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# Statement of case

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51-52 Tottenham Court Road, London

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## 1. Introduction

1.1. This Statement of Case has been written on behalf of the Appellants, Dome Assets Ltd, to support an appeal against the Local Planning Authority's (LPA) decision to refuse planning permission to develop 51-52 Tottenham Court Road, London, W1T 2EH. This decision was made on the 18 October 2016 under planning application reference number 2016/2027/P.

1.2. The refused planning application proposed the following development: *Demolition of existing rear extensions and erection of 4 storey rear extension, basement extension, roof extensions comprising an additional storey with mansard level above to no. 51 and set back roof extension no. 52 and external alterations including new shopfronts all to provide a mixed use retail, office and residential development involving the refurbishment and amalgamation of the existing ground floor retail units, refurbishment/reconfiguration of existing uses on the upper floors including the provision of additional office space at first - third floor levels and a new 3 bed residential flat at fourth floor level.*

1.3. A full assessment of the proposals in the context of relevant policies and other material considerations was provided within the statements and documents which accompanied the planning application. This Statement of Case is an addendum to the previous application documents and should be read in conjunction with these. The documents submitted with the planning application include:

- Construction Management Plan and Construction Traffic Management Plan (supporting Environmental Impact Assessment and Controls) prepared by M.E.F. Construction Services;
- Site Investigation Report prepared by Ground Engineering and Basement Impact Assessment prepared by Ellis and Moore;
- Heritage Assessment prepared by Peter Stewart Consultancy;
- Environmental Noise Survey and Plant Noise Criteria prepared by Applied Acoustic Design;
- Energy and Sustainability Statement prepared by Mecserve;
- Air Quality Assessment prepared by Aether;
- BRE Sunlight and Daylight report prepared by Right of Light Consulting;
- Design and Access Statement including drawings prepared by Squire and Partners;
- Planning Statement prepared by Savills.

1.4. This statement provides a direct response to the LPA's reasons for refusal as set out in the decision notice and the justification for the refusal set out in the LPA's delegated report. This statement continues under the following sections:

- Section 2 – Background to the appeal;
- Section 3 – Matters not in dispute;
- Section 4 – Relevant planning policy framework;
- Section 5 – Response to the reasons for refusal and LPA assessment;
- Section 6 – Conclusions;
- Section 7 – Appeal documents;
- Section 8 – Appendices.

1.5. This statement should be read in conjunction with the following documents:

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- Architectural Addendum prepared by Squire and Partners, and revised basement drawing;
- Appeal Heritage Assessment prepared by Peter Stewart Consultancy;
- Structural Engineer's Report and Construction Method Statement for Subterranean Development prepared by Sinclair Johnson.

## 2. Background to the appeal

2.1. The planning application (ref no. 2016/2027/P) followed various planning applications and an appeal relating to 51 and 51-52 Tottenham Court Road. These are set out below:

- A planning application (ref no. PS9804744R1) was submitted in relation to 51 Tottenham Court Road for the following development – *Change of use and conversion of the first, second and third floors from offices (use class B1) to use as four self contained flats together with alterations to fenestration on the front elevation and the installation of a new shopfront. As shown on drawing numbers SV/GA/01A, SV.02; SV03; SV04; SV05; GA.02A; GA.03A; GA.04 and GA.08.* The Council granted this application subject to a s106 agreement on 07 October 1998.
- A planning application (ref no. 2009/5669/P) was submitted in relation to 51-52 Tottenham Court Road for the following development – *Erection of six storey building and excavation of basement to create retail space (Use Class A1) at ground and basement levels, and 3 x 2 bedroom flats, 2 studio flats (Use Class A3) and 20 bedrooms for student accommodation with shared facilities (Sui Generis) on the floors above, following demolition of the existing buildings. The Council refused this application on 24 August 2010.* This decision was not appealed.
- A planning application (ref no. 2009/5947/C) was submitted in relation to 51-52 Tottenham Court Road for the following development – *Demolition of existing four storey buildings.* The Council refused this application on 24 August 2010. This decision was not appealed.
- A planning application (ref no. 2011/2286/P) was submitted in relation to 51-52 Tottenham Court Road for the following development – *Erection of roof extension to 4th floor and alterations to front elevation in connection with provision of additional 2-bed self-contained flat (Class C3).* The Council refused this application on 17 October 2011. This decision was appealed (ref no. APP/X5210/A/11/2166925) and was dismissed by the Planning Inspectorate on 26 April 2012 who cited three reasons for dismissal.

The Inspector found that reason for refusal 2 relating to a planning obligation for care free housing and reason for refusal 3 relating to a construction management plan could have been dealt with via condition. The Inspector found that reason for refusal 1 relating to the roof extension of 51 Tottenham Court Road should be upheld on the basis that the extension would alter the form of the original building and therefore, its relationship with the buildings either side. The Planning Inspector considered that the resultant relationship between buildings would affect the character and appearance of the Conservation Area.

2.2. The scheme dismissed at appeal (ref no. 2011/2286/P and APP/X5210/A/11/2166925) was limited in scope compared to the current proposal. The scheme dismissed at appeal comprised a roof extension to 51 Tottenham Court Road to provide one additional 2 bedroom self-contained flat, while the current scheme involves a comprehensive approach to extend and improve both 51 and 52 Tottenham Court Road. As such, the current proposal has been considered on a comprehensive basis, while seeking to respond to the limitations of the previous proposal and concerns of the Inspector as set out in their decision notice dated 26 April 2012.

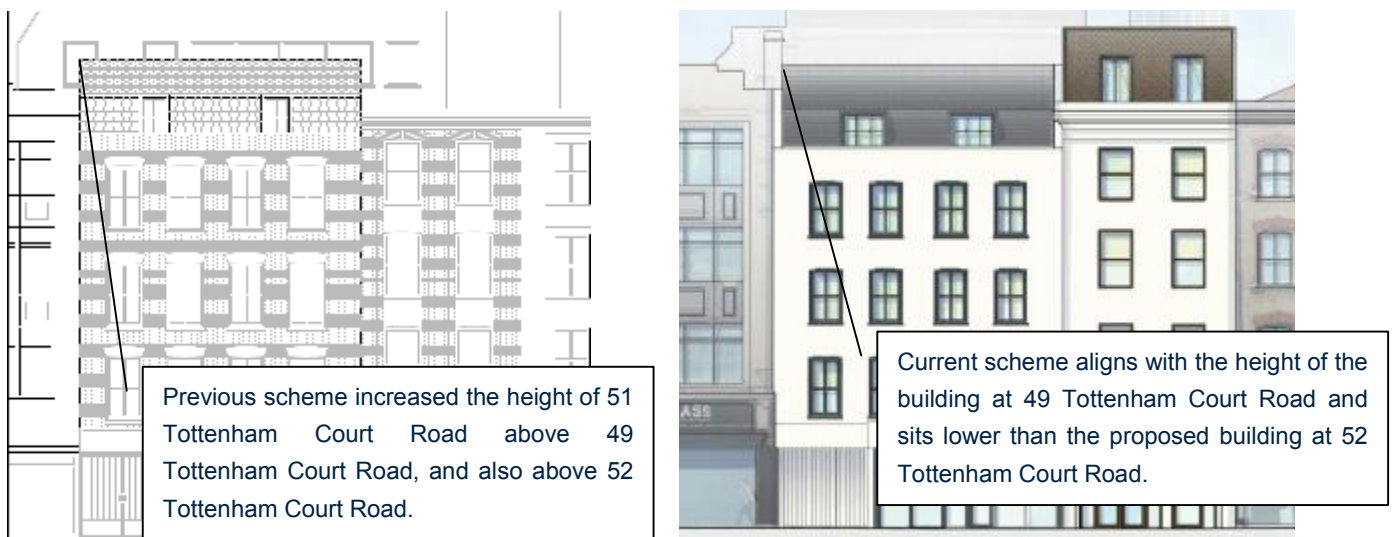
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2.3. The current scheme has responded to the Inspector's assessment of the previous scheme relating to 51 Tottenham Court Road only (appeal decision APP/X5210/A/11/2166925 included as an appendix to this Statement of Case). The Inspector considered that building height and the resultant relationship with neighbouring buildings was a key matter, stating 'in adding an additional full storey, the proposal would increase the height of the appeal property above that of the buildings either side.' The Inspector concluded that the 'proposal would substantially alter the form of the original building and its relationship with those either side.'

2.4. The proposed extension to 51 Tottenham Court Road has been revised from the previous scheme so that the roof of the building aligns with the maximum height of the adjoining building at 49 Tottenham Court Road, rather than increasing above the height of this building. This change is shown in the proposed front elevations relating to the previous and current proposals below. The comprehensive approach to the redevelopment of 51 and 52 Tottenham Court Road also results in the building at 51 Tottenham Court Road sitting below the maximum height of the building at 52 Tottenham Court Road, which would retain the established relationship between these properties. This is also shown in the elevations below.



2.5. Furthermore, the current proposal would retain the varied character of buildings heights along Tottenham Court Road, in comparison to the previous proposal which weakened the varied building line along Tottenham Court Road.

2.6. Following the dismissed appeal, the comprehensive research undertaken by Peter Stewart Consultancy has placed an emphasis on the importance of the parapet line of buildings as well as overall building height. The revised proposal has been careful to ensure that the parapet heights of the proposed buildings respond well to the existing character of the townscape. The parapet of the proposed building at 51 Tottenham Court Road will sit well below the parapet of 49 Tottenham Court Road (approximately 2.6m) and the parapet of 52 Tottenham Court Road will be maintained in line with the adjacent buildings at 53-54 Tottenham Court Road. This is in comparison to the previous scheme which is considered to weaken varied parapet line between 49 and 51 Tottenham Court Road.

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2.7. As set out previously, the current proposal is more comprehensive than the previous scheme. In addition to the changes made in response to the appeal decision as set out above, the current scheme maximises planning opportunities and would deliver various planning benefits. The current scheme proposes the upgrade of the existing facades to Tottenham Court Road and the replacement of the existing shopfronts, paying particular regard to Tottenham Court Road's status as an international retail destination. The current scheme would also deliver land use, sustainability and economic benefits. These benefits would not have been brought forward by the previous scheme.

2.8. It is the Appellant's case that the current scheme is well considered, based on a thorough understanding of the site, surrounds and relevant heritage assets as demonstrated in the documents submitted as part of the planning application including the Design and Access Statement prepared by Squire and Partners and the Heritage Statement prepared by Peter Stewart Consultancy. It is considered that the current planning application goes further than the previous scheme to propose a development which sensitively enhances the existing buildings to result in an increased quantum and quality of retail, office and residential use.

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2.9. The proposal applied for as a part of planning application (ref no. 2016/2027/P) was described by the Applicant as: *Extension and refurbishment of the existing buildings at 51 and 52 Tottenham Court Road to provide a five storey (ground to fourth floor), plus basement mixed use retail, office and residential development.*

2.10. The LPA described the development on the decision notice as: *Demolition of existing rear extensions and erection of 4 storey rear extension, basement extension, roof extensions comprising an additional storey with mansard level above to no. 51 and set back roof extension no. 52 and external alterations including new shopfronts all to provide a mixed use retail, office and residential development involving the refurbishment and amalgamation of the existing ground floor retail units, refurbishment/reconfiguration of existing uses on the upper floors including the provision of additional office space at first - third floor levels and a new 3 bed residential flat at fourth floor level.*

2.11. The proposal aims to vastly improve the quality of the retail, office and residential floorspace as well as significantly improving the appearance of the building to Tottenham Court Road, particularly at the ground floor level which is currently in a poor condition. Another key aspect of the proposal is to improve the legibility of the building at the rear, by removing unsympathetic and irregular extensions and replacing these with a coherent extension.

2.12. The LPA refused the planning application on 18 October 2016 citing the following reasons for refusal:

1. The roof extensions by reason of their scale, visual prominence and effect on the established townscape and neighbouring properties would detrimentally harm the character and appearance of the subject buildings, street scene and would fail to preserve or enhance the conservation area, all contrary to policy CS14 of the Camden Core Strategy 2010-2025 and policies DP25 and DP26 of the Camden Development Policies 2010-2025, The London Plan (2016) and the National Planning Policy Framework (2012).
2. The rear extensions by reason of their height, scale, bulk and massing would fail to respect the scale and proportions of the existing buildings, would be over-dominant additions which would fail to be adequately subordinate to the existing buildings, would alter the historic pattern and established townscape of the block and would not compliment or reflect the rhythm and grain of this part of the street, all contrary to policy CS14 of the Camden Core Strategy 2010-2025 and policies DP25 and DP26 of the Camden Development Policies 2010-2025, The London Plan (2016) and the National Planning Policy Framework (2012).
3. The rear extensions by reason of their height, scale, bulk and massing would have an overbearing and/or dominating effect which would result in to an increased sense of enclosure and loss of outlook to the surrounding properties, particularly to the residential units in 53 Tottenham Court Road and would therefore have a detrimental amenity impact on the occupiers of the neighbouring residential units, contrary to policy DP26 of the Camden Development Policies 2010-2026, The London Plan (2016) and the National Planning Policy Framework (2012).
4. Insufficient information has been submitted in relation to the impacts of the proposed basement to allow the Local Planning Authority to ascertain whether the basement development would maintain the structural stability of the building and neighbouring properties and avoid adversely affecting drainage and run-off or causing other damage to the water environment, contrary to policy DP27 of the Camden Development Policies 2010-2026.



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5. The development would fail to provide adequate cycle parking facilities for the residential element of the scheme and would therefore provide substandard housing development, and would fail to promote cycling as a healthy and sustainable way of travelling in this highly accessible Central London location, contrary to policies CS6 and CS11 of the Camden Core Strategy 2010-2025, policies DP17 and DP18 of the Camden Development Policies 2010-2026, The London Plan (2016) and the National Planning Policy Framework (2012).
6. In the absence of a legal agreement to secure car free housing in this highly accessible Central London location, the development would fail to encourage car free lifestyles, promote sustainable ways of travelling, help to reduce the impact of traffic and would increase the demand for on-street parking in the CPZ, all contrary to policy CS11 of the Camden Core Strategy 2010-2025, policy DP18 of the Camden Development Policies 2010-2026, The London Plan (2016) and the National Planning Policy Framework (2012).
7. In the absence of a legal agreement to secure the implementation of the Construction Management Plan, the development would contribute unacceptably to traffic disruption and dangerous situations for pedestrians and other road users and be detrimental to the amenities of the area generally, all contrary to policy CS11 of the Camden Core Strategy 2010-2025, policies DP20, DP26, DP28 and DP32 of the Camden Development Policies 2010-2026, The London Plan (2016) and the National Planning Policy Framework (2012).
8. In the absence of a legal agreement to secure the necessary financial contributions to undertake public highway works, the development would harm the Borough's transport infrastructure, all contrary to policies CS11, CS19 of the Camden Core Strategy 2010-2025, policies DP16, DP17 and DP21 of the Camden Development Policies 2010-2026, The London Plan (2016) and the National Planning Policy Framework (2012).

### 3. Matters not in dispute

3.1. Based on the reasons for refusal and the LPA's delegated report, it is considered that there are several matters which are not in dispute between the Appellant and LPA. The matters which are not in dispute are set out below.

#### Land use

3.2. The proposal would retain the existing quantum of floorspace and provide an uplift in office and residential floorspace. The retention of retail floorspace would comply with planning policy CS7 which sets out that retail floorspace will be protected. A further benefit of the proposal would be the improvement of the existing retail floorspace by offering greater head height, improving the quality of the space through general refurbishment, addition of supporting facilities including WC and cycle parking and the overall improvement to the shopfronts which will enhance the retail offer along Tottenham Court Road.

3.3. The proposal would increase the quantum of office floorspace which would comply with Policy DP13 which sets out that existing employment floorspace will be protected and increased where part of a mixed use scheme. A further benefit of the proposal would be the improvement in the quality of the employment floorspace on site with larger and more flexible floorplates and addition of supporting facilities including WCs, kitchens, storage and cycle parking. The proposed employment floorspace would be greatly improved in quality and would have access to a private external terrace at the rear of the building.

3.4. The proposal would increase the quantum of residential floorspace which would comply with Policy CS6 and Policy DP2 which aim to meet the Borough's housing targets and seek to maximise the supply of additional housing in the Borough. The 4 existing units would be greatly improved in quality and one additional residential unit would also be provided.

3.5. The proposal would meet the objectives of Policy DP1 which promotes mixed use development, by providing a sizeable contribution of residential floorspace.

#### Residential standards

3.6. The proposal would provide three 2 bedroom units, one 1 bedroom unit and one 3 bedroom unit which is in line with Policy DP5 which sets out that the Council will create mixed use communities with 40% of market dwellings being 2 bedroom flats, while 3 bedroom units are medium priority and 1 bedroom units are low priority. A further benefit of the proposal would be the improvement on the existing mix which comprised 75% 2 bedroom units and 25% 1 bedroom units.

3.7. The proposal would provide wheelchair access to all floors and also emergency provisions for wheelchair users with allocated space alongside new escape stairs. This is in line with Policy DP6 which encourages lifetime home standards and 10% wheelchair accessible housing.

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3.8. The proposal would provide an acceptable standard of accommodation in terms of unit sizes which would be in line with Policy DP26. In terms of floorspace, unit 1, 3 and 4 would be as existing. Unit 2 would be relocated within the building and would comply with Camden's unit size requirements (but fall 3sqm short of the Nationally Described Space Standards). Unit 5 is proposed and would exceed with minimum floorspace standards. Overall, and given the improvement in the quality of the existing residential floorspace, the proposal is considered to be acceptable in regards to dwelling sizes.

3.9. The proposal would provide a suitable internal arrangement and maximise the quality of each unit. Units 1, 3, 4 and 5 would benefit from outlook to the front and rear of the building. Dwelling 2, which is 1 bedroom, would benefit from outlook to Tottenham Court Road on both levels. The internal arrangement of units is considered to comply with Policy DP26.

3.10. The existing units do not benefit from private external amenity space. Units 1 to 4 are unable to be provided with external amenity space given the constraints of the existing building and need to comply with design and amenity policies. The proposal would provide one new residential unit (unit 5) and this would benefit from private outdoor space in the form of front and rear terraces. All residents would have access to very high quality public open space within close proximity including Regent's Park which is located approximately 850m from the site. This provision is considered to be appropriate given the context of the site and accords with the intentions of Policy DP26.

### Amenity

3.11. The proposal would not compromise daylight or sunlight to, or cause overshadowing of, adjoining properties as evidenced by the submitted report prepared by Rights of Light Consulting and this would comply with Policy DP26.

3.12. The proposal would not cause a loss of privacy or overlooking to adjoining properties as the proposed development does not comprise openings to the side boundaries and properties to the rear are in commercial use. The proposal complies with Policy DP26 in this regard.

3.13. The proposal would not result in increased noise or disturbance to adjoining properties as the proposal involves a sensitive increase in the existing uses and the site is located in a mixed use area of central London. This is therefore in compliance with Policy DP28.

3.14. The proposal will not result in odour, fumes or dust due to the building's use as retail, office and residential. The proposal complies with Policy DP26 in this regard.

3.15. The proposal will appropriately mitigate air quality impacts to future occupiers due to the installation of mechanical ventilation.

### Servicing

3.16. The proposal includes the provision of a separate residential and commercial/retail refuse/recycling storage room at basement level. The refuse/recycling storage area provides sufficient space to service the development in line with Policy CS18.

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3.17. The proposal includes the provision of a commercial/retail cycle storage room at basement level. The commercial/retail cycle storage has the capacity to accommodate 6 bikes which is in accordance with Policy DP17 and DP18.

### Energy and Sustainability

3.18. The proposal commits to achieving good energy and sustainability standards in line with Policy CS13 and Policy DP22. The proposal will achieve a Very Good BREEAM rating, will achieve a 35.6% reduction in carbon dioxide emissions and will incorporate 13 high efficiency photovoltaic panels.

## 4. Relevant Planning Policy

4.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that any planning application must be determined in accordance with the development plan for the area unless any material considerations indicate otherwise. Camden's 'Development Plan' comprises the Core Strategy and the Development Policies document both which were adopted in November 2010. The 'Development Plan' was the policy in place at the time of the submission of the planning application, at the time of decision and the preparation of the appeal.

4.2. Camden is currently preparing a new Local Plan which will replace the Core Strategy and Development Policies Document and provide direction for the way the Borough develops from 2016 to 2031. As of April 2017, the draft Local Plan has been submitted for examination, and the appointed Inspector is reviewing the 'Submission Draft' which is dated 2016 and 'Proposed Main Modifications' which is dated January 2017. Camden has set out that the draft Local Plan will be given limited weight in decision making, until such time that the Inspector publishes their comments on the 'Submission Draft' and 'Proposed Main Modifications.' Following the publication of these comments, the draft Local Plan will be given substantial weight in decision making. As such, this statement of case considers the 'Development Plan' and draft Local Plan in the context of the proposed development and refusal of planning permission.

4.3. Also of relevance to the proposed development is the Charlotte Street Conservation Area Appraisal and Management Plan (2008) and Camden Planning Guidance Documents 1, 2, 3, 4, 6, 7 and 8.

4.4. The NPPF is a material consideration in planning decisions. The National Planning Policy Framework (March 2012) sets out the Government's planning policies for England. At the heart of the NPPF is a presumption in favour of sustainable development (paragraph 14). It states, at paragraph 17, that planning should proactively drive and support sustainable economic development to deliver the homes, businesses and industrial units, infrastructure and thriving local places that the country needs.

4.5. The NPPF states that housing applications should be considered in the context of the presumption in favour of sustainable development. To deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive mixed use communities, local planning authorities should plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community.

4.6. The NPPF states that within the context of building a strong, competitive economy, the Government is committed to securing economic growth in order to create jobs and prosperity; and is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Local planning authorities are required to proactively meet the development needs of business and support an economy fit for the 21st century.

4.7. The NPPF provides the Government's national planning policy on the conservation of the historic environment. Paragraph 129 states that – 'Local Planning Authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal'.

## 5. Response to the reasons for refusal and LPA's assessment

### Reasons for refusal 1 and 2 – Roof and rear extensions

5.1. The LPA has refused planning permission on the basis that the roof extensions would harm the character and appearance of the existing buildings and would fail to preserve or enhance the conservation area. The LPA has referenced CS14 of the Camden Core Strategy, DP25 of the Camden Development Policies, DP26 of the Camden Development Policies, The London Plan and National Planning Policy Framework. The officer's report provides further context in relation to the LPA's concerns regarding the roof extensions.

5.2. The LPA has also refused planning permission on the basis that the rear extensions would not be subordinate to the existing buildings and would alter the historic pattern and established townscape within the area. The LPA has referenced CS14 of the Camden Core Strategy, DP25 of the Camden Development Policies, DP26 of the Camden Development Policies, The London Plan and National Planning Policy Framework. The officer's report provides further context in relation to the LPA's concerns regarding the roof extensions.

5.3. The Planning Statement, and other reports, submitted as part of the original planning application made an assessment of the proposed development in relation to the policies identified above. The supporting Appeal Heritage Assessment provides a direct response to the LPA's consideration of the site and surroundings as set out in paragraph 5.3 of the delegated report, the consideration of the roof extensions in paragraphs 5.6 to 5.10 and the consideration of the rear extensions in paragraphs 5.11 to 5.14. The Architectural Addendum supports this response, setting out the design directives and considerations which influenced the development of the proposed scheme and highlighting why the proposals respect the existing building and wider townscape context.

5.4. A summary of the Appellant's case and response is set out below.

5.5. The relevant heritage assets are the Charlotte Street Conservation Area, the Bloomsbury Conservation Area (on the other side of Tottenham Court Road), the Grade II listed building the Rising Sun Public House (46 Tottenham Court Road) and 64-67 Tottenham Court Road and 2-8 Goodge Street. The significance of the Charlotte Street Conservation Area is derived from the streets of terraced houses in the main body of the conservation area, and the contribution of Tottenham Court Road as a major retail street.

5.6. Tottenham Court Road is described by the Council's Appraisal as a main thoroughfare, with a variety of heights, building styles and materials, with a general pattern of vertically proportioned buildings and well defined parapet at roof level. It is also referred to as a focus for department stores and the sale of furniture, in line with its historic status as an area for cabinet makers. The ground floor retail uses defines the character of the Road.

5.7. 51 Tottenham Court Road dates from the mid 19th century and is typical of the period. The building has some interest as a former house and through its retail contribution to Tottenham Court Road. Alterations have been made to the building including a replacement shopfront and signage, the facade has been painted, replacement windows installed and additions have been made to the rear. The building's value derives from its retail contribution to Tottenham Court Road.

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5.8. 52 Tottenham Court Road dates from the late 19th century and is an unremarkable example of a terrace house. Alterations have been made to the building including replacement windows installed, painting of the facade, rendering of details, installation of a modern shopfront and extensions to the rear. The building is considered to contribute little to the conservation area.

5.9. Combined, the value of 51 and 52 Tottenham Court Road is derived from the retail ground floor use, grain of the facade widths and principal facade of 51 Tottenham Court Road. There are other buildings which contribute more positively to the townscape along Tottenham Court Road and the significance of the conservation area more generally.

5.10. The appeal proposals would not compromise the significance of the conservation area, with the features which contribute to its significance retained by the proposal. The proposal would enhance the contribution of the buildings to the retail character of Tottenham Court Road, the proposal would contribute to the variety of heights, building styles and materials along Tottenham Court Road, the proposal would provide buildings which are vertically proportioned and the proposal would retain a well defined parapet level along Tottenham Court Road.

5.11. The roof extension to 51 Tottenham Court Road would respect the character and appearance of the existing building. This approach would reflect the building's significance in relation to the conservation area which is considered to be of some interest. The building would be extended by extruding the second floor to the third, and the provision of a replacement mansard roof form at fourth floor level. The roof extension to 52 Tottenham Court Road would adopt a more distinct, but complementary, contemporary setback extension, relative to the building's significance in relation to the conservation area, which is considered to be of limited interest. Both extensions will utilise very high quality materials with detailing to match and compliment the existing building.

5.12. Together the roof extensions would retain the variance of building heights along this side of Tottenham Court Road which is specifically identified in the Council's Appraisal. The proposals will also result in a defined parapet height which is emphasised in the same document. The proposed parapet of 51 Tottenham Court will sit well below the parapet of 49 Tottenham Court Road and the proposed 52 Tottenham Court Road. The parapet of 52 Tottenham Court Road will align with the buildings at 53 and 54 Tottenham Court Road. The additional building height would also screen the existing blank flank wall of 49 Tottenham Court Road which currently does not contribute to the townscape along Tottenham Court Road. The proposed extensions would sit comfortably within the context of the existing townscape and contribute to the richness of Tottenham Court Road.

5.13. The proposals will result in the renovation of the existing facades to Tottenham Court Road, and importantly, the upgrade of the existing shopfronts. This is considered to be a considerable benefit given Tottenham Court Road's status as a major retail street. The existing shopfronts are tired and do not provide a retail environment which contributes to the special character of the Road.

5.14. The rear extensions will replace the existing piecemeal development and provide a coherent response to the site. The rear extensions will not be visible from any public space and will be read within the context of the commercial setting including large scale commercial buildings to the rear. The rear elevations seek to reference the original plot division through setbacks, elevation design and roof forms.



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5.15. The proposed development adopts a sensitive approach to providing much needed employment, residential and retail floorspace in this strategic inner London location. The development will contribute to the richness of Tottenham Court Road and the wider conservation area, and will contribute to the development which has contributed to the Road's continual success as a principal London retail street. The proposed development involving both 51 and 52 Tottenham Court Road will bring forward public benefits.

### Public benefits

5.16. At paragraph 5.15 of the delegated report, the officer concludes that the proposed roof and rear extensions would result in 'less than substantial harm' to the identified heritage assets. The LPA have identified the heritage assets as the Charlotte Street Conservation Area and the Grade II listed Rising Sun Public House. Despite identifying the harm as 'less than substantial,' the LPA goes on to say the harm is given great weight and importance.

5.17. It is the Appellant's case that the proposal would not result in harm to the designated heritage assets. In conjunction with the Heritage Assessment submitted as part of the planning application, the Appeal Heritage Assessment finds that the proposed development would result in design and heritage benefits, through the enhancement of the quality of the existing development on the site and the enhancement of the site's contribution to the Charlotte Street Conservation Area. Paragraphs 5.31 to 5.37 consider the following design and heritage benefits in relation to the conservation area:

- The proposed development would preserve the elements which contribute to the significance of the conservation area (as previously outlined) and particularly would enhance the contribution of the building to Tottenham Court Road particularly at street level through the provision of new shopfronts and signage to both buildings.
- The proposal would greatly enhance the retail offer at the site, through the provision of better quality retail floorspace and supporting facilities, which would greatly contribute to the importance of Tottenham Court Road as a retail destination.
- The principal facades of the buildings will be retained and enhanced through renovation and refurbishment. The distinction between 51 and 52 Tottenham Court Road will be enhanced at the upper level and also at street level where a nib would be introduced.

5.18. The supporting Appeal Heritage Assessment also considers the impact of the proposed development on the setting of the Listed Rising Sun Public House. It is the Appellant's case that this building has been considered during the development of the scheme, and that the proposal would not have an impact on the setting of the listed building. We note that this is not referred to as a reason for refusal as part of the LPA's decision notice.

5.19. As such, the Appellant disagrees with the Council's assessment that the proposal would result in less than substantial harm to the significance of the heritage assets. Despite this and in the interest of responding to the LPA's reasons for refusal and delegated report, it is the Appellant's case that the perceived 'less than substantial' would be outweighed by public benefits which are brought forward by the scheme.



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5.20. The Appellant believes that the LPA failed to identify relevant public benefits, and placed limited weight on the benefits which were identified, as part of their consideration of the proposed development. In paragraph 5.16 of the delegated report the LPA makes reference to an increase in commercial accommodation and a new three bedroom residential unit, but states that these are a limited public benefit that do not outweigh the harm caused by the proposal.

5.21. The increase in office accommodation and provision of an additional residential unit should be given greater weight than set out in the officer's delegated report. Furthermore, the improved quality of the office accommodation and residential use should also be considered. National, London and Local planning policy all emphasise the importance of increasing employment opportunities and providing additional homes to meet current demand.

5.22. At a National level, the NPPF encourages development which builds a strong, competitive economy, with an emphasis on securing sustainable economic growth. The NPPF encourages Local Planning Authorities to proactively meet the development needs of business and support an economy fit for the 21<sup>st</sup> century. The London Plan sets out that the Mayor will promote and enable the continued development of a strong, sustainable and increasingly diverse economy across all parts of London and support the regeneration of inner London. The London Plan supports the redevelopment of office provision to improve London's competitiveness and sets out that there is continued demand for office based employment and floorspace.

5.23. The current 'Development Plan' promotes the efficient use of land and buildings and expects high density development in Central London and locations served well by public transport (Policy CS1), it also promotes Central London area as a successful and vibrant area and identifies that more offices are needed (Policy CS9). The 'Development Plan' protects existing business use and encourages the increase of existing employment floorspace (Policy DP13). These themes are carried over into the Borough's draft 'Local Plan' which sets out that the Council will secure a strong economy by creating the conditions for economic growth and harnessing the benefits for local residents and businesses. It goes on to say that office development will be directed to growth areas and central London, and the provision of employment premises will be encouraged.

5.24. The proposal will provide an uplift (278sqm GEA) in the quantum and quality of the existing office floorspace, which would equate to approximately 16 additional employees as per the HCA Employment Density Guide. In the context of planning policy, this is considered to be a notable benefit.

5.25. At a National level, the NPPF sets out that housing applications should be considered in the context of the presumption in favour of sustainable development and that a wider choice of high quality homes and widened opportunities for home ownership is required. The national approach to housing is also set out in the Government's Fixing the Foundations and White papers, which both highlight the pressing need for more homes in London and across the UK more generally.

5.26. The London Plan sets out that additional homes are needed across London in order to respond to the current demand and currently sets a target of 8,892 new homes for the Borough to 2025. The Borough's own policies encourage more housing. Policies CS6 and DP2 both seek to maximise the supply of housing and meet the targets set by the London Plan, Policy DP1 places the emphasis on providing residential accommodation as part of mixed use proposals. The themes relating to increasing the provision of homes within the Borough are carried over into the Borough's draft 'Local Plan.' The draft 'Local Plan' also places greater emphasis on providing larger homes with 3 bedroom moving from 'medium' to 'high' priority.

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5.27. The proposal will provide an additional residential unit which will contribute to the Borough's housing supply and will provide a new 3 bedroom unit which provides opportunities for larger households, and is directly in line with the Borough's emerging policy. In the context of planning policy, this is considered to be a strong benefit which should be weighed against the perceived harm resulting from the proposed development. The proposal will also offer the 3 bedroom unit with private outdoor space in the form of a terrace to the rear of the property. Furthermore, the proposal will greatly improve the accessibility of the floorspace, with the provision of a lift, and level access to all residential units (as well as office and retail floorspace).

5.28. It is the Appellant's case that further public benefits than those discussed in the LPA's delegated report will be brought forward by the development. These are set out below.

### *Retail*

5.29. The proposal would enhance the retail provision at the site by providing one retail unit comprising ground and basement levels. This would result in a more prominent shopfront to Tottenham Court Road, and a more useable floorplate, which would be more attractive to international and national retailers, in line with other retailers along the Road. The proposal would provide new shopfronts and signage to both buildings which would enhance the contribution to the townscape and appearance of Tottenham Court Road. The proposed development would also provide the retail floorspace with more suitable facilities including lift and cycle storage.

5.30. The role of Tottenham Court Road as an important retail centre is set out in the London Plan. The London Plan (at chapter two) states 'It will also be important to support the continued success of the two international retail centres at Knightsbridge and the West End, ensuring the planning system is used to protect and enhance their unique offer and to improve the quality of their environment and public realm – something particularly important in the Oxford, Regent and Bond streets/Tottenham Court Road area covered by the West End Special Retail Policy Area (WESPRA) within which planning policy should continue to support the area's future as a retail and leisure district of national, city-wide and local importance, focussing particularly on improving the public realm and optimising the benefits from Crossrail stations at Bond Street and Tottenham Court Road.'

5.31. The London Plan also provides direction in relation to the Central Activities Zone setting out that Borough's should support and improve the retail offer of CAZ for residents, workers and visitors, especially Knightsbridge and the West End as a global shopping destination.' It also sets out that Boroughs should enhance and expand retail capacity to meet strategic and local need and focus this on particular CAZ frontages including Tottenham Court Road. Furthermore, the London Plan designates Tottenham Court Road as an opportunity area. Guidance on the Opportunity Area sets out that there is 'significant potential for integrated renewal across' and that the area's role is one of London's two 'international' shopping locations.'

5.32. The notion of Tottenham Court Road being a strategic retail hub also filters down into local policy with the Core Strategy recognising that Tottenham Court Road contributes to the retail attraction of the West End, with the aim to promote and preserve Tottenham Court Road as a specialist retail area within the Borough. The Development Management Policies and draft 'Local Plan' both encourage additional retail growth within the Tottenham Court Road area.

5.33. Within this context, it is considered that an improvement to the existing retail offer and enhancement of the existing shopfronts to Tottenham Court Road are public benefits which should be weighed against the perceived harm resulting from the proposed roof and rear extensions.

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### *Design and Heritage*

5.34. As set out previously, the supporting Appeal Heritage Statement, sets out that the proposed development will bring forward design and heritage benefits. These are repeated below.

- The proposed development would preserve the elements which contribute to the significance of the conservation area (as previously outlined) and particularly, would enhance the contribution of the building to Tottenham Court Road particularly at street level through the provision of new shopfronts and signage to both buildings.
- The proposal would greatly enhance the retail offer at the site, through the provision of better quality retail floorspace and supporting facilities, which would greatly contribute to the importance of Tottenham Court Road as a retail destination.
- The principal facades of the buildings will be retained and enhanced through renovation and refurbishment. The distinction between 51 and 52 Tottenham Court Road will be enhanced at the upper level and also at street level where a nib would be introduced.

### *Environmental*

5.35. The proposed development would greatly enhance the environmental performance of the existing buildings. Key features of the environment strategy are set out below.

- The commercial component of the development would achieve a BREEAM 'very good' rating.
- The residential component of the development would result in a 35.6% reduction in carbon dioxide emissions (compared to the target of 35%).
- Energy efficient measures would be incorporated into the proposed buildings including enhanced passive design with low U-values and detailing to reduce heat losses and eliminate thermal bridging, double glazed and draught proof units and fixed internal and external lighting with low energy light fittings.
- Low/zero carbon technologies would be incorporated into the proposed building including 13 photovoltaic panels.
- The proposed development would provide mechanical ventilation to improve the air quality for residents.

### *Economic*

5.36. The proposed development would bring forward various economic benefits which should be considered in the balancing of the proposed development. The economic impacts of the proposed development are fully considered in the supporting Economic Benefits Assessment prepared by Savills which is included as an appendix to this Statement of Case. A summary of the economic and local government revenue benefits are set out below.

- Generation of 34 average construction jobs per year over two years, with 23 of these being direct on-site construction jobs.
- Generation of around 16 net additional jobs during the operational phase of the development.
- Generation of a total net additional GVA of approximately £1 million per annum (p.a.) to the economy.

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- Community Infrastructure Levy (CIL) revenue of approximately £74,000 to LB Camden and £20,000 to the GLA.
- Net additional Council Tax of £2,834 p.a., net additional business rates of around £54,000 p.a. and New Homes Bonus of £17,000 (over six years).

5.37. In conclusion, it is the Appellant's case that the existing buildings are able to accommodate sensitively designed, one storey roof extensions, and that these roof extensions would not harm the character and appearance of the conservation area. The proposed works to the existing building including the renovation of the existing facades and replacement of the existing shopfronts would enhance the character and appearance of the conservation area. Furthermore, the rear extensions are considered to be sensitive to the scale of the existing and surrounding buildings, would replace piecemeal development to the rear with well considered and cohesive development, and would be read within the context of a commercial setting.

5.38. The Appellant does not consider there to be harm caused to designated heritage assets. However, it is considered that the proposed development would bring forward public benefits which would outweigh the perceived harm created by the proposed development. The proposed development is considered to comply with The National Planning Policy Framework, The London Plan and The Development Plan.

### **Reason for refusal 3 – Rear extensions and impact on amenity**

5.39. The LPA has refused planning permission on the basis that the rear extensions would have an overbearing and/or dominating effect resulting in increased sense of enclosure and loss of outlook to surrounding properties, and 53 Tottenham Court Road is specifically mentioned in this regard. The LPA has referenced DP26 of the Camden Development Policies, The London Plan and The National Planning Policy Framework.

5.40. The surrounding properties are generally in non-residential use including large commercial buildings to the rear of the site along Whitfield Street and the west along Kirkman Place. 49 Tottenham Court Road to the south is understood to be in retail and commercial use. The documents submitted as part of the original application contain images and photographs which demonstrate the context. 53-54 Tottenham Court Road is located to the north of the appeal site and comprises ground, first, second and third floors. It is obvious from street level that the ground floor is in non-residential use and Government tax records show that the basement to first floors of 53-54 Tottenham Court Road are in non-residential use (shop and premises). Council tax records show that residential use has been deleted in relation to a second and third floor flat at 54 Tottenham Court Road. There is no Council tax evidence that 53 Tottenham Court Road is in residential use.

5.41. Policies relating to the amenity should be applied more flexibility in the context of non-residential properties and the central London location of the site should also be taken into account. On the basis that the surrounding properties and windows are non-habitable, it is not considered that the proposal would have an overbearing and/or dominating effect resulting from an increased sense of enclosure and loss of outlook.

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5.42. Regardless of use, the extensions to the rear of the existing building have been designed with a series of setbacks in response to the surrounding built form. The third floor level is setback between 2 and 2.2m from the rear building line (approximate) and the fourth floor level is setback further between 5.2m and 6.2m from the rear building line (approximate) and the roof form sloped to reduce building mass. These setbacks are illustrated in the supporting Architectural Addendum prepared by the architects. These setbacks allows for a degree of separation and openness to be maintained in relation to the surrounding properties and in particular, the rear windows of 53 Tottenham Court Road. It is worth noting that the rear extension are setback from the common boundary with 49 Tottenham Court Road.

5.43. Occupants at 53 Tottenham Court Road will continue to benefit from outlook directly to the rear of the existing building. The environment created in relation to 53 Tottenham Court Road is not considered to be uncommon within a dense urban environment and within a central London location.

5.44. It is the Appellant's case that the proposed rear extensions can be successfully absorbed into the existing built environment without resulting in an overbearing and/or dominating effect to surrounding properties. The proposed extensions will be read within the context of much larger buildings to the rear along Whitfield Street and the west along Kirkman Place. It is considered that the extensions are an appropriate response to the existing site and surrounds, and reasonably balance the amenity of the surrounding buildings with the need to enhance employment and residential provision within this part of the Borough.

5.45. In conclusion, it is not considered that the proposal will have an overbearing and/or dominating effect resulting in increased sense of enclosure and loss of outlook to surrounding properties. The proposal is considered to be in line with DP26 of the Camden Development Policies, The London Plan and The National Planning Policy Framework in this regard. The Appellant is aware of the LPA's proposed policy relating to amenity as set out at Policy A1 in the Local Submission Draft (2016).

### **Reason for refusal 4 - Basement**

5.46. The LPA has refused planning permission on the basis that insufficient information has been submitted in relation to the impacts of the proposed basement in relation to the structural stability of the building and neighbouring buildings, and impacts on the water environment. The LPA refers to policy DP27 of the Camden Development Policies.

5.47. The officer's report sets out that a Basement Impact Assessment (BIA) was submitted as part of the planning application and that this was assessed by an independent assessor, Campbell Reith. The officer's report confirms that the development would be unlikely to encounter groundwater, would not result in an increase in water entering the sewer system and that the basement would not impact on the wider hydrogeology of the area. The officer's report also confirms that the surrounding slopes to the development site are stable. Paragraph 8.8 of the officer's report sets out that further information is required to demonstrated compliance with Policy DP27.

5.48. In turning to the Basement Impact Assessment Audit undertaken by Campbell Reith, the following paragraphs are noted:

- Paragraph 4.6 – It is likely that the ground water table will not be encountered during the basement foundation excavation.

- Paragraph 4.11 – Proposals were provided for movement monitoring strategy during excavation and construction, which are acceptable.
- Paragraph 4.12 – It is expected that the proposals will not increase the extent of the existing impermeable hard-standing; and on this basis, it is accepted that the total amount of water entering into the sewer system as a result of the development will not increase.
- Paragraph 4.13 – It is accepted that there are no slope stability concerns regarding the proposed development and it is not in an area prone to flooding.
- Paragraph 4.14 – It is accepted that the development will not impact on the wider hydrogeology of the area and is not in an area subject to flooding.

5.49. The audit addresses further information requests as follows:

- Investigation of neighbouring structures' foundations (trial pits) is recommended (paragraph 5.4).
- Ground movement analysis and likely heave movements and measures to overcome any ground movement should be provided (paragraph 5.4).
- Structural proposals for the superstructure work has not been provided as part of the BIA (paragraph 5.5).
- Outline construction sequence and methodology has not been provided as part of the BIA (paragraph 4.8).
- Evidence regarding unexploded ordnance – the audit outlines that this should be submitted prior to the commencement of any site works.
- Evidence relating to Lost Rivers of London– the audit outlines that this should be submitted prior to the commencement of any site works.
- Evidence regarding London Underground Assets– the audit outlines that this should be submitted prior to the commencement of any site works.

5.50. It is the Appellant's case that sufficient information was submitted to the LPA to make an assessment in relation to the impact of the basement on the structural stability of the building and neighbouring properties, and that the information submitted demonstrated that there would be no impact on the water environment. It is also considered that this information could have been secured through a section 106 agreement or appropriate planning conditions. We are aware that the Council has agreed to the principle of detailed Basement Construction Plan being secured through this process (planning application relating to 26 Netherhall Gardens, London with planning application reference no. 2015/3314/P and appeal reference no. APP/X5210/W/16/3145922).

5.51. For the avoidance of doubt, supplementary information has been prepared by the Appellant in response to the LPA's refusal of planning permission and is being submitted as part of this planning appeal. This supplementary information is contained within the 'Structural Engineer's Report and Construction Method Statement for Subterranean Development' prepared by Sinclair Johnston which includes a 'Ground Movement Analysis' prepared by Geotechnical and Environment Associates. In relation to the Council's request for further information as set out above:

- Investigation of neighbouring structures' foundations (trial pits) is recommended – provided as part of the appeal submission.
- Ground movement analysis and likely heave movements and measures to overcome any ground movement should be provided – provided as part of the appeal submission.



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- Structural proposals for the superstructure work has not been provided as part of the BIA – provided as part of the appeal submission.
- Outline construction sequence and methodology has not been provided as part of the BIA – provided as part of the appeal submission.
- Evidence regarding unexploded ordnance – provided as part of the appeal submission.
- Evidence relating to Lost Rivers of London – provided as part of the appeal submission.
- Evidence regarding London Underground Assets – provided as part of the appeal submission.

5.52. It is the Appellant's case that the information being submitted as part of this appeal supplements the information provided during the planning application to demonstrate that the proposed development is in line with Policy DP27 of Camden's Development Policies.

5.53. The Appellant is aware that the Council is proposing amendments to their primary basement policy as part of their draft 'Local Plan.' Basement policy is set out in Policy A5 of the Local Plan Submission Draft (2016), with further changes set out in the Proposed Main Modifications (January 2017). The proposed basement policy is generally in line with the 'Development Plan' – the policy seeks to prevent harm to neighbouring properties, structural, ground and water conditions, character and amenity of the area, architectural character of the building and the significance of heritage assets. It is the Appellant's case that the information submitted as part of the planning application and the supporting information being submitted as part of the appeal has demonstrated regard to these matters.

5.54. The proposed basement policy introduces new provisions relating to the siting, location, scale and design of basements – criteria f to m in Policy A5. However, the policy excludes criteria f to k for large comprehensively planned sites, which includes larger schemes located in a commercial setting. For the purpose of Policy A5, it is considered that the site at 51-52 Tottenham Court Road is a larger scheme in a commercial setting. In relation to criteria l, the proposed basement will not extend further than the footprint of the host building and for the purpose of criteria m, the proposed basement will not result in a loss of garden space or trees as the site is fully developed.

### **Reason for refusal 5 – Residential cycle facilities**

5.55. The LPA has refused planning permission on the basis that insufficient cycle parking facilities were provided in relation to the residential use, in line with CS6 of the Camden Core Strategy, CS11 of the Camden Core Strategy, DP17 of the Camden Development Policies, DP18 of the Camden Development Policies, The London Plan and National Planning Policy Framework.

5.56. The officer's delegated report sets out that 9 cycle parking spaces are required for the residential use (in addition to 6 spaces for the office use and 2 spaces for the retail use) in line with the London Plan. The report considers that only 5 spaces have been provided for the residential use (6 spaces for the office and 2 spaces for the retail use) and that the design and layout of the cycle parking does not provide the required spacing between the cycle parking contrary to the Council's guidance CPG7.

5.57. For completeness, the following table sets out the minimum cycle parking standards relevant to the development.

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Use	Development Management Policies (DMP).	London Plan	Draft Local Plan	Required provision
Residential (5 units)	1 cycle storage or parking space is required per unit.	1 space per studio or 1 bedroom unit is required and a minimum of 2 spaces per all other dwellings is required (long stay).  1 space per 40 units (short stay).	Cycle parking in line with the minimum standards set out in the London Plan.	5 in line with the DMP.  9 spaces for residents and 1 space for visitors in line with the DMP.  <b>TOTAL 10</b>
Office (463sqm)	1 space per 250sqm (from a threshold of 500sqm) (staff).  2 spaces (from a threshold of 500sqm).	1 cycle space per 90sqm (inner London) (long stay).  1 space per 500sqm (first 5,000sqm) (short stay).	Cycle parking in line with the minimum standards set out in the London Plan.	0 in line with the DMP (does not meet the threshold).  5 spaces for long stay and 1 space for short stay in line with the LP.  <b>TOTAL 6</b>
Retail (312sqm)	1 space per 250sqm (from a threshold of 500sqm) (staff).  1 space per 250sqm (from a threshold of 500sqm) (customers).	<b>Non-food retail</b>  1 space per 250sqm for the first 1,000sqm (from a threshold of 100sqm) (long stay).  1 space per 125sqm for the first 1,000sqm (from a threshold of 100sqm) (short stay).  <b>Food retail</b>  1 space per 175sqm (from a threshold of 100sqm) (long stay)  1 space per 40sqm (from a threshold of 100sqm) (short stay)	Cycle parking in line with the minimum standards set out in the London Plan.	0 in line with the DMP (does not meet threshold).  <b>Non-food retail</b>  1 space for long stay and 2 spaces for short stay in line with the LP.  <b>Food retail</b>  1 space for long stay and 4 spaces for short stay in line with the LP.  <b>TOTAL 8</b>

5.58. The drawings originally submitted with the application showed:

- 10 cycle parking spaces for the residential use.
- 10 cycle parking spaces for the office and retail use.



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5.59. These drawings complied within the minimum cycle parking requirements as set out in the Development Management Policies and London Plan.

5.60. Revised drawings were then submitted during the application in response to the LPA's concerns regarding refuse and recycling storage to demonstrate a possible refuse and recycling strategy for the proposed development. The revised drawings provided indicative layouts of the refuse and cycle storage to demonstrate the provision of bins that were required and the strategy to transfer the bins to street level. The revised drawings indicated a lesser provision of cycle storage to the original submission, but provided sufficient space cycle parking to be accommodated in line with the Development Management Policies and London Plan.

5.61. It is the Appellant's case that if the LPA was minded to grant the application, that a condition could have been applied to require cycle parking in compliance with the Development Management Policies and London Plan as set out above. In order to demonstrate how this could have been accommodated, a revised drawing has been prepared and is being submitted as part of this planning appeal (13081\_C645\_P\_B1\_001 revision C). The revised drawing shows:

- 10 spaces in connection with the residential use (9 resident and 1 visitor).
- 6 spaces in connection with the office use (5 long stay and 1 short stay).
- 8 spaces in connection with the retail use (1 long stay and 4 short stay).

5.62. The cycle parking has been accommodated in double stackers, the design of which corresponds to the Council's guidance set out in Camden Planning Guidance 7 – Transport.

5.63. The proposed drawings originally submitted with the planning application showed cycle parking in compliance with the Development Management Policies and London Plan. The revised drawing submitted during the planning application, placed emphasis on the accommodation of refuse and recycling storage, although had the capacity to accommodate compliant cycle parking. The revised drawing being submitted as part of this planning appeal demonstrates that the proposal can accommodate cycle parking in compliance with CS6 of the Camden Core Strategy, CS11 of the Camden Core Strategy, DP17 of the Camden Development Policies, DP18 of the Camden Development Policies, The London Plan and National Planning Policy Framework. It is noted that the cycle provision also complies with the forthcoming draft 'Local Plan.'

### **Reason for refusal 6 – Legal agreement relating to car free housing**

5.64. The LPA has refused planning permission on the basis that a legal agreement was not entered into to secure car free housing in line with Policies CS11 of the Camden Core Strategy, DP18 of the Camden Development Policies, The London Plan and the National Planning Policy Framework.

5.65. The Appellant is willing to enter into a legal agreement which secures car free housing in relation to all residential units. A section 106 agreement will be submitted as part of this planning appeal.

### **Reason for refusal 7 – Legal agreement relating to Construction Management Plan**

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5.66. The LPA has refused planning permission on the basis that a legal agreement was not entered into to secure the submission of a Construction Management Plan in line with Policies CS11 of the Camden Core Strategy, DP20 of the Camden Development Policies, DP26 of the Camden Development Policies, DP28 of the Camden Development Policies and DP32 of the Camden Development Policies. The officer's delegated report acknowledges that a Construction Management Plan was submitted with the planning application and sets out that this would need to be secured through a legal agreement.

5.67. The Appellant is willing to enter into a legal agreement which requires a Construction Management Plan to be submitted before works commence on site. A section 106 agreement will be submitted as part of this planning appeal.

### **Reason for refusal 8 – Legal agreement relating to financial contributions**

5.68. The LPA has refused planning permission on the basis that a legal agreement was not entered into to secure financial contributions in relation to public highways works, that being the repair of any construction damage to transport infrastructure, in line with policies CS11 of the Camden Core Strategy, CS19 of the Camden Core Strategy, DP16 of the Camden Development Policies, DP17 of the Camden Development Policies and DP21 of the Camden Development Policies.

5.69. The Appellant is willing to enter into a legal agreement which secures financial contributions in relation to public highway works. A section 106 agreement will be submitted as part of this planning appeal.

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## 6. Appeal documents

### Applicant documents submitted with the planning application and appeal

Submitted with the original planning application		
Document	File name	Date / revision
Construction Management Plan	51-52 TOTTENHAM CT RD Constn Man. PI 020116	02/01/16 (Revision 00)
Construction Traffic Management and Access Plan	51-52 TOTTENHAM CT RD CTMP 020116	02/01/16 (Revision 00)
Environment Impact Assessment and Control	51-52 TOTTENHAM CT RD Env Impact Ass & Controls 020116	Revision:00
Site Investigation Report	15606-20160223 GE GT SI C13604 Report PART 1 and PART 2	January 2016
Heritage Assessment	160406 tottenham court road heritage statement revised v3 final	April 2016
Environmental Noise Survey and Plant Noise Criteria	20150526 - Background noise assessment - AAD - 51-52TCR	Revision:00
Energy and Sustainability Statement	20151106 - Energy and Sustainability statement - Mecserve - 51-51TCR	November 2015
Basement Impact Assessment	20160223 - BIA - E+M - 51-52TCR	22.02.2016
Air Quality Assessment	Aether_AQ_assessment_51-52_Tottenham_Court_Rd_FINAL	January 2016
Alteration drawings	Alteration drawings	April 2016 (as per Design and Access Statement)
Appendix (to Design and Access Statement)	Appendix	April 2016 (as per Design and Access Statement)
Application form	Application form	08/04/2016
Area and accommodation schedule	Area and accommodation schedule	April 2016 (as per Design and Access Statement)
Daylight and Sunlight Study	BRE Daylight and Sunlight Study 050416	5 April 2016
Community Infrastructure Levy Form	cil_questions	06/04/2016
Design and Access Statement	Design and Access Statement submission	April 2016
Existing drawings	Existing drawings	April 2016 (as per Design and Access Statement)
Planning statement	Planning statement	April 2016
Proposed drawings	Proposed drawings	April 2016 (as per Design and Access Statement)
Submitted during the planning application		
Document	File name	Date / revision
Revised application form	Revised application form	18/05/2016
Additional drawings	13081_C645_S_AL_001 13081_C645_S_AL_002 13081_JA12_S_AL_001 13081_JA12_S_AL_002 13081_SK_008_B1_Title	N/A
Basement Stores	13081-0101-160927-PS01-REFUSE STRATEGY	27.09.16
Schedule of gross external areas	13081-0102-161012-AL01 PLANNING AREA SCHEDULES Rev A	Planning Areas - Rev A 12/10/2016
Basement Impact Assessment	15606- 20160712 TCR BIA REPORT IFAUDIT	12.07.2016
Basement Impact Assessment AUDIT INSTR (word version)	15606-20160712 TCR Basement Impact Assessment AUDIT INSTR	15 July 2016

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Basement Impact Assessment AUDIT INSTR (PDF version)	15606-20160712 TCR Basement Impact Assessment AUDIT INSTR	15 July 2016
Area and accommodation schedule	Area and accommodation schedule	Planning Areas - 2nd Pre-application Consultation 15/05/2015
Email regarding area schedule	FW 2016 2027 P - 51 - 52 Tottenham Court Road	12/10/2016
Photos of existing building	IMG_00000129 IMG_00000130 IMG_00000131 IMG_00000133 IMG_00000135 IMG_00000136 IMG_00000568 IMG_00000570 IMG_00000573 IMG_00000576 IMG_00000584 IMG_00000591 IMG_00000595	
Email regarding energy and sustainability comments	RE Response to energy sustainability comments	21/09/2016
Email regarding energy and sustainability comments	Response to energy sustainability comments	18/08/2016
Response to energy and sustainability comments	Response to sustainability officer comments-2-20160817	17/08/2016
<b>Submitted as part of the planning appeal</b>		
Document	File name	Date / revision
Statement of Case	Statement of Case	April 2017
Appeal Heritage Assessment	170411 TCR appeal note v2	April 2017
Structural Engineer's Report and Construction Method Statement for Subterranean Development	8781 Construction Method Statement 170412 GS REVA	March 2017
Architectural Addendum	13081-0701-170113-JKL01-Addendum	April 2017
Proposed Basement Plan	13081_C645_P_B1_001	Revision C

### Relevant drawings

Document	Drawing name	Drawing number	Revision
Existing drawings	Site Location Plan	13081_G100_P_00_001	-
	Existing Basement Plan	13081_JA12_P_B1_001	-
	Existing Ground Floor Plan	13081_JA12_P_00_001	-
	Existing First Floor Plan	13081_JA12_P_01_001	-
	Existing Second Floor Plan	13081_JA12_P_02_001	-
	Existing Third Floor Plan	13081_JA12_P_03_001	-
	Existing Roof Plan	13081_JA12_P_RF_001	-
	Existing Front Elevation	13081_JA12_E_NE_001	-
	Existing Rear Elevation	13081_JA12_E_SW_001	-
	Existing NW Elevation	13081_JA12_E_NW_001	-
	Existing SE Elevation	13081_JA12_E_SE_001	-
	Existing Section AA	13081_JA12_S_AA_001	-
	Existing Section 01-01	13081_JA12_S_AL_001	-
	Existing Section 02-02	13081_JA12_S_AL_002	-
Alteration drawings	Alterations Basement Plan	13081_C645_P_B1_002	-
	Alterations Ground Floor Plan	13081_C645_P_00_002	-
	Alterations First Floor Plan	13081_C645_P_01_002	-
	Alterations Second Floor Plan	13081_C645_P_02_002	-

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	Alterations Third Floor Plan	13081_C645_P_03_002	-
	Alterations Roof Plan	13081_C645_P_RF_002	-
	Alterations Front Elevation	13081_C645_E_NE_002	-
	Alterations Rear Elevation	13081_C645_E_SW_002	-
	Alterations NW Elevation	13081_C645_E_NW_002	-
	Alterations SE Elevation	13081_C645_E_SE_002	-
Proposed drawings	Proposed Basement Plan	13081_C645_P_B1_001	B (superseded)
	Proposed Basement Plan	13081_SK_008_B1_Title	- (superseded)
	Proposed Basement Plan	13081_C645_P_B1_001	Revision C
	Proposed Ground Floor Plan	13081_C645_P_00_001	C
	Proposed First Floor Plan	13081_C645_P_01_001	D
	Proposed Second Floor Plan	13081_C645_P_02_001	D
	Proposed Third Floor Plan	13081_C645_P_03_001	D
	Proposed Fourth Floor Plan	13081_C645_P_04_001	D
	Proposed Roof Plan	13081_C645_P_RF_001	B
	Proposed Section AA	13081_C645_S_AA_001	B
	Proposed Rear Elevation	13081_C645_E_SW_001	-
	Proposed Front Elevation	13081_C645_E_NE_001	D
	Proposed NW Elevation	13081_C645_E_NW_001	-
	Proposed SE Elevation	13081_C645_E_SE_001	-
	Proposed Section 01-01	13081_C645_S_AL_001	-
	Proposed Section 02-02	13081_C645_S_AL_002	-

## 7. Appendices

1. Appeal decision APP/X5210/A/11/2166925;
2. Economic Benefits Assessment prepared by Savills.



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# Appeal Decision

Site visit made on 14 March 2012

**by Kevin Ward BA (Hons) MRTPI**

**an Inspector appointed by the Secretary of State for Communities and Local Government**

**Decision date: 26 April 2012**

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**Appeal Ref: APP/X5210/A/11/2166925**  
**51 Tottenham Court Road, London W1T 2EQ**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
  - The appeal is made by Simeta Ltd against the decision of the Council of the London Borough of Camden.
  - The application Ref 2011/2286/P, dated 4 May 2011, was refused by notice dated 17 October 2011.
  - The development proposed is erection of additional floor to provide 1 two bedroom flat.
- 

## Decision

1. The appeal is dismissed.

## Procedural Matter

2. The Government published the National Planning Policy Framework on 27 March 2012 and I have taken it into account in determining the appeal. In the light of the particular facts of this case, it does not alter my conclusion.

## Main Issue

3. The Council's second reason for refusal concerns the lack of a planning obligation to ensure car free housing. I consider that such an obligation would be necessary to avoid an unacceptable increase in parking stress and congestion. The appellant has indicated a willingness to enter into a planning obligation on the subject although no such obligation has been submitted. Under the circumstances I consider that the need for a planning obligation to ensure a car free development could have been the subject of a condition had the appeal been allowed.
4. The third reason for refusal concerns the lack of a planning obligation relating to a construction management plan. The appellant has also indicated a willingness to enter into a planning obligation on this matter although again no such obligation has been submitted. In this case, whilst I agree that in the interests of highway safety and the living conditions of those living nearby, a construction management plan would be necessary, I consider that this is a matter that could have been dealt with directly through a condition without the need for reference to a planning obligation.
5. With this in mind I consider that the main issue is the effect of the proposal on the character and appearance of the building and the Charlotte Street Conservation Area.

## **Reasons**

6. The appeal property lies within the Charlotte Street Conservation Area and is identified as making a positive contribution to it in the Council's Conservation Area Appraisal and Management Plan along with the other buildings in the block (Nos. 47-54). There is considerable variety in the individual style and design of buildings in the block. The height of buildings varies, as does the detailed form of roofs.
7. Although clearly subject to some alterations over time and in need of some repair, the appeal property appears to have retained the essential elements of its original form and design. It sits noticeably lower than the buildings immediately to either side. In my view, its height and in particular the relationship to these neighbouring buildings is a key element of the character of the building and the block as a whole.
8. In adding an additional full storey, the proposal would increase the height of the appeal property above that of the buildings either side. Despite the use of matching details and materials, and the appellant's willingness to restore the brickwork on the front elevation, the proposal would substantially alter the form of the original building and its relationship with those either side.
9. I note the appellant's argument that the proposal would in part obscure the taller modern building to the rear. However, I saw that this building is not in fact visible behind the appeal property from street level and the proposal would have no discernable effect on views of it.
10. I consider therefore that the proposal would adversely affect the character and appearance of the building and would fail to preserve or enhance the character or appearance of the Charlotte Street Conservation Area.
11. I appreciate that the proposal would involve investment in the property but this does not outweigh the harm I have identified.

## **Conclusion**

12. For the above reasons and taking account of other matters raised I find that the proposal would be contrary to Policy CS14 of the Camden Core Strategy and Policies DP24 and DP25 of the Camden Development Policies Development Plan Document and conclude that the appeal should be dismissed.

*Kevin Ward*

INSPECTOR



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# 51-52 Tottenham Court Road, London, W1T 2EH

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Economic Benefits Assessment  
April 2017



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## Executive Summary

### **Purpose and Context**

This report is provided as an appendix to support the Statement of Case for proposed development at 51-52 Tottenham Court Road.

The proposal comprises: *“Demolition of existing rear extensions and erection of 4 storey rear extension, basement extension, roof extensions comprising an additional storey with mansard level above to no. 51 and set back roof extension no. 52 and external alterations including new shop-fronts all to provide a mixed use retail, office and residential development involving the refurbishment and amalgamation of the existing ground floor retail units, refurbishment /reconfiguration of existing uses on the upper floors including the provision of additional office space at first-third floor levels and a new 3 bed residential flat at fourth floor level.”*

The application was refused on 18<sup>th</sup> October 2016. This report assesses the economic benefits that the scheme is expected to bring in the context of public benefits in the wider area, as well as the benefit provided by an improved retail offering on Tottenham Court Road.

### **Economic Benefits**

We have estimated the following economic and LB Camden revenue benefits of the scheme:

- Generation of 34 average construction jobs per year over two years, with 23 of these being direct on-site construction jobs
- Generation of around 16 net additional jobs during the operational phase of the development
- Generation of a total net additional GVA of approximately £1 million per annum (p.a.) to the economy
- Community Infrastructure Levy (CIL) revenue of approximately £74,000 to LB Camden and £20,000 to the GLA
- Net additional Council Tax of £2,834 p.a., net additional business rates of around £54,000 p.a. and New Homes Bonus of £17,000 (over six years.)

In summary the estimated economic effects of the proposed development will be beneficial both to the local and regional economy.

# 1. Introduction

## 1.1. Background

This report has been prepared by Savills on behalf of Pencross Assets Ltd. It forms an appendix to the Statement of Case and outlines the estimated economic benefits of the scheme in the context of the decision notice issued on 18<sup>th</sup> October 2016.

## 1.2. Scope

This report presents an assessment of the potential economic and local authority revenue benefits of the scheme including:

- Direct and indirect job creation during construction and operation phases
- Gross Value Added (GVA) to the economy through the development
- Estimated CIL and Section 106 payments generated, and
- Council Tax, New Homes Bonus and business rate income generated.

## 1.3. Report Structure

Sections in this report cover:

- Description of the site and proposed development
- Assessment of the employment benefits of the proposed scheme
- Assessment of the GVA and local spend benefits of the proposed scheme
- Assessment of local government revenues
- Summary and conclusions.



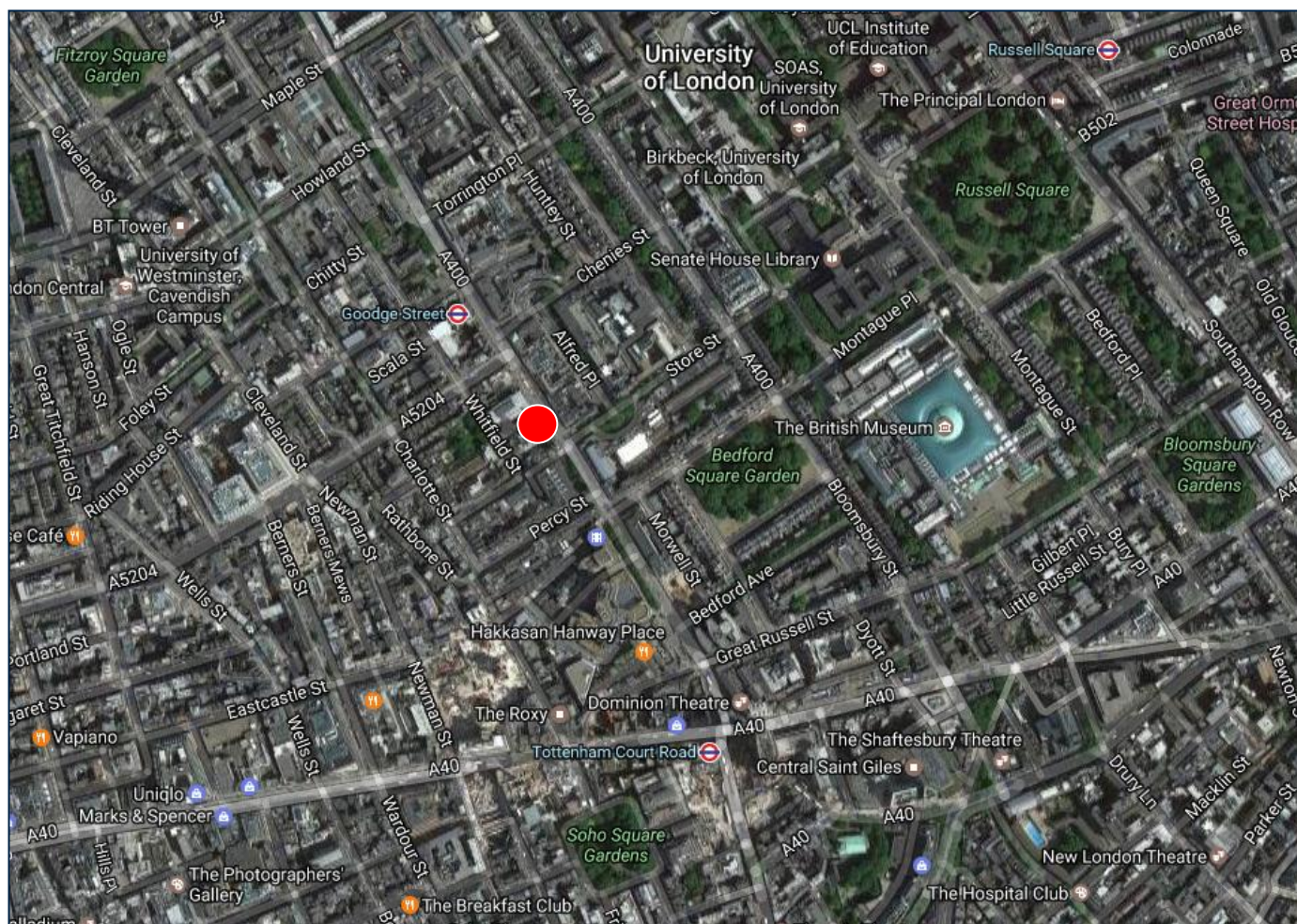
## 2. Site and Development Context

### 2.1. Site Context

The site consists of two properties over four storeys, located on the west side of Tottenham Court Road 150m to the south of Goodge Street Station and 320m to the north of Tottenham Court Road.

The site is located in the London Borough of Camden. 51 Tottenham Court Road consists of four self contained residential apartments on the first, second and third floors, and retail on the ground floor. 52 Tottenham Court Road contains office space on first second and third floors, with retail on ground floor and basement levels.

**Figure 2-1 Site Location**



Source: Google Maps, 2017

 Site Location

## Proposed Development

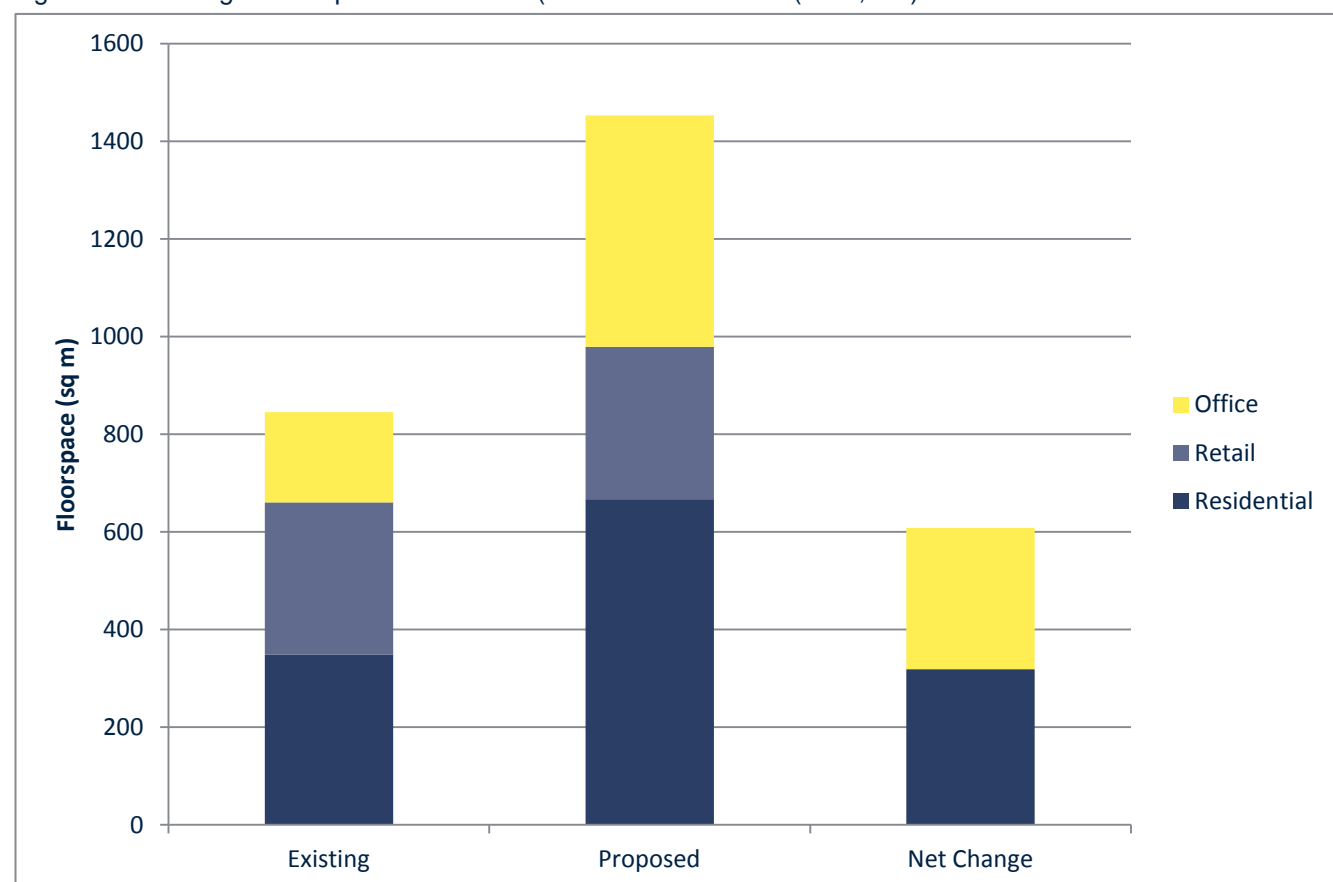
The proposed redevelopment aims to reconfigure the existing buildings, improving the quality of the retail space, the arrangement of the residential element (with an additional residential unit) and increasing the amount of office space. **Table 2-1** and **Figure 2-2** compares the existing space with the scheme and **Figure 2-3** shows the proposed elevation from Tottenham Court Road. The scheme increases total floorspace by 72% and office floorspace by 156%.

**Table 2-1 Existing and Proposed Land Use (Gross External Area (GEA, m2))**

Use	Existing	Proposed	Net change
Residential	348 (four apartments)	667 (five apartments)	319 (one extra apartment)
Retail	312	312	0
Office space	185	474	289
<b>Total</b>	<b>845</b>	<b>1,456</b>	<b>611</b>

Source: Savills, 2017

**Figure 2-2 Existing and Proposed Land Use (Gross External Area (GEA, m2))**



Source: Savills analysis, 2017

**Figure 2-3 Proposed Elevation**



*Source: Squire and Partners, 2017*

## 3. Employment Benefits

### 3.1. Introduction

The proposed redevelopment will bring job opportunities by increasing employment space on the site. The construction project will generate jobs both locally and within the wider regional supply chain. During the operation phase employment generating uses at the site will generate net additional employment compared to existing.

In this section the employment benefits of the development have been assessed over the construction and operation phases and consider factors such as leakage, displacement and multiplier effects to determine the potential direct and indirect employment opportunities which are estimated to be created due to the redevelopment.

### 3.2. Construction Jobs

Construction jobs cover a variety of skilled and unskilled activities. There will be a range of opportunities for those living in London to benefit from construction job creation at the site. During the demolition and construction process both direct employment (construction workers) as well as indirect employment (e.g. those working for companies providing materials and transport logistics for the project and companies providing food and services for on-site workers) will be generated. This represents a positive economic impact in the area and more widely.

We estimate that the development proposal could generate 22 jobs per year of direct construction employment, based on an estimated construction period of two years. In addition we anticipate that the redevelopment will generate around 12 jobs per year of indirect employment, taking account of displacement and multiplier effects. Most of these jobs will be captured within the wider regional workforce.

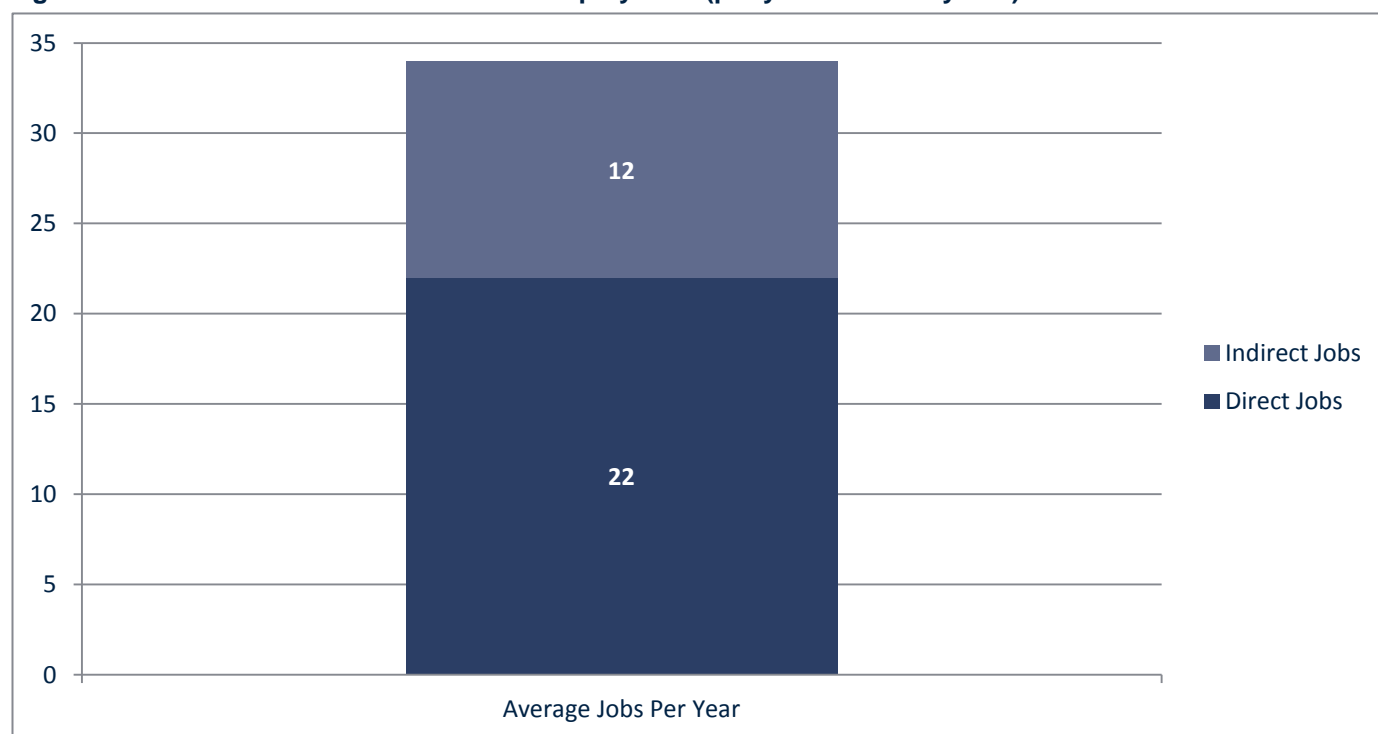
Overall we estimate that the development will generate 34 jobs on average each year during construction. Results showing the estimated direct and indirect construction jobs are shown in **Table 3-1** and **Figure 3-1** below.



**Table 3-1 Estimated Construction Phase Employment per Year over Two Years**

Land Use	Construction Jobs
Residential	12
Office	14
Retail	7
<b>Total Direct Construction Jobs per year</b>	<b>33</b>
Leakage (outside of London)	-8
Displacement	-1
Multiplier	22
<b>Total Indirect Construction Jobs per year</b>	<b>12</b>
<b>Total Direct and Indirect Construction Jobs per year</b>	<b>34</b>

Source: Savills analysis 2017

**Figure 3-1 Estimated Construction Phase Employment (per year over two years)**

Source: Savills analysis, 2017

### 3.3. Operational Phase Jobs

Operational phase jobs will be generated once the construction has been completed and the site is re-occupied.

We estimate a total of around 13 net additional direct jobs. When leakage and multiplier impacts are taken into account we estimate that the proposed development will generate in total around 3 net additional indirect jobs, making the total amount of direct and indirect jobs created on site of approximately 16 jobs.

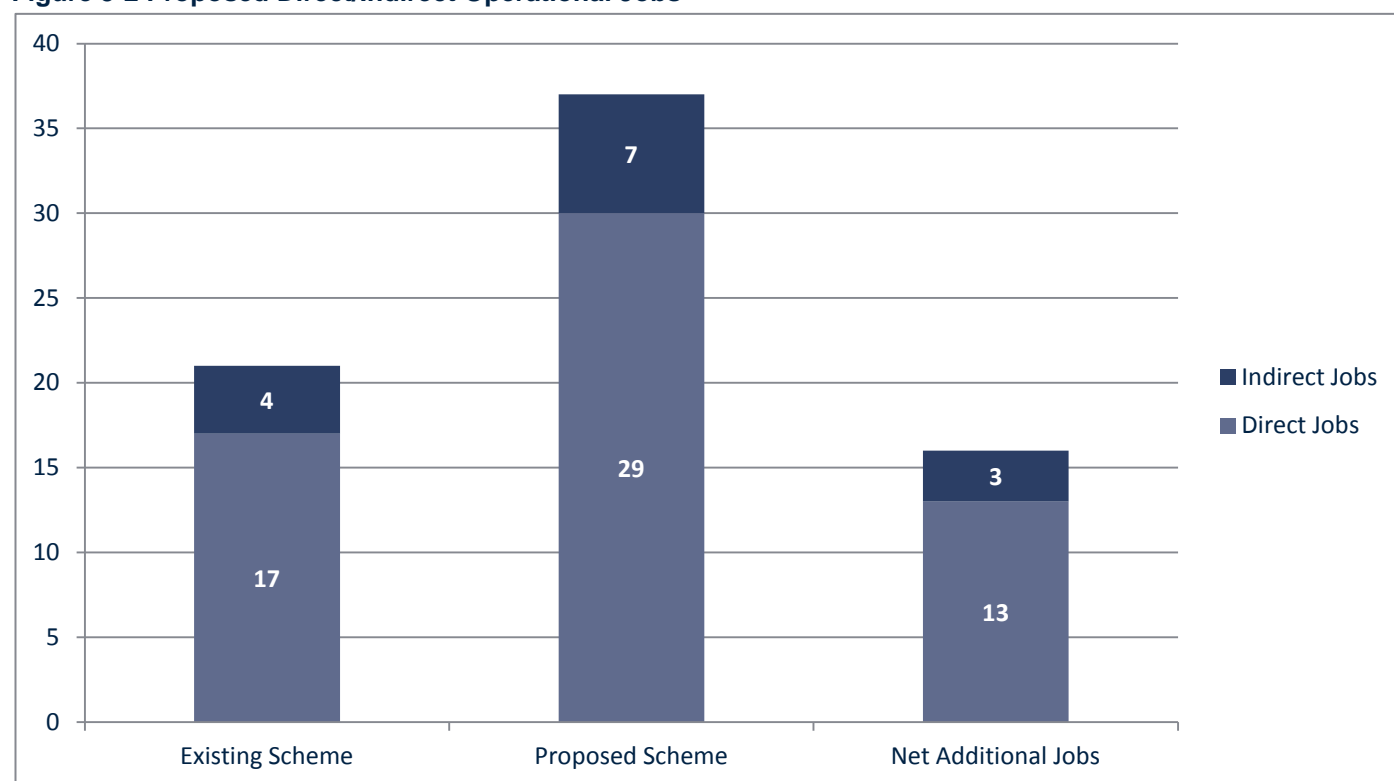
Results showing the estimated direct and indirect operational phase jobs for the scheme are shown in **Table 3-2** and **Figure 3-2** below.

**Table 3-2 Estimated Operational Phase Employment**

Land Use	Existing	Proposed	Additional
Residential (C3)	0	0	0
Office (B1)	11	27	16
Retail (A3)	12	12	0
<b>Total Direct Jobs</b>	<b>22</b>	<b>39</b>	<b>17</b>
Leakage (outside of London)	-4	-8	-3
Displacement	-1	-2	-1
Multiplier	4	7	3
<b>Total Indirect Jobs</b>	<b>17</b>	<b>29</b>	<b>13</b>
<b>Total Direct and Indirect Jobs</b>	<b>21</b>	<b>36</b>	<b>16</b>

Source: Savills analysis 2017 (totals may differ slightly from entries due to rounding)

**Figure 3-2 Proposed Direct/Indirect Operational Jobs**



Source: Savills analysis 2017

## 4. GVA and Local Spend Benefits

### 4.1. GVA Benefits

Gross Value Added (GVA) is an indicator of wealth creation, measuring the contribution to the local economy of a specified investment in economic activity.

This section outlines our estimate of GVA benefits, covering business turnover impacts generated by the employment activities and the value of workers and residents living in the area. The proposed development is estimated to generate approximately £1 million p.a. of net additional GVA primarily through the provision of the office employment space.

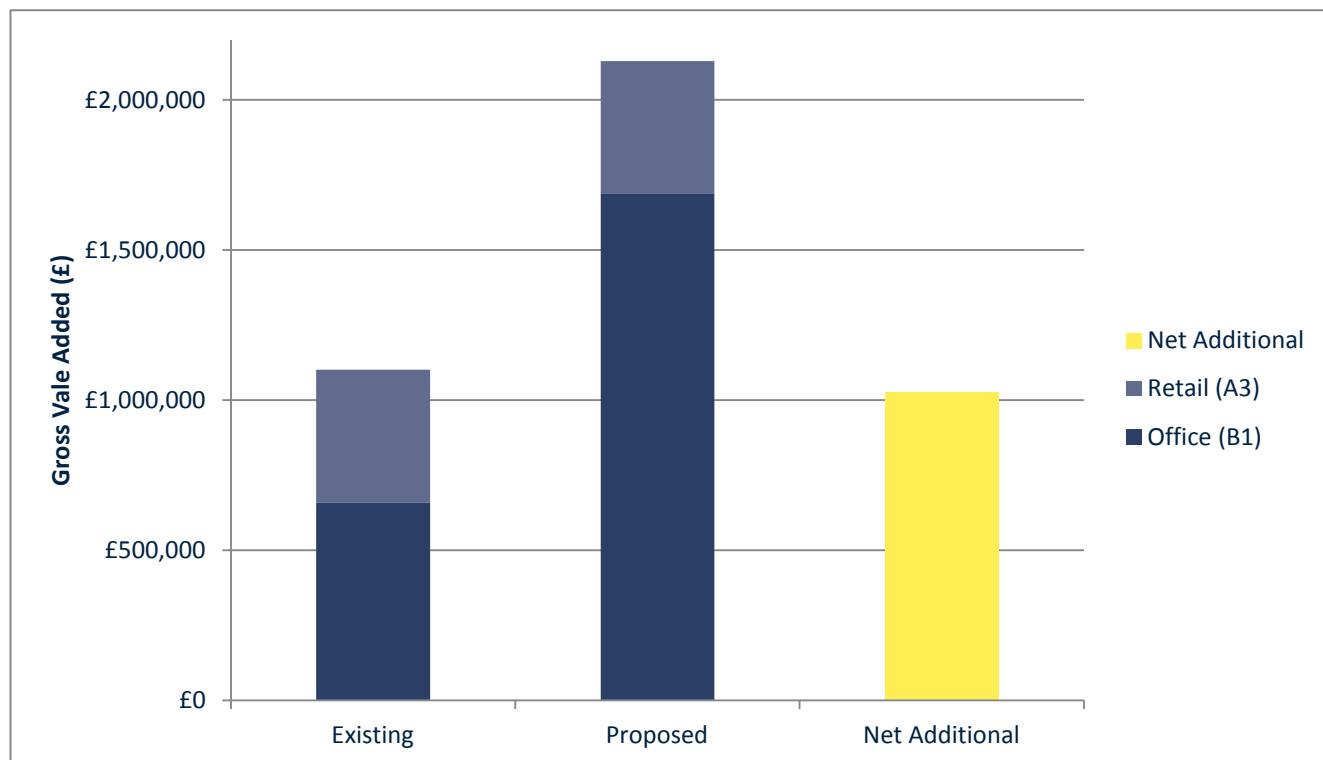
Results showing the estimated GVA generated by the development are shown in **Table 4-1** and **Figure 4-1** below.

**Table 4-1 Estimated GVA from Existing and Proposed Uses (£000s)**

Land Use	Existing	Proposed	Net change
Office (B1)	£658	£1,687	£1,028
Retail (A3)	£443	£443	£0
<b>Total</b>	<b>£1,101</b>	<b>£2,130</b>	<b>£1,028</b>

Source: Savills analysis, 2017

Figure 4-1 Estimated Gross Value Added (GVA)



Source: Savills analysis, 2017

#### 4.2. Local Spend

Using the Office for National Statistics Family Spending Survey (2014) data on households we have estimated weekly expenditure and thus annual spend per household within the retail sector. Based on this spend annual retail revenue in London and employees within the retail sector we have estimated an annual spend of approximately £153,000 generated by those occupying the residential element of the scheme.

## 5. Local Government Revenues

### 5.1. Introduction

The scheme will generate a range of local government revenues and income which can be re-invested in the community and local services to benefit the public. The figures presented in this section are estimates of the potential revenue generation and do not account for any negotiation of in kind development or agreements with the council.

Figures presented are gross, i.e. they do not discount for possible displacement effects elsewhere.

### 5.2. Community Infrastructure Levy (CIL) and New Homes Bonus

The London Borough of Camden adopted CIL in April 2015 and under this levy residential development is charged at £500 per m<sup>2</sup> in the zone where the site is located. In addition Mayoral CIL is charged at £50 per m<sup>2</sup> in LB Camden across all use classes. We estimate a total charge of £94,000 would be leveraged from the proposed development, with £74,000 leveraged by LB Camden and £20,000 leveraged by the Greater London Authority.

The government introduced the New Homes Bonus (NHB) in May 2015. This is an incentive for local authorities to build additional housing by matching the level of Council Tax generated by any new builds developed for the first six years. We estimate total NHB payments for the scheme to be £17,000 over six years.

The applicant has not at this stage agreed Section 106 contributions, however these may added and could represent additional economic benefits.

### 5.3. Rates and Council Tax

#### 5.3.1. Council Tax

The amount of Council Tax to pay per residential unit is calculated on the value of the property. Due to the central location on Tottenham Court Road and the size of the units we have assumed that the proposed residential units are expected to fall within the highest LB Camden Council Tax Band H (£320,000 or more). It is estimated that the proposed increase of one additional residential unit would leverage £2,834 net additional p.a. in Council Tax.

#### 5.3.2. Business Rates

Business rates are charged on a £sq m basis, off the Net Internal Area (NIA) of any commercial floor space. Using the Valuation Office Agency (VOA) database additional income generated by these business rates has been estimated. Business Rates Retention was adopted in the Local Government Finance Act 2012 in April 2013. This ensures local authorities a share in all business rates generated under their administration. For the purpose of this report an estimated 50% share from the proposal's total rates revenue has been calculated to be retained by LB Camden.

The development of new employment use at the site would generate net additional business rates of around £54,000 p.a.

### 5.3.3. Total Revenue Income

**Table 5-1** summarises our estimate of total revenue income generated through Council Tax to residential properties and business rates from employment land uses. This shows that a total estimated net additional revenue of around £141,000 p.a. will be generated by the scheme.

**Table 5-1 Estimated Total Income Per Annum (£000s)**

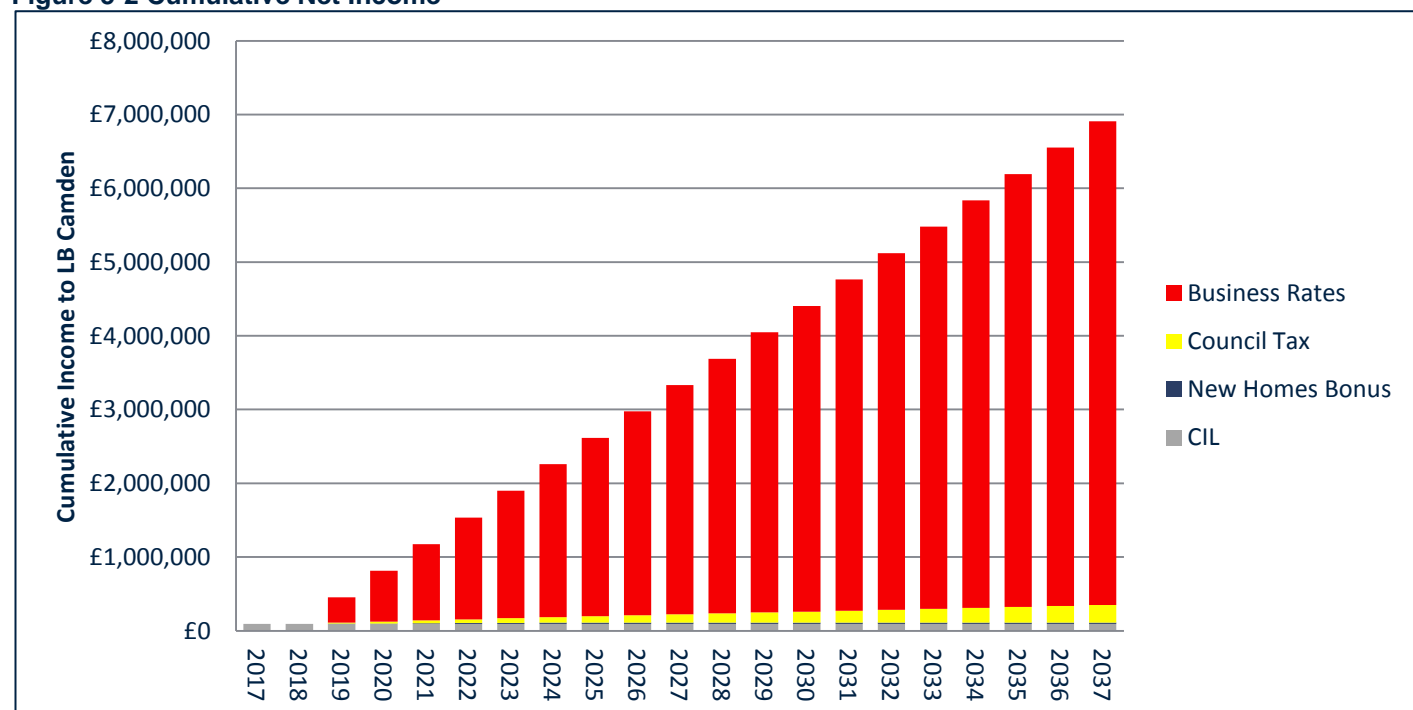
	Existing	Proposed	Net Change
Council Tax	£11	£14	£3
New Homes Bonus	£0	£17	£17
Business Rates	£292	£346	£54
<b>Total</b>	<b>£303</b>	<b>£445</b>	<b>£141</b>

Source: Savills analysis 2017

### 5.4. Cumulative Net Income

Overall estimated cumulative net income from the scheme over a projected 20 year period is presented in **Figure 5-2**. This shows an estimated cumulative income total of **£7.6 million** with the most significant elements being the leverage of business rates by LB Camden. This represents a valuable source of revenue to support council services.

**Figure 5-2 Cumulative Net Income**



Source: Savills analysis, 2017

## 6. Summary and Conclusion

**Table 6.1** below presents the s economic benefits which we estimate will arise from the redevelopment of the existing site to provide further office accommodation.

**Table 6-1 Summary of the Estimated Economic Benefits of the Scheme**

Outcome	Amount	Unit
Construction stage jobs	34	Jobs per year
Operational stage jobs (net of existing jobs)	17	Jobs
GVA (net of existing)	£1	million
Local spend	£153	000s
CIL	£94	000s
Rates income (net of existing)	£54	000s
Council Tax (net of existing)	£3	000s
New Homes Bonus	£17	000s

Source: Savills analysis, 2017

## Appendix 1: Abbreviations

CIL	Community Infrastructure Levy
FTE	Full time equivalent
GIA	Gross internal area
GLA	Greater London Authority
GVA	Gross value added
HCA	Homes & Communities Agency
LPA	Local planning authority
NIA	Net Internal Area
NPPF	National Planning Policy Framework
NPPG	National Planning Policy Guidance
pa	per annum
LBC	London Borough of Camden
S106	Section 106 agreement
Sq ft	Square feet
Sq m	Square metre



## Appendix 2: Definitions

- Leakage: 'The proportion of output that benefits those outside of the intervention's target area or group' .
- Displacement: 'The proportion of intervention outputs/outcomes accounted for by reduced outputs/outcomes elsewhere in the target area' .
- Multiplier effects: 'Further economic activity (jobs, expenditure or income) associated with additional local income and local supplier purchases'.
- Direct impacts: the on-site current and proposed employment plus any relocation of current on-site employment.
- Indirect impacts: the sum of leakage, displacement and multiplier effects.

## Appendix 3: Approach and Accuracy

### Approach

Our figures are based on good practice, guidance, data and estimates based on knowledge and experience. Direct effects have been estimated based on floorspace, output rates per worker and jobs densities.

We have taken a conservative approach to estimating wider, indirect effects, and it is possible that benefits may be more than the figures presented. We have used the guidelines given in the Homes & Communities Agency (HCA) Additionality Guide, Fourth Edition 2014. In particular rates used are summarised in **Table A3-1** below.

**Table A3-1 Indirect Impacts Rates**

Indirect effect	Construction impacts	Operational phase impacts
Leakage <sup>1</sup> (outside London)	25% (Low)	20% (Low)
Displacement <sup>2</sup>	5% (Reduced)	5% (Reduced)
Multiplier	1.5 <sup>3</sup>	1.25 (Medium) <sup>4</sup>

Leakage effects relate to the location of the homes of the workforce rather than the location of their employment.

Displacement rates assume that a proportion of the space proposed by the scheme would be provided on other schemes elsewhere in LBC or wider London. The degree to which this happens will depend on factors including the degree to which the local economy is constrained by the supply of high quality office space (i.e. rather than constraints on the level of demand). The size of the multiplier will depend upon factors including the nature of the new activity on site and its contribution to the regional and national economy.

### Accuracy

By its nature estimation of employment and GVA benefits is subject to a range of uncertainties. Our estimates are based on good practice, guidance, data and estimates based on knowledge and experience. There will though remain a degree of uncertainty around estimates. We estimate that actual impacts are likely to be in a range of +/- 20% of figures given. We consider it more likely that actual figures will be higher rather than lower than our estimates.

Revenue figures are given based on current rates and values and could be significantly higher in real terms given the long timescale before completion and anticipated growth in the economy.

<sup>1</sup> Re Additionality Guide, Table 4.3, page 27

<sup>2</sup> Re Additionality Guide, Table 4.8, page 30

<sup>3</sup> Re Additionality Guide, Table 4.11, page 35

<sup>4</sup> Re Additionality Guide, Table 4.14, page 36