

<b>Address:</b>	93 - 103 Drummond Street London NW1 2HJ		<b>5</b>
<b>Application Number:</b>	2016/3599/P	<b>Officer: Robert Lester</b>	
<b>Ward:</b>	Regents Park		
<b>Date Received:</b>	27/06/2016		
<b>Proposal: Change of use from existing mixed use comprising office, workshop, storage and retail (Sui Generis) to business use (Class B1)</b>			
<b>Background Papers, Supporting Documents and Drawing Numbers</b>			
2049-00-DR-0012 P02, 2049-00-DR-0013 P01, 2049-00-DR-0060 P01, 2049-00-DR-0061 P01, 2049-00-DR-0150 P02, 2049-00-DR-0151 P03, 2049-00-DR-0152 P01, Planning Statement Ref: 18949, Transport Note Ref: SRD/AN/Ih/JNY8942-01B, BREEAM Assessment, Energy Statement			
<b>RECOMMENDATION SUMMARY:</b> Grant conditional planning permission subject to a section 106 legal agreement and <b>Subject to referral to the Secretary of State for Transport</b>			
<b>Applicant:</b>		<b>Agent:</b>	
Canfield Freehold Limited c/o Agent		RPS CgMs 140 London Wall London EC2Y 5DN	

### ANALYSIS INFORMATION

Land Use Details:			
	Use Class	Use Description	Floorspace
Existing		<i>Sui Generis</i>	1774 m <sup>2</sup>
Proposed		<i>B1 Business</i>	1774 m <sup>2</sup>

Parking Details:		
	Parking Spaces (General)	Parking Spaces (Disabled)
Existing	6	0
Proposed	2	0

## OFFICERS' REPORT

### Reason for Referral to Committee:

The proposal is referred to the Planning Committee under clause 3i of the Terms of Reference due to it constituting a major development involving the conversion of over 1000sq.m. of non-residential floorspace.

The application is referable to the Secretary of State if approved due to the site being within the HS2 safeguarding zone and there being an outstanding objection from Network Rail HS2.

### 1. SITE

- 1.1 The site is located within an urban block adjacent to Euston Station and forms part of the safeguarding area identified for the redevelopment of Euston Station following the Government announcement of the preferred route for High Speed 2 (HS2). The site is located in the Central London Area. It is bounded by Drummond Street to the north, Melton Street to the east, Euston Street to the south and Cobourg Street to the west and has a prominent corner presence at the junction of Drummond Street and Cobourg Street with frontages on both streets.
- 1.2 The present buildings on the site are 2 to 3 storeys in height on Drummond Street, with a large double height space covered by an extensive pitched roof in the middle of the block. They were historically used as a car garage, dealership and petrol station and have since been converted into a retail warehouse and workshop use currently occupied by a specialist camera retailer. The corner of Drummond Street and Cobourg Street is unbuilt and the former petrol station forecourt is currently used as a car park.
- 1.3 There is also a basement under the whole of the site. Public access into the buildings is currently from the Drummond Street frontage. There is service access via the old petrol station forecourt and via a passage way under the residential properties on Euston Street. The perimeter of the rest of the block has buildings of varying scale and uses.
- 1.4 On the corner of Melton Street and Drummond Street, sharing a boundary with the site, is the 3-storey locally listed former Charing Cross and Hampstead Railway (CCHR) Underground Station with its glazed terracotta arched façade. Adjacent on Melton Street (Nos. 14 and 15) is a pair of Grade 2 listed Georgian 3-storey houses, with basements, rendered façades and rusticated bases at ground floor level.
- 1.5 On the corner of Melton Street and Euston Street is a recently refurbished 4-storey early 1960's office building, with a basement currently used in part as a furniture

showroom. Along Euston Street is a pair of recently built 3-storey small office buildings (Nos. 54 and 56) with basements. Adjacent to Nos. 54 and 56 is a terrace of 4 x 3-storey houses (Nos. 58, 60, 62 and 64).

- 1.6 At the corner of Euston Street and Cobourg Street is a 3-storey 1930's public house (The Bree Louise Pub) built in brick, with a high chimney at the corner, and a steep pitched roof. Adjoining the public house along Cobourg Street are 4 early Victorian locally listed terraced houses (Nos. 59 to 67) which have been converted into flats. One of the houses spans across the ground floor access way which also provides service access into the site.
- 1.7 Surrounding the site are buildings of larger scale such as the Ibis Hotel directly opposite on the north side of Drummond Street. This is a primarily brick building with extensive mansards disguising the upper part of accommodation and plant. The hotel has 5 storeys onto Drummond Street rising to 5/7 storeys towards Melton Street. To the south along Euston Street the buildings vary from 3 to 5 storeys. On the western side of Cobourg Street is a 1960's telephone exchange with a 3 storey block façade in large precast concrete panels.
- 1.8 The immediate surrounding context is made up of buildings of varied periods, use and scale with taller larger buildings, particularly to the south east and west. The site is not within a conservation area and there are no statutorily or locally listed buildings on the site. The site is highly accessible by public transport and has a PTAL of 6b (the highest level).

## **2. THE PROPOSAL**

- 2.1 The application is for the change of use from of the building from its existing mixed use comprising office, workshop, storage and retail use to business use (Class B1). The change of use relates to the entire building at basement, ground, first and second floor levels with a total floor area of 1774 m<sup>2</sup>. The development also proposes some minor alterations to the car park in the north western corner of the site at the junction of Drummond Street and Cobourg Street. These works involve the reduction of the level of car parking spaces from 6 to 2, soft landscaping and cycle parking. The scheme would also propose internal cycle parking at basement level. No other external alterations are proposed.

## **3. RELEVANT HISTORY**

- 36164 - Use to provide five storey building and general up-grading of premises – Refusal - 27/05/1983
- 8402010 - Change of use to ground floor and basement for the display sale storage and repair of professional photographic equipment and parking and the first and second floors as offices – Granted - 20/02/1985.
- 8800589 - The redevelopment of the site by the erection of a four storey (plus basement) building for a mixed use comprising showroom with light industrial use and ancillary office and storage space - Granted - 03/08/1989.
- 8800590 - Redevelopment of the site erection of a five storey (plus basement) building for office showroom and storage use – Refused - 27/02/1990

- 9100626 - The erection of four canvas sun blinds on the Drummond Street elevation beneath the existing fascia sign – Granted - 17/09/1991.
- 9501541 - The installation of a new shopfront – Granted - 06/10/1995.
- PSX0205408 - Erection of railings and gates to enclose car park – Granted - 28/01/2003.
- 9280005 - Display of internally illuminated fascia sign - 08/05/2003.

## 4. CONSULTATIONS

### Statutory Consultees

#### High Speed 2

- 4.1 An objection letter was received from HS2 who are statutory consultees on this application recommending that this application should be refused. This letter states that the application site is located entirely within the limits of land subject to the formal Safeguarding Directions, and within the limits of land to be acquired or used for construction of the railway. HS2 also state that the building proposed for a change of use is shown located on land required for HS2 permanent construction works namely, Euston Station and would therefore need to be acquired as part of the proposed scheme. HS2 consider that it would be inappropriate for planning consent to be granted for the application due to the direct conflict with HS2, a nationally significant infrastructure project. HS2 state that the development would conflict with the HS2 safeguarded route as published, emerging design developments and the Government's objective of delivering HS2, which is a project of national importance. They state that the proposal to be contrary to Government Guidance contained in the National Planning Policy Framework (NPPF) and the application is unable to overcome such principle concerns. HS2 also advise that as they have objected and are recommending refusal, the Council is required to refer the application to the Secretary of State for Transport under the terms of the Safeguarding Direction.
- 4.2 A second response was also received from HS2 providing further clarification on their objection. This stated that safeguarding is an established part of the planning process designed to ensure that land which has been identified for major infrastructure projects is protected from conflicting developments. HS2 guidance for LPAs, states that safeguarding aims to ensure that new developments along the route do not impact on the ability to build or operate HS2 or lead to excessive additional costs. The reason for objecting to the application in planning terms is that the building is located entirely within the safeguarded area and is required for the delivery of a major infrastructure project. In HS2 Ltd.'s view, the granting of a change of use permission for unrestricted B1 office use in this case would inevitably prejudice the timely and cost effective delivery of HS2 because it would lead to additional costs to the project due to the resulting enhanced value of a building which has been identified for permanent acquisition to deliver the proposed HS2 Euston Station development.

#### Case Officer's Response

- 4.3 The objection from HS2 is therefore on the basis that the development would result in additional costs to the project due to the resulting enhanced value of a building which has been identified for permanent acquisition to deliver the proposed HS2 Euston Station development. Although HS2 have explained that this is a material consideration, they have not specified in detail how this development (which is for change of use of the site only) would result in additional costs, prejudice or conflict with the delivery of HS2. It is therefore considered that limited weight should be attributed to the HS2 objection in the determination of this planning application for the change of use of use of the site.
- 4.4 However, if the committee are minded to uphold the recommendation for approval, as HS2 have objected to this application, the Council would be required to refer the application to the Secretary of State for Transport before granting final planning permission.

### **Conservation Area Advisory Committee**

- 4.5 N/A

#### **Local Groups**

- 4.6 N/A

#### **Adjoining Occupiers**

- 4.7 A site notice was displayed from the 03/08/2016 and a public notice was published in the Ham & High from 24/08/2016.

<i>Number of letters sent</i>	338
<i>Total number of responses received</i>	0
<i>Number in support</i>	0
<i>Number of objections</i>	0

## **5. POLICIES**

### **5.1 National and London wide policies and guidance**

National Planning Policy Framework 2012  
 National Planning Policy Guidance 2014  
 London Plan 2016

### **5.2 LDF Core Strategy and Development Policies**

CS1 (Distribution of growth)  
 CS2 (Growth Areas)  
 CS5 (Managing the impact of growth and development)  
 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)

CS13 (Tackling climate change and promoting higher environmental standards)  
CS14 (Promoting high quality places and conserving our heritage)  
DP10 (Helping and promoting small and independent shops)  
DP13 (Employment sites and premises).  
DP16 (The transport implications of development)  
DP17 (Walking, cycling and public transport)  
DP18 (Parking standards and the availability of car parking)  
DP19 (Managing the impact of parking)  
DP21 (Development connecting to the highway network).  
DP22 (Promoting sustainable design and construction)  
DP24 (Securing high quality design)  
DP26 (Managing the impact of development on occupiers and neighbours)  
DP28 (Noise and vibration)

### 5.3 **Other Planning Policies / Guidance**

Camden Planning Guidance (CPG) 2015 – CPG 1, 3, 8  
Camden Planning Guidance (CPG) 2013 – CPG 5  
Camden Planning Guidance (CPG) 2011 – CPG 6 and 7

## 6. **ASSESSMENT**

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

- Land use/Principle of Development
- Transport, access and parking
- Design related issues/townscape
- Adjacent residential amenity
- Sustainability
- Refuse and Recycling.

### Land use/Principle of Development

6.2 The development is located in a designated growth area for business use. The existing use is a mixed sui generis use involving retail, retail warehouse, workshop, production, distribution and office elements (totalling 1774sq.m). This use is operated by a photography-related business (Calumet Photographic) which includes a retail area (open to visiting members of the public), a workshop area for the repair of photography equipment, a photographic production and editing area, a warehouse element for the distribution of new goods and repairs and an office area. The applicant has stated that the existing tenants lease expires in September 2017 and they are looking for alternative smaller accommodation as the current premises are too large for their requirement and their business model is highly reliant on online sales and high-street presence is becoming less of a priority.

6.3 The application is for the change of use of this existing mixed sui-generis use to Class B1 business use. The building has a large footprint and several separate internal areas over basement to second floor levels, some of which are more suited to office or workshop use and some of which are more suited to storage use. The building is therefore flexible enough to be used for a variety of business uses

including light industrial, workshops and offices. This assessment is based on the change of use to the full range of uses in the B1 business use class.

- 6.4 Core Strategy policies CS1, CS2 & CS9 seek to focus growth in the most suitable locations including Euston; policy CS7 seeks to support and protect Camden's local retail centres and policy CS8 seeks to secure a strong economy in Camden including providing additional office floorspace in Euston and safeguarding existing employment sites and premises. The supporting text to Core Strategy policy CS8 and CPG5 seek to ensure that the borough protects its stock of employment sites which are suitable for industrial and warehousing use. Development Policy DP10 protects shops outside centres unless there is alternative retail provision within 5 - 10 mins walking distance; the existing use is not viable and the proposal contributes to the local character, function, viability and amenity. Policy DP13 seeks to retain buildings in employment/business use unless it can be demonstrated that the site is unsuitable for that use and possible alternative business use has been explored.
- 6.5 The development would involve the change of use of the premises from its present sui-generis use involving retail, retail warehouse, workshop, distribution and office elements to B1 business use. The development involves no demolition and no external alterations to the building. The existing floorspace of 1774 sq.m would therefore be retained. As set out above, the existing sui generis use operates primarily as a retail-warehouse use with minor workshop and warehouse elements. The development proposes to change to B1 business use and would therefore result in no loss of employment floorspace in accordance with Core Strategy Policies CS8 & CS9 and Development Policy DP13, which are summarised above. It is acknowledged that the proposed B1 Business Use Class includes office use, which is considered to be a suitable use in this location in accordance with policies CS8, CS9 and DP13.
- 6.6 The proposed change of use would result in a loss of an element of retail use, which is the main part of the existing sui-generis mixed use. However this is considered acceptable, as the site is not in a designated retail parade, there is alternative retail provision within close walking distance in the area, and the proposed business use would contribute to the vitality and viability of the area in accordance with Core Strategy Policy CS 7 and Development Policy DP10.
- 6.7 Overall, the proposed B1 use would accord with policies CS1, CS2, CS8, CS9, DP10 & DP13 and the principle of the development is accepted. The Council's Economic Development team have reviewed the application and have no objection as there would be no loss of employment floorspace. There would therefore be no requirement for any s.106 contribution towards economic development.

#### Transport, access and parking

- 6.8 The development is located in a highly accessible Central London location (PTAL 6b), being located within walking distance of Euston and Kings Cross underground and overground stations and within close proximity to local bus stops.

#### *Car Parking*

- 6.9 Development policy DP18 states that the Council seeks to ensure that development provides the minimum necessary car parking provision. The Council expects development to be car free in the Central London Area, the town centres of Camden Town, Finchley Road/Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead, and other areas within Controlled Parking Zones that are easily accessible by public transport.
- 6.10 The site is located in the Somers Town controlled parking zone (CA-G) which operates between 0830 and 1830 hours on Monday to Friday. The Council's records indicate that this CPZ suffers from parking stress with a ratio of parking permits to parking spaces of 1.04 (i.e. 104 parking permits issued per 100 parking spaces). In addition, the site is highly accessible by public transport
- 6.11 The site has 6 existing off-street car parking spaces located in the north western corner of the site. The development proposes to reconfigure this area to provide 2 off-street car parking spaces, together with landscaping and short stay cycle parking. The reduction in the level of car parking would accord with the Council's maximum car parking standards for business use, which permits 1 space per 1500sqm. A planning condition is recommended to secure this reduction in parking.
- 6.12 Policy DP18 also requires developments in areas of on-street parking stress to be 'car capped'. This is where the Council limits on-site car parking; does not issue on-street parking permits; and uses a legal agreement to ensure that future occupiers of the site are aware they are not entitled to on-street parking permits. This is a way of encouraging car-free lifestyles, reducing parking stress, promoting sustainable ways of travelling, helping to reduce the impact of traffic and promoting car-free work-related journeys. The development would therefore be secured as 'car capped' through a S106 legal agreement in accordance with policy DP18

### *Cycle Parking*

- 6.13 The Council requires development to provide cycle parking facilities in accordance with the London Plan. Table 6.3 in the London Plan lists the minimum number of cycle parking spaces required for business use (B1):
- Long-stay: 1 space per 90 m<sup>2</sup> (equivalent to 20 long-stay spaces)
  - Short stay: first 5,000 m<sup>2</sup> - 1 space per 500 m<sup>2</sup> and thereafter 1 space per 5,000 m<sup>2</sup> (equivalent to 4 short-stay spaces).
- 6.14 The proposal seeks to install 19 'Sheffield' stands (38 spaces) at basement level which intend to be fully enclosed and accessible via a ramp from Cobourg Street (i.e. step-free) and 2 'Sheffield' stands (4 spaces) located externally, in front of the site in the private forecourt. Whilst this would provide a sufficient number and type of spaces, the layouts of both the long and short-stay parking need to be amended to ensure compliance with Camden's CPG7. 'Sheffield' cycle parking requires a clearance of 1000mm between adjacent stands and at least 750mm for any stand that is next to a physical obstruction such as a wall or vehicular path. Each stand requires 1800mm of dedicated space for the length of the stand in addition to



1800mm horizontal clearance in front of stands. A revised cycle parking arrangement would be secured by planning condition.

#### *Highway works*

- 6.15 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 site has three existing vehicular crossovers onto adjacent highways including two accesses onto Cobourg Street and one onto Drummond Street. The two crossovers onto Cobourg Street would no longer be required and would need to be reinstated as pedestrian pavement. The Council would therefore need to secure a financial contribution for highway works by way of a Section 106 legal agreement.

#### Design related issues/townscape

- 6.16 Core Strategy Policy CS14 and Development Policy 24 require development to provide a high standard of design which respects the local context and character and promote high quality landscaping.
- 6.17 The development only involves minor external alterations to the forecourt area in the north-western corner of the site, including hard and soft landscaping and cycle parking. This operational development would not harm the character and appearance of the area. A planning condition has been added requiring details of landscaping to be submitted. As set out above, highway repairs and alterations including removing redundant crossovers will need to be carried out by the Council at the developers' expense and this will be secured by S106 legal agreement.

#### Adjacent residential amenity

- 6.18 Core Strategy Policy CS5 and Development Policy 26 seek to protect the quality of life of occupiers and neighbours by only granting permission for development that does not cause harm to amenity.
- 6.19 The development would involve only minor operational development and would result in a reduction in vehicle movements compared to the existing use. In addition, as only minor works are proposed to the building fabric during the construction phase. A planning condition has been added requiring details of the proposed air source heat pumps to be submitted including details of noise mitigation. Overall, subject to this condition, the development would not result in any harm to the amenity of neighbours.

#### Sustainability

- 6.20 Development Policy DP22 requires non-domestic developments of 500sqm of floorspace or above to achieve "excellent" in BREEAM assessment from 2016.
- 6.21 London Plan Policy 5.2 requires development proposals to follow energy hierarchy: be lean: use less energy, be clean: supply energy efficiently and be green: use

renewable energy. All major refurbishments should make the fullest contribution to minimising carbon emissions in accordance within this framework of the energy hierarchy. London Plan Policy 5.3 requires the highest standards of sustainable design and construction should be achieved including minimising carbon dioxide emissions across the site, avoiding internal overheating, and efficient use of natural resources (including water). London Plan Policy 5.4 seeks a reduction in the CO<sub>2</sub> emissions in the existing building stock through the retrofitting of energy efficiency measures and renewable energy opportunities.

- 6.22 The development would incorporate a range of energy efficiency measures including improved building fabric thermal performance upgraded lighting and building services, and renewable energy via air source heat pumps. The development would achieve a 59% reduction in CO<sub>2</sub> compared to the existing building baseline in accordance with London Plan policy and exceeds Camden policy requirements for 20% reduction from renewables. The development also has a projected BREEAM score of 'Excellent' to meet Council targets. A Sustainability and Energy Efficiency Plan would be secured by S106 legal agreement.

#### Impact on High Speed 2

- 6.23 The site is located within the HS2 safeguarding area and is identified as land to be acquired for the new station at Euston. The Council are therefore required to consult HS2 as a statutory consultee on this application.
- 6.24 The Safeguarding Directions add to the existing planning legislation which governs decision-making and requires the Council to follow additional procedures where it is minded to grant permission in a safeguarded area. The effect of the Directions is to ensure that the interests of HS2 are taken into account by the Council and also, if necessary, the Secretary of State. The Council therefore must approach the determination of the planning application in the normal way and the decision must be made in accordance with the development plan unless material considerations indicate otherwise.
- 6.25 HS2 were consulted on this application and submitted an objection on the basis that the proposed change of use to office use would result in additional costs to the project, due to the resulting enhanced value of a site which will be required for construction. HS2 have stated that they consider it to be inappropriate for planning consent to be granted for the application due to the direct conflict with HS2 which is a nationally significant infrastructure project. HS2 state that the development would conflict with the HS2 safeguarded route as published, emerging design developments and the Government's objective of delivering HS2, which is a project of national importance, all contrary to the NPPF.
- 6.26 It is accepted that the HS2 objection is a material consideration. HS2 is a nationally significant infrastructure project and that the application site lies within the safeguarded area required for construction works. However HS2 have not specified in detail how this development (which is for change of use of the site only) would result in additional costs, prejudice or conflict with the delivery of the HS2 project. In addition, the application has been assessed and is considered to be acceptable in accordance with the development plan. It is therefore considered that

limited weight should be attributed to the HS2 objection in the determination of this planning application for the change of use of use of the site. A material consideration of limited weight is not considered to be sufficient to outweigh the general presumption in favour of the development plan which would support the granting of permission in this instance.

- 6.27 The Council is not bound by HS2's recommendations but where the Council does not accept its recommendation, it is required to notify the Secretary of State for Transport before granting final planning permission.

## **CONCLUSION**

- 7.1 The proposed change of use of this mixed use building to provide business use (B1) use is considered to be suitable in this location. The development would retain flexible employment use on the site and would support the economy of the Euston/Central London area. The development is located in a highly accessible location, would not result in a highway impact and would support sustainable travel through the reduction in on-site car parking, removal of parking permits and provision of cycle parking. The minor operational development would be in keeping with the local context and the scheme would provide enhanced landscaping. The development would not affect local residential amenity and would meet the relevant sustainability requirements. The objection from HS2 is a material consideration but this does not specify how the change of use would result in additional costs, prejudice or conflict with the delivery of the HS2 project and therefore limited weight can be attributed to this as a material consideration.
- 7.2 As such, the proposed development is in general accordance with policies CS1, CS2, CS7, CS8, CS9, CS11, CS13 and CS14 of the London Borough of Camden Local Development Framework Core Strategy, and policies DP10, DP13, DP16, DP17, DP18, DP20, DP21, DP22, DP24 and DP26 of the London Borough of Camden Local Development Framework Development Policies. The proposed development also accords with The London Plan 2016; and the National Planning Policy Framework.
- 7.3 Planning Permission is recommended for approval subject to planning conditions and a S106 Legal Agreement **and subject to referral to the Secretary of State for Transport.**

The s.106 has the following Heads of Terms:-

- Financial contribution for highway works
- Car Capped
- Energy Efficiency Plan
- Sustainability Plan

## **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 - 2049-00-DR-0012 P02, 2049-00-DR-0013 P01, 2049-00-DR-0060 P01, 2049-00-DR-0061 P01, 2049-00-DR-0150 P02, 2049-00-DR-0151 P03, 2049-00-DR-0152 P01, Planning Statement Ref: 18949, Transport Note Ref: SRD/AN/lh/JNY8942-01B, BREEAM Assessment, Energy Statement

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

3. Details of a secure and covered cycle storage area for 20 long-stay and 4 short-stay cycle parking spaces at the site shall be submitted to and approved by the local planning authority prior to the first use of the development. The development shall be implemented in accordance with the approved details which shall be retained thereafter, unless otherwise agreed in writing by the local planning authority.

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

4. Details of hard and soft landscaping for the site shall be submitted to and approved by the local planning authority prior to the first use of the development. The development shall be implemented in accordance with the approved details which shall be retained thereafter, unless otherwise agreed in writing by the local planning authority.

Reason: To ensure that the development achieves a high quality of landscaping which contributes to the visual amenity and character of the area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.

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

Reason: To ensure that the landscaping is carried out within a reasonable period and to maintain a high quality of visual amenity in the scheme in accordance with the

requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.

6. Details of the siting, design and noise mitigation measures for the proposed air source heat pumps shall be submitted to and approved in writing by the local planning authority prior to the installation of the air source heat pumps. The development shall be implemented in accordance with the approved details, which shall be maintained thereafter, unless otherwise agreed in writing by the local planning authority.

Reason: To ensure this plant and equipment is suitability sited and designed and does not affect the amenity of nearby residents by reason of noise and disturbance in accordance with the requirements of policies CS5 and CS14 of the London Borough of Camden Local Development Framework Core Strategy and policies DP24, DP26 & DP28 of the London Borough of Camden Local Development Framework Development Policies.

7. Noise levels at a point 1 metre external to sensitive facades shall be at least 5dB(A) less than the existing background measurement (LA90), expressed in dB(A) when all plant/equipment (or any part of it) is in operation unless the plant/equipment hereby permitted will have a noise that has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or if there are distinct impulses (bangs, clicks, clatters, thumps), then the noise levels from that piece of plant/equipment at any sensitive façade shall be at least 10dB(A) below the LA90, expressed in dB(A).

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

8. The development shall reduce the level of off-street car parking spaces from 6 to 2 spaces in accordance with revised ground floor plan ref: 2049-00-DR-0151 P03. The off-street car parking shall thereafter be retained as such, unless otherwise agreed in writing by the local planning authority

Reason: To ensure that the development encourages car-free lifestyles, reduces parking stress, promotes sustainable ways of travelling, helps to reduce the impact of traffic and promotes car-free work-related journeys all in accordance with policy CS11 of the London Borough of Camden Local Development Framework Core Strategy and policy DP18 of the London Borough of Camden Local Development Framework Development Policies.

Informatives:

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.

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.