

Address:	3 - 6 Spring Place London NW5 3BA		4
Application Number:	2016/5181/P	Officer: Ian Gracie	
Ward:	Gospel Oak Kentish Town		
Date Received:	20/09/2016		
Proposal: Erection of a part-six and part-two storey (above single basement level) building comprising Office (Class B1) at ground and upper floors; Cafe (Class A3) and flexible event space (Sui Generis) at ground floor and associated works following demolition of existing two-storey industrial (Class B2) building.			
Background Papers, Supporting Documents and Drawing Numbers:			
<p>(Prefix: 13498-A-) L00-01-100; L00-01-101; L00-02-102; E1-01-200; LXX-01-300; L06-03-002-B; L-1-00-099-B; L00-00-100-B; L01-00-101-B; L02-00-102-B; L03-00-103-B; L04-00-104-B; L05-00-105-B; L06-00-106-B; E1-04-151-B; S1-04-153-B; SW1-04-155-B; W1-04-152-B; LXX-05-112-B; LXX-05-113-B; LXX-05-116-B; LXX-05-117-B; LXX-05-118-B; 07-05-119-B.</p> <p>Cover Letter prepared by DP9 Ltd dated 16 September 2016; Design & Access Statement prepared by Piercy&Company dated September 2016; Daylight & Sunlight Report prepared by Lumina London dated September 2016; Draft Construction Management Plan prepared by Arcadis dated September 2016; Preliminary Ecology Assessment prepared by Peak Ecology dated September 2016; Noise & Vibration Assessment prepared by Scotch & Partners dated September 2016; Planning Statement prepared by DP9 Ltd dated September 2016; Statement of Community Involvement prepared by London Communications Agency dated September 2016; Surface Water Drainage Statement prepared by Heyne Tillett Steel dated September 2016; Sustainability & Energy Statement prepared by MTT dated September 2016; Transport Assessment prepared by Transport Planning Practice Ltd dated September 2016; Ventilation Strategy prepared by MTT dated September 2016; Air Quality Assessment Report dated October 2016; Basement Impact Assessment prepared by Heyne Tillett Steel dated September 2016.</p>			
RECOMMENDATION SUMMARY: Grant conditional planning permission subject to a Section 106 Legal Agreement			
Applicant:	Agent:		
Spring Place Limited c/o Agent	DP9 Ltd 100 Pall Mall London SW1Y 5NQ		

ANALYSIS INFORMATION

Land Use Details:			
	Use Class	Use Description	Floorspace GIA
Existing	<i>B2 General Industry</i>		<i>1,858sqm</i>
Proposed	<i>B1 Business</i> <i>A3 Restaurants & Cafes</i> <i>Sui Generis</i>		<i>3,375.1sqm</i> <i>125.7sqm</i> <i>205sqm</i>

Parking Details:		
	Parking Spaces (General)	Parking Spaces (Disabled)
Existing	<i>0</i>	<i>0</i>
Proposed	<i>0</i>	<i>0</i>

OFFICERS' REPORT

Reason for Referral to Committee: major development where this involves the construction, extension or conversion of floorspace for 10 or more new dwellings or more than 1000 sq. mtrs of non-residential floorspace;

1. SITE

- 1.1 The application site is located within a mixed industrial and residential use area approximately 400 metres to the west of the designated Kentish Town Centre. It is bound to the north by no.7 Spring place, a part-6 part-7 storey residential building containing 21 flats; to the east by Spring Place; to the south by a series of 2-storey warehouses and office buildings (including the Autograph building) that wrap around the corner of Spring Place and Athlone Street; and to the west by the backs of properties which front onto Grafton Road. The site is bisected through the middle by a rail line which runs from north to south.
- 1.2 The site is currently occupied by a 2-storey building that is in use by an industrial operator (Addison Lee) which is considered to fall within the B2 Use Class of the Use Classes Order. Addison Lee currently use the site to service and repair their fleet of cars. Addison Lee's tenancy expires in January 2017 and the company is due to re-locate to a new site in Hayes, near Heathrow, after the expiration of the tenancy.
- 1.3 The London Overground rail line which splits the site into two is designated as a Green Corridor. The site is not within a conservation area but is approximately 40m north of the Inkerman Conservation Area. The site is not within the setting of a listed building but is approximately 65m north-east of the Grade-II listed Kingsway College.

2. THE PROPOSAL

Original

- 2.1 The applicant proposes to demolish the existing buildings and change the use from Class B2 to Class B1 with construction of a part 2 and part 6 storey office building plus basement (basement size approximately 415sqm).
- 2.2 The existing building comprises a total of 1858sqm of B2 floorspace which is currently used by Addison Lee as a servicing facility for their vehicles. The proposed replacement building will comprise a total 3500sqm of floorspace of which 3375sqm is proposed to be B1 with 125sqm of A3 floorspace proposed at ground floor level.
- 2.3 The proposal is intended to be dedicated 'co-working' office floorspace. The floorspace will be directed towards new, small and medium sized enterprises (SMEs), and creative businesses that can share equipment, ideas, and knowledge during their tenancy with the potential to grow their business. The office floorspace

will be arranged to meet modern flexible office requirements offering variety in rentable office space to fulfil the needs of different sized tenants.

- 2.4 The proposal will be split into two areas which is necessitated by the rail line which runs through the site. The north-west of the site will be 2 storeys in height whilst the larger portion of the site to the south-east will be 6 storeys in height. The office space will be dedicated for flexible co-working space arranged around central activity hubs, such as reception, café, restaurant or event space within the building.
- 2.5 The site will have 2 entrances. One fronting Grafton Road on the western side of the site and the other on Spring Place to the eastern side.

Revision[s]

- 2.6 Further to comments from officers, the applicant has offered a number of amendments throughout the application process. These include:
- The addition of a green roof;
 - Introduction of a visual screen to the south-west terrace to prevent overlooking to the west towards 110-114 Grafton Road;
 - Introduction of obscure glazing to the western elevation to prevent overlooking into 110-114 Grafton Road; and
 - High performance glazing with perforated brick in front on the south elevation.

3. RELEVANT HISTORY

Pre-application

3.1

- 3.2 The applicant applied for pre-application advice on 20th April 2016. As part of that process, officers reviewed two design iterations of the proposal. The feedback to which was largely positive subject to some further design development into some key areas including:

- The sheer flank wall to the southern elevation. It was considered that further design work was required to further articulate this feature which will be a particularly visible and striking area of the proposal.
- The treatment of the principal façade at ground floor level. It was considered that it was important for this façade to be a particularly active frontage.
- Treatment of details. It was considered important to demonstrate the feasibility of the delivery of the high quality detail which is evident. It is considered important to ensure the finish remains high quality to ultimately deliver the quality of the scheme.

- 3.3 The proposal was also reviewed by the Design Review Panel (DRP) to better inform the design development of the proposal. A panel meeting was subsequently

held on Friday 22nd July and a summary of the points raised in that meeting are as follows:

- The approach taken is a highly intelligent response with appropriate ambition for high quality design.
- The panel felt that the frontage onto Grafton Road should be improved by relocating the substation, and that the possibility of a public new route through the site should be explored. Consequently, the design of the internal open space between the building and the railway viaduct should be reviewed.
- The massing is felt to be appropriate, although consideration should be given to the south elevation, where neighbouring development is likely to be lower. The three-dimensional form of the roof itself could be developed further.
- Strongly recommended that the architect be retained beyond planning stage in order to ensure that the evident ambitions can be fully realised. The process of 'carving' and trimming back the volume of the building should be continued, in order to address the comments made and to improve the relation of the building to the public realm.

3.4 Following this feedback from the DRP, the applicant submitted a further design update in August to receive officers' views. The following comments were provided:

- The amendments to and the creation of a more formal Grafton Road entrance with external courtyard are welcomed.
- Care should be taken to avoid prejudicing adjacent development by virtue of overlooking and/or overshadowing of lower buildings to the south.

3.5 Overall, it was considered that the proposal represented a high quality solution to the constraints on site. Officers welcomed the amendments made in response to design comments both from the DRP and officers.

Relevant Planning History

Unit 2, 118 - 122 Grafton Road, London, NW5 4BA

2015/0204/P – Change of use from office (B1a) to residential (C3) to provide 3 bed flat at ground floor. – **Granted Prior Approval subject to a Section 106 legal agreement 09/03/2015.**

233 Kentish Town Road, London, NW5 2NB

2015/4860/P – Change of use from offices (Class B1a) at 1st and 2nd floor levels to residential use (Class C3) to provide 4 self-contained flats (2 x 1 bed, 2 x 2 bed). – **Granted Prior Approval subject to a Section 106 legal agreement 16/10/2015.**

79 Fortess Road, London, NW5 1AG

2015/6632/P – Change of use from B1 to C3 for 16 residential units (8 x 3 bedroom & 8 x 2 bedroom) – **Granted Prior Approval subject to a Section 106 legal agreement 22/01/2016.**

Star House, 104-108 Grafton Road, London, NW5 4BA

2015/1837/P – Change of use of part 2nd floor from office (Class B1A) to residential (Class C3) to provide 2 flats. – **Granted Prior Approval subject to a Section 106 legal agreement 12/08/2015.**

4. CONSULTATIONS

Statutory Consultees

4.1 Network Rail

- Please be advised we have concerns that we were not consulted by the applicant/tenant prior to submission of this development. The applicant will need the necessary consents & agreements (Asset Protection Agreement and a Lease Variation between the applicant and Network Rail) in place with Network Rail before any decision from the local authority is made. ***(Officer response: This is not a planning consideration for this case and refers to separate agreements required between Network Rail and the applicant. The agreements are not a determining factor to this application).***

Local Groups

4.2 Kentish Town Neighbourhood Forum

- The proposal is an intelligent response to a valuable site; it meets the Neighbourhood Plan's policy of high quality design and will be an asset to the area.
- We welcome the concept of providing more employment opportunities, particularly for start-up businesses, and it supports local business and employment.
- We do consider, however, that better use could be made of the party wall with the Autograph building, and of the roof over the double height space. As the blank party wall faces south it should be used to support solar panels or tubes, which could be located on the future redevelopment of the adjoining building. A sky garden could be created on the double height roof space.

4.3 Residents from the Brinsmead Apartments (located due south of the application site approximately 120m away at 25a Ryland Road)

- The proposed development makes no concessions to its surroundings and the character of the Inkerman Conservation Area and accordingly does not conserve or enhance it.
- There is no precedent for this scale and type of development in the area and such a proposal will have a negative impact on the residential character of

the area and the quality of life of neighbouring residents by restricting daylight and causing overshadow.

- The proposed development overshadows neighbouring properties at 110-114 Grafton Road and 7 Spring Place and obstructs their access to daylight and sunlight.

Adjoining Occupiers

4.4 Prior to pre-application discussions with officers, the applicant consulted widely with the local community which involved two days of public exhibitions in July 2016. Key messages from the exhibition were also distributed more widely to over 1,000 households and businesses. The applicant also created a website (<http://3-6springplace.co.uk/>) by way of maximising the level of consultation to the local community.

4.5 The application was notified locally with responses received as follows:

<i>Number of letters sent</i>	117
<i>Total number of responses received</i>	13
<i>Number in support</i>	4
<i>Number of objections</i>	9

4.6 A press notice was published in the Ham & High on 20 October 2016 expiring 11 November 2016 and a site notice was displayed on 18 October 2016 until 08 November 2016.

4.7 9 letters of objection have been received from residents from no.7 Spring Place and 25a Ryland Road a summary of which is provided below:

Design and conservation

- The building is too big and bulky for its location which will dominate the skyline in this part of Kentish Town. No amount of surface treatment will disguise the sheer size of this building. If it were reduced by one floor, it might be tolerable.
- The proposed building is out of proportion to the domestic buildings to the south and would dwarf these buildings. The height of the south-west end of the building should be reduced.
- The large metal cladding for part of the building is out of keeping with the character of the neighbourhood.
- The south elevation makes the building appear unattractive and obtrusive.
- The proposed building is grossly oversized and massively intrusive. It would create a most unwelcome precedent for other sites on the fringes of the Inkerman Conservation Area. Its monolithic bulk when viewed from the south-west is out of scale with the majority of neighbouring buildings. No part of the proposed building should be permitted to be higher than 3 storeys.

Daylight and Sunlight

- The building will block daylight and sunlight to a legally unacceptable degree and make the street dark and unattractive for those that use the area regularly. The development falls short of the standards set out in the British Research Establishment's (BRE) Site Layout Planning for Daylight and Sunlight and therefore breaches the Council's policy relating to daylight and sunlight.
- Whilst the Daylight and Sunlight Report identifies two examples of a loss of VSC that are in excess of the 20% permissible margin of reduction it fails to bring the Council's attention to two greater losses of 26.43% and 24.55% for two rooms in 110-114 Grafton Road. *[Officer comment: There are only 2 windows which fail the BRE standard recommendations. These are at 110-114 Grafton Road and are assessed at paragraphs 6.52-6.53 below]*
- The proposal will block off a large amount of natural light to the residents of 7 Spring Place and this will likely be further exacerbated by the harshness of the proposed building materials.

Land Use

- The proposed development is for office, café and event space with no provision for housing. This is not appropriate for a predominantly residential area, especially in light of the need for housing.
- The Neighbourhood Plan strongly supports a mix of residential and commercial accommodation, the proposed development should be required to meet both of these standards.
- If minded to grant the application, I would like officers to explore a condition preventing the owners from converting offices into luxury flats under permitted development.
- The 'Sui Generis' area abuts our block and we would seek assurance that no live or amplified music would be allowed.

Amenity

- The proposed terrace would be directly opposite our block. If this terrace had 24-hour access then I can only imagine the noise environment of local residents from nearby blocks could suffer as they try to sleep.

Transport

- Local residents may also be affected by excess traffic on what has been to date a quiet, residential area.

4.8 4 letters of support have also been received from residents on Raglan Street and Charlton King's Road. A summary of the comments are set out below:

- The new building will provide much needed office space for young creative industries. This application provides high quality purpose built space in an attractive building to replace a tired and nondescript garage which makes very poor use of its site and location. I have no problem with the height and size of the elevations which suit the use and context next to a railway bridge and opposite a council depot. I applaud the use of brick and metal to enliven

the elevations not least the party wall facing south towards the conservation area.

- The applicant has consulted widely and sought to accommodate local concerns. It is a good quality design according to the NPPF to set a benchmark for future schemes nearby. It should not be refused.
- I particularly welcome that this development is for flexible office space and not for high end residential accommodation. The area has had a significant loss of office/business space for small businesses due to the permitted development rights change so this application will help redress that loss. I do not have a problem with the proposed height or scale of the development.

5. POLICIES

- 5.1 The relevant policies that would apply to this proposal are taken from the London Borough of Camden Local Development Framework (Core Strategy and Development Policy documents) as adopted on 8th November 2010, The London Plan 2016 and the NPPF (2012).
- 5.2 The site is located within the Kentish Town Neighbourhood Forum Area which was passed following a referendum on 19th September 2-169 June 2016. As such, the policies within the Kentish Town Neighbourhood Plan are part of the local development framework for this particular site.
- 5.3 Other than the above, the site has no specific policy designations although it immediately abuts the Kentish Town Industrial Area which is located to the immediate north-east of the site.
- 5.4 The following policies will therefore be relevant to this site:

National Planning Policy Framework (2012)

Paragraphs 14, 17, 56-66, 128, 129, and 134.

London Plan (2016)

Policy 3.3 – Increasing housing supply

Policy 3.5 – Quality and Design of Housing Developments

Policy 4.2 – Offices

Policy 4.4 – Managing industrial land and premises

Policy 6.13 – Parking

Policy 7.4 – Local Character

Policy 7.6 – Architecture

Policy 7.8 – Heritage Assets and Archaeology

Local Development Framework

Core Strategy (November 2011)

CS1 – Distribution of growth

CS3 – Other highly accessible areas

CS5 – Managing the impact of growth and development

CS8 – Promoting a successful and inclusive Camden economy;

CS11 – Promoting sustainable and efficient travel

- CS13 – Tackling climate change through promoting higher environmental standards
- CS14 – Promoting high quality places and conserving our heritage
- CS17 – Making Camden a safer place
- CS18 – Dealing with our waste and encouraging recycling
- CS19 – Delivering and monitoring the Core Strategy

Development Policies (November 2011)

- DP1 – Mixed use development
- DP13 – Employment sites and premises
- DP16 – Transport implications of development
- DP17 – Walking, cycling and public transport
- DP18 – Parking standards and limiting the availability of car parking
- DP20 – Movement of goods and materials
- DP21 – Development connecting to the highway network
- DP22 – Promoting Sustainable design and construction
- DP23 - Water
- DP24 – Securing high quality design
- DP25 – Conserving Camden's heritage
- DP26 – Managing the impact of development on occupiers and neighbours
- DP27 – Basements and Lightwells
- DP30 – Shopfronts

Supplementary Guidance

- CPG 1 – Design (2014)
- CPG 2 – Housing (2015)
- CPG4 – Basements and Lightwells
- CPG 5 – Town centres, Retail and Employment (2013) – Section 7
- CPG 6 – Amenity (2011)

Kentish Town Neighbourhood Plan Policies

Policy SW1 – Supporting Small Business

To promote small business, KTNF supports the retention and increase of floorspace for the use of small businesses.

Policy D3 – Design Principles

Applications for the development of new and the redevelopment of existing buildings (which may include demolition, alteration, extension or refurbishment) will be supported where they meet the following criteria:

- a) Proposals must be based on a comprehensive understanding of the site and its context;
- b) Proposals must be well integrated into the surroundings and reinforce and enhance local character, in line with paragraph 64 of the NPPF;
- c) Proposals must identify and draw upon key aspects of character, or design cues from the surrounding area. Appropriate design cues include grain, building form (shape), scale, height and massing, alignment, modulation, architectural detailing, materials, public realm and boundary treatments;

- d) Design innovation will be encouraged and supported where appropriate;
- e) Design proposals must be of the highest quality and sustainable, using materials that complement the existing palette of materials in the surrounding buildings;
- f) Proposals must enhance accessibility in buildings by taking into account barriers experienced by different user groups.

Policy CC1 – Pre-application consultation

Applicants proposing major developments that include 10 (or more) dwellings or 1,000 square metres of floorspace are strongly encouraged to actively engage in consultation with KTNF and the wider community, including hard to reach groups and groups with protected characteristics, as part of the design process prior to any planning application being submitted.

Policy SP2 – Kentish Town Potential Development Area (KTPDA) – immediately to south-east of site

The Neighbourhood Plan recognises the potential of the KTPDA within the KTNP Area, identified on Map 9 for a mixed use development whilst retaining, and where possible increasing, the level of industrial floorspace and employment opportunities including the growth of small and start-up businesses, in the event of the submission draft Local Plan being found sound following Examination. This may require the preparation of a Development Framework for the whole area.

The site is not allocated for development within the KTNP Area but the site directly opposite is allocated (The Veolia Council Depot Site) (Policy SSP6). It is allocated for a mainly residential-led mixed use scheme, including active frontages along Holmes Road and Spring Place. It shall include:

- Retention of existing employment space by creating new work space for the creative sector;
- Community facilities;
- On site cycle parking;
- Enhanced public realm;
- Pedestrian and cycle access to Regis Road.

6. ASSESSMENT

6.1 The main issues to consider in this case are as follows:

- Land Use;
- Design and conservation;
- Neighbouring amenity;
- Highways and transportation;
- Basement;
- Energy & Sustainability;
- Biodiversity;
- Noise;
- Contaminated land; and

- Planning obligations / Section 106.

Land Use

Loss of B2 Use

- 6.2 Core Strategy Policy CS8 states that the Council will safeguard existing employment sites and premises in the Borough that meet the needs of modern industry and other employers. Redevelopment of this employment site will need to demonstrate how this improves on the current situation by providing flexible space which benefits Camden's economy and helps meet the varied employment needs, skills and qualifications of Camden's workforce. Policy 4.4 of the London Plan stresses the need for a "rigorous approach to industrial land management" to provide a "sufficient stock of land and premises to meet the future needs for industrial and related uses, including good quality and affordable space".
- 6.3 Policy DP13 of Camden's Development Policies seeks to ensure that "sufficient sites are retained to enable a variety of commercial and industrial businesses to find premises and continue to operate". As the site would be retained in a business related use, the requirement for a marketing exercise as set out in paragraph 13.5 and 7.18 of CPG5 would not be triggered.
- 6.4 Further to this, paragraph 7.8 of CPG5 states that "Camden has a very restricted supply of sites and premises suitable for light industrial, storage and distribution uses. This means that there is a high level of demand for the remaining sites and that the majority of sites are well occupied and able to secure relatively high rents as long as they have good access and separation from conflicting premises."
- 6.5 In light of this policy context, the applicant has submitted a 'Viability & Suitability of Use Report' by way of demonstrating the suitability of the continued operation of a B2 use on site. In doing so, the applicant has assessed the site against the criteria as set out in paragraphs 13.3 and 13.4 of policy DP13. Further to this, the applicant has also assessed the site against the criteria set out within paragraphs 7.10 and 7.11 of CPG5 that help to determine whether the existing site is Category 1 (best) to Category 3 (worst). The applicant has concluded that the existing space falls into Category 3 for the following reasons:
- 24-hour operation is difficult due to the surrounding residential premises;
 - It is not purpose built accommodation;
 - Servicing and delivery from large vehicles is difficult due to their potential to block relatively narrow residential streets that lead to the site;
 - Natural light is limited;
 - The site is in a mixed/ residential location and not within an allocated industrial location;
 - The site is about to become vacant and it would be difficult to find another B2 operator. The current building is dilapidated and would need significant investment to bring it to a good standard.

- 6.6 With regards to the impending departure of the current tenant, Addison Lee, the applicant makes the case that *“Addison Lee are due to vacate the Site in January 2017, relocating to a larger and fit-for-purpose facility elsewhere in Hayes, near Heathrow.”* This, it is argued, is due to the condition of the existing premises which suffers from damp across the site, the requirement to seal the arches from future damp problems, together with structural works required to the arches and other parts of the site that have fallen into disrepair over time which includes the facades, doors and roofs. Further to this, it is considered difficult to provide the appropriate loading and parking facilities associated with a traditional B2 use due to its location and constrained access.
- 6.7 Whilst officers agree that there are elements to the site which detract from its quality, it is considered that the space should be categorised in between 2-3. This is due to the site benefitting from good floor-to-ceiling heights and wide openings for access. However, the surrounding sensitive uses and relatively restricted access to the site by virtue of the relatively narrow residential streets contribute to the site’s low score. The sensitive nature of the site has been made more prevalent by recent permissions which have seen residential uses granted in close vicinity to the site at 104 Grafton Road (LPA Ref. 2015/1837/P), in particular. It is therefore considered that once the existing tenant departs from the site, the existing facility does not have the requisite features that would make it attractive to a traditional B2 user.
- 6.8 It is therefore considered that in light of the shortfalls of the existing facility and its impending vacancy, the loss of the existing B2 use can be considered acceptable subject to the replacement use maintaining the level of employment floorspace and providing other priority uses on site in accordance with policy DP13.

Creation of B1 use

- 6.9 Policy DP1 states that *“the Council will require a mix of uses in development where appropriate in all parts of the borough, including a contribution towards the supply of housing.”*
- 6.10 In assessing the suitability of the mix of uses, policy DP1 provides a set of considerations to help determine the appropriate mix of uses on any given site. Further to this, paragraph 1.24 of policy DP1 states that:
- “The Council recognises that where it seeks other planning benefits from a development or seeks to meet other planning objectives, this may limit the potential of a site to provide a mix of uses generally, or housing in particular. Examples may include the requirement to contribute to funding for transport infrastructure, or the need to prioritise uses such as business, shopping, education, healthcare or research in certain parts of Central London.”*
- 6.11 The proposal will not only maintain a business use on the site but would lead to a very significant uplift in employment floorspace (uplift of circa 1,500sqm), which is high quality, a significant proportion of which is affordable, and can meet the needs of a diverse range of business types in accordance with paragraph 13.6 of policy DP13 and Camden’s wider planning objectives. The floorspace proposed is geared directly towards new businesses, small and medium sized enterprises (SMEs) and

creative businesses in line with policy DP13. Discussion on how this will be provided is set out in paragraphs 6.15 & 6.16 below.

- 6.12 Camden's latest Annual Monitoring Report (2014/2015) states that since the new permitted development right was introduced the Council has granted 115 prior approval applications, totalling 66,692sqm of office floorspace to residential (see planning history). This application seeks to re-introduce circa 3,400sqm of B1 floorspace back into Camden, through one site, which is welcomed by officers in light of the evidence above. Further to this, the number of job opportunities that could be generated as a result of the proposal rises from 40 currently, to over 600 as a result of the proposal, representing a 1500% increase. This is considered a significant benefit.
- 6.13 The proposal will provide space for small and medium sized enterprises (SMEs), rather than large corporate business, in line with Core Strategy policy CS8. Large businesses contribute strongly to the business community within the facility and can allow providers to offer lower rents/memberships to smaller, less well established businesses. However, a large proportion of Camden's businesses are small, with 83% employing less than nine people and a further 14% employing between 10 and 49 employees (97% employing less than 50 people). 99% of Camden's growth sector businesses are SMEs. Premises suitable for SMEs are under pressure from rising residential land values and housing demand/targets, limited land availability and permitted development rights. Officers therefore welcome the provision of a significant amount of floorspace that is catered directly towards Camden's small businesses.
- 6.14 The benefits provided by the proposed use, including a large re-provision of B1 space that has been subject to loss in recent years; the inclusion of a proportion of affordable workspace; and its target market being small and medium sized enterprises directly in line with policy CS8 is considered strong justification for the proposed office use. This is considered suitable justification, together with the site being located outside of any designated centre where there are prescribed targets for inclusion of residential use, for proposing high quality office space as the predominant use.
- 6.15 It is therefore considered that the proposed change of use from B2 to B1 is considered acceptable by virtue of the fact that the level of employment floorspace is both retained and considerably improved. The proposal to introduce a significant uplift in employment floorspace (both in terms of floorspace and job opportunities) that is geared towards new businesses, small and medium sized enterprises (SMEs) and creative businesses is considered a significant benefit to the scheme which re-introduces a high quality use into the borough which has been subject to a significant amount of loss in recent years through the prior approval process. The proposal is therefore considered to comply with policies CS8, DP1 and DP13 of Camden's Local Development Framework.

Affordable floorspace

- 6.16 Policy CS8 of Camden's Local Development Framework states that the Council will secure a strong economy in Camden and seeks to ensure that no one is excluded from its success. In support of this aim, the Council will expect a mix of

employment facilities types, including the provision of facilities suitable for small and medium sized enterprises, such as managed, affordable workspace.

6.17 Commercial rents in Camden, as in other central London locations, are high and rising and vacancy/availability levels are low. Whilst the number of flexible workspace facilities suitable for SMEs in Camden has been rising, the cost of these facilities has also been increasing. Officers have therefore been in lengthy discussions with the applicant to secure a degree of affordability of the proposed floorspace. Officers have agreed that 20% or 12 desks (whichever is greatest) of the proposed hot desk spaces will be made available at 50% of the market rent which is considered acceptable. A clause that secures this level of affordability will be secured through the Section 106 legal agreement. In this regard the proposal is considered to comply with policies CS8 and DP13 of Camden's Local Development Framework. The following Section 106 clauses will also be secured through the Section 106 legal agreement.

- The applicant is required to work to a target of 20% local recruitment.
- The applicant should advertise all construction vacancies and work placement opportunities exclusively with the Kings Cross Construction Skills Centre for a period of 1 week before marketing more widely.
- The applicant should provide a specified number (to be agreed) of construction work placement opportunities of not less than 2 weeks each, to be undertaken over the course of the development, to be recruited through the Council's Kings Cross Construction Skills Centre. **OR** x number of work experience placements at Fora (property management company associated with Spring Place Ltd) following the completion of the building. Work experience placements can be organised through the council's Economic Development service.
- If the build costs of the scheme exceed 3 million the applicant must recruit 1 **construction apprentice** per £3million of build costs, and pay the council a support fee of £1,500 per apprentice as per clause 8.25 of CPG8. Recruitment of construction apprentices should be conducted through the Council's Kings Cross Construction Skills Centre.
- If the value of the scheme exceeds £1million, the applicant must also sign up to the Camden **Local Procurement Code**, as per section 8.3 of CPG8
- The applicant provide a local employment, skills and local supply plan setting out their plan for delivering the above requirements in advance of commencing on site.
- In line with CPG8 clause 8.32, the applicant is required to pay a contribution of **£72,038** to support the provision of training and employment advice to local residents and to support local procurement initiatives in Camden. This contribution is calculated as follows:

2,684sqm [Net increase in office floorspace] / 12sqm [space requirement per full time employee] = 224 full time jobs created.

224 [Full time jobs created] x 23% [%of Camden residents in the workforce] x 35 [% of employees requiring training] x £3,995 [£ per employee requiring training] = £72,037.84

Café/Event space

- 6.18 The proposal seeks to include 125sqm of A3 floorspace by way of providing a Café to the users of the existing building. By virtue of its limited size, it is not considered appropriate to apply the sequential test (as set out within paragraph 24 of the NPPF) and as it directly serves the users of the proposed building it is not considered the type of facility that will attract customers away from the Kentish Town Centre (some 400m away). As such, subject to its acceptability in terms of its impact on the surrounding sensitive uses, it is considered appropriate in land use terms.
- 6.19 The proposed event space will also serve the users of the proposed building and measure approximately 205sqm. It will be used to hold various functions including lectures, presentations and exhibitions for users of the building. A condition is recommended to ensure that the use of this space is restricted to these particular uses. This is to protect the amenities of local residents.

Design and conservation

Layout

- 6.20 The main frontage of the proposed building faces Spring Place, providing a more active frontage along this section of Spring Place than the existing use. In response to comments from the Design Review Panel a secondary entrance is provided on Grafton Rd in the form of a landscaped courtyard which has the potential for public use in the day time adding activity to this currently dead section of the street frontage. The building on Spring Place is set back from the railway viaduct forming an internal outdoor space allowing for the appreciation of the railway arches which is welcome.

Proposed height and massing

- 6.21 The proposed height of the building is predominantly ground + 5 storeys. The massing of the building has been informed by the relationship of the building to the geometry and rhythm of the railway arches creating a saw tooth and faceted roof profile.
- 6.22 It is considered that the massing of the proposal is considered appropriate by virtue of its considered relationship with the site's surroundings.

Architectural detail

- 6.23 The design approach taken is premised on expressing a sense of craft and robustness through the detailing of the building in response to the context of the site and its industrial history.
- 6.24 The building comprises two main materials; brick and metal. The brick on the southern façade relates to the Victorian railway arches and the Inkerman Conservation Area and the metal to the industrial character and heritage of the area.
- 6.25 Profiled brickwork defines the base of the building and provides texture and visual interest at eye level. This is topped with a band of brick laid in soldier course adding to patterning of the brick work and visual interest of the base. The southern flank wall is provided with visual interest through texture and pattern with a perforated brick screen to window openings on the south eastern corner. This is considered a welcome amendment following the comments provided through the Design Review Panel process and comments from officers through the determination of this application.
- 6.26 The metal work of the facades comprises bronze coloured metal panels with extruded fins. In addition to the fins themselves texture is added to the metal facades with the interval between the fins narrowing between the base of the building and the top. The fins are also integrated with the window openings to provide continuity of the textured pattern of the fins across the surface of the façade.
- 6.27 Large window openings at the base of the building echo the large openings of the existing structure and also provide added surveillance and a sense of security to this end of Spring Place.

Impact on Heritage Assets

- 6.28 Although the proposed building will have much greater massing and bulk than that of the existing and those to the immediate south and within the conservation area; it is seen to respond to the railway arches to the west, No.7 Spring Place to the north and the taller building opposite/to the east and no.102 Grafton Road. It is however seen to cause minimal harm to the setting of the designated heritage asset (Conservation Area) despite the change of character and proportions of the existing building.
- 6.29 The proposed southern elevation, facing the conservation area has now been amended and the large expanse of glazing has been removed. Now proposed is one vertical panel of perforated brick with glazed panels behind. This is considered to help reduce the overall mass and bulk of this building from views within the conservation area; the perforated detailing and choice of brick will soften this elevation and give it some interest rather than finishing it with no detail. It retains a level of utilitarian and industrial character seen in the existing building upon this site and references its past use whilst it also references the change of character that the new uses will bring to the site.
- 6.30 Although some harm to the setting of the Inkerman Conservation Area is identified here due to the large bulk of the proposed building, this is less than substantial

harm to the asset as a whole. In addition, the detailing now proposed is seen to reduce such harm still further, as is high quality design, palette of materials, interest and texture created. The public benefits brought by the scheme outweigh such harm; as per paragraph 134 of the NPPF.

Views – taken from the visuals within Section 7 of the Design & Access Statement

View 1

- 6.31 Existing: This view is taken from the junction of Holmes Rd and Willes Rd on the northern edge of the Inkerman Conservation Area.
- 6.32 The existing part-1 part-2 storey 102 Grafton Rd is visible in the mid ground, with 3-6 Spring Place beyond. The 7 storey residential building is visible on the opposite side of the railway viaduct. The existing Council's Holmes Rd depot is also visible to the right of the image.
- 6.33 Proposed: The proposed image demonstrates how the scale of the building relates to the 7 storey residential building on Spring Place and how the brick flank wall relates to the conservation area.
- 6.34 The perforated brick screen on the flank wall provides texture and visual interest on the south eastern corner.
- 6.35 Conservation Area impact – less than substantial harm caused by the change in bulk and massing. The proposed elevational treatment with perforated brickwork helps reduce such harm and create a high quality design response to its context and maintain an industrial character in reference to the past use of the site.

View 2

- 6.36 Existing: This view is taken from the south western side of Grafton Rd looking in a northerly direction towards the site. The view lies in the Inkerman Conservation Area.
- 6.37 Proposed: A metal portion of the building is visible but not prominent in this view. The built form and materials are considered to relate well to their immediate context.
- 6.38 Conservation Area impact – less than substantial harm caused by the change in bulk and massing. The proposed building is seen in longer views out of the conservation area and beyond traditional three storey terraces; however the proposed building sits much lower and seems much more in scale due to its distance within the background. The metal cladding helps relate it to the industrial character within its context and adjacent the railway.

View 3

- 6.39 Existing: This view is taken from the south side of Warden Rd close to its junction with Grafton Rd looking towards the railway viaduct which runs through the site.

- 6.40 Proposed: The metal clad western and southern elevations are visible in the proposed view. The proposed courtyard space and secondary entrance is visible to the middle of the image.
- 6.41 Conservation Area impact – no harm caused. Minimal views towards the conservation area from this location, the brick railway bridge blocks views towards the terraces. The proposed bulk and height will sit adjacent and beyond the railway bridge and the existing Star House, maintaining the existing character opposite the locally listed former pub.

View 4

- 6.42 Existing: This view is taken looking south along Spring Place to the north of the railway viaduct. The mixed character of the townscape is apparent in this view.
- 6.43 Proposed: The metal clad northern elevation is visible above the viaduct. The proposed building is considered to add another layer of visual interest while providing particular resonance with the industrial character of this view.
- 6.44 Conservation Area impact – no harm caused. Minimal views towards the conservation area from this location, the brick railway bridge blocks views towards the terraces.

Design and heritage conclusions

- 6.45 On account of the limited architectural merit of the existing building there is no objection to its demolition.
- 6.46 The proposed building is considered to provide a high quality architectural design which responds positively to its local context.

Neighbouring amenity

- 6.47 Policy CS5 seeks to protect the amenity of Camden's residents by ensuring the impact of development is fully considered. Furthermore, Policy DP26 seeks to ensure that development protects the quality of life of occupiers and neighbours by only granting permission to development that would not harm the amenity of neighbouring residents. This includes privacy, outlook and implications on daylight and sunlight.

Daylight

- 6.48 The applicant has undertaken a daylight and sunlight assessment for the proposed development which considers the impact of the proposals on the surrounding buildings.
- 6.49 In regard to daylight, the applicant has used Vertical Sky Component (VSC) to test levels of daylight. If the VSC is greater than 27% then enough daylight should be received by the windows. Should windows fail the 27% level it is acceptable to have a reduction from the existing level of daylight to no less than 80% its former value (a ratio reduction of 0.8).

- 6.50 The VSC does not include reflected light, either from the ground or from other buildings. It also does not take into account other factors such as whether there is light from secondary windows and rooms/units that are dual aspect. The BRE guidance is clear in that only windows that serve habitable space should be assessed such as living rooms, kitchens (where there is a dining function), and bedrooms. Ancillary circulation space and toilets/bathrooms do not need to be included.
- 6.51 The daylight & sunlight report submitted in support of this application identifies that a total of 5 windows fail the BRE guidance across the second and third floor levels of 110-114 Grafton Road. In reviewing these failures, officers note that 3 of the 5 failures at second floor level serve dual aspect units and are therefore served by additional windows that are not significantly impacted upon by the proposal.
- 6.52 With regards to the other two failures at third floor level officers have not been able to gain access to the third floor units to ascertain the layout. However, given the marginal failures of these windows (78.17% & 76.29% of former value), it is considered that the proposal is acceptable on balance in daylight terms.
- 6.53 On balance, officers consider that the proposal is acceptable despite the marginal failures to two windows as identified above.

Need to address the two other reductions in VSC referred to in the consultations section –i.e. “two greater losses of 26.43% and 24.55% for two rooms in 110-114 Grafton Road” and explain why these are not an issue. – SEE ABOVE

Sunlight

- 6.54 The BRE Guidelines require that all windows within 90 degrees of due south should be considered. The recommended numerical values set out within the BRE Guidelines are for a window to achieve Annual Probable Sunlight Hours (APSH) of 25%, including at least 5% during the winter months or where the difference in the APSH is more than 4% between the existing and proposed both the total APSH and those enjoyed within the winter months are more than 0.8 times the existing values. The guidelines however also state that bedrooms are less important than living rooms.
- 6.55 It is noted that one window, of a dual aspect unit, fails the recommended BRE guidelines with regards to access to sunlight (window at second floor level of no.7 Spring Place serving a living room). The Winter APSH for this room falls from 5% to 2%, although summer sunlight is relatively unaffected falling from 34% to 32%. Given that this is a well lit dual aspect room and the bedroom of the same apartment still meets the relevant sunlight tests it is considered that on balance the proposal is acceptable in this regard.

Privacy

- 6.56 The proposal features two terraced areas at second floor level to the north-eastern and south-western corners of the site. The terrace on the north-eastern corner of the site will be some 27m from the nearest residential window and is therefore not considered to significantly impact upon the privacy of any adjoining residential

occupiers. A condition has however been attached to the permission to limit the hours in which the terrace can be used to protect the amenities of the neighbouring occupiers.

- 6.57 With regards to the terrace on the south-western corner of the site, the terrace will be approximately 15m away from the nearest residential windows at no.104 Grafton Road which were recently converted to residential use as part of the prior approval process in 2015 (LPA Ref. 2015/1837/P). As such, a condition has been attached to the permission requiring a 1.8m privacy screen to be erected to prevent overlooking possibilities from this area. The condition on hours of use of the terrace will also apply here.
- 6.58 The western elevation is approximately 13m away from the nearest residential windows of 110-114 Grafton Road. In response to officers concerns, the applicant has amended the western elevation of the building to incorporate an element of obscure glazing. A condition is recommended to be attached to any grant of permission to ensure that the windows are obscured to prevent the opportunity for overlooking.

Outlook

- 6.59 With regards to outlook, the most affected properties are those identified within the daylight & sunlight report (7 Spring Place and 110-114 Grafton Road). As identified, in the section assessing daylight, these rooms are dual aspect. The main living areas are served by two windows with good levels of outlook at second and third floor level. It is not considered that the increase in height of the proposal will have an unacceptable impact on the outlook of these units. The proposal is therefore considered acceptable in this regard.

Noise

- 6.60 A dedicated external plant enclosure is shown as proposed on the ground floor plan at the north-west corner of the site. The most noise sensitive units are located within no.7 Spring Place and no.110-114 Grafton Road. However, it is clear from the submitted documentation that mechanical plant has not been designed or specified for the development at this stage.
- 6.61 The submitted acoustics report makes reference to appropriate guideline noise limits both internally and externally which are considered acceptable by officers. Appropriately worded conditions are recommended to ensure that the amenity of adjacent occupiers are protected. Details of all of all external plant work will be required prior to the relevant stage of the development. As such, it is considered that the proposal complies with policies CS5 and DP26 of Camden's Local Development Framework.

- 6.62 Noise

A short section here to address the A3 use and whether any controls are required. Also is there any plant to condition? – SEE ABOVE

Highways and transportation

Car Parking and Servicing

- 6.63 The site is located within the West Kentish Town: Inner (CA-L) controlled parking zone and has a PTAL rating of 5 (Very Good). This means that the site is easily accessible by public transport. CS11, DP18 and DP19 require developments in such locations to be car free.
- 6.64 The proposal would provide a car free development with no general parking spaces on the site. This is welcomed and will help to minimise the impact of the development on the local area.
- 6.65 In order to meet the requirement to provide adequate access for disabled employees, the proposal would include the provision of 1 disabled parking space. Unfortunately due to the restricted nature of the development it is not possible to provide this on site, however this development will render 4 crossovers redundant and can be removed. This will allow more than adequate space to provide the single space required to meet Camden standards without having a detrimental effect on the public highways or adding additional pressure on the CPZ.
- 6.66 Deliveries and servicing will continue to take place from the single yellow lines along Spring Place, in front of the development, as per the existing situation. To assist the delivery and servicing operation, a loading bay has been proposed by the applicant on Spring Place adjacent to the site. This will be subject to consultation, but is deemed in principal acceptable. A single loading bay is felt sufficient provision for a site of this size and with the additional space being provided by the removal of 4 crossovers it is not projected to have a detrimental impact on the local highway.

Travel Plan

- 6.67 It is appreciated that the applicant has provided a framework Travel Plan (TP) to support this planning application. Travel Plans are an important tool and aim to promote the use of sustainable modes of transport through a range of soft measures, as well as highlighting the benefits of travelling by modes other than the private car.
- 6.68 Camden would require a strategic level Travel Plan to satisfy DP16 and Camden Planning Guidance; specifically CPG7 (Transport); this includes references to TfL and DfT guidance. The Travel Plan would need to be secured by a Section 106 planning obligation if planning permission is granted.
- 6.69 A financial contribution of £6,020 would need to be secured to cover the costs of monitoring and reviewing the travel plan over a 5 year period. This would also need to be secured by a Section 106 planning obligation if planning permission is granted.

Cycle Parking

- 6.70 DP18 requires developments to sufficiently provide for the needs of cyclists. Camden's minimum cycle parking standards are contained in Appendix 2 of the Camden Development Policies document. The London Plan also provides

guidance on minimum cycle parking standards and these are outlined in Table 6.3 of the London Plan. It is worth noting that we assess cycle parking requirements against the minimum requirements using the London Plan as this is more up to date and has superseded our own requirements.

- 6.71 It is proposed to provide 68 secure and covered staff cycle parking spaces, in excess of the London Plan standards for B1 Office use which requires a minimum of 54 (for 4,825m² of office use). Staff cycle parking is located in the basement which is accessible step free via two lifts from ground floor level. In addition, the proposals are to provide 16 cycle parking spaces (eight Sheffield stands) on Grafton Road to accommodate visitors as required by the London Plan standards.
- 6.72 It must be noted that the visitor cycle parking cannot be guaranteed to be placed on Grafton Road and will be subject to further consultation and design requirements. However, due to the restricted nature of the site and the ample space on Grafton Road this is considered to be a reasonable location for visitor parking to be located. The cost of these works will be included in the required highways contribution.

Management of Construction Impacts on the Public Highway

- 6.73 The site's location presents significant challenges to the construction, as it is intertwined with Network rail property and has a railway bridge running through the development site. The proposal would involve a significant amount of demolition, excavation and construction works. This will create a significant number of construction vehicle movements during the overall construction period. The proposed works could therefore have a significant impact on the operation of the public highway in the local area if not managed effectively.
- 6.74 A preliminary construction management plan (CMP) has been submitted in support of the planning application. This provides useful information to describe the proposed works and how they would be undertaken. It also provides useful information to describe how the impacts associated with the construction period would be mitigated. It lacks detail but is a good example of what we are looking for at this stage in the process.
- 6.75 The Council needs to ensure that the development can be implemented without being detrimental to amenity or the safe and efficient operation of the highway network in the local area. Therefore, a CMP will be secured as a Section 106 planning obligation. This would provide a mechanism to manage/mitigate the impacts which the proposed development would have on the local area. The CMP would need to be approved by the Council prior to works commencing on site.
- 6.76 A CMP Implementation Support Contribution of £7,620 will also be secured as a Section 106 planning obligation.

Highway and Public Realm Improvements

- 6.77 The summary page of Development Policy DP21 states that 'The Council will expect works affecting Highways to repair any construction damage to transport infrastructure or landscaping and reinstate all affected transport network links and road and footway surfaces following development'.

- 6.78 It has also been proposed to improve the footway along Spring Place to create additional footway outside of the new site, these plans in principal appear acceptable. Officers will also need to investigate where a disabled parking bay and service bay can be accommodated along Spring Place, the cost of which will need to be covered as part of a Highways Contribution.
- 6.79 A financial contribution for highway works will therefore need to be secured as a Section 106 planning obligation. This would allow the proposal to comply with Development Policy DP21. An estimate has been submitted to our Highways team and will form part of the Section 106.

Basement

- 6.80 The application proposes to construct an extension at basement level under the footprint of the building to the east of the rail line to a depth of 3.8m. This area will cover approximately 452sqm and will accommodate the cycle store as well as plant equipment and services.
- 6.81 Policy DP27 and planning guidance CPG4 state that developers will be required to demonstrate, with methodologies appropriate to the site, that schemes do not interfere unreasonably with underground water flows; maintain the structural stability of the land, existing building and neighbouring properties; and do not contribute to localised surface water flow or flooding.
- 6.82 A Basement Impact Assessment was submitted by the applicant and has been audited by a third party company, Campbell Reith. In the conclusions, the audit notes the following:
- There is a very low risk of groundwater flooding at the site or impact to the wider hydrogeological environment;
 - The site is at low risk of surface water flooding and it is unsuitable for soakaway SUDS.
 - Long term groundwater monitoring, combined with additional site investigation, is recommended prior to construction to assess potential perched water inflows from Made Ground during construction. – This can be assessed as part of the Party Wall process.
 - All works affecting Network Rail assets are to be undertaken in consultation with Network Rail.
 - It is accepted that there are no land or structural stability issues relating to the proposed development.
 - Assuming that the works proceed in accordance with the recommendations presented, the criteria contained in CPG4 and DP27 have been met.
- 6.83 In light of these conclusions it is considered that the applicant has taken the appropriate steps and measures to ensure that the basement level can be constructed without adverse impacts to the surrounding environment. A condition

has been attached to the decision notice which requires that works are to be carried out by a qualified engineer. As a result, it is considered that the proposal accords with policies CS5, DP26 and DP27 of Camden's Local Development Framework.

Energy & Sustainability

Sustainability

- 6.84 The Sustainability Assessment submitted in support of the application demonstrates that an 'Excellent' BREEAM rating is achievable for the scheme, with an overall Credit score of 76.78% being sought in accordance with policy DP22.
- 6.85 Water consumption shall be reduced in line with best practice identified within BREEAM and other guidance. Over 60% of the Credits within the Water Category of BREEAM NC 2014 will be achieved, as detailed within the BREEAM Design Stage Credit Tracker.
- 6.86 A green roof is also proposed in accordance with policy to help regulate temperature as well as provide rainwater run-off reduction and biodiversity benefits.
- 6.87 In terms of building fabric and services design, the scheme has been designed to incorporate an appropriate level of glazing to provide natural daylighting to the occupied spaces without yielding excessive overheating.
- 6.88 The policy requirement that at least 60% of the available Credits are achieved in the Energy category, 40% in the Materials category and 60% in the Water category has been addressed and satisfied.

Energy

- 6.89 The cumulative effect of the final measures implemented in accordance with the GLA's Energy Hierarchy achieve a total CO₂ emissions reduction of 16.5% below the baseline emission rate in accordance with Building Regulations Part L 2013. Whilst this falls short of the GLA's target of a 35% reduction in regulated carbon dioxide emissions, the applicant has undertaken a full analysis of building fabric options (including U-value selections and air tightness performance) for the building. This analysis demonstrates that improved U-values or air tightness are counterproductive in energy terms in a highly serviced building such as that proposed, where energy demand is dominated by cooling energy use. Officers therefore consider that the shortfall in the carbon dioxide emissions of the proposed building is considered acceptable.
- 6.90 The applicant proposes to accommodate 40 PV panels (with a total effective panel area of 64 m²). The panels would be inclined and at 15° around the perimeter of the array and 30° at the centre of the array to maximise the yield from the system whilst minimising disruption of the overall massing from the street. Air source heat pump (VRF) heating and cooling is also proposed which is considered appropriate. Appropriately worded conditions have been added to the decision notice to ensure that the proposed measures are implemented.

SUDS

- 6.91 The Surface Water Drainage Report submitted in support of this application has demonstrated that due to the size and nature of the site, and as well as the ground conditions, the most appropriate means of run-off reduction is a control diameter no smaller than 100mm (to conform to CIRIA guidance, and Thames Water approval).
- 6.92 This achieves a 10 l/s discharge rate, a 67% betterment of the pre-development peak 1 in 1-year rate, an 86% betterment of the pre-development peak 1 in 30-year rate, and an 89% betterment of the pre-development peak 1 in 100-year rate.
- 6.93 As the surface water is restricted, attenuation will be provided in the form of below ground cellular storage for all storm events up to and including the 1 in 100-year (Inc. climate change), with a required attenuation volume of 70m.
- 6.94 In light of the information provided above it is considered that, in energy and sustainability terms, the scheme is considered acceptable and compliant with policies CS5, CS13, CS16, DP22, DP23, and DP32 of Camden's Local Development Framework.

Air Quality

- 6.95 An Air Quality Assessment submitted in support of the application has identified that there is a Low Risk of dust soiling impacts and a Medium Risk of increases in particulate matter concentrations due to construction activities. Through good site practice and the implementation of suitable mitigation measures, the effect of dust and particulate releases would be significantly reduced. The residual effects due to dust and particulates generated by construction activities on air quality are not significant. The residual effects due to emissions to air from construction vehicles and plant on local air quality are not significant.
- 6.96 The proposed development is considered air quality neutral. In that respect the proposal complies with policies CS5 and DP26 of Camden's Local Development Framework.

Ecology

- 6.97 The railway, which runs directly through the site, is identified in the Local Plan as a missing link in a strategic wildlife corridor. It is a policy requirement to help fill this missing link with significant biodiversity enhancements. The applicant has proposed a green roof which is welcomed by officers. This will be conditioned so as to form a biodiverse living roof that will seek to maximise biodiversity. .
- 6.98 The green roof together with proposed landscaping and other wildlife supporting features such as bird and bat boxes, the detail of which will be secured by condition, are considered to satisfactorily address policies CS14, CS15, CS16, DP22, DP23, DP24, and DP32 of Camden's Local Development Framework.

Contaminated land

- 6.99 The application site is within a site of potential contaminated land. As such a condition has been attached to the permission which requires a written programme

of ground investigation of soil and groundwater contamination and landfill gas to be submitted and approved by the Council. A further investigation shall be carried out in accordance with the approved programme and the results and a written scheme of remediation measures, if necessary, shall be submitted to and approved by the local planning authority.

6.100 As a result the proposal is considered to comply with policies CS5 and D26 of Camden's Local Development Framework.

7. CONCLUSION

7.1 The proposal seeks to provide a significant uplift in employment floorspace of the type that is a priority within Camden's Local Development Framework. The co-working floorspace is aimed towards new businesses, small and medium sized enterprises (SMEs) and creative businesses and has the ability to provide over 600 job opportunities representing a 1500% increase on the current levels of 40. A significant proportion of affordability is offered which is welcomed by officers which will be secured by way of a Section 106 legal agreement.

7.2 The proposed building is considered to provide a high quality architectural design which responds positively to its local context both in terms of its standalone design and its impact on the surrounding heritage assets. The amenity impacts of the proposal have been kept to a minimum and appropriate measures have been put in place to ensure that this remains the case.

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

- Construction Management Plan (CMP);
- A financial contribution of £7,620 for CMP monitoring;
- A Workplace Travel Plan (TP) for the development;
- A financial contribution of £6,020 for monitoring and reviewing the Travel Plans for a period of 5 years;
- A financial contribution to cover the cost of public highway and public realm improvement works – amount to be confirmed;
- A fully car free development;
- Sustainability Plan;
- Energy Efficiency & Renewable Energy Plan;
- £47,088 for carbon offset contributions;
- The applicant is required to work to a target of 20% local recruitment.
- The applicant should advertise all construction vacancies and work placement opportunities exclusively with the Kings Cross Construction Skills Centre for a period of 1 week before marketing more widely;
- Construction work placement opportunities;
- 1 construction apprentice per £3million of build costs, and support fee of £1,500 per apprentice.
- Camden Local Procurement Code;
- Local employment, skills and local supply Plan;
- Contribution of £72,038 for training and employment advice to local residents and to support local procurement initiatives in Camden.

8. LEGAL COMMENTS

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

Condition(s) and Reason(s):

- 1 The development hereby permitted must be begun not later than the end of three years from the date of this permission.

Reason: In order to comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans:

(Prefix: 13498-A-)L00-01-100; L00-01-101; L00-02-102; E1-01-200; LXX-01-300; L06-03-002; L-1-00-099; L00-00-100; L01-00-101; L02-00-102; L03-00-103; L04-00-104; L05-00-105; L06-00-106; E1-04-151; S1-04-153; SW1-04-155; W1-04-152; LXX-05-112; LXX-05-113; LXX-05-116; LXX-05-117; LXX-05-118; LXX-05-119.

Cover Letter prepared by DP9 Ltd dated 16 September 2016; Design & Access Statement prepared by Piercy&Company dated September 2016; Daylight & Sunlight Report prepared by Lumina London dated September 2016; Draft Construction Management Plan prepared by Arcadis dated September 2016; Preliminary Ecology Assessment prepared by Peak Ecology dated September 2016; Noise & Vibration Assessment prepared by Scotch & Partners dated September 2016; Planning Statement prepared by DP9 Ltd dated September 2016; Statement of Community Involvement prepared by London Communications Agency dated September 2016; Surface Water Drainage Statement prepared by Heyne Tillett Steel dated September 2016; Sustainability & Energy Statement prepared by MTT dated September 2016; Transport Assessment prepared by Transport Planning Practice Ltd dated September 2016; Ventilation Strategy prepared by MTT dated September 2016; Air Quality Assessment Report dated October 2016; Basement Impact Assessment prepared by Heyne Tillett Steel dated September 2016.

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

- 3 A sample panel of all facing materials, including a brickwork panel demonstrating the proposed colour, texture, face-bond and pointing shall be provided on site and approved in writing by the local planning authority before the relevant parts of the works are commenced and the development shall be carried out in accordance with the approval given. The approved panel shall be retained on site until the work has been completed.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policies DP24 and DP25 of the London Borough of Camden Local Development Framework

Development Policies.

- 4 The details of the following shall be submitted to and approved in writing by the local planning authority before any work is commenced on the relevant part of the development:
 - a) Details, including sections, of all facing materials;
 - b) Details, including sections, at 1:10 of all windows, ventilation grills, external doors and gates.

The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

Reason: In order to safeguard the special architectural and historic interest of the building in accordance with the requirements of policies CS14, CS15 and CS17 of the London Borough of Camden Local Development Framework Core Strategy and policies DP24, DP25 and DP29 of the London Borough of Camden Local Development Framework Development Policies.

- 5 Details of bird and bat nesting features (boxes or bricks) shall be submitted to and approved in writing by the Local Planning Authority prior to works commencing on site. Features should be integrated into the fabric of the building, unless otherwise agreed by the Local Planning Authority. Details shall include the exact location, height, aspect, specification and indication of species to be accommodated. Boxes shall be installed in accordance with the approved plans prior to the first occupation of the development and thereafter maintained. Guidance on biodiversity enhancements including artificial nesting and roosting sites is available in the Camden Biodiversity Action Plan: Advice Note on Landscaping Schemes and Species Features.

Reason: To ensure the development provides the appropriate provision towards creation of habitats and valuable areas for biodiversity in accordance with policy 7.19 of the London Plan 2011 and Policy CS15 of the London Borough of Camden Local Development Framework Core Strategy

- 6 Prior to commencement of works buildings shall be inspected to confirm if any active birds nests are present and any areas not in use by birds should be blocked or covered with netting to prevent birds returning to use them. Wherever possible, works shall be undertaken between September and February inclusive to avoid the main bird breeding season. If this is not possible then a suitably qualified ecologist shall check the areas concerned immediately prior to the clearance works to ensure that no nesting or nest-building birds are present. If any nesting birds are present then the works shall not commence until the fledglings have left the nest. Irrespective of season

Reason: To limit the impact on nature conservation, in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22 and DP26 of the London Borough of Camden Local Development Framework Development Policies and All wild birds, their nests and young are protected during the nesting period under The Wildlife and Countryside Act 1981 (as amended).

- 7 No development shall take place until full details of hard and soft landscaping have been submitted to and approved in writing by the local planning authority. Such details shall include planting for biodiversity to enhance the strategic wildlife corridor associated with the railway running through the site. Guidance on landscape enhancements for biodiversity is available in the Camden Biodiversity Action Plan: Advice Note on Landscaping Schemes and Species Features. The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

Reason: To ensure that the development achieves a high quality of landscaping which contributes to the visual amenity and character of the area, and helps to enhance missing links in the strategic wildlife corridor, in accordance with the requirements of policy CS14 and CS15 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.

- 8 Prior to commencement of development full details of a biodiverse, substrate-based extensive living roof shall be submitted to and approved in writing by the local planning authority. The design and planting scheme should seek to maximise potential to enhance the strategic wildlife corridor associated with the railway and should reflect the local conditions and species of interest. The details shall include the following: A. detailed maintenance plan, B. details of its construction and the materials used, C. a section at a scale of 1:20 showing substrate depth averaging 130mm with added peaks and troughs to provide variations between 80mm and 150mm and D. full planting details including species showing planting of at least 16 plugs per m². The development shall not be carried out otherwise than in accordance with the details thus approved and shall be fully implemented before the premises are first occupied. Guidance on living roofs is available in the Camden Biodiversity Action Plan: Advice Note on Living Roofs and Walls.

Reason: In order to ensure the development undertakes reasonable measures to take account of biodiversity and the water environment in accordance with policies CS13, CS15 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22, DP23 and DP32 of the London Borough of Camden Local Development Framework Development Policies.

- 9 Air quality monitoring should be implemented on site. No development shall take place until full details of the air quality monitors have been submitted to and approved by the local planning authority in writing. Such details shall include the location, number and specification of the monitors, including evidence of the fact that they have been installed in line with guidance outlined in the GLA's Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance and have been in place for 3 months prior to the proposed implementation date. The monitors shall be retained and maintained on site for the duration of the development in accordance with the details thus approved.

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies CS5 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies

DP32.

- 10 Prior to commencement, detailed plans showing the location and extent of photovoltaic cells to be installed on the building shall have been submitted to and approved by the Local Planning Authority in writing. The measures shall include the installation of a meter to monitor the energy output from the approved renewable energy systems. The cells shall be installed in full accordance with the details approved by the Local Planning Authority and permanently retained and maintained thereafter.

Reason: To ensure the development provides adequate on-site renewable energy facilities in accordance with the requirements of policy CS13 of the London Borough of Camden Local Development Framework Core Strategy and policy DP22 of the London Borough of Camden Local Development Framework Development Policies.

- 11 Prior to commencement of any development other than site clearance & preparation details of the feasibility of rainwater and greywater recycling proposals should be submitted to the local planning authority and approved in writing. The development shall thereafter be constructed in accordance with the approved details.

Reason: To ensure the development contributes to minimising the need for further water infrastructure in an area of water stress in accordance with policies CS13 (Tackling climate change through promoting higher environmental standards), DP22 (Promoting sustainable design and construction) and DP23 (Water) of the London Borough of Camden Local Development Framework Core Strategy.

- 12 Prior to commencement of the development, full details of the sustainable drainage system shall be submitted to and approved in writing by the local planning authority. Such a system should be designed to accommodate all storms up to and including a 1:100 year storm with a 30% provision for climate change, such that flooding does not occur in any part of a building or in any utility plant susceptible to water, and shall demonstrate maximum run-off of 5 l/s. Details shall include a lifetime maintenance plan, and shall thereafter retained and maintained in accordance with the approved details.

Reason: To reduce the rate of surface water run-off from the buildings and limit the impact on the storm-water drainage system in accordance with policies CS13 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22, DP23 and DP32 of the London Borough of Camden Local Development Framework Development Policies.

- 13 Prior to occupation, evidence that the system has been implemented in accordance with the approved details as part of the development shall be submitted to the Local Authority and approved in writing. The systems shall thereafter be retained and maintained in accordance with the approved maintenance plan.

Reason: To reduce the rate of surface water run-off from the buildings and limit the impact on the storm-water drainage system in accordance with policies CS13 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22, DP23 and DP32 of the London Borough of Camden

Local Development Framework Development Policies.

- 14 Before commencement of works on site, details of 67 long stay cycle parking spaces shall be submitted to and approved by the local planning authority. The approved facility shall thereafter be provided in its entirety prior to the first occupation of any of the new units, and permanently retained thereafter.

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

- 15 Prior to commencement of development, full details of a lighting strategy, to include a lux level contour plan and lighting specifications, shall be submitted to and agreed in writing by the Local Planning Authority. The strategy should demonstrate how it will minimise impact on biodiversity by maintaining dark areas and corridors along boundary features in particular the wildlife corridor associated with the railway, bat boxes and lines of vegetation, in line with recommendations in 5.2. of the Preliminary Ecological Appraisal. The strategy should also ensure no light spill outside of the site boundaries.

Reason: To limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation, in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22 and DP26 of the London Borough of Camden Local Development Framework Development Policies and in line with paragraph 125 of the National Planning Policy Framework (2012) and in compliance with the Habitats Regulations and the Wildlife & Countryside Act 1981 (as amended).

- 16 The use of the terraces hereby permitted shall not be used outside the following times: Mondays to Fridays between 0900-1800 and Saturdays, Sundays and Bank Holidays.

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

- 17 No lights, meter boxes, flues, vents or pipes, and no telecommunications equipment, alarm boxes, television aerials or satellite dishes shall be fixed or installed on the external face of the buildings, without the prior approval in writing of the local planning authority.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policies DP24 and DP25 of the London Borough of Camden Local Development Framework Development Policies.

- 18 The design noise & vibration levels at the development hereby approved shall meet the specified noise & vibration criteria suggested in the Scotch & Partners noise & Vibration report dated September 2016. Approved acoustic and vibration design details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise or vibration in accordance with policies CS5 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP28 of the London Borough of Camden Local Development Framework Development Policies.

- 19 The development hereby approved shall not commence until such time as a suitably qualified chartered engineer with membership of the appropriate professional body has been appointed to inspect, approve and monitor the critical elements of both permanent and temporary basement construction works throughout their duration to ensure compliance with the design which has been checked and approved by a building control body. Details of the appointment and the appointee's responsibilities shall be submitted to and approved in writing by the local planning authority prior to the commencement of development. Any subsequent change or reappointment shall be confirmed forthwith for the duration of the construction works.

Reason: To safeguard the appearance and structural stability of neighbouring buildings and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Development Policies and policy DP27 (Basements and Lightwells) of the London Borough of Camden Local Development Framework Development Policies.

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

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

- 21 No music shall be played on the premises in such a way as to be audible within any adjoining premises or on the adjoining highway.

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies CS5 and CS7 of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 of the London Borough of Camden Local Development Framework Development Policies.

- 22 Prior to installation of the plant equipment, technical specification details of the mechanical plant to be installed within the area as shown on the approved floor plans, together with an accompanying acoustic report, shall be submitted to and approved in writing by the local planning authority. The plant shall not be operated other than in complete accordance with such measures as may be approved.

Reason: To safeguard the amenities of occupiers of the proposed use, adjoining premises and the area generally in accordance with the requirements of policy CS5, CS7 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP28 of the London Borough of Camden Local Development Framework Development Policies.

- 23 The windows on the west elevation, as illustrated by drawing no. 13498-A-W1-04-152-B shall be obscure glazed.

Reason: To protect the amenities of future and neighbouring occupiers in accordance with the requirements of policies CS5 (Managing the impact of growth and development) of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 (Managing the impact of development on occupiers and neighbour) of the London Borough of Camden Local Development Framework Development Policies.

- 24 Prior to occupation, details of the visual screen as illustrated by drawing no. 13498-A-W1-04-152-B shall be submitted to and approved by the Local Planning Authority.

Reason: To protect the amenities of future and neighbouring occupiers in accordance with the requirements of policies CS5 (Managing the impact of growth and development) of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 (Managing the impact of development on occupiers and neighbour) of the London Borough of Camden Local Development Framework Development Policies.

- 25 Notwithstanding the provisions of Class Sui Generis of the Schedule of the Town and Country Planning (Use Classes) Order, 1987, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, the premises shall not be used for any other use than as an event space for lectures, presentations and exhibitions (Class Sui Generis), as specified in the planning application, and shall not be used for any other purpose within Class Sui Generis.

Reason: To ensure that the future occupation of the building does not adversely affect the adjoining premises and the immediate area by reason of noise and disturbance and impact on the highway network in accordance with policy CS5 and CS11 of the London Borough of Camden Local Development Framework Core Strategy and policies DP16, DP17, DP26 and DP28 of the London Borough of Camden Local Development Framework Development Policies.

Informative(s):

- 1 Your proposals may be subject to control under the Building Regulations and/or the

London Buildings Acts which cover aspects including fire and emergency escape, access and facilities for people with disabilities and sound insulation between dwellings. You are advised to consult the Council's Building Control Service, Camden Town Hall, Argyle Street WC1H 8EQ, (tel: 020-7974 6941).

- 2 Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You are advised to consult the Council's Noise and Licensing Enforcement Team, Camden Town Hall, Argyle Street, WC1H 8EQ (Tel. No. 020 7974 4444 or on the website <http://www.camden.gov.uk/ccm/content/contacts/council-contacts/environment/contact-the-environmental-health-team.en> or seek prior approval under Section 61 of the Act if you anticipate any difficulty in carrying out construction other than within the hours stated above.
- 3 You are advised that this proposal will be liable for the Mayor of London's Community Infrastructure Levy (CIL) and the Camden CIL as the additional floorspace exceeds 100sqm GIA or one unit of residential accommodation. Based on the information given on the plans, the Mayor's CIL Charging Schedule and the Camden Charging Schedule, the charge is likely to be £82,150 (1643sqm x £50) for the Mayor's CIL and £41,075 (1643sqm x £25) for the Camden CIL.

This amount is an estimate based on the information submitted in your planning application. The liable amount may be revised on the receipt of the CIL Additional Information Requirement Form or other changes in circumstances. Both CIL's will be collected by Camden after the scheme has started and could be subject to surcharges for failure to assume liability or submit a commencement notice PRIOR to commencement and/or for late payment. We will issue a formal liability notice once the liable party has been established. CIL payments will also be subject to indexation in line with the construction costs index.

- 4 You are advised that the biodiversity information/ecological assessment provided as part of this application will be made available to Greenspace Information for Greater London [GIGL], the capital's environmental records centre.

Reason: To support the collation of ecological data to assist future decision making, and support the objectives of the Camden Biodiversity Action Plan 2013-18

- 5 All site operatives must be made aware of the possible presence of protected species during works. If any protected species or signs of protected species are found, works should stop immediately and an ecologist should be contacted

Reason: To ensure compliance with the Habitats Regulations and the Wildlife & Countryside Act 1981 (as amended).

- 6 All excavations/earthworks carried out in the vicinity of Network Rail property/structures must be designed and executed such that no interference with the integrity of that property/structure can occur. If temporary works compounds

are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail.

Where development may affect the railway, consultation with the Asset Protection Project Manager should be undertaken. Network Rail will not accept any liability for any settlement, disturbance or damage caused to any development by failure of the railway infrastructure nor for any noise or vibration arising from the normal use and/or maintenance of the operational railway. No right of support is given or can be claimed from Network RAILS infrastructure or railway land.