

<b>Address:</b>	Farringdon Point 29-35 Farringdon Road London EC1M 3JF		<b>1</b>
<b>Application Number:</b>	2015/1026/P	<b>Officer: Jonathan McClue</b>	
<b>Ward:</b>	Holborn & Covent Garden		
<b>Date Received:</b>	15/02/2015		
<b>Proposal: Erection of a part 5, part 6 storey building to create 5 self-contained flats (4 x 2 bed &amp; 1x 1 bed) from 1st to 6th floor level, with ground floor cycle/refuse storage and an external fire escape to the rear.</b>			
<b>Background Papers, Supporting Documents and Drawing Numbers:</b> 00030163.1 (Site location plan), A001; 002; 100, P200/E; 201/E; 205/E; 206/F; 400/C; 401/F; 500/D; 501D, Updated Transport Statement dated June 2015, Planning and Heritage Statement dated February 2015, Environmental Noise Survey and Noise Impact Assessment Report (20032/ENIA1) dated 28/02/2014, Life Time Homes (13-045_LifetimeHomes) dated 13/02/2015, Energy Statement Rev C dated 10/02/2015, Design and Access Statement dated February 2015, Daylight and Sunlight Report (30040/IM/SJK) dated 23/06/2015, Code for Sustainable Homes Pre-Assessment Report (CS-1501); Assessment of Jewellery Space Provision dated December 2014 and Statement Regarding Air Conditioning Condenser Unit dated 18/06/2015.			
<b>RECOMMENDATION SUMMARY: Grant Conditional Permission Subject to a Section 106 Legal Agreement</b>			
<b>Applicant:</b>		<b>Agent:</b>	
Threadneedle Property Investment c/o Indigo Planning		Indigo Planning Swan Court Worple Road London SW19 4JS	

### ANALYSIS INFORMATION

Land Use Details:			
	Use Class	Use Description	Floorspace
Existing		<i>Sui Generis – Service yard, car park and substation</i>	NA
Proposed		<i>C3 Dwelling House</i>	415m <sup>2</sup>

Residential Use Details:										
	Residential Type	No. of Bedrooms per Unit								
		1	2	3	4	5	6	7	8	9+
Existing	<i>Flat/Maisonette</i>	0	0	0	0	0	0	0	0	0
Proposed	<i>Flat/Maisonette</i>	1	4	0	0	0	0	0	0	0

Parking Details:		
	Parking Spaces (General)	Parking Spaces (Disabled)
Existing	6	0

Proposed	0	0
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## **OFFICERS' REPORT**

**Reason for Referral to Committee: This application is reported to the Development Control Committee as it involves the creation of five or more residential flats from the erection of a building [Clause 3 (iii)].**

### **1. SITE**

- 1.1 This application relates to a service yard and car park to the rear of a seven storey building at 29-35 Farringdon Road (Farringdon Point). Farringdon Point is located on the corner of Farringdon Road, Saffron Hill and Greville Street. The front elevation and entrance of the application site is accessed off Saffron Hill.
- 1.2 The service yard and car park currently holds six marked parking (private) spaces, informal cycle parking, plant equipment servicing 29-35, space for refuse and recycling storage and an electrical substation. The area is used for servicing the current occupiers of 29-35 which is made up of Sir John Oldcastle Public House, Venus Nightclub and the office and residential uses above. It is currently accessed via a pedestrian and vehicle gate off Saffron Hill.
- 1.3 The building at 29-35 was granted planning permission in 1959 (ref: TP12527/25257) for a five storey structure (plus basement) with a warehouse use. Planning permission was granted in 2005 under 2005/1164/P for the addition of two storeys to the building to accommodate 13 residential flats, a new stair tower, ground floor plant enclosure on the Saffron Hill frontage and a roof level plant enclosure. These residential units now occupy the sixth and seventh floors.
- 1.4 The site is located within the Central London Area, Hatton Garden Special Policy Area and Hatton Garden Conservation Area as well as the Strategic Viewing Corridor from Kenwood and Parliament Hill toward St Paul's Cathedral and the background viewing area from Black Heath to St Paul's Cathedral. In addition, the site sits within an Archaeological Priority Area.

### **2. THE PROPOSAL**

#### **Original**

- 2.1 Planning permission is sought for the construction of a part 5 storey, part 6 storey building in the rear service yard to create 5 self-contained flats.
- 2.2 The ground floor would have an access road (in the form of an undercroft); a new front gate and bike and bin storage for the new units and the building at 29-35 Farringdon Road. Access to the electrical substation would be retained.
- 2.3 Four x 2 bed flats would be provided from 1<sup>st</sup> to 4<sup>th</sup> floors. They would have an identical layout. A 1 bedroom flat is proposed on the 5<sup>th</sup> floor.
- 2.4 The proposed building would have a maximum height of 20.87m with a flat roof. It would have 6 floors on the front elevation with the top floor cut back on the rear elevation. The main materials used would be brick and glass with perforated metal panels. The building would have a footprint of 114.96sq.m with an external staircase to the rear.

## Revisions

- 2.5 The application has been significantly amended following formal pre-application advice (ref: 2013/6807/PRE) and a previously withdrawn application ref: 2014/3391/P. The proposal has been revised from what was an 8 storey building with 7 x 2 bedroom flats to a 6 storey building with 5 units; amendments to the design have been made; the scheme was reduced in bulk to improve neighbouring amenity; further justification has been submitted for the provision of a financial contribution in lieu of providing on-site jewellery space and a Code for Sustainable Homes Pre-Assessment has been submitted.
- 2.6 A revised floor plan of the 2 bedroom units on floors 1-4 was submitted to show compliance with Lifetime Homes. The revision was to the bathroom to provide a 1500 DIAM manoeuvring zone.
- 2.7 On 23/06/15 the applicant submitted revised plans and information including: An amended proposed ground floor plan and rear elevation, showing the location of the retained air conditioning units; a note from the developer (Malcolm Hollis) confirming the location of the air conditioning units (to be retained in their current location); an amended Transport Statement including a Service Yard Management Plan and a revised Daylight and Sunlight Report. The revised plans show that the existing condenser units would be retained as part of the application. The supplementary information submitted confirms that as part of the works, the units will be protected.
- 2.8 The Transport Statement and Service Yard Management Plan were revised to include more information about the current servicing that takes place on the site and amended details of how loading and unloading occurs on Saffron Hill. It also confirms that parking related to the existing uses will no longer take place. The revised information includes:
- “4.4 Servicing for The Sir John Oldcastle pub and Venus nightclub will be retained on site. Swept path plots of the service area by a 7.5T Box Van are included in Appendix D. This shows that servicing using the 7.5T Box Van (or smaller vehicle) can take place within the service yard without reversing on or off Saffron Hill. It is understood that delivery vehicles associated with the Sir John Oldcastle pub currently load/unload on Saffron Hill or vehicles reverse from Saffron Hill into the service yard. This regime will be retained.”
- “4.7 As noted previously, the section of road on Saffron Hill immediately adjacent to the site is subject to single yellow line restrictions. Therefore, loading / unloading is permitted outside the restricted hours (i.e. permitted between 1830 - 0830). Furthermore, loading / unloading is permitted for up to 20 minutes for cars and light vans (which can be accommodated within the site as well) and 40 minutes for HGVs from 1100 to 1830. In both instances loading/unloading must be continuous.”
- 2.9 The revised Daylight and Sunlight Report includes an assessment of 39 Farringdon Road as it is recognised that there are residential units in this building and an objection was received from an occupier based on the loss of light. The building was not previously tested as it is further away (and therefore less affected) from the proposed development than the residential units at 29-35 Farringdon Road and the commercial building at 37 Farringdon Road (both of which were previously tested). The revised report confirms that 39 Farringdon Road passes all of the relevant tests under the Building Research Establishment Report ‘Site Layout Planning

for Daylight and Sunlight – A Guide to Good Practice’ 2nd Edition, 2011 and the British Standard 8206 – 2: 2008 – ‘Lighting for Buildings – Part 2: Code of Practice for Daylighting’.

### 3. RELEVANT HISTORY

- 3.1 **TP12527/25257:** Construction of a new building at 29-35 Farringdon Road for a warehouse use over the basement, ground and four upper floors. Granted conditional planning permission on 07/08/1959.
- 3.2 **2005/1164/P:** The erection of two additional floors to create 13 residential units along with a new stair tower and ground floor plant enclosure. Granted subject to a Section 106 Legal Agreement 05/08/2005.
- 3.3 **2006/1368/P:** Variation to 2005/1164/P to include a caretaker’s flat and to increase the height of the ground floor plant enclosure. Granted subject to a Section 106 Legal Agreement on 14/07/2006.
- 3.4 **2014/3391/P:** Erection of a part 6, part 7 storey building to create 5 residential flats (4x2 bed and 1x3 bed) and associated works. Withdrawn by the applicant on 12/01/2015.

### 4. CONSULTATIONS

#### **Statutory Consultees**

- 4.1 *Thames Water:* No objection was raised subject to a condition requiring a piling method statement to be submitted before any impact piling takes place on site.
- 4.2 *Historic England Greater London Archaeological Advisory Service (GLAAS):* A condition is recommended requiring archaeological investigation on the site. This would involve a Written Scheme of Investigation prior to any development or demolition.
- 4.3 *London Borough of Islington:* The Borough Council did not wish to make any comments on the application.

#### **Adjoining Occupiers**

<i>Number of letters sent</i>	182
<i>Total number of responses received</i>	5
<i>Number in support</i>	0
<i>Number of objections</i>	5

- 4.4 A site notice was displayed from 16/03/2015 and the press advert was published on 12/03/2015.
- 4.5 Flat L, 39 Farringdon Road (objection):
- Loss of light and privacy to neighbouring flats at Farringdon Point (29-35 Farringdon Road).
  - Development would be within a service yard used for deliveries which would have to relocate, causing disruption to residents and businesses
  - Noise and disturbance created by construction works.
  - Concerns of emergency vehicle access.
- 4.6 YMCA England, 2<sup>nd</sup> Floor, 29-35 Farringdon Road (objection):

- Concerns about the proposed building's height and its implications for the existing use of the site.
- Noise and disturbance created by construction works.
- Loss of access to rear of the building.

4.7 Flat 2, 29-35 Farringdon Road (objection):

- Loss of light and outlook
- Noise and disturbance created by construction works.

4.8 JD Wetherspoon of Sir John Oldcastle Public House, 29-35 Farringdon Road (objection):

- Residential accommodation would not be appropriate within this location given the surrounding uses which include businesses and entertainment services. If permission were to be granted, a condition relating to sound proof materials is suggested.
- The proposal should make greater consideration towards design and proximity to surrounding uses. There needs to be a greater separation distance to adjacent properties and there would be a loss of light.
- The proposal would impact on the size and running of the service yard. Insufficient bin storage area would be provided. A waste management condition would not overcome the concerns
- The swept path analysis submitted by the applicant shows that the margin for driver error would be small if a 3 point turn were to be made

4.9 Resident of 29-35 Farringdon Road (Chairman of City View Apartments) (objection):

- Loss of outlook from apartments at 29-35 Farringdon Road over the rear service yard.
- Loss of waste storage area for apartments at 29-35 Farringdon Road.
- The proposal would require the removal of 16 air conditioning units servicing the existing building at 29-35 Farringdon Road.
- The reduction to the size of the service yard would harm existing commercial users of the building and result in a loss of vehicle and cycle parking.
- Party wall and foundation design issues would create access issues to the existing substation and access to the basement services and meters.
- Construction of the proposal would not allow the service yard to continue in use. These details are required via a Construction Management Plan.

## 5. POLICIES

### 5.1 LDF Core Strategy and Development Policies

CS1 (Distribution of growth)

CS3 (Other highly accessible areas)

CS5 (Managing the impact of growth and development)

CS6 (Providing quality homes)

CS7 (Promoting Camden's centres and shops)

CS8 (Promoting a successful and inclusive Camden economy)

CS9 (Achieving a successful Central London)

CS11 (Promoting sustainable and efficient travel)

CS14 (Promoting high quality places and conserving our heritage)

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 homes)

DP12 (Supporting strong centres and managing the impact of food, drink, entertainment and other town centre uses)

DP16 (The transport implications of development)  
DP17 (Walking, cycling and public transport)  
DP18 (Parking standards and limiting the availability of car parking)  
DP19 (Managing the impact of parking)  
DP20 (Movement of goods and materials)  
DP22 (Promoting sustainable design and construction)  
DP24 (Securing high quality design)  
DP25 (Conserving Camden's heritage)  
DP26 (Managing the impact of development on occupiers and neighbours)  
DP28 (Noise and vibration)

## 5.2 **Supplementary Planning Policies**

CPG1 (Design)  
CPG2 (Housing)  
CPG3 (Sustainability)  
CPG6 (Amenity)  
CPG7 (Transport)  
CPG8 (Planning Obligations)

Hatton Garden Conservation Area Statement 1999

## 6. **ASSESSMENT**

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

- Land Use;
- Design and Impact on the Conservation Area;
- Quality of Residential Accommodation;
- Housing Mix;
- Neighbouring Amenity;
- Affordable Housing;
- Transport, Access and Servicing;
- Sustainability;
- Archaeology;
- CIL;
- Education and Public Open Space Contributions;
- Local Recruitment and Procurement
- Other Matters

### **Land Use**

6.2 The proposed scheme seeks to create more than 200m<sup>2</sup> additional floorspace in a Central London Area location. As such, the Council's mixed use policy DP1 applies to this development. Within the Hatton Garden Area the Council requires up to 50% of all additional floorspace to be in the form of secondary uses, which in this case would be a contribution to affordable premises suitable for the jewellery industry.

6.3 The proposed scheme does not seek to provide any jewellery workshop space on-site. Policy DP1 states that where the inclusion of a secondary use cannot be practically achieved on-site, that the Council may accept a contribution to the mix of uses elsewhere in the area or a payment-in-lieu in exceptional circumstances.

6.4 A separate document entitled 'Assessment of jewellery space provision' has been submitted to justify the lack of on-site provision. The justifications include the narrow depth and frontage of the site; its location behind the existing building at 29-35 Farringdon Road; an electricity substation is present (meaning a basement

proposal is not possible); the building only has a single entrance and stair core; ground floor jewellery space is not possible as an access needs to be retained through the site frontage. Due to the above it is considered by Economic Development and Planning Officers that it is not practical to include jewellery workspace in the scheme. Given this, and the fact that the development does not constitute a loss of space suitable for jewellery uses (it is a vacant service yard over a substation), it is considered appropriate for a jewellery sector financial contribution in lieu of direct provision to be secured.

- 6.5 The proposal would have a net floor area of 415m<sup>2</sup>. In accordance with DP1 up to 50% of the floor area above 200m<sup>2</sup> would need to be of secondary use which equates to 107.5m<sup>2</sup>. CPG8 (Planning Obligations) states that the average contribution per square meter negotiated in the jewellery sector is £498. This figure has been agreed with Economics Officers and equates to a contribution of £53,535. A Section 106 Legal Agreement will ensure a contribution is secured and the applicant has indicated that they agree to this. The contribution would be used towards activities supporting the Hatton Garden Jewellery Industry.

### **Design and Impact on the Conservation Area**

- 6.6 The application site relates to a service yard and its development is considered acceptable in principle, subject to consideration of its height, bulk and detailed design. The buildings along Saffron Hill are predominately 4 storeys high with the narrow street and relatively low scale providing a mews style character. The host property forms a junction plot at the edge of Saffron Hill and Greville Street and part of the rear yard of the larger development fronting Farringdon Road. The surrounding buildings on the junction have a greater scale of 7-10 storeys. This change in scale is prevalent at the junction of similar 'mews style' roads crossing the main thoroughfares in the area, including Saffron Hill with the junction with St Cross Street. From a townscape perspective, it is appropriate to have a taller building in the location of the site.
- 6.7 The proposed height has been amended through pre-application discussions and now sits at 6 storeys with a flat roof. This is consistent with the rectangular form of building making up the character of the area where there are a predominant amount of 20<sup>th</sup> Century warehouses and offices. The scale proposed carefully mediates the larger buildings on Greville Street with the lower scale terrace on Saffron Hill. It is considered that the scheme would preserve the established street layout and townscape characteristics in the area while preserving the more subordinate character and appearance of Saffron Hill.
- 6.8 The materials used would be predominately brick and glass, which would reflect the building's context. The façade would be similarly detailed to neighbouring buildings with brick piers defining the structural lines and large windows in between. A pattern of hit and miss bricks would construct the building's balustrade balconies which run down the middle of the front elevation on floors 1-5. This provides visual relief and interest. Windows are proposed on both sides of the balconies with metal edges and trims highlighting their reveals. The ground floor level would include the entrance to the rear service yard and a substation screen. The screening and access gate would be brass with a fully glazed residential access door (at ground level) and glazed stair core making up the rest of the façade.
- 6.9 The rear and side of the proposed building would be setback from 29-35 Farringdon Point to improve its impact on the residential and commercial uses within that building. The proposed side elevation would be attached to the existing stair core of 29-35 before stepping back from the main structure. This would result in the eastern corner of the building being omitted. Attached to the recessed



element of the building would be an external steel fire escape. In addition, the 5<sup>th</sup> floor of the proposed building would have a large section setback from 29-35, for amenity reasons discussed in paragraphs 6.18-6.20, resulting in less visual bulk on the rear elevation and a further recessed element on the top floor. Overall, the rear elevation is considered acceptable in appearance with a simple fenestration pattern, a lightweight external fire escape and recessed elements. It would be enclosed by development to the sides and rear and would not be visible from the public realm.

- 6.10 On this basis, the design and use of materials is considered to respond well to the immediate character and appearance of the area. The proposed contemporary design is simple and uses fenestration and material details to good effect to provide visual interest and depth to the elevations. The successful implementation of the development would rely on the appropriate use of high quality materials, detailed design and finished appearance. To ensure the building is of the highest quality once built, materials and details would be conditioned. Subject to the development being in accordance with the approved and conditioned details, it would enhance the character and appearance of the Hatton Garden Conservation Area.

### **Quality of Residential Accommodation**

- 6.11 The proposed residential units conform to table 3.3 of the London Plan and paragraph 4.14 of CPG2 (Housing), with the 2 bed flats and the 1 bed unit exceeding the minimum gross internal floor area requirements comfortably. The room sizes are generous, in accordance with CPG2 (Housing), and the layout of the units are functional. All of the units have their habitable rooms to the front of the building and benefit from a good level of light and outlook. The 2 bedroom units over floors 1-4 are dual aspect with rear facing kitchen windows and translucent high level windows to the bathroom and ensuite. The 5<sup>th</sup> floor 1 bedroom unit only has high level windows to the rear to reduce mutual overlooking opportunities with the rear units in 29-35 Farringdon Road. External amenity space is not provided which is considered acceptable in this Central London context and given the size of the units. Notwithstanding this, the units have a balustrade balcony to the front which would allow them to open doors in the main living room.
- 6.12 A Building Research Establishment (BRE) Daylight and Sunlight assessment created by Malcolm Hollis LLP has been submitted to analysis daylight, sunlight and overshadowing for the new development. It concludes that the scheme is compliant for an urban flat scheme such as this.
- 6.13 The new residential units would be located within the Central London Area which contains a high density and a wide mixture of different uses. The adjacent building at 29-35 Farringdon Road contains businesses and entertainment facilities which can create noise and general disturbance throughout the day and late into the evening. It is noted that there is already residential development in the surrounding area, including on the upper levels of 29-35. Policy DP26 seeks to ensure that developments provide an acceptable standard of accommodation and policy DP28 provides more detail on noise and vibration. DP28 specifically states that the Council will not grant planning permission for development sensitive to noise in locations with noise pollution, unless appropriate attenuation measures are provided. An 'Environmental Noise Survey and Noise Impact Assessment' has been submitted to assess the potential noise impacts on the proposed residential development and the resulting mitigation measures that would be required. The main sources of noise at the site are considered to be traffic on Farringdon Road and aircraft passing overhead.

- 6.14 As part of the survey, fully automated noise monitoring was undertaken. The results were assessed against the Noise and Vibration Thresholds set out in paragraph 28.4 of policy DP28. They were below the criteria at which planning permission will not be granted (Table C) so the Council would expect mitigation measures to be provided (Table B). Using BS 8233: 2014 for predicted internal noise levels within dwellings and the World Health Organisation guideline values for community noise in specific environments minimum design targets have been adopted in the worst affected dwellings. The report concludes that provision exists to provide additional sound insulation details to incorporate suitably specified glazing which would best be dealt with via a planning condition as the precise types of window to be used are not yet known. It states that acceptable noise levels would be achieved within the worst case dwellings through the use of secondary glazing. Officers consider that residential development is acceptable in this location and would require further noise insulation details through a planning condition.
- 6.15 The units have been designed to 'Lifetime Homes' standards. This is in accordance with policy DP6 and would be secured by condition.

### **Housing Mix**

- 6.16 The proposal includes 5 residential flats with 4 x 2 bed units and 1 x 1 bed. This is in accordance with policy DP5 by providing the majority of units as high priority (2 bed) with 1 lower priority units. The proposed mix is considered acceptable.

### **Neighbouring Amenity**

- 6.17 The proposed development would infill the rear service yard behind 29-35 Farringdon Road. It would be attached to the blank gable of 29-31 Saffron Hill and the stair core serving 29-35. The main residential properties affected would be those in 37 Farringdon Road and the upper level flats in 29-35 which are located on the 5<sup>th</sup> and 6<sup>th</sup> floors of that building.
- 6.18 The application is supported by a Building Research Establishment (BRE) Daylight and Sunlight assessment created by Malcolm Hollis LLP. It assessed the impact of the proposed development on 37 Farringdon Road and 29-35 Farringdon Road. The other surrounding buildings are non-residential and the BRE guidelines do not apply. The results of the test show that the majority of the windows tested to the surrounding buildings meet the BRE target criteria for daylight and sunlight. The windows which would not meet the criteria are lower rooms to 37 Farringdon Road which are positioned in a way that limited daylight is available to them. The elevation is very close to the boundary and the windows overlook a small courtyard. The proposed building would lead to a lower obstruction angle than that of the existing building meaning that the effects of the proposed building will be less than the existing. The BRE guidance recommends that consideration be given to non-numeric criteria to ensure an equitable balance is struck. In this instance, it is recommended that the proposal is acceptable especially in a dense urban location such as this. Based on the outcome of the study and the above factors, it is considered that a material loss of daylight and sunlight would not be lost to the adjoining occupiers.
- 6.19 The proposed building would be constructed to the rear of residential development at 29-35 and 37 Farringdon Road with the 5<sup>th</sup> and 6<sup>th</sup> floor flats at 29-35 the most affected. These units currently benefit from an outlook over the vacant service yard into the blank gable at 29-31 Saffron Hill (adjacent building) and into 118-123 Saffron Hill on the opposite side of the road. The proposed building has been restricted to six storeys, the level where the residential development begins at 29-35, with the 6<sup>th</sup> floor setback from the nearest adjacent residential windows to

reduce its impact. The side elevation of the 6<sup>th</sup> floor has been setback 9.3m from the front of the nearest window to maintain a satisfactory outlook, while the rear elevation has been significantly setback to maintain a wider view. In addition, the building has a flat roof to reduce its massing and to allow views over the top of the structure. The proposed fire escape would be open and set below the view from the affected windows. In addition to the setbacks of the proposed building to retain a good level of outlook to the 5<sup>th</sup> floor windows of the flats at 29-35, they would still benefit from views over the building into the sky above the windows of the flat adjacent to the new building serve bedrooms which benefit from a living room with a balcony. The living room is set further away from the proposal and largely unaffected. Overall, the outlook would be of a high standard to the adjacent flats, especially in a dense urban context such as this. Furthermore, the proposed scheme would introduce 5 high quality residential units into the Central London Area to provide a significant planning benefit in this instance.

- 6.20 The rear elevation of the building has been sensitively designed to reduce opportunities for overlooking with the adjacent residential properties at 29-35 and 37 Farringdon Road. The 2 bed units over floors 1-4 have high level translucent windows serving the bathrooms and a window serving the kitchen. On the 5<sup>th</sup> floor, which is at the corresponding height of the units at 29-35, only a high level translucent window is proposed to the 1 bed flat. Due to the setback of the proposed kitchen windows from the flats at 29-35 (minimum of 8.74m, maximum of 10.51m), the oblique angle of their orientation and the difference in height (2.6m in floor level between the 5<sup>th</sup> floor flats at 29-35 and the 4<sup>th</sup> floor flat of the proposal), it is not considered that a material level of overlooking or loss of privacy would result. Furthermore, the rear windows of the proposal serve kitchens and are secondary aspects for the units which benefit from a much larger front window to the living room.
- 6.21 A fire escape is located to the rear along with a flat roof on the 5<sup>th</sup> floor. The use of the fire escape would be reserved for emergencies only with the fire doors of the units locked for such instances. It is proposed that the flat roof would form a green roof. Planning conditions would be attached to ensure that the fire escape and roof are used for the above only and not as external amenity space or a means of access.

### **Affordable Housing**

- 6.22 Policies CS6 and DP3 concern affordable housing, and are supplemented by CPG2 Housing. As the development would add less than 1,000sqm of gross housing and under 10 units, it would fall under the threshold of policy DP3.

### **Transport, Access and Servicing**

- 6.23 There are no parking spaces proposed on site. The site's location is within the Central London Area, the Kings Cross Area controlled parking zone (CA-D), and has an excellent PTAL of 6B. As such the development must be car-free and this would be secured through a Section 106 legal agreement so as to accord with Core Strategies CS11 and CS19 and Development Policies DP18, DP19 and DP21.
- 6.24 Development Policy DP18 (Paragraphs 18.12 and 18.13) requires development to provide cycle parking facilities in accordance with the minimum requirements of Camden's cycle parking standards. The Council also expects development to provide cycle parking facilities in accordance with the minimum requirements of the London Plan. The proposed residential development consists of 4 x 2 bed units and 1 x 1 bed unit. Therefore, 9 cycle parking spaces are required to meet the London Plan's minimum cycle parking requirement. As part of the proposal, a cycle stand to

the front of the site would be removed which is thought to serve the 13 flats approved at 29-35 Farringdon Road (under 2005/1164/P and 2006/1368/P). This stand is not fixed, it is uncovered and it is not part of the approved details submitted for the units at 29-35 (which did not require any cycle parking provision as part of the scheme). Notwithstanding this, the development here would be expected to replace the cycle parking that would be removed as there is space on site. This is thought to be an improvement over the existing situation and a condition would be attached requiring details of cycle parking for the existing and proposed occupiers of the site.

- 6.25 The existing service yard contains a refuse storage area for the occupiers of 29-35 Farringdon Road which includes 13 residential units, a nightclub, public house and office uses. This area covers 12.9m<sup>2</sup> of the site and the JD Wetherspoon of Sir John Oldcastle Public House has an additional 5 bins that are not covered and lie unsecured within the service area. The proposal would retain the bin storage area on the ground floor and increase its size to 21.9m<sup>2</sup> to accommodate the existing uses and the 5 new residential units. Furthermore, covered bin storage is proposed to the rear of the building with an area of 2.2m<sup>2</sup>. Officers consider that this area would be sufficient. The applicant has indicated that if it were considered necessary by the Council, that they would be willing to increase the size of the external bin storage to further accommodate the mixture of uses within 29-35. Therefore, a condition would be attached requiring details of the refuse storage and management prior to the commencement of the development. The submitted details would need to demonstrate that all of the existing and proposed occupiers of the site would have an adequate facility to store and manage their refuse.
- 6.26 The application site is currently used for servicing by the Sir John Oldcastle Public House and Venus Nightclub with vehicular access provided from Saffron Hill via a locked gate. The existing area is used for deliveries by light and medium sized vehicles with larger vehicles being able to undertake their deliveries on Saffron Hill. Deliveries on Saffron Hill are possible as single yellow lines are located on Saffron Hill with no kerb blips prohibiting loading. It is proposed that the servicing arrangements would be retained to the rear of the site. Access would be gained through a gated entrance and access road under the proposed building (an undercroft). A swept path analysis has been submitted to demonstrate that a 7.5 tonne box van would be able to access the site and turn and exit in a forward gear, or reverse out. Larger vehicles would use Saffron Hill as per the existing arrangement. In addition, A Service Yard Management Plan has been submitted to ensure that servicing operates to a satisfactory level without disruption to the amenity of the surrounding residents or businesses. The Service Management Plan would be secured via the Section 106 Agreement.
- 6.27 Due to the nature of the site which currently provides servicing to a number of uses, a Construction Management Plan (CMP) would be required to further consider the logistics of constructing the development. This is important to ensure that the servicing of the existing development can continue and to protect the amenities of the neighbouring residential occupiers. It is therefore necessary to secure a Construction Management Plan via a Section 106 Legal Agreement. The aim of the plan is to minimise disruption to the transport network, pedestrian safety and any disruption from noise, dust and general construction works.
- 6.28 The summary page of Development Policy DP21 states that 'The Council will expect works affecting Highways to repair any construction damage to transport infrastructure or landscaping and reinstate all affected transport network links and road and footway surfaces following development'. The footway and vehicular crossover directly adjacent to the site could be damaged as a direct result of the proposed works. Therefore, a financial contribution for highway works would need

to be secured through a Section 106 planning obligation if planning permission is granted. A cost estimate for highway works has been requested from the Council's Highways Delivery Team.

- 6.29 The Council has been investigating ways of encouraging walking and cycling as the primary modes of transport for trips to and from the site. This can be done by making improvements to walking and cycling routes in the local area. Therefore, the Council would seek to secure a financial contribution of £10,000 (£2,000 per unit) for Pedestrian, Cycling and Environmental Improvements in the local area if planning permission is granted. A financial contribution of £10,000 should be secured as a Section 106 planning obligation.

### **Sustainability**

- 6.30 A Code for Sustainable Homes Pre-Assessment Report has been submitted to demonstrate that all 5 of the new units would meet Code Level 4. This has been the requirement of policy DP22 which expects new build housing to meet Level 4. The Code for Sustainable Homes has now been withdrawn by government through a Ministerial Statement in March 2015. Therefore, it is no longer necessary for a Code level post-assessment to be secured through a Section 106 Legal Agreement.
- 6.31 In lieu of the above, a Sustainability Statement and Energy Statement would be secured via legal agreement to demonstrate that the new development is in accordance with policies CS13, DP22 and DP23. The new units need to comply with London Plan policy 5.2 (35% reduction in carbon emissions beyond Part L building regulations) and must achieve water efficiency of 110 litres per day.

### **Archaeology**

- 6.32 The host property lies within an Archaeological Priority Area in relation to the suburbs of roman Londinium and is an area of extensive medieval and post medieval settlement. Historic England has recommended that a pre-commencement condition be attached to any granted planning permission to require the implementation of a programme of archaeological evaluation. If any heritage assets of archaeological interest are identified a Written Scheme of Investigation must be submitted along with a post investigation assessment.

### **CIL**

- 6.33 The London Borough of Camden introduced the Community Infrastructure Levy (CIL) on the 1<sup>st</sup> of April 2015 to help pay for local infrastructure. This is in addition to the Mayoral CIL which helps fund the Crossrail introduced on 1st April 2012. Any permission granted after this time which adds more than 100sqm of new floorspace or a new dwelling will need to pay the CIL charge.
- 6.34 The proposed development would result in 415m<sup>2</sup> of new residential floorspace and would be CIL liable. As this is below 10 dwelling (or 1000m<sup>2</sup>) and located within Zone A (central), it would be required to pay £500 per square metre in addition to the Mayoral CIL charge of £50 per square metre. This would result in a CIL charge of £228,250.

### **Education and Public Open Space Contributions**

- 6.35 In accordance with CPG8 a contribution towards education in Camden will be required on the 2 bed units. The total contribution required will be £8,852 (4 x £2,213).

- 6.36 In accordance with CPG8, a contribution of £7,337 will be required towards the provision of public open space.

### **Local Recruitment and Procurement Obligations**

- 6.37 In accordance with CPG8, the Council's Economic Development Team require the construction phase of the development to target local recruitment for construction jobs, construction work experience places and local procurement targets. This would be secured through a Section 106 Legal Agreement.

### **Other Matters**

- 6.38 The proposed development would now retain the existing air conditioning units which service the building at 29-35 Farringdon Road. Notwithstanding this, their removal or relocation of these units is a legal matter. Therefore, this issue is not a material planning consideration in any event.
- 6.39 Access to the existing substation and basement services would be retained from the access road under the proposed building.
- 6.40 Emergency access to the building would occur to the front of the building as per the existing arrangement. There is no requirement for the rear to be accessible. Notwithstanding this, the proposed access would have a width of 5.11m which complies with the minimum width (at least 3.7m) required by the relevant Building Regulations criteria and a height of 4.35m which is greater than the 3.7m minimum requirement. Therefore, even if emergency access were required it would be in accordance with the national standards.

## **7. CONCLUSION**

- 7.1 Based on the above assessment, it is considered that the new building and residential development would be acceptable in principle along with a financial contribution to the jewellery sector in lieu of direct provision. The proposed height and external appearance of the building would be appropriate within its context and would serve to enhance the character and appearance of the conservation area. High quality residential accommodation would be provided with an appropriate housing mix in line with the needs of the Borough. The existing servicing, access and refuse arrangements would be retained. It is not considered that the proposal would lead to any undue harm to adjoining occupiers.
- 7.2 Planning Permission is recommended subject to a S106 Legal Agreement covering the following Heads of Terms:
- Car-free development of all uses
  - Construction Management Plan
  - Service Yard Management Plan
  - Educational contribution - £8,852
  - Jewellery sector financial contribution (payment in lieu) - £53,535
  - Public Open Space - £7,337
  - Sustainability/Energy provision
  - Highways contribution for reinstating footway
  - Pedestrian, Environmental and Cycle Contributions - £10,000
  - Local Recruitment and Procurement

## 8. LEGAL COMMENTS

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

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 00030163.1 (Site location plan), A001; 002; 100, P200/E; 201/E; 205/E; 206/F; 400/C; 401/F; 500/D; 501D, Updated Transport Statement dated June 2015, Planning and Heritage Statement dated February 2015, Environmental Noise Survey and Noise Impact Assessment Report (20032/ENIA1) dated 28/02/2014, Life Time Homes (13-045\_LifetimeHomes) dated 13/02/2015, Energy Statement Rev C dated 10/02/2015, Design and Access Statement dated February 2015, Daylight and Sunlight Report (30040/IM/SJK) dated 23/06/2015, Code for Sustainable Homes Pre-Assessment Report (CS-1501); Assessment of Jewellery Space Provision dated December 2014 and Statement Regarding Air Conditioning Condenser Unit dated 18/06/2015.

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

- 3 Detailed drawings, or samples of materials as appropriate, in respect of the following shall be submitted to and approved in writing by the Council before the relevant part of the work is begun:

a) Plans, elevations and section drawings, including jambs, head and cill, of all new external window and door at a scale of 1:10 with typical glazing bar details at 1:1.

d) Typical details of new railings and balustrade at a scale of 1:10 with finials at 1:1, including method of fixing.

c) Samples and manufacturer's details of all new facing materials including windows and door frames, glazing, balconies, balustrades metal cladding.

A sample panel of all facing materials should be erected on-site and approved by the Council before the relevant parts of the work are commenced and the development shall be carried out in accordance with the approval given.

The relevant part of the works shall then be carried in accordance with the approved details.

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.

- 4 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 Council.

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.

- 5 Before the development commences, details of secure and covered cycle storage area for the 5 residential units proposed along with a replacement provision for the residential flats at 29-35 Farringdon Road shall be submitted to and approved by the local planning authority. The approved facility shall thereafter be provided in its entirety prior to the first occupation of any of the new units, and 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, policy DP17 of the London Borough of Camden Local Development Framework Development Policies and table 6.3 of the London Plan.

- 6 The lifetime homes features and facilities, as indicated on the drawings and documents hereby approved shall be provided in their entirety prior to the first occupation of any of the new residential units.

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.

- 7 The proposed green roof to the rear of the 1 bedroom flat on the fifth floor (as shown drawing no. P205/E) shall remain as such and should not be used as a roof terrace.

Reason: In order to prevent unreasonable overlooking of neighbouring premises 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 The proposed escape stair to the rear of the building should be used for emergency and maintenance purposes only and for no other use. The fire doors on each of the residential floors (1-5) must be locked and only openable when needed for the uses described above.

Reason: In order to prevent unreasonable overlooking of neighbouring premises 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.

- 9 Before the use commences, full details of the sound insulation measures used in the new residential units shall be submitted to and approved by the local planning authority in writing. The measures as approved shall be provided prior to the first occupation of any of the new units and permanently retained thereafter.

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies CS5 of the London Borough of



- 10 Before the development commences, details of the location, design and method of waste storage and removal including recycled materials, to accommodate the refuse requirements for both the proposed and any existing uses, including the residents within 29-35 Farringdon Road and commercial tenants, shall be submitted to and approved by the local planning authority in writing. The facility as approved shall be provided prior to the first occupation of any of the new units and permanently retained thereafter.

Reason: To ensure that sufficient provision for the storage and collection of waste has been made in accordance with the requirements of policy CS18 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.

- 11 Prior to the commencement of development a programme of archaeological investigation including the details of the suitably qualified investigating body to carry out such archaeological works as required shall be submitted to and approved in writing by the local planning authority. If heritage assets of archaeological interest are identified by the investigation a programme of archaeological investigation in accordance with a Written Scheme of Investigation shall be submitted to and approved in writing by the local planning authority. The development shall not be occupied until the site investigation and post investigation assessment has been completed.

Reason: Important archaeological remains may exist on this site. Accordingly the Council wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP25 of the London Borough of Camden Local Development Framework Development Policies.

- 12 No impact piling shall take place until a piling method statement (detailing the depth and 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 sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: To safeguard existing below ground 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.

Informative(s):

- 1 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).

2 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 Compliance and Enforcement team [Regulatory Services], Camden Town Hall, Argyle Street, WC1H 8EQ (Tel. No. 020 7974 4444 or on the website: <http://www.camden.gov.uk/ccm/content/contacts/council-contacts/environment/contact-the-environmental-health-team.en> 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.

3 The London Borough of Camden introduced the Community Infrastructure Levy (CIL) on the 1st of April 2015 to help pay for local infrastructure. This is in addition to the Mayoral CIL which helps fund the Crossrail introduced on 1st April 2012. Any permission granted after this time which adds more than 100sqm of new floorspace or a new dwelling will need to pay the CIL charge.

The proposed charge in CIL will be calculated in accordance with the regulations set out in Part 5 of the Community Infrastructure Levy Regulations 2010 (as amended). For further information on the Camden CIL or Mayoral CIL charge please follow the link provided: [http://www.camden.gov.uk/ccm/cms-service/stream/asset/?asset\\_id=3298006](http://www.camden.gov.uk/ccm/cms-service/stream/asset/?asset_id=3298006)

You are required to assume liability and notify the CIL team on commencement using the forms that can be downloaded from planning portal; <http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil>

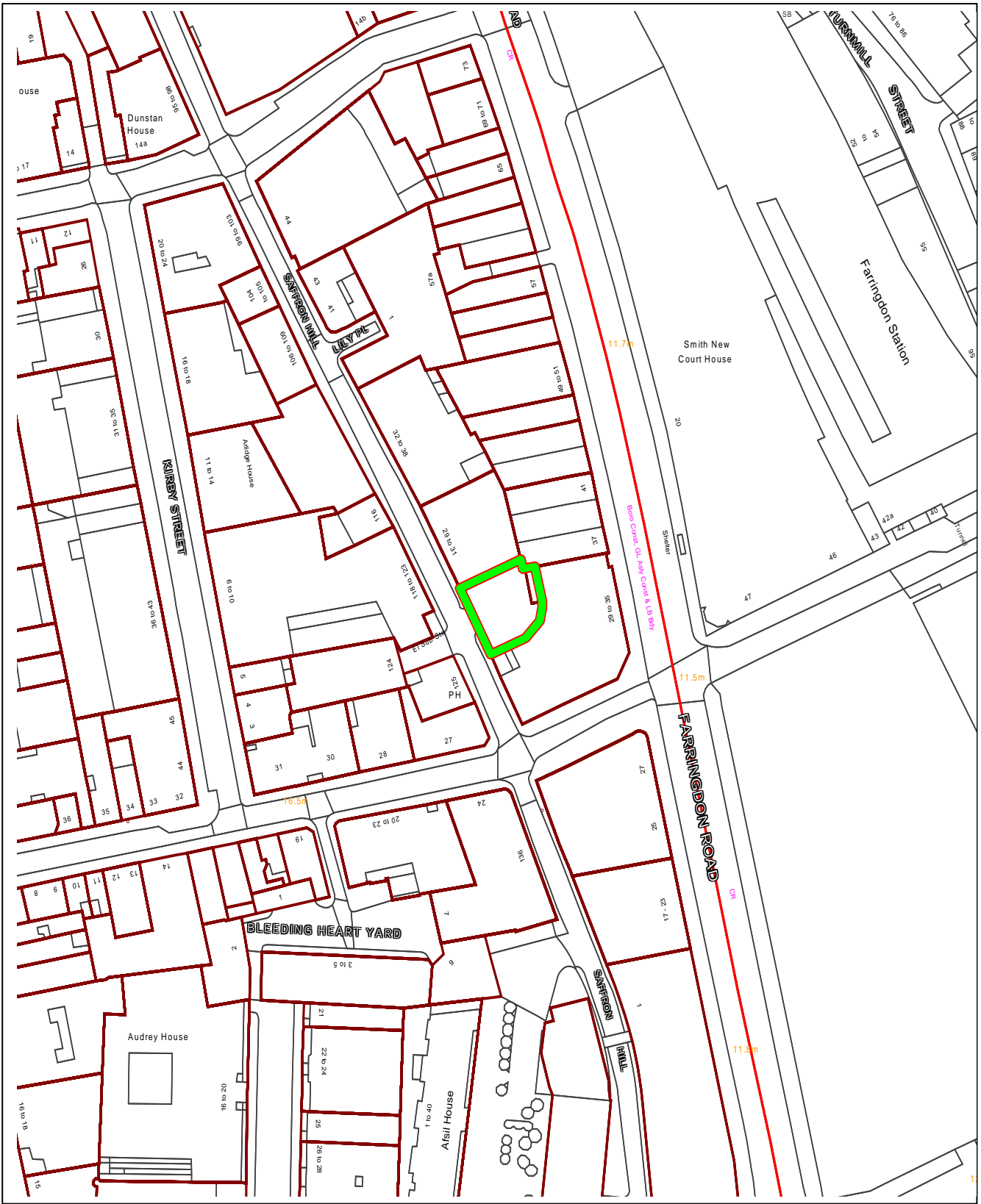
We will issue an assumption of liability setting out the calculation and CIL demand notice setting out the method of payment accordingly. Failure to notify Camden of the commencement of development will result in a surcharge of £2500 or 20% being added to the CIL payment. Other surcharges may also apply 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 queries to [CIL@Camden.gov.uk](mailto:CIL@Camden.gov.uk)

4 Your proposals may be subject to control under the Party Wall etc Act 1996 which covers party wall matters, boundary walls and excavations near neighbouring buildings. You are advised to consult a suitably qualified and experienced Building Engineer.

5 Your attention is drawn to the fact that there is a separate legal agreement with the Council which relates to the development for which this permission is granted. Information/drawings relating to the discharge of matters covered by the Heads of Terms of the legal agreement should be marked for the attention of the Planning Obligations Officer, Sites Team, Camden Town Hall, Argyle Street, WC1H 8EQ.

6 Under Section 25 of the GLC (General Powers) Act 1983, the residential accommodation approved is not permitted for use as holiday lettings or any other form of temporary sleeping accommodation defined as being occupied by the same person(s) for a consecutive period of 90 nights or less. If any such use is intended, then a new planning application will be required which may not be approved.



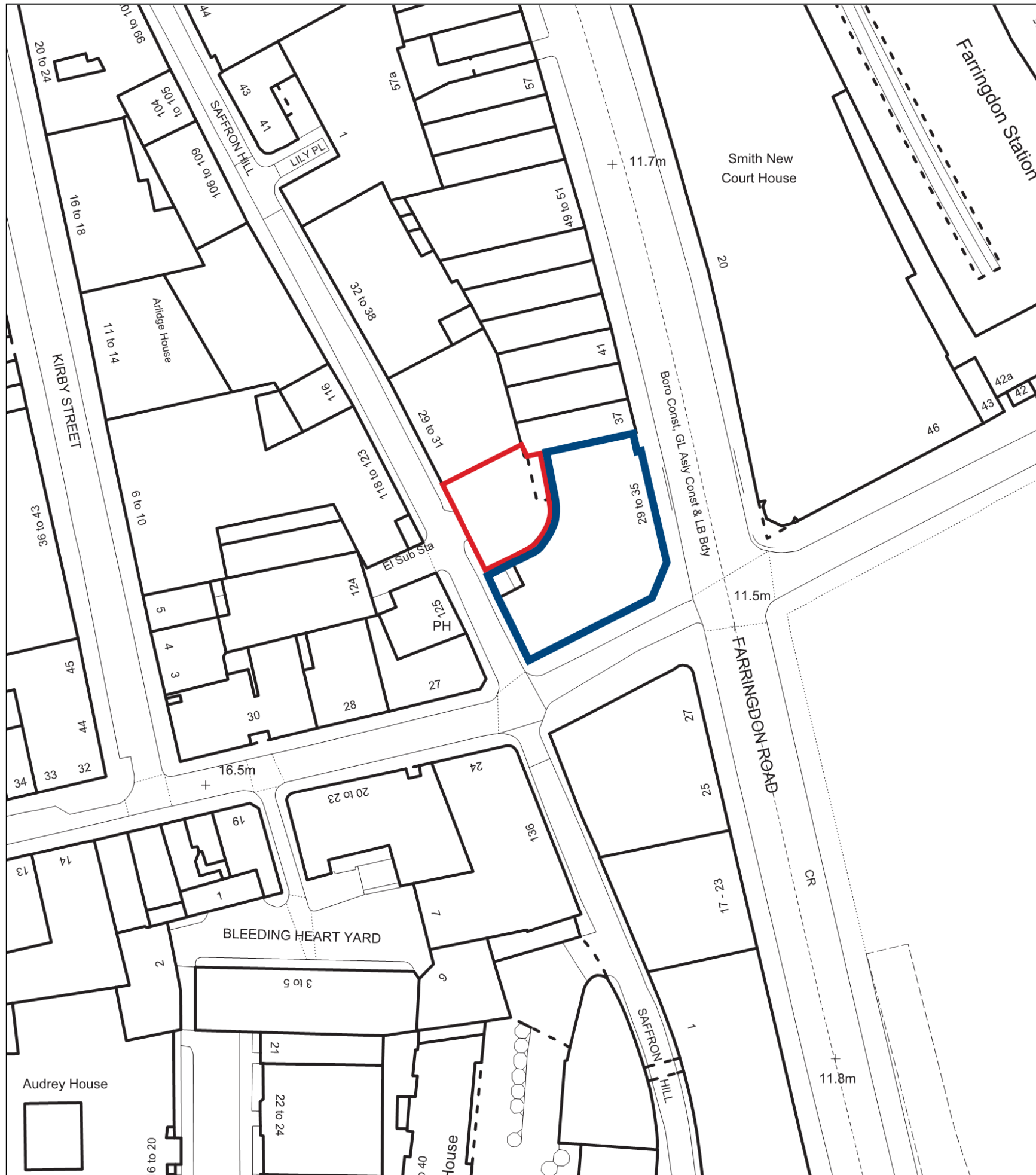
**Application No: 2015/1026/P**

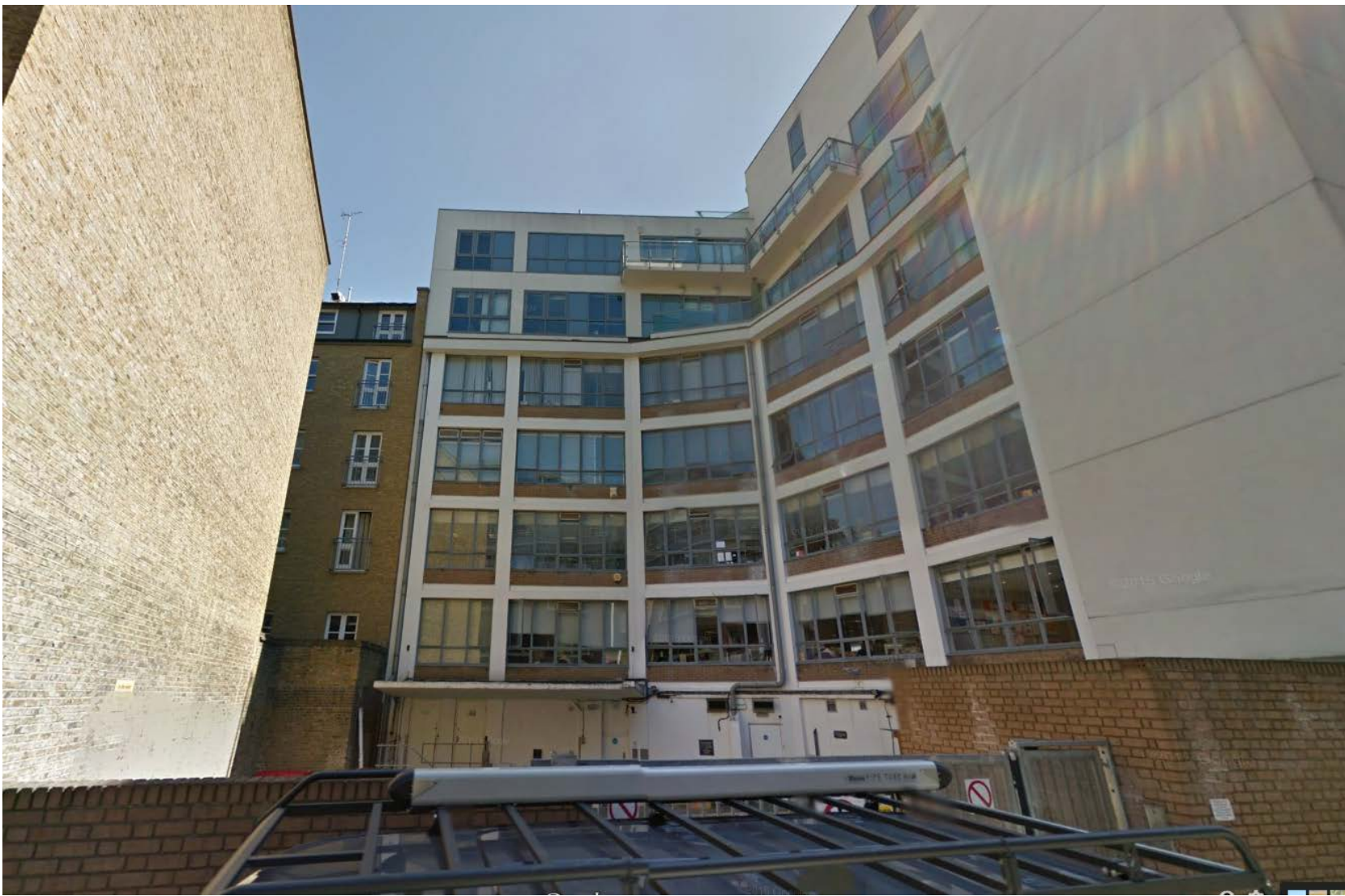
**Farringdon Point  
29-35 Farrington Road  
London EC1M 3JF**

**Scale:  
1:1250  
Date:  
2-Jul-15**



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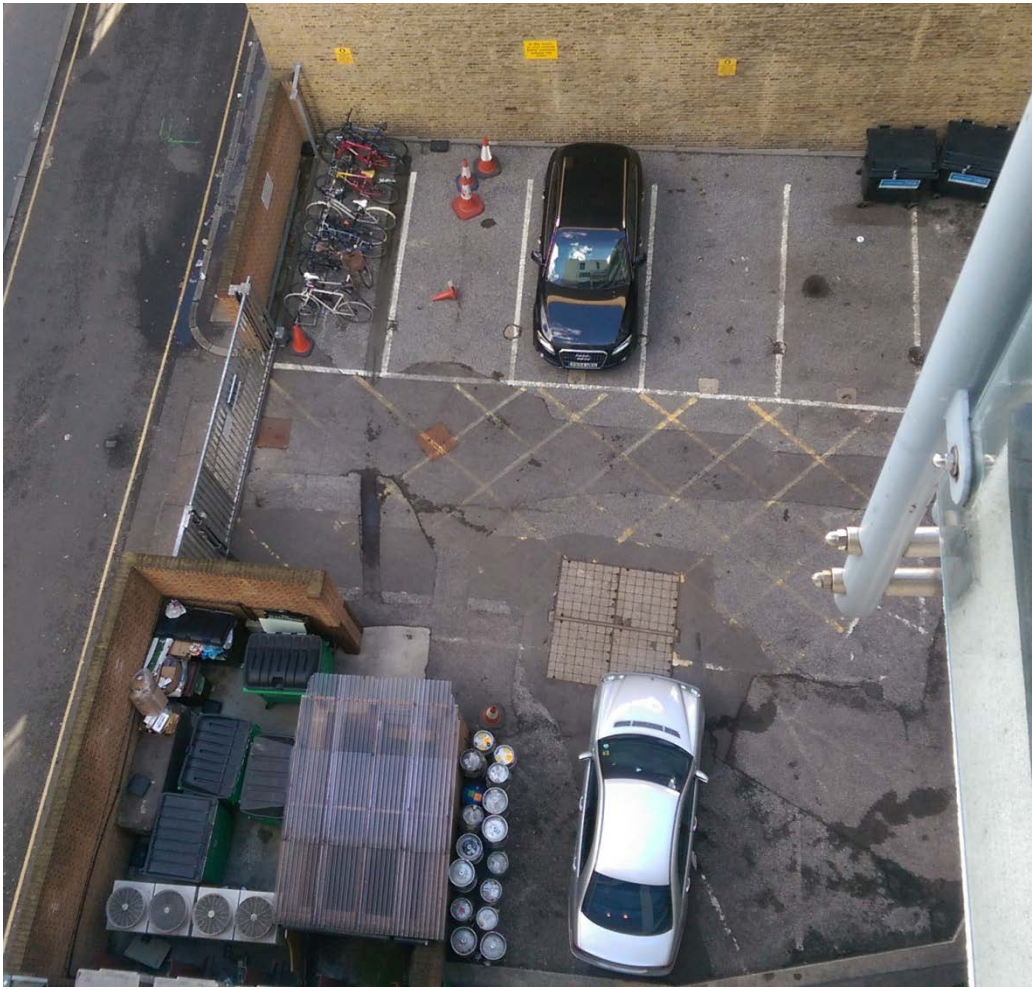
Left: Front of the application site from Saffron Hill



Left: View down Saffron Hill from Greville Street. 29-35 Farringdon Road is to the right of the picture with the application site behind it.



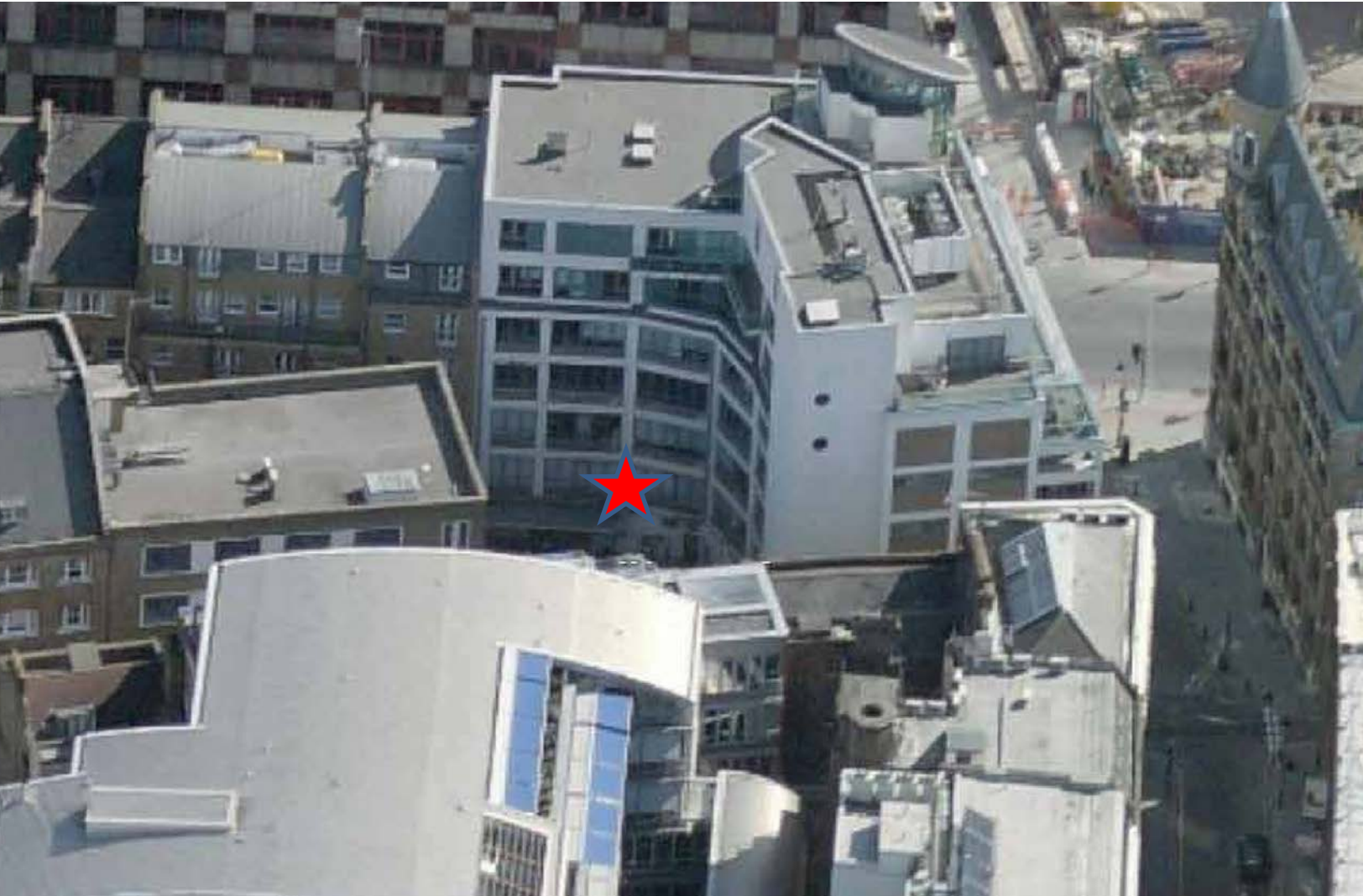
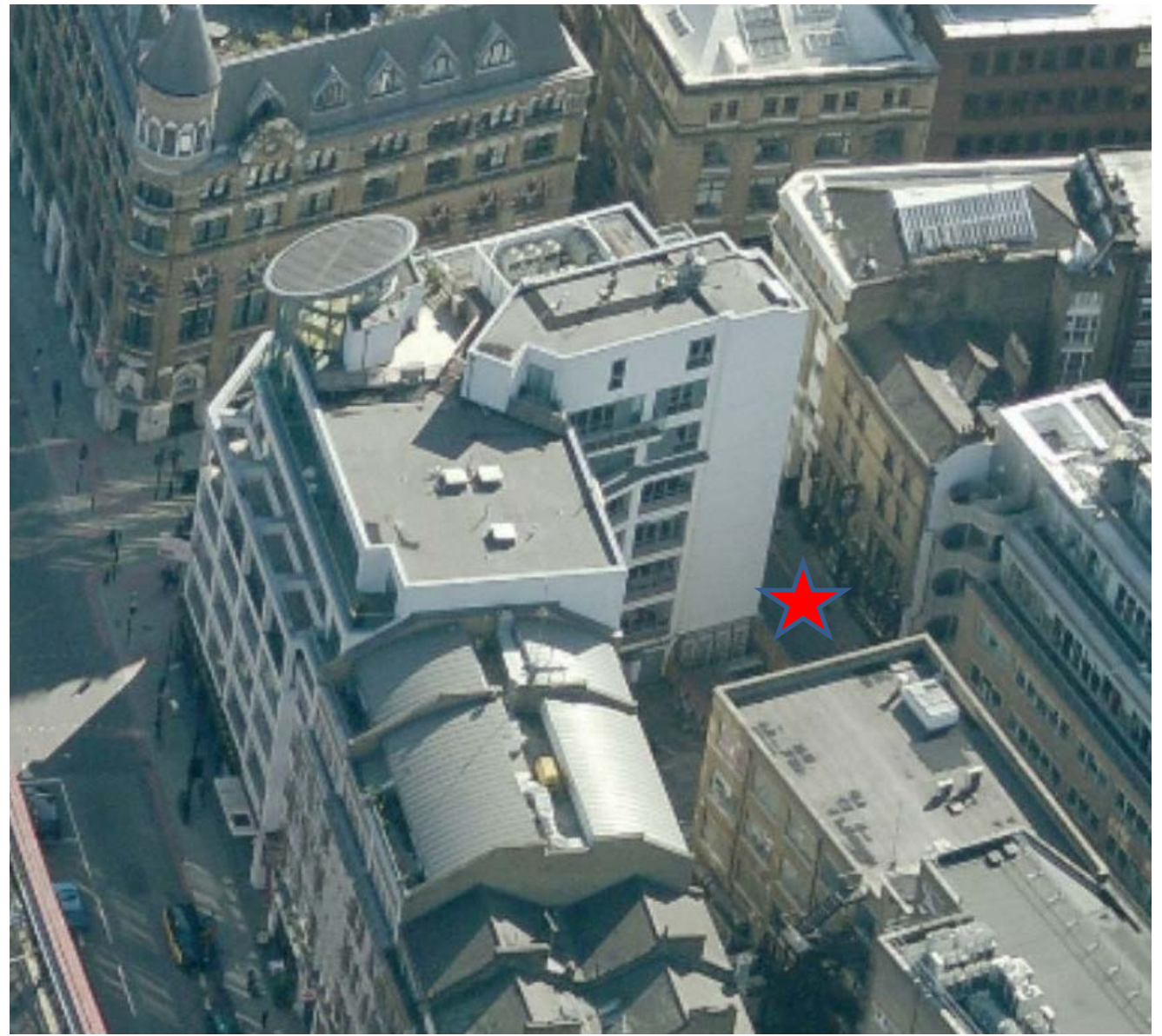
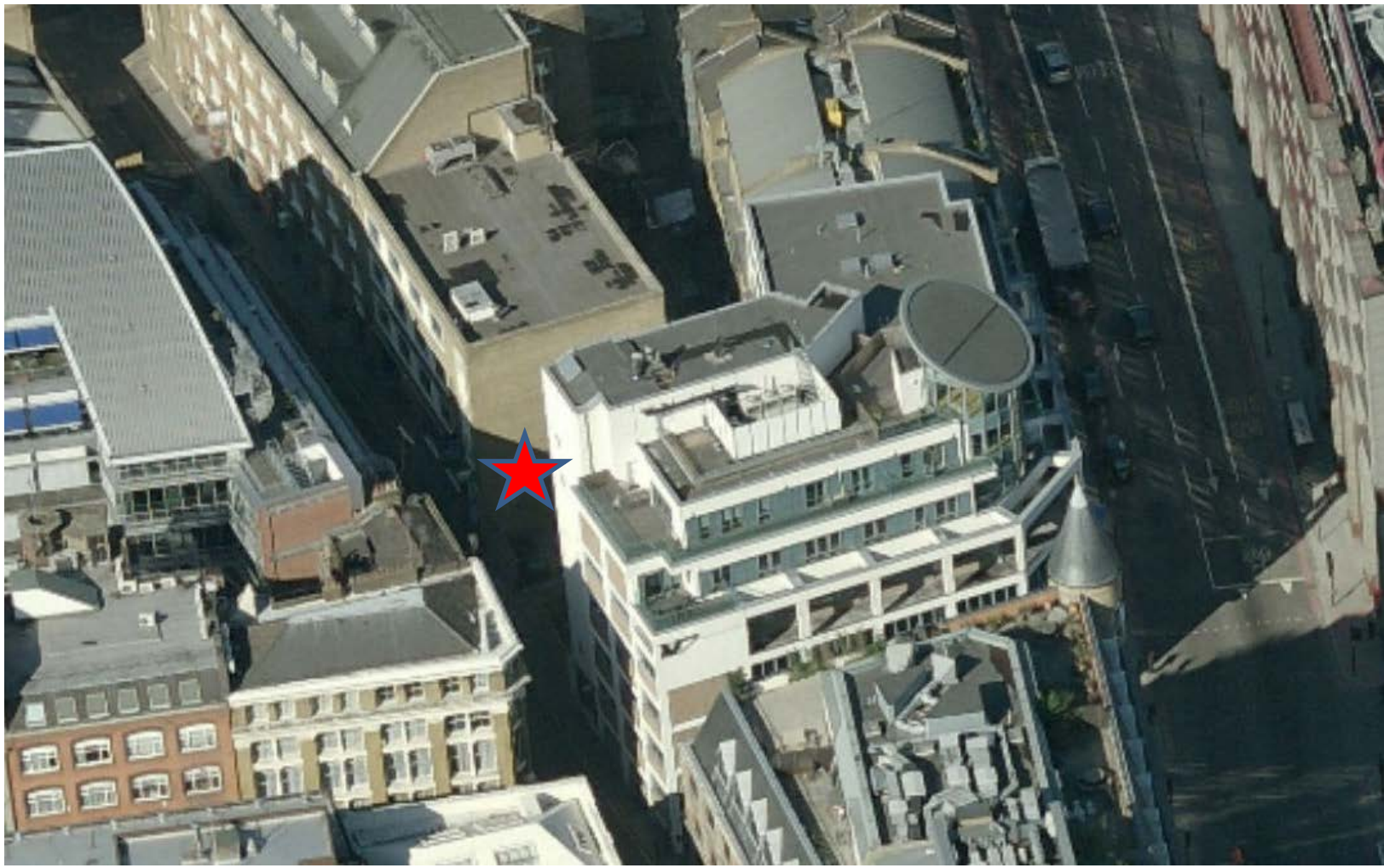
Left: View up Saffron Hill from the north. 29-31 Saffron Hill to the left with the application site and 29-35 Farringdon Road behind.



Left: View of existing service yard from above. Air conditioning units, bin storage and electricity substation bottom left of picture; cycle parking top right.

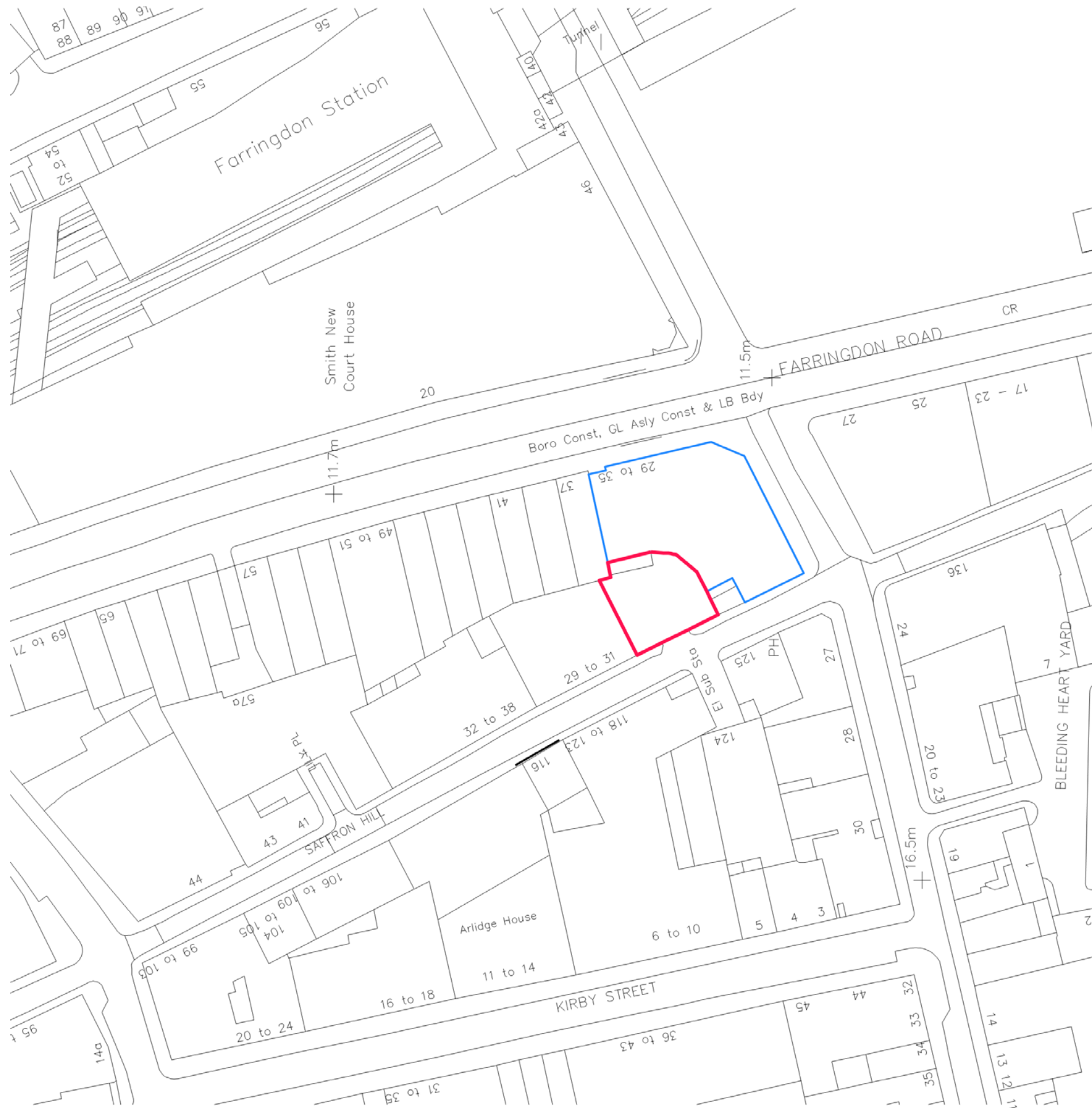


Above: Existing view from adjacent 5<sup>th</sup> floor bedroom at 29-35 Farringdon Point

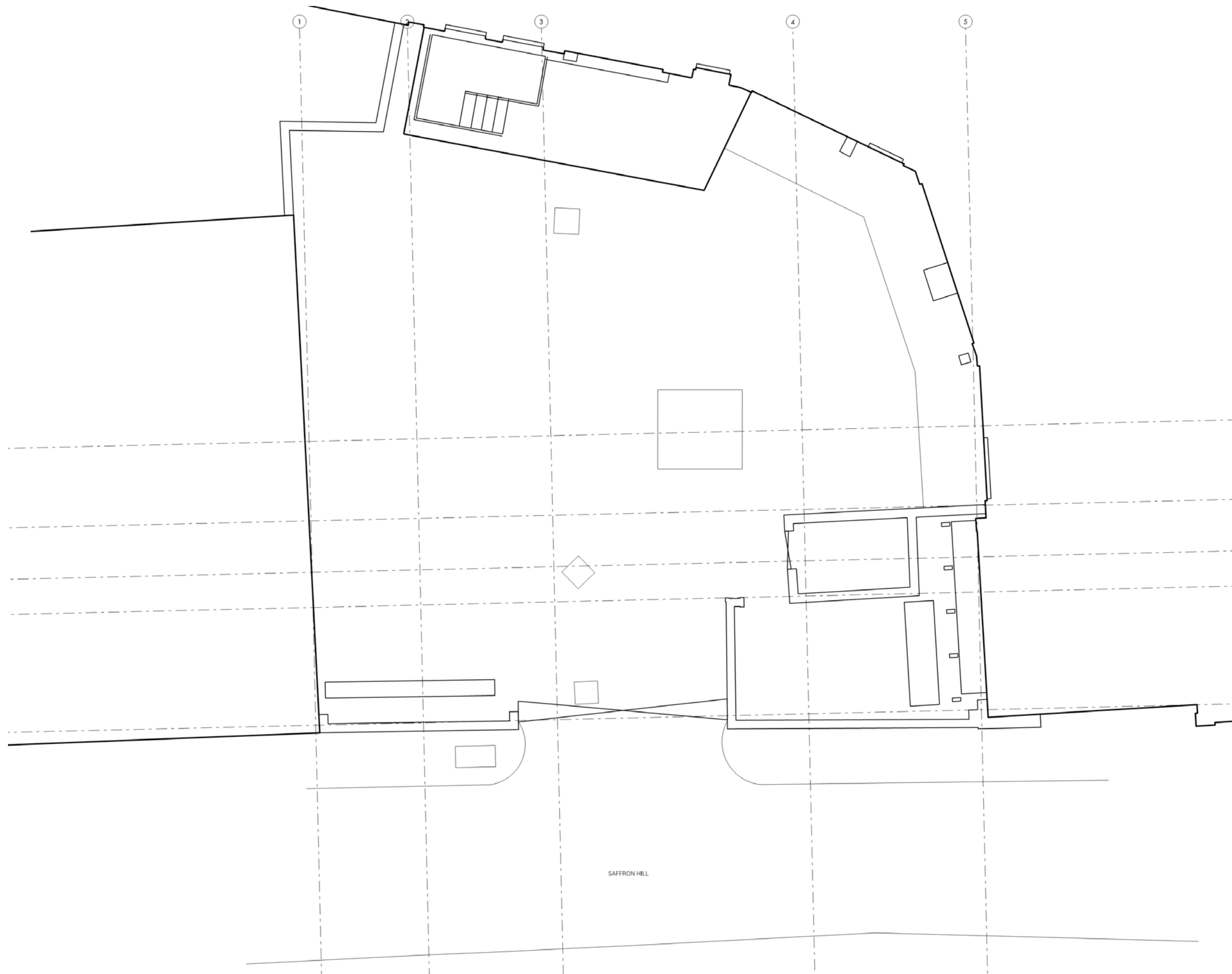


Left, above left and above: Aerial images of the application site (gap in buildings indicated by a star)

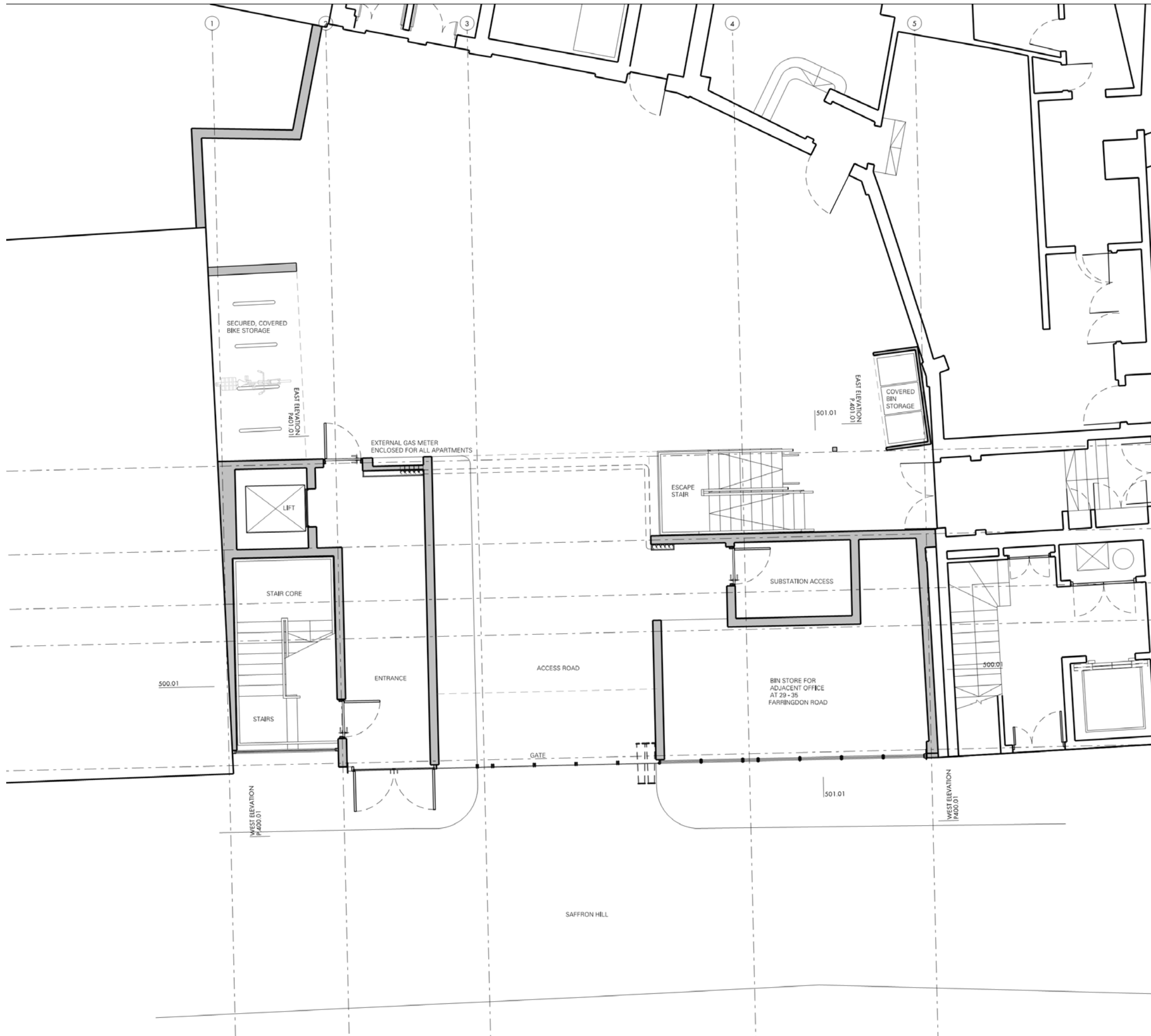




Above: Existing Site Plan



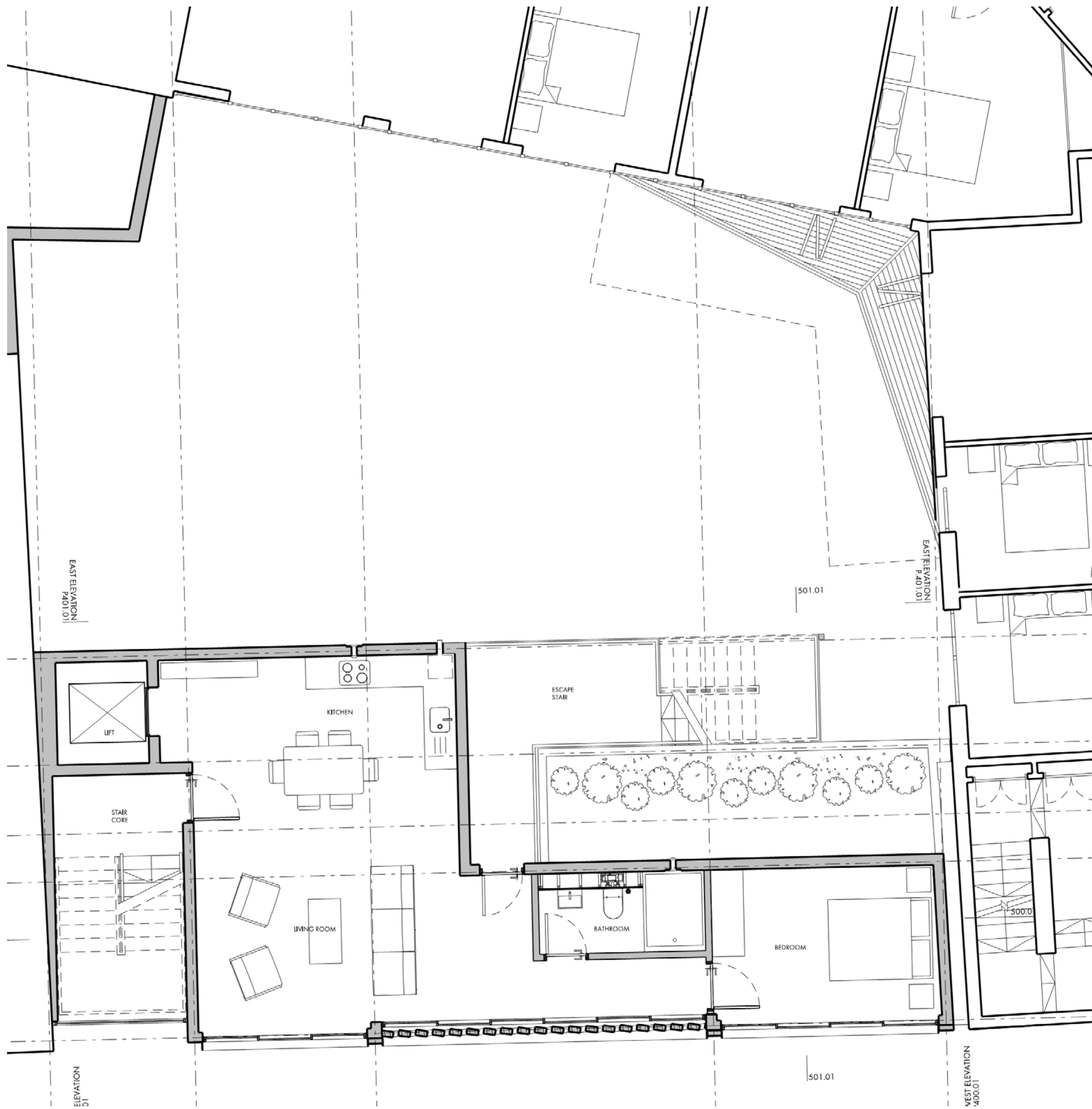
Above: Existing Ground Floor Plan



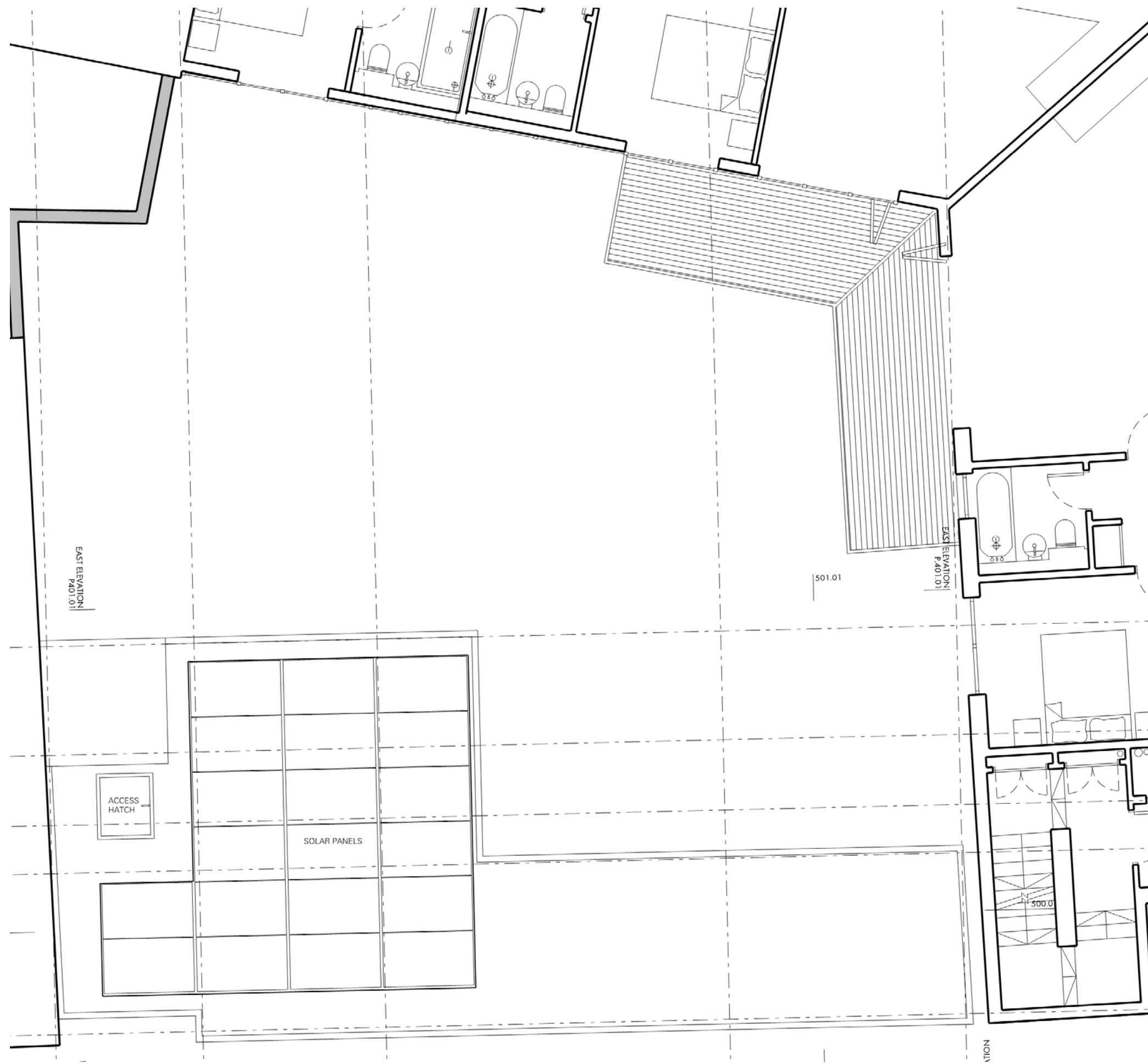
Above: Proposed Ground Floor Plan



Above: Proposed Floor Plans 1-5



Above: Proposed 5<sup>th</sup> Floor Plan



Above: Proposed Roof Plan



Above: Proposed Front Elevation



Above: Proposed Rear Elevation





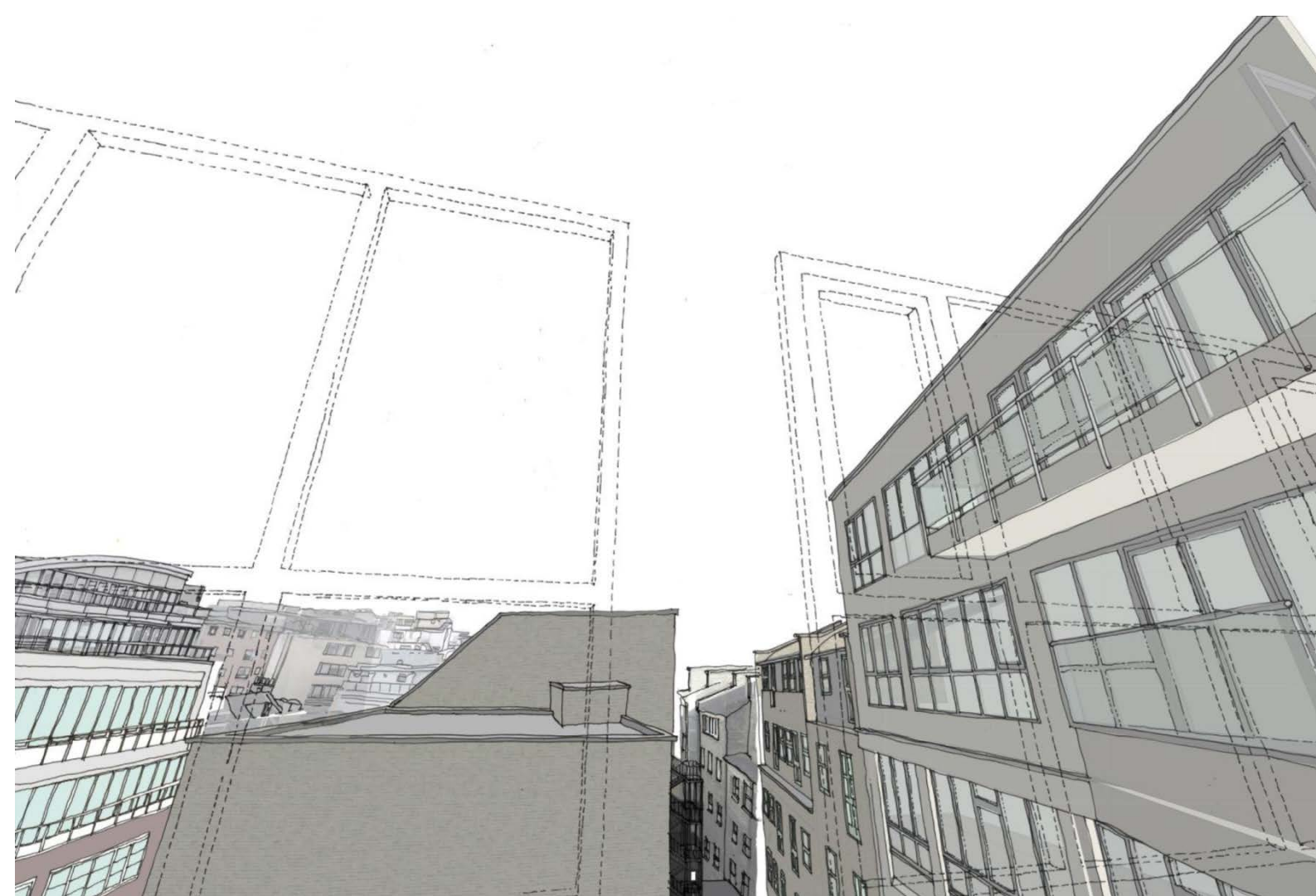
Above: Proposed Side Section



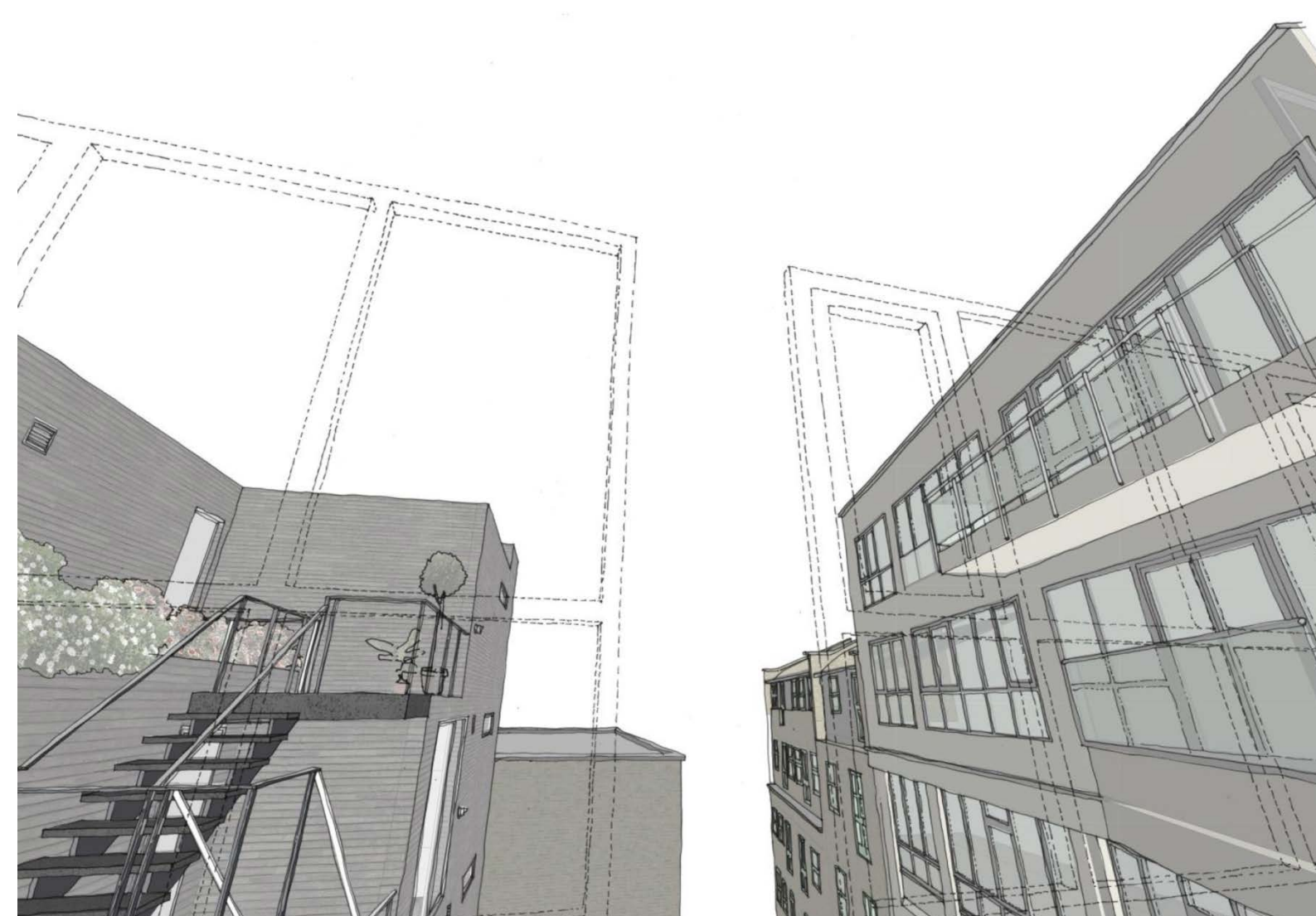
Above: Proposed Rear Section



Above: Computer Generate Images (CGIs)



Left: Existing visualisation of adjacent bedroom window at 29-35 Farringdon Road



Left: Proposed visualisation of adjacent bedroom window at 29-35 Farringdon Road