microclimate and therefore encouraging the establishment of different species. A detailed PV layout will be secured by condition.

6.80. *Green and brown roofs*

6.81. Development Policy DP22 states that schemes must incorporate green or brown roofs and green walls wherever suitable. A brown roof has been accommodated on the roof of the rear extension around the areas reserved for plant. In total an area of 89.4sqm of brown roof would be provided. Details of the brown roof would be secured by condition.

6.82. Surface water run-off

6.83. The Council requires developments to limit the amount and rate of run-off and waste water entering the combined storm water and sewer network (policy DP23). The possibilities of grey water and rainwater recycling for indoor use have been explored and were not feasible in this instance. The development is partly a refurbishment and therefore its approach to sustainable water recycling is limited by the physical constraints of the existing building. Riser space and distribution routes would preclude more drainage, pipework and tanks. Whilst it would be more cost effective in core areas (where a number of toilets are combined and stacked on top of each other), where the en-suites are staggered throughout the building, the amount of systems and distribution required would make grey water and rainwater recycling for indoor use very costly. This is because with a convoluted distribution, the amount of electrical energy required to pump water around the building, would defeat any savings in water.

6.84. The following water saving measures are proposed:

- The use of water efficient technology in line with BREEAM requirements.
- Although the number of outlets has increased, the fittings will be more efficient and replaced throughout the existing building and therefore there should not be a net increase in water usage.
- The development will implement innovative good practice measures such as metering and signage to promote competition between blocks and to improve awareness with the intention of reducing water usage.

6.85. The London Plan (policy 5.13) requires development to utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and to aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. This is supported by Camden Planning Guidance (CPG3). The applicant has not provided a calculation of run-off rates or demonstrated how the scheme would meet Camden's SUDS requirements. Details of SUDS including how the scheme would reduce run-off rates by 50% across the development would therefore be secured by condition.

6.86. **Middlesex Hospital Annexe and neighbouring amenity**

6.87. *Daylight and sunlight*

6.88. There are very limited design details for the MHA. The most recent presentation at a DM forum (March 2014) showed a building close to the (eastern) boundary with Astor College. UCL and UCLH have an agreement to maintain a 7m separation between the development at Astor College and the boundary with MHA. The windows facing the MHA site would provide light to a stairwell so student bedrooms would not overlook future residential accommodation.

6.89. The applicant has provided a daylight and sunlight report. The report assesses the potential daylight and sunlight impacts from the proposed rear extension to the proposed residential scheme at Middlesex Hospital Annex. On the basis of the notional proposal (as detailed in the Development Management Forum report,

dated 27 March 2014) the daylight and sunlight analysis demonstrates the MHA scheme would experience negligible reductions of daylight and sunlight in accordance with the BRE guidelines.

6.90. *Noise from plant*

6.91. The proposed development includes the installation of three extract fans. Two extract fans would be installed on the 7th floor roof of the proposed rear extension. An additional extract fan (for the café) would be located at ground floor level on the rear façade of the existing building. The nearest residential premises have been identified as student accommodation within Astor college. The nearest noise sensitive window is located at the rear of the block at 7th floor level, approximately 12m from the proposed plant location. The lowest background noise level measured over the 24 hour period was 47 dB LA90. In accordance with Camden noise criteria the proposed plant should be at least 5dB below the existing background noise level. It is proposed for an acoustic screen to surround the extract fans. To achieve the design criteria noise limits at the receptors, the extract fans should not exceed a maximum combined sound power level of 76 dB(A) at the discharge louvres. A condition would secure the provision of screen in accordance with submitted noise report.

6.92. The café kitchen extract fan would be located on the ground floor on the rear façade of the existing building. The fan would be ducted to a louvre which would terminate flush to the existing external wall. It would be fitted with carbon filters. There is no existing riser to allow extraction to roof level. An internal riser would compromise the bedrooms whilst an external flue would be unsightly, compromising the design of the building on the edge of the Charlotte Street conservation area. The applicant has confirmed that the occupier will be a Café (cold and reheated food) rather than a restaurant with primary cooking. Given this context, low level extraction is considered acceptable in this instance. A condition would be included restricting the use of the unit to prevent primary cooking.

6.93. The proposed low level extract would be positioned approximately 1m below the bedroom window of student accommodation (nearest noise sensitive receptor) located on the 1st floor. In order to meet Camden's noise criteria the extract fan should not exceed a maximum sound power level of 54 dB(A) at the louvre. A noise condition will be included to ensure Camden's noise thresholds are not exceeded

6.94. **Contaminated Land**

6.95. A former tin & iron works and a brass foundry were previously sited within 50m of the site. Both are considered very high risk and have the potential to cause ground contamination. The Council's contaminated land officer has confirmed details of a written programme of ground investigation for the presence of soil and groundwater contamination and landfill gas are required before the development commences. Subsequently, a scheme of remediation measures may be required. These measures would be secured by condition.

6.96. **Planning obligations**

6.97. Open space

6.98. Student housing schemes creating an additional 10 or more units/rooms or occupiers are expected to contribute towards public open space, outdoor sport and recreation facilities. Where developments cannot realistically provide sufficient open space to meet the needs of their occupants on or off site the Council will seek a financial contribution. As this scheme is CIL exempt (see paragraph below) it would be appropriate to seek an open space contribution. The total contribution would be £37,860 (£631 per single room and £1258 for a double room). However given the significant benefits from the pedestrianisation of Bedford Passage this contribution would not be sought. As part of the pedestrianisation, UCL would provide the landscaping of Bedford Passage.

6.99. Pedestrian, cycling and environmental improvements

Developments that lead to an increase in trips in the borough have a cumulative impact on Camden's transport network, particularly the public transport network and pedestrian flows. To help mitigate this impact (and given that this is a major developments, the Council requires contributions toward pedestrian, cyclist and environmental improvements in the local area in addition to any works which might be required to integrate the development with the surrounding public highway network. The improvements identified include:

- Provision of wider pavements on Tottenham Court Road and the repositioning of bus stops to increase capacity (£21,000).
- Removal of dish drainage channel on Charlotte Street to improve pedestrian comfort level. (£6,000)
- East side of Charlotte Street, the foot way needs upgrading from modular paving to boulevard. (£8,000)
- Raised table on entrance to Chitty Street j/w Charlotte Street, to improve pedestrian permeability.(£12,000)
- Two Legible London signs to be located in assisting pedestrian way finding (£16,000

The total contribution would be £63,000 and this would secured by legal agreement.

6.100. Highways contribution

6.101. The proposed works are likely to result in damage to the footways surrounding the site. There are also 2 crossovers on Charlotte Street which would become redundant as a result of the development. A financial contribution will therefore be required for footway repaving, removal of two-crossovers and a Traffic Management Order for the resultant kerb-side alterations. The highways team have estimated that a highways contribution of £43,960.40 is required. This would be secured via legal agreement.

6.102. Community Facilities

6.103. For student housing which result in an increase of 10 or more student bedspaces a contribution to community facilities may be required. However, given that improved

common rooms and quiet study areas are being provided, alongside the existing indoor sports facility, it is considered sufficient facilities would be provided on site.

6.104. Employment and business support

6.105. There is an identified skills gap between Camden residents and the jobs on offer in the Borough. Currently, only 23% of the workforce in Camden is resident in the Borough. Local employment and training initiatives can open up job opportunities for people from many sectors of the community, who may otherwise find it difficult to access employment offered by existing and new businesses, helping to bridge the identified skills gap. Measures would be sought to maximise the opportunities offered by this major development for local residents and local businesses in accordance with policy CS8 and CPG8. The following would therefore be secured by legal agreement:

- The applicant would be required to work to a target of 20% local recruitment.
- The applicant should advertise all construction vacancies and work placement opportunities exclusively with the Kings Cross Construction Skills Centre for a period of 1 week before marketing more widely.
- The applicant should provide a specified number (to be agreed) of construction work placement opportunities 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 or a specified number (to be agreed) of work experience placements at University College London following the completion of the refurbishment and extension.
- If the build costs of the scheme exceed 3 million the applicant must recruit 1 construction apprentice per £3million of build costs, and pay the council a support fee of £1,500 per apprentice. Recruitment of construction apprentices should be conducted through the Council's Kings Cross Construction Skills Centre.
- If the value of the scheme exceeds £1million, the applicant must also sign up to the Camden Local Procurement Code.
- The applicant should provide a local employment, skills and local supply plan setting out their plan for delivering the above requirements in advance of commencing on site.

6.106. Student Mangagement Plan

6.107. A Student Management Plan including details of safety and crime prevention and a 'Code of Conduct' will be secured by legal agreement.

6.108. HEFCE institutions

6.109. Camden is home to 11 Higher Education Funding Council for England (HEFCE) funded Higher Education Institutions, of which UCL is one. This body distributes public money for teaching and research to universities and colleges. In doing so, it aims to promote high quality education and research. HEFCE also plays a key role in ensuring accountability and promoting good practice. Policy DP9 and CPG2 requires all new student housing development to serve a higher education

institution based in Camden or one of its adjoining boroughs. This will be secured by legal agreement.

6.110. **Community Infrastructure Levy (CIL)**

6.111. The proposed development would be used by UCL students providing much needed additional student accommodation. The applicant has confirmed that the student accommodation would be wholly or mainly for the university. UCL is a charitable institution and rents would be set at an affordable level for the students. As such, it is accepted that the proposed development would be CIL exempt.

7. CONCLUSION

7.1 The intensification of an existing student hall of residence with an additional 60 student bedspaces is supported on this highly accessible site that is in close proximity to the institution that it will serve, UCL. As significantly fewer than 100 bedspaces are being added to an existing concentration of resident students, there would be no harm to the mix and balance of the community. In addition, the proposal would be in accordance with the Fitzrovia Area Action Plan. The opening up of Bedford Passage would provide significant benefits to the wider area. The café would provide an active frontage positively contributing to Charlotte Street and would provide a clear, legible and inviting entrance to Bedford Passage.

7.2 The 8 storey rear extension would be subordinate to the main frontage building and given the scale of neighbouring buildings, would sit comfortably within its immediate context. The front extension and recladding would transform the existing unattractive plinth area, improve the relationship of the building with the street and would increase activity, surveillance and vitality. The ceramic cladding panels would add visual interest to the façade and would sit comfortably with the adjacent conservation area.

7.3 **Planning Permission is recommended subject to conditions and a S106 Legal Agreement covering the following Heads of Terms:-**

1 Car-free development.
2 Travel Plan and travel plan monitoring fee
3 Construction Management Plan.
4 Highways contribution of £43,960.40
5 Pedestrian, cycling and environmental contribution of £63,000.
6 Sustainability Plan including a BREEAM 2014 refurbishment ‘very good’ rating post-construction review.
7 CHP - details of the heating strategy including the amount of heat to be provided from the Sainsbury Welcome CHP and confirmation of percentage of CO2 reduction
8 Training and Employment
9 Local procurement.
10 Student Management Plan
11 Occupation by students attending HEFCE institutions within Camden or adjoining Boroughs only

12 Removal of gate to Bedford Passage (provision of permanent vehicle control) and public access maintained (once MHA site completed)

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