

30 October 2015

Our Ref: fdrabble@shawcorporation.com
By Email Only to: FD/jmc/4907/10-15
David.Glasgow@camden.gov.uk

David Glasgow Esq
Principal Planning Officer
Regeneration and Planning
Culture and Environment
London Borough of Camden
Town Hall Extension (Development Management)
London WC1H 8ND



42 LANGHAM STREET
LONDON W1W 7AT

T 020 7409 0909
F 020 7499 4499
W www.shawcorporation.com
E enquiries@shawcorporation.com

Dear David

National Temperance Hospital, Insull Wing, Hampstead Road, London NW1 2LT

I write further to our recent email correspondence and request for further information in respect of planning application ref. 2015/4328/P for the temporary change of use for a period of five years of the ground and first floors of the Insull Wing at the National Temperance Hospital to Use Class B1 (Offices). We address each of the additional requests below.

Proposed Floor Plans

Although there is no change to the internal configuration of the ground and first floors of the Insull Wing we have nevertheless re-titled the enclosed ground and first floor plans as 'proposed' plans (drawing numbers TH00 and TH01 respectively). We trust that this is satisfactory and that these can be referenced on the Decision Notice when issued.

Cycle Parking

As noted on the planning application forms, it is proposed that the occupants make use of the existing 12 cycle racks located within the car park adjacent to the Insull Wing. The location of this cycle rack is now annotated on the attached amended Plan 1 Rev. A.

Transport Implications of Development – Policy DP16

As requested, we have had regard to the requirements of Policy DP16 of the London Borough of Camden (LB Camden) adopted Development Policies (2010). As we noted in our cover letter dated 28 July 2015, the total floor area of the proposed temporary office use is less than 1,000 sqm and as such in accordance with Appendix 1 and 2 of

Camden's Development Policies document a separate transport statement was not required in support of the planning application. However, it is recognised that paragraph 16.6 of the Development Policies document states that for larger developments that would have implications for transport, but fall below the threshold for transport assessments, additional information is required from applicants as we address below.

1. An indication of the scale, mode, type and frequency of all trips associated with the development on a daily basis:

As indicated on the planning application forms, it is expected that up to 100 people may be accommodated within Camden Town Unlimited's (CTU) 'Collective' co-working space in any one day. CTU has advised that it expects an average of 60-70 people to travel to the site each weekday making a single trip in the morning and returning home early evening. The core business hours and therefore likely hours of arrival and departure are 10.00am to 6.00pm.

2. A description of how this transport demand can be accommodated by walking, cycling, public transport, and any other sustainable alternative modes of travel:

It is anticipated that the vast majority of daily occupants will travel to the site by public transport or on foot. CTU has carried out recent surveys at its other Collective projects that indicate over 85% of its occupants travel to the sites by public transport.

The site benefits from the highest possible Public Transport Accessibility Level (PTAL) (6b) and therefore has excellent public transport connections. For example, the site is located within an approximate 7-8 minute walk of multiple London Underground and National Rail stations, including Warren Street, Euston Square and Euston. Mornington Crescent London Underground Station is also approximately 11 minutes' walk from the site. Furthermore, the adjacent National Temperance Hospital bus stop is served by multiple bus routes, including the numbers 24, 134, 29, 88 and 27.

Cycle parking is also provided on site with the provision of 12 cycle racks within the existing car park adjacent to the Insull Wing. The anticipated transport demand can therefore easily be accommodated by walking, cycling and the sites excellent public transport connections with the highest possible PTAL.

3. An overview of how potential highway impacts associated with the construction of the proposed development will be remedied or mitigated, and how local amenity will be preserved during the construction period:

The proposed development is a change of use only with no external or internal reconfigurations. There will be some refurbishment work associated with the development however this is not considered to have any material highway impact. Any works vehicle can park off-street in the existing former hospital car park.

4. An overview of the servicing requirements of the development after occupation and of the servicing provision made to accommodate this.

The Collective will not require significant servicing other than regular Royal Mail postal deliveries from Monday to Saturday with the potential for additional package/ courier deliveries of up to three per day. All servicing can be accommodated from the existing yard as annotated on the attached Plan 1 Rev. A.

In summary therefore it is considered that the proposal accords with Policy DP16 of the Council's Development Policies document by being integrated within the existing transport network and supported by excellent walking, cycling and public transport links.

BREEAM Pre-Assessment

CTU is aware that Camden Planning Guidance 3 requires that development involving a change of use of over 500 sq. m. of any floorspace should ordinarily provide a BREEAM pre-assessment demonstrating a 'Very Good' score with 60% of the un-weighted credits in the Energy category in the BREEAM assessment. We also understand that Core Strategy Policy CS13 requires that all buildings, whether being updated or refurbished, are expected to reduce their carbon emissions by making improvements to the existing building. Work involving a change of use or an extension to an existing property is included. As a guide, at least 10% of the project cost should be spent on the improvements.

CTU is committed to minimising and reducing its carbon emissions. In the case of the National Temperance Hospital, the change of use is being sought for a maximum temporary five year period. After this point the building is earmarked for demolition to make way for HS2, if the scheme goes ahead. It is therefore not cost effective to implement extensive carbon and energy saving measures within the building, as the building will likely be demolished in the future and the use is only for a temporary period.



CTU is taking reasonable steps however to ensure that all of the furniture used within the Collective will be made of upcycled materials and timber. The furniture will also have a lifetime beyond the Temperance Hospital by being able to be used in other Collective locations in the future.

On the basis of the above and as the use is only for a temporary period, it is not considered necessary to submit a full BREEAM pre-assessment.

We trust that the additional information provided above answers Officers further queries and that the application can now be approved accordingly. Should you require any further information, however, please do not hesitate to contact me on 020 7409 0909.

Yours sincerely

A handwritten signature in black ink, appearing to read "Fred Drabble". The signature is fluid and cursive, with a large initial "F" and "D".

Fred Drabble MRTPI MRICS

Enc