

Address:	Cambridge House 373 - 375 Euston Road London NW1 3AR		3
Application Number(s):	2017/7079/P	Officer: Jonathan McClue	
Ward:	Bloomsbury		
Date Received:	21/12/2017		
Proposal: Change of use from offices (Class B1a) and car showroom (Sui Generis) to education use (Class D1), including refurbishment of the existing building, a two storey extension to create a lecture theatre and classroom, lowering of the existing basement by approximately 250mm and creation of a terrace. Associated works include plant, signage, cycle parking, PV and amendments to openings and entrances.			
Background Papers, Supporting Documents and Drawing Numbers:			
Existing Drawings: (672-PPA-00-)00-DR-A-20100; 00-DR-A-20101; B0-DR-A-20200; 00-DR-A-20201; 01-DR-A-20202; 02-DR-A-20203; 03-DR-A-20204; 04-DR-A-20205; ZZ-DR-A-20300; ZZ-DR-A-20301; ZZ-DR-A-20400 and ZZ-DR-A-20401 (all Rev P01).			
Proposed Drawings: (672-PPA-00-)00-B0-DR-A-20210 Rev A; 00-DR-A-20211 Rev P01; 01-DR-A-20212 Rev P01; 02-DR-A-20213 Rev P01; 03-DR-A-20214 Rev P01; 04-DR-A-20215 Rev P02; 05-DR-A-20216 Rev P02; 06-DR-A-20217 Rev P02; ZZ-DR-A-20302 Rev P01; ZZ-DR-A-20303 Rev P01; ZZ-DR-A-20402 Rev P01; ZZ-DR-A-20403 Rev P01; ZZ-DR-A-20404 Rev P02; ZZ-DR-A-20405 Rev P02; ZZ-DR-A-20406 Rev P02; ZZ-DR-A-20407 Rev P02; ZZ-DR-A-20408 Rev P01; ZZ-DR-A-20409 Rev P01; ZZ-DR-A-20451 Rev P01; ZZ-DR-A-20452 Rev P01; ZZ-DR-A-20453 Rev P01 and ZZ-DR-A-20454 Rev P01.			
Supporting Documents: Planning Statement; Air Quality Assessment; Construction Management Plan; Daylight, Sunlight Report; Design and Access Statement; Sustainability Strategy and Energy Statement; Site Waste Management Plan; Noise and Vibration Report; Transport Assessment; BREEAM Pre-assessment; Framework Travel Plan; Basement Impact Assessment and Design and Access Statement.			
RECOMMENDATION SUMMARY: Grant Conditional Planning Permission Subject to a Section 106 Legal Agreement			
Applicant:	Agent:		
Birkbeck College Cambridge House Ltd C/o agent	Turley 8th Floor Lacon House 84 Theobald's Road LONDON WC1X 8NL		

ANALYSIS INFORMATION

Land Use Details:

	Use Class	Use Description	Floorspace (GIA)
Existing	<i>B1 - Business</i>		908m ²
		<i>Sui Generis – Car showroom</i>	659m ²
	TOTAL		1,567m ²
Proposed		<i>D1 Non-Residential Institution – University Education</i>	1,847m ²
	TOTAL		1,847m ²

Parking Details:		
	Parking Spaces (General)	Parking Spaces (Disabled)
Existing	5 (in basement)	0
Proposed	0	0

OFFICERS' REPORT

Reason for Referral to Committee: Major development involving the conversion of more than 1000m² of non-residential floorspace [clause 3(i)]; and which is subject to the completion of a Section 106 legal agreement for matters which the Executive Director of Supporting Communities does not have delegated authority [clause 3(vi)].

1 BACKGROUND

- 1.1 Cambridge House (373-375 Euston Road) was constructed in 1927 to be used as the motor showroom of Pass and Joyce Ltd. It was occupied in this use until the early 1940's and subsequently used by St. Pancras Borough Council as offices, a furniture store and the British Council, before being returned to its original use as a car showroom for Renault and Volvo. The building is now vacant with its most recent use including a car showroom (Sui Generis) at basement and ground with offices above (B1a).
- 1.2 Planning permission was granted under 2014/0603/P for flexible B1 space at basement and ground levels, 16 flats (C3) above, 3 additional storeys and re-cladding. The significant reduction of employment space, additional floors to the building and introduction of residential has therefore been considered acceptable in principle and is a material consideration. As the permission expired in 2017, less weight is given as it is no longer implementable.

- 1.3 Birkbeck purchased Cambridge House in 2015 as part of a wider strategy to meet the growing needs of the Evening University and to provide much needed high quality teaching space within relatively close proximity to their main Malet Street Campus. The University was established in 1823 (initially as the London Mechanics' Institute) to provide high-level education for working Londoners. They have a global reputation for research and teaching, and are part of the prestigious University of London (UoL) alongside University College London (UCL), King's College London (KCL), the School of African and Oriental Studies (SOAS) and the London School of Economics and Political Science (LSE).
- 1.4 UoL has developed a Masterplan to inform the estate strategy over the next 10-20 years considering short, medium and long term growth requirements to ensure that they plan appropriately for the future needs of the university, colleges, institutes and students. Cambridge House does not form part of the UoL Masterplan; however, the proposed development would create new teaching space for Birkbeck to free up the main campus. Birkbeck is committed to upgrading its estate so that it enhances its international academic reputation.

2.0 SITE

- 2.1 The site comprises an existing part 4 storey, part 5 storey (plus basement) building situated on the corner of Euston Road and Cleveland Street with the rear of the building facing Warren Street. It sits on the western edge of the Borough with Westminster City Council located on the opposite side of Cleveland Street. The footprint of the building covers the entire site. There are two access points at ground floor level serving the former offices and car showroom whilst a vehicle access to the rear serves the basement car park. The site is located within the Central Activities Zone (CAZ), is within the Central London Area and is covered by the Fitzrovia Area Action Plan. Figure 1 (below) shows the site and surrounding streets.



Figure 1 (above): Application site

- 2.2 The host building does not lie within a designated conservation area and the building is not listed. The site is located in the proximity of heritage assets, including listed buildings, conservation areas and a registered park and garden of historic interest. Diagonally opposite sits Sir John Soane's Grade I listed Holy Trinity Church (now named One Marylebone), which faces the Great Portland Street Underground Station (Grade II listed) rotunda. Euston Road is a busy thoroughfare that contains a number of significant landmark buildings, including St Pancras Station, The Wellcome Trust and UCH Hospital. Other heritage assets in the area include terraces of 18th/19th century buildings along Warren Street, BT Tower (Grade II), Fitzroy Conservation Area, Cleveland Street Conservation Area, Harley Street Conservation Area, Regents Park Conservation Area and Regents Park Registered Park and Garden (Grade I).
- 2.3 Euston Road is a Transport for London (TfL) Red Route and the site is designated as a TfL Underground Zone of Influence. The site is close to a number of tube stations and bus routes and as such benefits from a Public Transport Accessibility Level (PTAL) of 6b (excellent).

2 THE PROPOSAL

- 2.1 Planning permission is sought for the change of use from offices (B1a) and car showroom (Sui Generis) to an educational use (D1). The proposals include the refurbishment of the building, a two storey roof extension (increasing the floor area by 280m²), the creation of a terrace and the lowering of the basement slab by 250mm. Other associated works include plant, signage, cycle parking, PV and amendments to openings and entrances.

- 2.2 The proposed use includes teaching classrooms, a lecture theatre, formal and informal co-learning space, offices and a café. It would be used by Birkbeck and is expected to employ 20 staff members with teaching capacity for up to 610 students, with a maximum of 488 students anticipated at any one time. The main pedestrian entrance would be provided on Cleveland Street, with emergency access provided via Euston Road and Warren Street.
- 2.3 The rooftop extension would be a sculptured metal clad addition, setback from the parapets on Euston Road and Warren Street with an overhang on Cleveland Street. It would have a maximum height of 24m above street level, and be constructed of copper standing seams with frameless picture windows and fixed glazing. Anodised aluminium would be used as curtain walling, frames, shopfront details and openings.
- 2.4 The terrace would have an area of 32m² on the Euston Road elevation. It includes a frameless glass balustrade.
- 2.5 An external plant area is proposed at fifth floor level near the corner of Warren and Cleveland Street to the rear.
- 2.6 5 cycle parking spaces would be provided on the pavement on Cleveland Street and 30 spaces are proposed internally (5 at ground floor level for staff and 25 within the basement for students).
- 2.7 Indicative signage is shown, including fascia signage along Cleveland Street and Euston Road and signs on the corner element of the junction. It is proposed to be illuminated signage with deep copper frame and back-lit copper signage.

Revisions

- 2.8 Following discussions with the Council's Principal Transport Officer and the consultation responses from Westminster City Council and TfL, the plans were amended on 19/03/2018 to include 25 cycle parking spaces at basement level (in addition to the originally provided spaces). The revised scheme now meets the London Plan requirement for long-stay student and staff spaces.
- 2.9 Following the Camden Design Review Panel's comments on the scheme, the following additional revisions were incorporated in the design of the proposed roof extension:
 - Introduction of one further 'graphic' line on to the Euston Road, Cleveland Street and East Elevations
 - Introduction of three distinct seam spacing's to create a greater sense of the extension being a sculpted and faceted jewel
 - Shifting the planes of the windows to reflect geometry of existing building and contrast against extension wall planes
 - Shifting of North East and South West Corners of the extension by 500mm each to create more of a visual dislocation between the copper box and the glass box beneath.

- 2.10 The applicant confirmed their offer of two fully funded Under Graduate scholarships (part-time or full-time) per year for a total of six Camden residents.

3 RELEVANT HISTORY

- 4.1 **PS9604170R1** – Planning permission was granted in February 1997 for the erection of a roof extension at fourth floor level incorporating a mezzanine upper level and rear plant for office use.
- 4.2 **PS9604313** – Planning permission was granted in February 1997 for alterations to the entrance to the upper floors on Euston Road comprising new entrance doors, new elevational treatment and erection of a glazed canopy.
- 4.3 **PSX0105014** – Planning permission was granted in November 2001 for erection of roof extension at fourth floor level incorporating a mezzanine upper level and rear plant for office use.
- 4.4 **PSX0105244** – Planning permission was refused in April 2002 for the erection of roof extension (4th floor level), incorporating a mezzanine upper floor level for office use and installation of plant at roof level.

Reason for refusal was: *The proposed roof extension would detrimentally increase the bulk, mass and form of the building and would result in the extension being an unduly dominant feature within the street scene. Furthermore the construction of the extension would result in a sheer elevation to Cleveland Street and Warren Street, which would be detrimental to the visual amenities of the views from the adjoining conservation area.*

Note: This decision was subsequently allowed on appeal in December 2002.

- 4.5 **2014/0603/P** – Planning permission was granted in November 2014 for 393m² employment space at basement and ground floor with 16 residential flats (2,033m²) above. It included the removal of all external walls and re-cladding of the building envelope. Extensions at 4th, 5th and 6th floors were approved. The scheme expired on 30/10/2017. While it is a material consideration given the planning approval, it has less weight than an extant permission as it is no longer implementable.

4 CONSULTATION SUMMARY

Statutory Consultees

- 4.1 Thames Water on 12/02/2018 - Advised that with regard to sewerage infrastructure capacity, they do not have any objection to the planning application. Informatives regarding permits and groundwater discharging and flow rates were requested. Thames Water advised that they have no objection with regard to water infrastructure capacity. A condition requiring a piling method statement was requested.

4.2 Transport for London (TfL) on 19/02/2018 – A number of comments were made, which are summarised below:

- Euston Road forms part of the Transport for London Road Network (TLRN) for which TfL is the highway authority. TfL is concerned about any proposal which may affect the performance and/or safety of the TLRN. Therefore, no skips or construction materials shall be kept on the footway or carriageway on the TLRN at any time
- Hammersmith & City, Circle and Metropolitan London Underground lines are located under the site. London Underground provided comments on the application on 17/01/2018 which set out the need to provide information to them as the scheme is progressed
- The London Plan minimum cycle parking standards for D1 (universities and colleges) require a minimum of 1 long-stay space per 4 staff members and 1 per 20 students. Therefore, the proposed development requires 29 long-stay spaces. TfL requires a London Plan compliant long-stay cycle parking provision to be secured by condition
- 69 short-stay cycle parking spaces are required to comply with the London Plan standards. A proposal for 66 short-stay spaces on-street has been submitted. 42 are proposed on the footway of Euston Road for which the Streetscape Guidance will have to be followed to ensure an appropriate footway width is left for pedestrian flows. The applicant will have to enter a Section 278 agreement with TfL for these works
- Any hoarding for the proposed development would be subject to a separate Section 172 licence application under the Highways Act 1980. Scaffolding would be subject to a separate Section 169 licence application under the Highways Act 1980
- It is accepted that the proposed development will not cause detrimental effects on the transport network

4.3 Westminster City Council on 21/02/2018 – Objected on the following grounds:

- The proposed extension would lead to an unacceptable loss of daylight and sunlight and result in an increased sense of enclosure for people in neighbouring properties
- Insufficient cycle parking is proposed to serve the number of staff and students

4.4 London Underground Limited on 22/02/2018 - Confirmed that the applicant is in communication with London Underground engineers with regard to the development. The developer should continue to work with London

Underground engineers and submit documents for approval at all stages of the development.

Local Groups

- 4.5 The Bloomsbury CAAC, West Euston Partnership and Fitzrovia Neighbourhood Association were consulted on 01/02/2018. No responses were received from these local groups.

Camden Design Review Panel (DRP)

- 4.6 An earlier iteration of the scheme was taken to the DRP for a full formal review on 08/09/2017. Overall, the panel gave mixed reviews and considered that it should focus on either reading as an extension to the building or a distinct 'sculptural' element (as the proposal has elements of these different architectural approaches). Following the review the scheme architects re-worked the proposal in discussions with officers. The revisions were taken to the DRP for a Chair's Review (the common process for returning schemes of this nature) on 16/03/2018. As part of the Chair's Review, the DRP were pleased with the progress made since the first visit and praised its direction. Fine tuning of the scheme was suggested; however, support was given. The summaries from both formal reports are included below.

Full review summary 08/09/2017:

'Summary

The panel finds much to admire in the ambition to create high quality teaching accommodation for Birkbeck University on this site, but thinks the architecture of the scheme needs further exploration. This will be a significant new civic building, on a prominent site, and as such demands exemplary design. The panel is impressed by the ambitious approach taken by both the architect and client, and supports both the layout and massing proposed. However, there is currently an ambiguity about whether the additional two storeys of accommodation at roof level are intended to be an 'extension' of the existing building, or a distinct 'sculptural' element. The panel discussed the merits of these two possible architectural approaches, and feels either could be successful if followed through with rigour and confidence in the detailed design. The panel also made some detailed comments on the treatment of the existing building, materiality and circulation spaces.'

Chair's Review summary 16/03/2018:

'Summary

The proposed conversion and extension of Cambridge House promises high quality academic accommodation for Birkbeck University, with an appropriately prominent civic presence. The panel supports the conceptual approach of designing the rooftop extension containing a lecture theatre as a gem-like volume, perched above the existing building. It feels that the architecture of the extension could be further enhanced through refinement of its materials and geometry. The panel thinks a more sculpted, faceted form,

with fewer, or no vertical planes, would create a more elegant effect. It also suggests a more dynamic shaped cladding, such as diamond pattern shingles, would better emphasise the roof form, and that a smoother finish would be preferable to the standing seam detail proposed.

A more exuberant approach to signage on the corner of the building would also be encouraged. The panel has every confidence that Penoyre and Prasad will be able to refine the form and materials in response to its comments, and highlights the importance of their continued involvement post planning approval. The success of the completed building will depend in the skill and care apparent in the planning application drawings being followed through to construction. The panel is supportive of all other aspects of the proposal, including the internal layout, position of the entrance and nature of the ground floor windows.'

Adjoining Occupiers

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

- 4.7 Three site notices (one on each of Euston Road, Cleveland Street and Warren Street) were displayed from 07/02/2018. A local press advert was placed on 08/02/2018. No comments, other than those summarise above, have been received as a result of the Council's consultation.

5 POLICIES

- 5.1 Set out below are the LDF policies that the proposals have primarily been assessed against. It should be noted that recommendations are based on the assessment of the proposals against the development plan taken as a whole together with other material considerations. In making the recommendations, account has been taken of all relevant statutory duties including section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

5.2 National Planning Policy Framework 2012

On 27th March 2012, the Government published the National Planning Policy Framework (NPPF). The policies contained in the NPPF are material considerations, which should be taken into account in determining planning applications.

5.3 The London Plan 2016

5.4 Mayor's Supplementary Planning Guidance

5.5 Camden Local Plan 2017

G1 (Delivery and location of growth)

H1 (Maximising housing supply)

H2 (Maximising the supply of self-contained housing from mixed-use schemes)
H4 (Maximising the supply of affordable housing)
C1 (Health and well-being)
C2 (Community facilities)
C3 (Cultural and leisure facilities)
C5 (Safety and security)
C6 (Access for all)
E1 (Economic development)
E2 (Employment premises and sites)
A1 (Managing the impact of development)
A2 (Open space)
A3 (Biodiversity)
A4 (Noise and vibration)
A5 (Basements)
D1 (Design)
D2 (Heritage)
D3 (Shopfronts)
D4 (Advertisements)
CC1 (Climate change mitigation)
CC2 (Adapting to climate change)
CC3 (Water and flooding)
CC4 (Air quality)
CC5 (Waste)
T1 (Prioritising walking, cycling and public transport)
T2 (Parking and car-free development)
T3 (Transport infrastructure)
T4 (Sustainable movement of goods and materials)
DM1 (Delivery and monitoring)

5.6 **Supplementary Planning Policies**

Camden Planning Guidance (CPG)

- CPG1 Design 2015
- CPG3 Sustainability 2015
- CPG5 Town centres, retail and employment 2013
- CPG6 Amenity 2011
- CPG7 Transport 2011
- CPG8 Planning obligations 2015

5.7 **Other documents**

Fitzrovia Area Action Plan March 2014

Surrounding Conservation Area Appraisal and Management Strategies (as guiding documents): Fitzroy Square and Regent's Park.

ASSESSMENT

The principal considerations material to the determination of this application are considered in the following sections of this report:

7	Land Use
8	Design, Character and Appearance, Impact on Heritage Assets
9	Basement
10	Neighbouring Amenity
11	Transport and Access
12	Sustainable Design and Construction
13	Air Quality
14	Trees and Landscaping
15	Flooding and Drainage
16	Community Safety
17	Waste
18	Local employment and procurement
19	Play and Open Space
20	Section 106 Obligations
21	Community Infrastructure Levy (CIL)
22	Conclusion
23	Legal Comments

7 Land Use

Existing situation

- 7.1 As stated in the background section (from paragraph 1.1), Cambridge House was originally established as a motor showroom for Pass and Joyce in 1927 and it was used as a car showroom for Renault and Volvo before becoming vacant. The last occupier was Mace in 2011; who were using the building as a site office for a local development and paying significantly below market rent levels. During this period (2009-2011) the building was partially occupied on the upper floors only. The building has an established use of car showroom (Sui Generis) at basement and ground floor level and offices above (B1a).

7.2 Planning permission was granted on 30/10/2014 under 2014/0603/P for redevelopment of the site. The permission included the loss of the car showroom, the loss of 724m² of office space and the creation of 16 residential units on the upper floors. Office space was included as part of the proposal on the basement and ground floor. The officer report noted that there is no protection for Sui Generis uses and the loss of office was rigorously tested against the policies in place at the time. In summary, it was concluded that the significant reduction in employment space was acceptable as:

- The standard of the existing office accommodation, constraints of the site and the level of investment that would be required to bring it up to modern standard make it unsuitable for continued business use
- The site would not be suitable for industry and warehousing businesses (i.e. alternative employment uses). It is not within the designated Industry Area, is located on Euston Road (TfL Red Route), has a constrained relationship with other properties and there are servicing limitations (both on-site and/or from the street)
- The building was marketed consistently for 18 months at a realistic price of £25per sqft. Comprehensive viewing schedules and dates of viewings were provided. The accommodation was marketed in various forms including on a floor by floor basis along with the potential for a single tenant to occupy the entire building

7.3 It is noted that the office space provided in the approved scheme included a subterranean unit of 162m², with no direct provision of light or outlook, and a ground floor unit of 157m². Assuming that 12m² is the space requirement per full time employee (as per CPG8 para 8.13), the scheme would have provided space for 26 employees. Most of these employees would have been located in the basement.

7.4 Officers note that the above permission expired in 2017 and is therefore no longer implementable; however, it is a material consideration as the significant reduction of employment space has been accepted in principle.

7.5 Following the approval of the above planning permission, the site was marketed for both residential and office purposes and the site was eventually purchased by Birkbeck in May 2015. The property is currently occupied by live-in guardians to protect the building from vandalism and further decline.

Loss of car showroom (Sui Generis) use

7.6 There is no protection for Sui Generis uses within the policies of the Local Plan or supporting policy documents. A car showroom is a very particular use, which is not considered to be desirable for protection (nor could it be converted to a desirable use without the benefit of planning permission). Furthermore, the car showroom has been vacant for a considerable period of time and there has been no interest expressed in bringing it back into use. On this basis, there is no objection to its loss.

Loss of office (employment space)

- 7.7 The Local Plan states that Camden has one of the most successful economies in the country. Policy E1 of the Local Plan explains that the Council will secure a successful and inclusive economy by creating conditions for economic growth and harnessing the benefits for local residents and businesses, including a wide variety of employment sectors. The policy supports businesses of all sizes, but in particular start-ups and SMEs. Policy E2 encourages provision of employment premises and protects premises/sites that are suitable for continued business use.
- 7.8 The specific criteria within policy E2 states that the Council will resist the development of business premises unless it is satisfactorily demonstrated that:
- a. the site or building is no longer suitable for its existing business use; and*
 - b. that the possibility of retaining, reusing or redeveloping the site or building for similar or alternative type and size of business use has been fully explored over an appropriate period of time.'*
- 7.9 To demonstrate the above, the applicant has referred to the 'Commercial Floorspace Assessment' submitted under 2014/0603/P. This has been supplemented by further work by the Birkbeck design team and Savills when the property was purchased by Birkbeck in 2015, and by Turley as part of the current planning submission.
- 7.10 The Commercial Floorspace Assessment states, at the time of the document in September 2013, that the building has been in gradual decline for some years and the building is entirely vacant. Consistent marketing efforts from 2009-2014 by the marketing agents (Metrus (formerly MERJS)) were unsuccessful. Birkbeck purchased the site in May 2015 after the building had been vacant for four years with active marketing in place.
- 7.11 Savills undertook a full inspection of the building fabric, mechanical and electrical and structure in early 2015. They concluded that it is in need of complete refurbishment and renewal of services plant and distribution. The works required include external fabric repairs; replacement of roof coverings; replacement of electrical services to comply with building regulations; new lifts; replacement air conditioning; complete internal refurbishment; replacement of single glazing throughout; new mechanical and engineering systems; raising of floors and creation of suspended ceilings; replacement of mechanical, electrical and public health (MEPH) installations; reconfiguration to meet commercial occupational needs; remedial damp proofing in the basement and the drainage would need to be replaced.
- 7.12 The application site is considered to be no longer suitable for its existing business use for the following reasons:

- The building has reached the end of its lifecycle, and now needs significant (unviable) investment of approximately £1,001,570 in order to regain a footing in the local office market by providing 'Grade A' space. Marketing agents suggest that even with this investment that there is no guarantee that the building would be attractive to market
- The local office market has undergone a period of change, with emphasis being placed on larger, 'Grade A' modern buildings. This has made older premises (such as the application site) uncompetitive in the market
- Cambridge House only contains the minimum facilities for offices and does not reflect the standard required in the marketplace. It has suffered over the past 15 years from part occupation/inconsistent occupation to complete vacancy over the last 8 years
- The property has been marketed continuously over an extended period of time, with no interest coming forward

7.13 It is considered that the host property is not suitable for a similar or alternative type and size of business use for the following reasons:

- The site is not in a suitable location for light industrial, nor is it suitable for local distribution warehousing, due to its location and constrained relationship to neighbouring uses, servicing and highways imitations, and amenity issues arising from operation
- The host building is constrained for servicing. There is limited scope for on-site servicing space to accommodate refuse or maintenance vehicles and it is located on a one-way route adjacent to a TfL Red Route, which would restrict frequent unobstructed servicing
- The floor plates are circa 250m² in size and are awkwardly set out with a chamfered corner, splayed length and narrow rear frontage. The building cannot provide for larger occupiers seeking single floors nor are they conducive to being broken down into smaller useable floor plates

7.14 Notwithstanding the above, it is recognised that there are employment benefits resulting from the proposal. The proposed use would directly employ 20 core staff members that would have dedicated office spaces within the development. Furthermore, an additional 20 teaching staff would be required and the building would have a teaching capacity for up to 610 students, with a maximum of 488 students expected on-site at any time. The University provides evening classes and it is Birkbeck's intention to roll-out their space in a sharing model, to be used during the day (09:00-17:00) other Universities. This would provide further employment opportunities for other higher education institutions. Therefore, the proposal would have considerable employment benefits by providing at least 40 direct jobs and would bring

approximately 600 people per day to the area, which would deliver economic benefits through spending in the local area.

- 7.15 Further to the above, part e. of policy E1 states that the Council will *'support the development of Camden's health and education sectors and promote the development of the Knowledge Quarter around Euston and King's Cross while ensuring that any new facilities meet the other strategic objectives of this Local Plan.'*
- 7.16 Based on the above, there is no objection in principle to the loss of employment space, which is considered to be acceptable in light of the above and due to the benefits resulting from the scheme.

Principle of residential development

- 7.17 Policy H1 states that the Council aims to secure a sufficient supply of homes to meet the needs of existing and future households by maximising the supply of housing. Part a. of the policy specifies that self-contained housing is the priority land use of the Local Plan. The application site has had a recent (now expired) permission for a residential development and is vacant. Policy H1 states that the Council will seek to exceed the housing target by:

- 'c. resisting alternative development of sites identified for housing or self-contained housing through a current planning permission or a development plan document unless it is shown that the site is no longer developable for housing; and*
- d. where sites are underused or vacant, expecting the maximum reasonable provision of housing that is compatible with any other uses needed on the site.'*

- 7.18 A recent permission for housing expired under 2014/0603/P, meaning that part c. of policy H1 is not applicable and officers do not consider that there is a reasonable prospect of a viable housing development coming forward. As the site is vacant, it should be considered whether it is suitable for housing in terms of accessibility and amenity, and whether it is free of physical and environmental constraints that would prevent residential use (as per paragraph 3.30 of the Local Plan). Other considerations are relevant including whether the site is needed to meet other plan priorities for the area.
- 7.19 Following the granting of planning permission under 2014/0603/P dated 30/10/2014, the site was marketed for 10 months before it was eventually purchased by Birkbeck. There was no interest from residential developers for the site, as it was not considered a desirable location for housing and the scheme was not considered viable. This was confirmed by a detailed structural analysis undertaken by Webb Yates, who concluded that the existing structure would only be able to support two of the additional three floors that were granted planning permission.
- 7.20 The application site is located on Euston Road, which is a busy A-road (the A501) with 3 lanes in each direction. It is one of only five Red Routes in the

Borough, is part of the London Inner Ring Road and located on the edge of the congestion charge zone. Volumes of traffic remain high during most of the day and night, and as such noise and pollution is significant. The external façade noise levels from the acoustic assessment submitted under 2014/0603/P were up to 82dB on Euston Road and 75dB on Cleveland Street. According to Appendix 3: Noise thresholds of the Local Plan, noise levels above 72dB are Significant Observed Adverse Effect Level (SOAEL) Red – where noise is observed to have a significant adverse effect.

- 7.21 The site is located in an existing zone of very poor air quality. At least part of the site is found likely to exceed the NO₂ short-term Air Quality System (AQS) objectives and all parts are likely to exceed the long-term objectives for NO₂ and PM₁₀. Furthermore, a tube tunnel runs beneath Euston Road carrying Metropolitan Line, Hammersmith & City Line, and Circle Line trains. With these three lines operating in each direction in the tunnel, there are approximately 400 tube trains passing underneath the site on a typical working day (09:00–17:00). With the host building sitting in such close proximity to the tube tunnel, vibration levels from the tube are perceptible inside the building. Based on the above, it is considered that there are physical and environmental constraints impacting on the appropriateness of the site for residential.
- 7.22 In terms of the likely quality of amenity for a residential scheme on this site, this is impacted by the above conditions (noise, pollution and vibration) as well as the constrained nature of the site. The building has a narrow rear frontage, a splayed long elevation and fronts Euston Road. The difficulties of designing a scheme with a good standard of living accommodation are demonstrated through the expired permission under 2014/0603/P. All of the balconies are either winter gardens or inset balconies, with a number of them fronting Euston Road. Some of the flats do not benefit from amenity space at all. The majority of the units are single aspect and have an awkward internal layout. On this basis, it is not considered that the site would be able to provide a high level of amenity for future occupiers. Other less sensitive uses would be more appropriate within the application building, such as an evening University that is being proposed here.
- 7.23 The proposed development, as outlined in paragraphs 7.24-7.32 (below), is considered to meet other plan priorities for the area such as supporting educational institutions that form an integral part of the Knowledge Quarter. It is therefore considered that the provision of no housing on this vacant site is reasonable.

Education use (proposal)

- 7.24 As mentioned above, Birkbeck is an Evening University that was established 200 years ago to provide high-level education for working Londoners. It has a global reputation and forms part of UoL. The proposal is seeking to provide 1,847m² of much needed high quality teaching space within relatively close proximity to Birkbeck's Malet Street Campus. The proposal includes space for 20 core staff members, 20 teaching staff and would have a teaching capacity for 610 students (maximum 488 at any time). The new facility would include

teaching classrooms, a lecture theatre, formal and informal co-learning space, offices and a café. Birkbeck would utilise the building for their evening classes and sub-let the space to other Universities during the day.

- 7.25 Policy G1 seeks to secure high quality development and promote the most efficient use of land and buildings. Paragraph 2.53 states that the Council will *'support the concentration of medical, educational, cultural and research institutions within Central London that form an integral part of the Knowledge Quarter'*.
- 7.26 Education and adult learning and training are considered to be community facilities (as per paragraph 4.21 of the Local Plan) and form a vital part of town centres. Part e. of policy C2 states that the Council will support the investment plans of educational, health, scientific and research bodies to expand and enhance their operations.
- 7.27 The delivery of education use is also supported at a regional level. Policy 3.18 of the London Plan states that the Mayor will support the provision of higher education facilities to meet the demands of a growing and changing population and to enable greater educational choice. Part C of the policy states that *'proposals which enhance education and skills provision will be supported, including new build, expansion of existing or change of use to educational purposes'*. Furthermore, Part I states that *'Boroughs should support and maintain London's international reputation as a centre of excellence in higher education'*.
- 7.28 The Fitzrovia Area Action Plan (FAAP) was adopted March 2014. It aims to deal with the impact of continued development pressure by developing a vision for the area and ensuring that growth takes place in a way that balances uses and amenity appropriately. The FAAP notes under Principle 3 that the Council will support the development of community facilities throughout Fitzrovia, which includes education and training facilities; however, Principle 6 seeks to guide development of large scale education and research uses to the area east of Tottenham Court Road (TCR) and to the Howland Street Character Area. The application site is located to the north of the Howland Street Character Area (Character Area 7) and to the west of TCR so lies outside of the suggested areas. This is shown in Figure 2 (below).



Figure 2 (above): Character Area map from page 77 of Fitzrovia Area Action Plan, application site shaded in red

7.29 The supporting text to Principle 6 notes that *'institutional properties are not confined to the northeast of Fitzrovia'*. UCL and the NHS Trust have properties in other parts of the Plan area. The FAAP also notes that *'where institutions already have an extensive presence their expansion can involve the loss of services and land uses needed to support the community and have a harmful impact on the balance and mix of uses in the area'*. These sentences demonstrate that not all institutions are contained within the areas where development is being directed and it acknowledges that extending existing institutions in their current locations has drawbacks, which would suggest that locating them in other parts of Fitzrovia could be beneficial. The supporting text for Principle 3 states that *'there are limited opportunities to develop further community facilities in Fitzrovia due to the high value of land and the limited funding available to service providers'*. Given the price, funding and space constraints of Fitzrovia, maintaining flexibility of suitable locations for new institutional space is considered appropriate. The FAAP also states that *'any development of new and expanded institutions in Fitzrovia will therefore need to be located and designed so that it is sensitive to its surroundings'*. This is considered to apply to the application site.

- 7.30 While officers note that the application site is outside of the area suggested by the FAAP, it is considered an appropriate deviation in this instance. The host building has been demonstrated that it is not suitable for continued business use nor is it particularly desirable for residential accommodation. Given the nature and location of the site, which is within a mile of the main Birkbeck Campus on Malet Street, the considerations outlined above and the benefits of the scheme, the proposed location is considered to be acceptable on balance.
- 7.31 The proposed development includes an ancillary café at ground floor level. It would be directly accessible from Cleveland Street. While it is anticipated that it would mainly be used by Birkbeck staff and students, it would provide potential employment opportunities for locals. Members of the public would be able to use the space. Therefore, the café would provide limited additional public benefit.
- 7.32 Colleagues in the Council's Economic Development department have negotiated two fully-funded Under Graduate scholarship opportunities (part-time or full-time) per year (a year or duration of a three year degree), for a total of 6 Camden residents, to be reviewed after 5 years and integrated into a wider outreach offer in Camden. It would be secured via legal obligation and delivered through the Economic Development team's Camden Scholarships programme. This would provide a significant benefit to the local community by supporting residents onto courses. Overall, the proposed higher education use and associated benefits are welcomed, and would help support and meet the Council's plan priorities. Details of the scholarship are summarised below:
- 2 new students - 2018/19
 - 2 new and 2 continuing - 2019/20
 - 2 new and 4 continuing 2020/21
 - 4 continuing - 2021/22
 - 2 continuing - 2022/23
 - The final issuing of scholarship money would be 2022
 - If one of the recipients is a part-time student their money will be pro-rata and likely to last 4 years
 - In terms of current fee charges Birkbeck would be committing to £166,500 in scholarships. As Birkbeck already have a 'widening participation criteria' which is in line with the Council's ambitions, they should be offered to those on low incomes and those also entitled to a Birkbeck cash bursary. In terms of bursary, the maximum offer would equate to £14,400 in total for the whole of their study.

Mixed-use development

- 7.33 Policy H2 of the Local Plan requires a mixture of uses in all parts of the Borough, including a contribution to housing. The application site is located within the Central London Area and as such where there is more than 200m² (GIA) of additional floorspace provided, up to 50% of all additional floorspace

should be housing. The proposal has an uplift of 280m² and therefore triggers the requirement for a secondary use (i.e. housing) of up to 140m², if appropriate.

- 7.32 The policy requires the Council to take into account a number of factors when considering whether a mixture of uses is appropriate. This includes the character of the development, site and area; site constraints; whether housing is compatible with the proposed and surrounding uses and whether the development is publicly funded or serves a public purpose.
- 7.33 Paragraphs 7.17-7.23 (above) demonstrate that residential accommodation would not be particularly desirable on-site due to noise, pollution, vibration and the constraints of the building's footplate. Officers consider that residential development would be incompatible with an Evening University, and that the constraints of the building would make it difficult to create separate cores, entrances and servicing areas.
- 7.34 The proposed development would serve a public purpose and the provision of housing would significantly affect the deliverability of higher education. All of the proposed floorspace within the building is required to deliver urgently needed space for Birkbeck, which rapidly needs to expand to cope with demand. Paragraph 3.61 notes that many Central London activities have a national and international function and make major contributions to Camden's economy, and their needs will be given significant weight. It states that the Council supports the institutions and activities that comprise the Knowledge Quarter (including the UoL), and their requirements may be foremost in particular locations.
- 7.35 Officers therefore consider that a mixture of uses on-site is not required in this particular instance, given the circumstances above, in accordance with the criteria as set out in parts a-e of policy H2. Self-contained housing would not be required due to the character of the development, site and area; site constraints; other plan priorities (i.e. education) being met; housing would not be compatible with the proposed use and the development is publicly funded and serves a public purpose.

Conclusion

- 7.36 Overall, the proposed development and the resulting benefits to the Borough are welcomed and on balance, the loss of employment space and development of a vacant site for non-residential purposes is considered to be acceptable.

8 Design, Character and Appearance, Impact on Heritage Assets

Context

- 8.1 The site is on Cleveland Street with corners to Euston Road and Warren Street. Cleveland Street forms the boundary between Camden and the City of Westminster. The site is not within a conservation area (CA), nor is it listed. Fitzroy Square CA is located southwards of the site, with Warren Street forming its northern boundary and Cleveland Street defining its western

boundary. On the western side of Cleveland Street, within the City of Westminster, there is also a small area of CA, although this sits further to the south and not opposite the site.

- 8.2 A number of the terrace properties on the southern side of Warren Street date from the late 18C and are listed. Locally, within the City of Westminster, the most notable listed building is John Soane's Holy Trinity Church on Euston Road, which is Grade I. Officers consider that the proposal results in no harm to the setting of CA's or listed buildings, in accordance with the statutory tests under sections 66 and 72 of the Planning (Listed Building and Conservation Area) Act 1990. The consultation response from the City of Westminster raises no concerns regarding the setting of their heritage assets.
- 8.3 There is a dramatic shift in townscape character and scale on Euston Road compared to the Fitzrovia area to the south. The Euston Road highway is broad and busy, and building heights and footprints are typically larger than in Fitzroy Square CA. The northern side of Euston Road has particularly large buildings, over twice the height the southern side, where the proposal is located, and with larger floor heights and window opening. The taller northern side of Euston Road is currently visible in views northwards up Cleveland Street, rising over the proposal site, and sitting forward of its building line. The character of Euston Road at this point is mixed, with mostly average quality buildings and no particular sense of place. Fitzrovia is of a finer grain, with much of the historic plot rhythm in place. Cleveland Street has a mix of historic and 20C buildings.

Existing building

- 8.4 The existing building occupies an end of terrace plot which tapers to the south due to the off-square alignment of Cleveland Street with Euston Road. The otherwise straight Euston Road curves northwards in front of the site to meet Marylebone Road; resulting in the Euston Road building line angling outwards at the Cleveland Street corner. The existing building has a chamfered corner at this point. The building is about 15m wide on Euston Road (north), 7m wide on Warren Street (south) and 30m long on Cleveland Street.
- 8.5 The host building is four storeys high plus an unsightly set back plant storey over part of the roof. At four storeys the existing building has the same parapet height as its three neighbours to the east, although the neighbours benefit from mansard additions above. As such the existing building is the lowest building in its contiguous group. The existing building has an unsightly plant enclosure. The facade is composed of punched openings in a cementitious façade with painted finish. The building has some restrained classical detailing which is intact above ground floor. The ground floor has suffered from alterations and lacks character and activity.
- 8.6 While being an acceptable piece of townscape, the existing building is rather unmemorable and does not rise architecturally to its location as a corner plot which angles out to present itself to the Euston Road. Officers would

welcome additional height and character on this site to address its shortcomings of it and this section of Euston Road.

Expired permission

- 8.7 The expired permission included demolition of the existing building and resulted in a single building expressed as two volumes: one addressing the Euston Road context and the other addressing Warren Street and the CA. The building would have been five storeys plus a setback plant floor on the southern half (one floor plus a setback plant higher than existing) and seven storeys on the northern half (three more than existing). The approved form also replaced the existing chamfered corner with a proud corner.

Proposal

- 8.8 The proposal retains the current building and brings the façade back into good order. An extension is proposed above which follows the same massing logic of the expired permission (taller on Euston Road and lower next to the CA) and maintains a similar scale. Classrooms and communal spaces are proposed in the retained building, with a new lecture theatre proposed in the roof extension where it is unencumbered by existing structural constraints.
- 8.9 The proposal replaces the windows in the retained building, but otherwise has a light touch approach to the main façade. On the ground floor, the entrance is proposed to be moved from the corner to Cleveland Street. Fire escape and bin storage has been rationalised on Warren Street, leaving the Cleveland Street frontage, wrapping around to Euston Road, to be active. Along Cleveland Street a café (on the public side of the reception security line) sits behind the windows. On the corner with Euston Road, the ground floor slab has been cut away to reveal an informal lecture space which steps from ground to basement floor. The roof top plant floor is removed. Internally, a fire escape that currently sits behind the Warren Street windows would be relocated in the middle of the plan. New classrooms would be placed behind the old fire escape windows.
- 8.10 The roof extension is formed of two volumes. A larger one at the Euston Road end, offset by a smaller one at the Warren Street end. Both are angled shapes in plan and elevation. They are clad in natural copper with a standing seem detail. The standing seem is a traditional method of constructing metal clad roofs.
- 8.11 The Euston Road element houses a new lecture theatre. The form is angled in response to an auditorium's natural section as defined by the rising raked seating. This allows an additional room, used for events, to be inserted below the highest seats. The events room would be finished in glass, allowing the theatre to visually float, particularly at night.
- 8.12 The roof extension sits along or behind the prominent frontage line of the buildings along Euston Road, and so is setback from the host building's angled parapet line. This allows the glass fronted events room to have a small external terrace. On Cleveland Street the auditorium cantilevers beyond the existing façade line, but remains within the sites ownership line. The

copper finish is to be wrapped under to cover the overhanging soffit. The auditorium comes to a crisp point at the Euston Road and Cleveland Street corner, giving presents to this moment. The pointed corner of the extension plays against the chamfered corner of the host, creating a tension between the two which brings interest and focus to the corner of the whole. The corner of the extension does not sit directly above the host's corner, but slightly south of it. This allows the corner of the existing building to remain dominant, with the extension subordinate to it. The more southern position of the extension corner and its overhang encourages the eye to move off Euston Road and down Cleveland Street into the Conservation area.

- 8.13 The auditorium volume has three windows which again have angled forms that add to the dynamic character of the whole. Due to its tapering form the proposal is 1.3m higher than the expired permission on the corner, but 1.3m lower than the expired permission where it meets its neighbour on Euston Road. This results both in a better relationship with neighbouring terrace and a more prominent corner.
- 8.14 The subordinate element on the Warren Street end is more conventional in form, sitting behind the parapet and setback from Warren Street by 1.5m much like a mansard or a fairly typical lightweight setback extension. It has a single central window, creating the sense of a dormer. The single form houses a small classroom with integrated plant room above. Unlike the existing situation or the expired permission, this proposal fully hides the plant within the overall architectural form. In views from the conservation area this smaller element feels appropriate in scale to its surroundings. In the long views up Cleveland Street it helps break down the mass of the extension by screening much of the auditorium element. Officers consider the depth of the overhang feels appropriate in scale to the height of the building and provides interest when passing the building. Set four storeys above ground the overhang would not make the street feel unduly enclosed. In long views up Cleveland Street the proposed extension, including the overhanging part, would visually sit in front of the somewhat ubiquitous and over scaled office block on the far side of Euston Road. So it would obscure the office building and not sky.

Changes since Submission (revisions)

- 8.15 In addition to the pre-submission DRP, a second DRP was held post submission. The DRP supported the proposal but encouraged the applicants to refine the design further to fully achieve its design potential. Officers agreed with these comments and the design was amended.
- 8.16 The north east corner and the south west corner of the auditorium element have been pushed closer to the host building by half a metre. This reduces the overhang on Cleveland Street and the visual bulk as viewed along Cleveland Street from the CAs and along Euston Road. It also results in a sharper prow and the corner creating a more elegant and dynamic form.
- 8.17 The windows which where summited as flush have been recessed and angled within their frames. The copper façade has been broken up into triangular

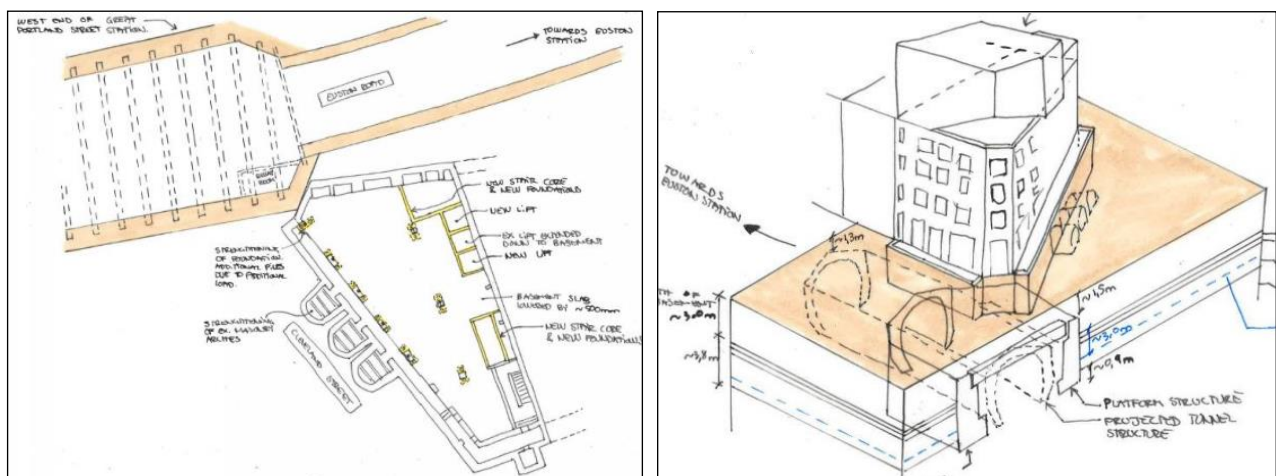
areas of varying panel widths. Both the play in the window depth and the patterning of the façade draw from the primary angular moves of the proposed extension, soften the form and make the building more intricate.

Summary

- 8.18 This is a unique proposal which adds a characterful extension to an existing building. The extension, in the form of an auditorium, expresses its use and gives legibility and presence to the corner plot. It adds interest to an underwhelming section of Euston Road. The proposal manages a transition in scale and form to the conservation area setting whilst maintaining a constant language and materiality to the extension as a whole. The materials are high quality and of a tried-and-tested traditional nature. The application is accompanied by details which assure a quality finish.

9 Basement

- 9.1 The host building benefits from a basement under the footprint of the building. The site has two underground development constraints – ground water flow and slope stability. Furthermore, the building is within a TfL Underground Zone of Influence due to its close proximity to London Underground Limited (LUL) assets - tube tunnel of Circle, Metropolitan and Hammersmith & City line and Eastern end of Great Portland Street Station Platform. Figures 3 and 4 below show the proximity of the LUL assets to the proposal:



Figures 3 and 4 above: Drawings showing proximity of LUL assets

- 9.2 The proposed development includes the lowering of the existing basement slab by approximately 250mm to allow for new floor build up including insulation and drained cavity. The existing lift would be extended down to basement level and two new lifts are proposed. Lift pits, extending below the existing basement level, would be constructed below. The existing basement walls and foundations are proposed to be retained.
- 9.3 Policy A5 of the Local Plan requires proposals for basements to submit an assessment of the scheme's impact on drainage, flooding, groundwater conditions and structural stability in the form of a Basement Impact Assessment (BIA) and where appropriate, a Basement Construction Plan

(BCP). The application is supported by a BIA and LUL Asset Impact Assessment produced by Webb Yates Engineers Ltd. The documents follow the requirements and process as set out in the CPG4 – Basements and Lightwells.

9.4 Given the site constraints, the BIA was subject to an independent audit by Campbell Reith completed in April 2018. The audit confirmed that:

- The BIA was completed by engineers with suitable qualifications
- A site specific Ground Movement Assessment confirms that any damage would be limited to Category 0 (Negligible) of the Burland Scale, which is acceptable
- The proposed construction method is accepted as appropriate to demonstrate the feasibility of the proposal
- It is accepted that there would be no impact on hydrogeology. Further groundwater monitoring is to be carried out prior to construction to inform the construction method and detailed design
- The overall risk of slope instability is low
- The site is in an area of low flood risk (Flood Zone 1) and the impermeable area is not increasing
- It can be confirmed that the application complies with the requirements set out in CPG4

9.5 The applicant worked with and consulted LUL during the design process. LUL confirmed that they have no objection to the proposal in a letter that was submitted prior to the registration of the planning application. Following formal consultation from the Council, LUL confirmed that the applicant is in communication with London Underground engineers with regard to the development. They stated that the developer should continue to work with London Underground engineers and submit documents for approval at all stages of the development.

9.6 Based on the above, it is considered that it has been demonstrated that the proposal would not cause harm to neighbouring properties, structural, ground, or water conditions of the area, the character and amenity of the area or the architectural character of the building.

10 Neighbouring Amenity

10.1 Local Plan policies A1 and A4, and CPG6 (Amenity), seek to ensure that the existing residential amenities of neighbouring properties are protected, particularly with regard to visual privacy, outlook, daylight and sunlight, noise and air quality. Policy A1 states that the Council will only grant permission for development that does not cause harm to amenity.

10.2 The application site is located at the end of a terrace. It is surrounded by Euston Road, Cleveland Street and Warren Street. Adjacent buildings are located on the opposite sides of Euston Road (approximately 36.4m away); Cleveland Street (approximately 12m) and the Warren/Cleveland Street junction (approximately 14.5m). The two storey roof extension would be set

behind the parapets on Euston Road and Warren Street, and would overhang part of the parapet along Cleveland Street. Due to the location of the roof extension, it would not be likely to have a material impact on the adjoining buildings that form part of the terrace the host property is attached to. This is due to the roof extension being within the building lines on Euston Road and Warren Street. The extension is well setback from the other adjacent properties, which are all located on the opposite sides of the roads they face, so would not result in undue harm by way of having an overbearing impact or material loss of outlook. Given the nature of the use and extensions, a significant level of overlooking would not be introduced.

- 10.3 The most sensitive properties, in terms of any impacts on the existing levels of daylight and sunlight on residential occupiers, are 34 Warren Street (residential property) and 175 Cleveland Street (located in Westminster), the upper floors of which have recently been converted into residential. These impacts are assessed in greater detail below.
- 10.4 The proposal is for the change of use from office to education, which is not considered to result in materially greater impacts in terms of noise or general disturbance – especially given the context of the application site in a busy urban setting. Evening classes would finish at 21:00 and the building would remain open until 00:00. These hours are considered to be acceptable within their context and would not unduly harm any surrounding uses or occupiers. The proposed development includes plant and an assessment of potential noise and vibration impacts has been undertaken below.

Daylight/sunlight

- 10.5 A Daylight/Sunlight Report has been submitted by Savills (UK) Limited. It provides an assessment of the potential impact of the development on sunlight and daylight and overshadowing to neighbouring residential properties based on the approach set out in the Building Research Establishment's (BRE) 'Site Layout Planning for Daylight and Sunlight: A Good Practice Guide (2011)'. The assessment is based upon a measured survey and is supplemented by a site inspection, photographs and further research. The report makes use of three standards in the assessment of existing versus proposed daylight and sunlight levels:

- Vertical Sky Component (VSC) - A measure of the amount of sky visible at the centre of a window. *The BRE considers that daylight may be adversely affected if, after development, the VSC is both less than 27% and less than 0.8 times (i.e. a reduction of more than 20%) its former value*
- No Sky Line (NSL) - The area at desk level inside a room that will have a direct view of the sky. *The NSL figure can be reduced by up to 20% before the daylight loss is noticeable (i.e. retain 0.8 times its existing value)*
- Annual Probable Sunlight Hour (APSH) - A measure of the amount of sunlight that windows within 90 degrees of due south receive and a

measure of the number of hours that direct sunlight reaches unobstructed ground across the whole year and also as a measure over the winter period

- 10.6 The daylight and sunlight report undertook a scoping stage, which concluded that the residential building 'Howard House' on Cleveland Street would not require further technical testing as its key windows have sight lines down Warren Street and therefore the dominate sky visibility is unaffected by the proposal. The only residential properties requiring further investigation are 34 Warren Street and 175 Cleveland Street. The impact on these buildings is outlined below.
- 10.7 34 Warren Street – This residential property is located to the southeast of the site. All of the windows facing the development passed the VSC and NSL assessments, and it is considered that the occupiers are unlikely to notice any adjustment in daylight levels. Only windows facing within 90 degrees of due south are tested for APSH. None of the windows facing the application site apply and were therefore not tested.
- 10.8 175 Cleveland Street – This property is located to the east of the application site, on the opposite side of Cleveland Street within Westminster City Council. It contains offices on the lower ground and ground floors, with three flats above (at first, second and third floors). All of the units are dual aspect, with their front elevations facing northeast towards the application site. The daylight impacts on the flats are outlined below. None of the windows facing the site are within 90 degrees of due south so were not tested for APSH.
- 10.9 The first floor flat (see Figure 5 below) has three windows facing the development. In terms of VSC, they would all have minor transgressions by not retaining their existing values by at least 0.8 times (Window 1 = 0.74, window 2 = 0.64 and window 3 = 0.61). Window 1 serves a kitchen/dining room, which forms a through room with a living room on the rear elevation that provides direct access to a roof terrace. The other front room is a second bedroom/study, served by windows 2 and 3. In terms of NSL, the kitchen/dining room passes the BRE recommendations with a retained value of 0.82 and the bedroom fails with 0.78. It is noted that bedrooms are considered to be the least important habitable room in terms of retained levels of daylight within the BRE (as occupiers are more likely to use the main habitable rooms during daylight hours). Due to the extent of the failures and the specific layout of the flat, which as shown in Figure 5 has the main habitable room and external amenity space to the rear of the property, it is considered that the minor loss of daylight is acceptable in this instance.
- 10.10 The flat on the second floor (see Figure 6 below) has a similar layout; however, it does not benefit from external amenity space. The kitchen/dining room would fail in terms of VSC with a minor transgression (retained value 0.73). The two windows serving the second bedroom/study would have retained values of 0.62 and 0.59. The NSL figures show that the kitchen/dining room would have a retained value of 0.71, a minor failure, however this is mitigated by it being a through room leading to a living room

on the rear elevation (making it dual aspect). The bedroom would pass in terms of NSL (retained value of 0.87).

- 10.11 The upper level flat (third floor –see Figure 7 below) is within a mansard roof, with dormers to the front and rear. There are two front dormers facing the application site, with one of them serving a dual aspect habitable room with a large window to the rear and the other a small bedroom/study. The front window serving the kitchen/dining room would have a retained value of 0.79 VSC, and the bedroom/study window would be 0.70 times its existing value. In terms of NSL, the kitchen/dining room would fail with 0.51 and the bedroom with 0.63. The impact on these rooms is considered to be largely down to the pre-existing circumstances of being served by narrow dormer windows that are set inside taller party walls either side. The main habitable room for this dual aspect flat is to the rear, with light and outlook provided through a much wider southwest facing window (rather than the single window pane dormers to the front).
- 10.12 Overall, while there are transgressions to the retained daylight values within the three flats, they are considered minor with all of the units benefiting from dual aspect main habitable rooms and rear windows facing away from the development. The failure of windows and/or rooms in terms of the BRE tests is not reason enough for objecting to a development in its own right. In this circumstance, the quality of daylight for the occupiers of the flats is considered to be acceptable in this urban context within this very central location.

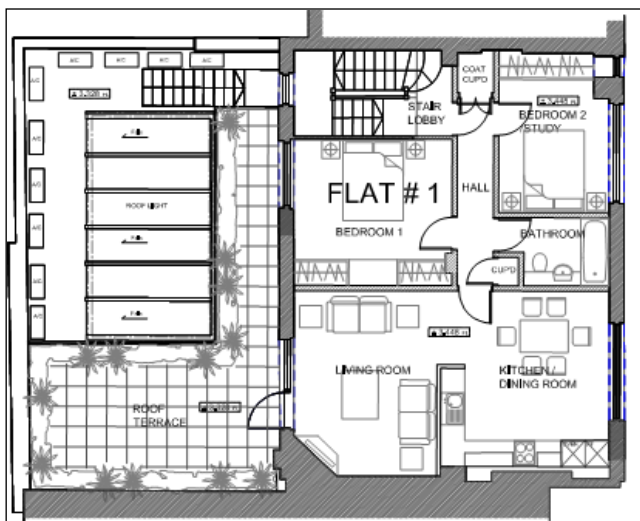


Figure 5 (left): Flat 1 on the first floor of 175 Cleveland Street. The windows on the right side of the plan face the application site. The kitchen/dining area connects to the living room, which benefits from rear windows and a roof terrace. Bedroom 2/study is served by two windows and is a box room.

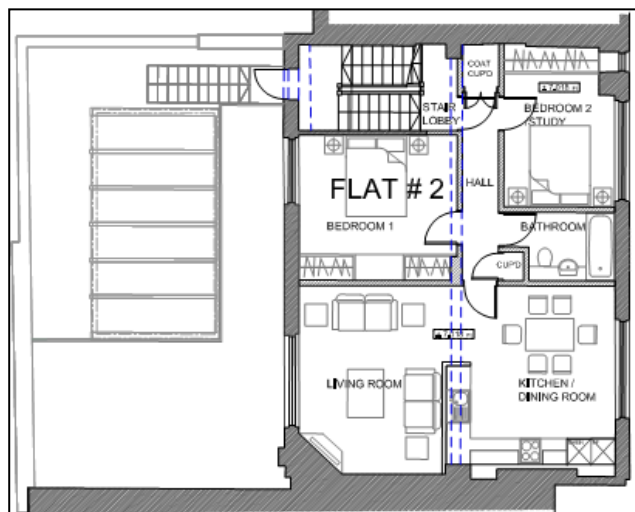


Figure 6 (left): Flat 2 (second floor) 175 Cleveland Street. Similar layout as above without the benefit of a roof terrace.

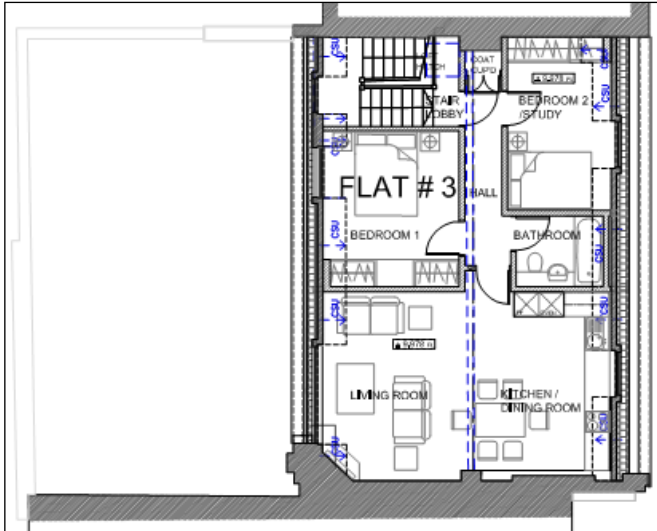


Figure 7 (left): Flat 3 (loft, third floor) 175 Cleveland Street. Two small dormers on the right side of the plan face the application site. The kitchen/dining room is dual aspect with the living room, which has a much wider rear facing window.

Noise impacts

- 10.13 The planning application has been supported by a 'Planning Noise & Vibration Report' submitted by Acoustics Central (who are qualified acoustic engineers). The report assesses whether the building would provide suitable internal noise and vibration levels for the future occupiers of the building (education use), and seeks to minimise any impact on surrounding occupiers. Noise measurements of the existing background situation were undertaken over two separate days, using a combination of attended and unattended measurements. These were made at both internal and external locations at the nearest noise receptors on Euston Road, Cleveland Road and Warren Street.
- 10.14 To assess the impact on surrounding occupiers, the background noise levels were quantified and measured against rating level limits for the proposed plant equipment. The proposal includes 5 air-handling units, 2 internal water cooled chillers and 2 external dry air coolers. This plant would be located within a basement plant room, a 5th floor mezzanine plant room, and an external roof plant area. Manufacturers' details have been given along with a series of mitigation measures, including screening around the external plant, and silencers on the exhaust-side of air handling units. The mechanical services plant would run during the day and evening only, therefore a condition would be attached to restrict its use to 07:00–23:00. The noise impact assessment confirms that the highest generating items are calculated to be 15dBA, 25dBA, and 19dBA below the existing ambient noise levels. As such, the plant equipment is not expected to be distinguishable from the existing noise climate. Therefore, the proposal complies with policy A4, which requires plant to be at least 10dB below background noise and 15dB if the noise contains audible tonal elements. A planning condition is recommended to secure the cumulative sound level from building services and fixed plant to be 10dB or more below the lowest background sound level (15dB if tonal components are present) at the nearest residential receptor at any time. The plant and equipment would be required to be installed and constructed to ensure compliance with the above requirements and submitted details.

10.15 A range of measures are proposed to ensure the internal environment is suitable for the proposed education use. Within the basement, the lining would comprise at least 12.5mm SoundBloc, and there would be a cavity of at least 85mm between the basement wall and the lining, with 50mm mineral wool in the cavity. The lining would be supported from either an independent frame, or fixed to the wall using resilient mounts. The internal noise climate within teaching spaces at ground floor level and above would be controlled by the sound reduction performance of the glazing and ventilation strategies. Sound insulation requirements for three types of glazing have been established, one for the Active Learning space on the ground floor, one for teaching spaces on first floor and above with a view of Euston Road, and one for those on first floor and above without a view of Euston Road. Natural ventilation is limited to Warren Street, due to the noise levels on Euston and Cleveland. Subject to these details being secured by planning condition, it is considered that the internal environment would be suitable for the proposed education use.

11 Transport and Access

11.1 The site is easily accessible by public transport with a public transport accessibility level (PTAL) rating of 6b (best). It is serviced by a number of buses and is within walking distance of a number of underground, overground and national rail stations including Regent's Park, Warren Street, Euston Square, Euston and Great Portland Street. Cambridge House is located within Controlled Parking Zone (CPZ) CA-E, which operates Monday to Saturday 08:30 – 18:30. Euston Road is part of the TfL red route network and is subject to a no loading at any time restriction as it passes the site. Single yellow line restrictions are in place along Warren Street and Cleveland Street adjacent to the development site and are subject to no waiting restrictions Monday to Saturday 08:30 - 18:30. Single yellow line restrictions on Warren Street are subject to additional Keep Clear restrictions for fire tender access to Warren Mews.

Cycle parking and Pedestrian, Cycling and Environmental Improvements

11.2 Policy T1 of the Local Plan requires developments to sufficiently provide for the needs of cyclists. The London Plan provides guidance on minimum cycle parking standards within Table 6.3. Universities and colleges are expected to provide 1 long-stay space per 4 members of staff and 1 for every 20 full-time equivalent student. 7 short-stay spaces are required per 7 full-time students.

11.3 The facility would have capacity for up to 20 staff and 610 full-time equivalent students. Birkbeck presume a maximum of 80% of this capacity to be present at its peak times (488). To meet London Plan standards, the development would need to provide 5 long-stay spaces for staff, 25 long-stay spaces for students and 70 short-stay spaces. 5 spaces are proposed at ground floor for staff, they would be accessed directly from Cleveland Street in a secure area. 25 long-stay spaces for students are proposed within the basement. Students would have access via the lift from the main entrance. These spaces are

considered acceptable with the final details to be secured by planning condition.

- 11.4 Officers consider that the short-stay provision would best be provided on the public highway. This would need to be taken to a more detailed design phase with further consultation. To accommodate this, any planning permission would be required to secure a Pedestrian, Cycle and Environmental contribution of £21,000 towards the investigation and implementation of providing the short-stay cycle parking. Indicative plans have been submitted with the planning application.

Deliveries and servicing

- 11.5 The Council's Principal Transport Officer has assumed for a site of this size that it would generate no more than 1 delivery an hour, which accords with the predictions made by the applicant. Servicing is proposed to be conducted on Cleveland Street where the single yellow line can facilitate vehicles stopping to unload and deliver through the main entrance. Cleveland Street is northbound only adjacent to the site at a width of 5.5m. This would allow sufficient space for delivery vehicles to stop while not causing an obstruction to other passing vehicles.

- 11.6 Based on the predicted low level of servicing use, a Service Management Plan (SMP) would not be required as a planning obligation if planning permission were to be granted for the development.

Travel planning

- 11.7 The proposal would lead to an increase in people traveling to and from the site to work and study. A Travel Plan would be required to mitigate the impact of movements to and from the site, to help promote sustainable transport and raise awareness of its benefits.

- 11.8 If planning permission is granted a Strategic Level Travel Plan would need to be secured as a planning obligation. The plan would need to be approved by the Council prior to completion of the proposed works. The planning obligation would include a requirement for a Travel Plan Co-ordinator to be appointed no less than 3 months before occupation.

- 11.9 A financial contribution of £6,244 would also be required to cover the costs of monitoring and reviewing the Strategic Level Workplace Travel Plan over a 5 year period.

- 11.10 TfL encourages developers to use the TRICS database (formerly TRAVL) for trip generation predictions. The applicant would be required to undertake a TRICS after study and provide TfL and Camden with the results on completion of the development. This would be secured as part of the Travel Plan review and monitoring process.

Construction management

11.11 The proposal would involve a significant amount of construction works, generating a high level of vehicle movements. The proposed works could therefore have a significant impact on the operation of the public highway in the local area if not managed effectively. Officer's primary concern is public safety, followed by the need to ensure construction traffic does not create (or add to existing) traffic congestion or impact on the road safety or amenity of other highway users. The proposal is likely to lead to a variety of amenity issues for local residents and businesses (including noise, vibration and air quality).

11.12 A preliminary Construction Management Plan (CMP) has been submitted, which provides useful information to describe the proposed works and how they would be undertaken. A more detailed CMP would be prepared once a Principal Contractor has been appointed. This would need to consider the following points:

- Construction vehicle routes to and from the site would need to make the most efficient use of the highway network in the Central London Area.
- The proposed works are likely to generate a significant amount of workers at any given time. The Principal Contractor would need to prepare travel planning guidance to encourage workers to use sustainable transport instead of private motor vehicles.
- Various highways licences would need to be obtained from the Council prior to works commencing on site (e.g. temporary parking bay suspensions, scaffolding licence, hoarding licence, crane licence etc.).
- Traffic congestion is already a significant problem in this part of the Borough, particularly during morning and afternoon/evening peak periods. Construction vehicle movements should be scheduled to avoid 0800 to 0930 and 1600 to 1830 hours on Monday to Friday.
- Details would be required to describe how pedestrian and cyclist safety would be maintained, including any proposed alternative routes (if necessary), and any Banksman arrangements.
- The site would need to be registered with the Considerate Constructors Scheme. Officers would expect the proposed works to be undertaken in accordance with the best practice guidelines in TfL's Standard for Construction Logistics and Cyclist Safety (CLOCS) scheme: <http://www.clocs.org.uk/standard-for-clocs/>

11.13 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, if planning permission is granted a CMP would be secured as a planning obligation. This would provide a mechanism to manage and mitigate the impacts that 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.

11.14 A financial contribution of £7,564.50 for CMP monitoring would be secured as a planning obligation if planning permission is granted.

Highways works

- 11.15 Policy A1 of the local plan states that *'Development requiring works to the highway following development will be secured through planning obligation with the Council to repair any construction damage to transport infrastructure or landscaping and reinstate all affected transport network links and road and footway surfaces'*. As part of these works the Council would need to remove the redundant crossovers on Warren Street and Cleveland Street to reinstate the footway and improve pedestrian permeability. Therefore, the Council would need to secure a financial contribution for highway works. This would allow the proposal to comply with Policy A1. An estimate of £13,484 has been calculated by the Council's Highways team to form part of the S106 (and Section 278 agreement for the TfL owned Euston Road part of the works) if planning permission is granted.

Summary of requirements

- 11.16 The proposal would be acceptable in terms of transport implications subject to various conditions and Section 106 planning obligations being secured:
- Condition to secure the provision and ongoing maintenance of 30 long-stay secure cycle parking spaces
 - S106 - Construction Management Plan (CMP)
 - S106 – CMP Implementation Support Contribution of £7,564.50
 - S106 - Travel Plan and associated monitoring fee of £6,244
 - S106 - Highways contribution of £13,484 and levels plans (will require a Section 278 agreement for the repairs of the highway on the TfL owned Euston Road)
 - S106 - Pedestrian, Cycling, Environmental, and Public Realm improvements financial contribution of £21,000

12 Sustainable Design and Construction

- 12.1 The Local Plan requires development to incorporate sustainable design and construction measures. All developments are expected to reduce their carbon dioxide emissions by following the steps in the energy hierarchy (be lean, be clean and be green) to reduce energy consumption. Policy CC2 of the Local Plan requires development to be resilient to climate change through increasing permeable surfaces and using Sustainable Drainage Systems, incorporating bio-diverse roofs/green and blue roofs/green walls where appropriate and including measures to reduce the impact of urban and dwelling overheating.
- 12.2 To comply with the London Plan the proposal must secure a minimum 35% reduction in regulated CO₂ emissions below the maximum threshold allowed under Part L of the Building Regulations 2013. Where the London Plan carbon reduction target cannot be met on-site, the Council may accept the provision of measures elsewhere in the borough or a financial contribution (charged at £90/tonne CO₂/year over a 30-year period) to secure the delivery of carbon reduction measures elsewhere in the Borough.

- 12.3 The submitted details confirm that the development would comply with the overall minimum 35% CO₂ reduction. Additional data and supporting Building Regulation UK (BRUKL) reports would be required as part of a planning obligation securing the energy strategy. The 'Be Green' contribution indicates that the solar photovoltaics (PV) exceeds the minimum 20% reduction requirement for renewables. This reduction would be secured via the S106, in addition to confirmation of the baseline inputs for the refurbished area and the supporting BRUKL output for the extension. The PV would include 67 panels over an area of 108m² on the new pitched roofs. The details would be secured via planning condition.
- 12.4 A number of passive measures are proposed to improve the sustainability of the building. These include an improved U-value for the refurbished building and roof extension to reduce heat losses and gains; solar gains would be limited by using high specification glass and deep window reveals; efficient glazing systems with low U-Value and high light to solar transmission ratios and classrooms would be located on the perimeter with high floor to ceiling heights to maximise daylight into these spaces and to reduce the need for artificial lighting. Active measures include aligned sanitary spaces to reduce pipework and ventilation equipment runs; centralised heating and hot water plant, fed by high efficiency fully modulating condensing boilers; compensated and optimised control of heating system; occupancy zoned heating; thermostatic control of all heated spaces; variable speed pumping and fans; grouping of mechanical vents; demand controlled mechanical ventilation by CO₂ sensors, humidity or temperature monitoring; low energy LED lighting; daylight dimming and occupancy switching of lighting; Effective Building Energy Management System including sub-metering and energy monitoring.
- 12.5 The following planning obligations and conditions would be secured to the permission in the event of an approval:
- Sustainability measures to be secured through a S106 sustainability plan, indicating BREEAM 2014 Bespoke 'Excellent' level and minimum credit targets in Energy (60%), Materials (40%) and Water (60%)
 - Energy provisions to be secured through a S106 Energy Efficiency and Renewables Plan
 - Solar PV
 - Air Source Heat Pumps – details of the location and extent of them and associated equipment. Measures to include the installation of a meter to monitor the energy output from the approved renewable energy systems
 - Rainwater harvesting - a feasibility assessment for rainwater recycling
 - Green Roof details

13 Air Quality

- 13.1 The Local Plan requires the submission of air quality assessments for developments that could cause harm to air quality. Mitigation measures are expected in developments located in areas of poor air quality.
- 13.2 The site is adjacent to the heavily congested Euston Road. At least part of the site is found likely to exceed the NO₂ short-term Air Quality System (AQS) objectives, according to the London Atmospheric Emissions Inventory (LAEI) (2013) modelled data. All parts are likely to exceed the long-term objectives for NO₂ and PM₁₀.
- 13.3 The submission is supported by an Air Quality Assessment (AQA) submitted by Waterman Infrastructure & Environment Limited. It follows the relevant Institute of Air Quality Management (IAQM) and Environmental Protection UK (EPUK) guidance. Although the site is in an existing poor air quality area, no sensitive receptors (vulnerable occupants/visitors) are proposed to be introduced to the area. No 'significant impacts' (applying Camden's guidelines) are anticipated from the development itself, whether owing to point sources (such as CHP), vehicles (range of criteria) or scale (the development would be less than 2,500m²). The choice of AQA type and underlying methodological basis is therefore considered appropriate.

Impacts on local air quality

- 13.4 *Vehicle impacts* - The development would be 'car-free' as no car parking is proposed. Vehicle movements would be insignificant compared to local roads.
- 13.5 *Point source impacts* - Heating would be from new ultra low NO_x gas boilers (with combined emissions of <35 mg/kWh meeting the Mayor's preferred standard of NO_x5 or <70 mgNO_x/kWh), replacing existing Class 4/5 gas boilers.
- 13.6 *Air Quality Neutral Assessment (AQNA)* - An AQNA was not submitted with the application. This is considered acceptable as no 'significant' air quality impacts are likely to be experienced by building users or to the local area and due to the nature of the development (i.e. largely change of use with an uplift of less than 500m²).

Impacts on occupants

- 13.7 The AQA acknowledges the risks to occupants of exceedance of NO₂ short-term limits. The proposed mitigation would be mechanical ventilation with heat recovery, by drawing air from the roof to ventilate the building. Submission of further details of the mechanical ventilation with heat recovery would be secured by condition, in the event of the development being approved.

Construction impacts

- 13.8 The AQA assesses the sensitivity of human health impacts as Low to Medium. Dust risk is assessed as Negligible to Low. This is a result of dust soiling during demolition. The Air Quality Officer expects to see every 'Highly Recommended' measure for Medium risk sites (as per Appendix 7 of the GLA

supplementary planning guidance) being secured in the CMP via the s106 agreement. Air quality monitoring would be secured by planning condition.

Conclusion

13.9 Overall, the proposed development is considered to be acceptable in terms of air quality impacts. The Sustainability and Air Quality Officer have recommended the following planning conditions:

- Mechanical Ventilation - full details of the mechanical ventilation system including air inlet locations
- Mechanical Ventilation and NO₂ Scrubbers - evidence that an appropriate NO₂ scrubbing system on the mechanical ventilation intake has been installed and a detailed mechanism to secure maintenance of this system
- Construction related impacts mitigation via the CMP
- Air quality monitoring would be secured on-site

14 Trees and Landscaping

14.1 The site contains a lack of public open space, external amenity areas and soft landscaping features within its boundary. Given that the building takes up the entire site and only benefits from a small fourth floor roof terrace, there is limited scope for landscaping.

14.2 A mature London Plane (approximately 14m tall) is located on Euston Road (see Figure 8 below). The tree is considered to be in good condition and of moderate quality in terms of its amenity value. As the tree is located on a Red Route, any works to it would require the consent of TfL.

14.3 The submitted BIA confirms that the tree would be protected as part of the development. Therefore, tree protection details would be secured via planning condition to ensure the tree is sufficiently protected during the construction process. This process meets the satisfaction of the Council's Tree and Landscape Officer.



Figure 8 (left): Mature tree to the front of the application site (photo taken from Euston Road).

15 Flooding and Drainage

- 15.1 The NPPF requires all major developments to include Sustainable Urban Drainage Systems (SUDS) unless demonstrated to be inappropriate (as set out in the Ministerial Statement by the Secretary of State on 18 December 2014). Major developments should achieve greenfield run-off rates wherever feasible and as a minimum 50% reduction in run off rates. Development should also follow the drainage hierarchy in policy 5.13 of the London Plan.
- 15.2 There are no incidents of flooding recorded on the application site, nor are there any heightened flood risks modelled. The site is approximately 100m from the boundary of the nearest Local Flood Risk Zone (South East Regent's Park). It is also in an area indicating 'opportunities for bespoke' infiltration drainage systems, and borders an area that has 'very significant' constraints for SUDS to the northwest and an area to the southeast that is 'probably compatible'.
- 15.3 The planning application is supported by a BIA and Drainage Strategy Report (both prepared by Webb Yates Engineers Limited). The documents state that infiltration and area-based SUDS are discounted owing to lack of space. Officers consider this to be reasonable given the fully developed nature of the site. Basement tank attenuation is discounted on the basis of pump maintenance requirements and increased risk of flooding. Officers agree that pumped basement attenuation is not the ideal solution. There is an area to the north at level four with a 32m² terrace. This area could be used for rainwater attenuation via a green roof with minimum 100mm soil and added flow control (green-blue roof). It would be able to partially attenuate runoff from the pitched feature roof in the more common, smaller scale rainfall events. Limited personnel access could be provided to the roof for maintenance and occasional amenity purposes. A planning condition would therefore be secured to provide details of a green-blue (providing management of storm

water incorporated with landscaping) roof in this location. Officers consider that this would maximise the site's level of SUDS.

- 15.4 The proposed development is a major scheme due to the change of use in floor area only. It involves a new-build roof extension of less than 500m². There would be no increase in permeable area. Although the existing site is currently fully occupied by the building footprint, there would be a small increase in surface water flow as the proposed extension cantilevers slightly over the existing roof. However, the streetscape area that the building currently cantilevers over is currently all hard standing and freely discharges into the Thames Water Public sewer. As a result there would be no net increase in surface water discharge into the public sewer. It is therefore considered, in view of site constraints and scale/type of development, that requiring greenfield rates would be inappropriate. In view of site opportunities and benefits of reducing sewer discharge where possible, a proportionate requirement is suggested by securing a planning condition with a target of 50% reduction in discharge to the sewer from existing rates (for the entire site). A further condition would require sustainable drainage principles to be incorporated into the new-build and existing opportunities where feasible, closely following the SUDS hierarchy of selection and design, to meet the targeted runoff rates.

16 Community Safety

- 16.1 Policy C5 requires developments to demonstrate that they have incorporated design principles that contribute to community safety and security. The Design and Access Statement includes details of access, movement, inclusive design, security and evacuation. The details have been discussed with the Designing Out Crime Officer, who confirmed that there are no objections to the overall development. Comments were made to suggest details to implement as part of the detailed design. These include lock down facilities, locking mechanisms, signage, alarms, lighting and CCTV.

17 Waste

- 17.1 Occupiers of commercial premises are legally obliged to make an arrangement with either the Council or a licensed waste carrier for the collection of the waste produced from the premises. The proposal includes a dedicated bin store at ground floor level, which benefits from direct level access to Warren Street. This would allow refuse and recycling to be taken onto the street for collection. The bin store is accessed directly from the café via a lobby. In addition, the café has its own storage area.
- 17.2 A condition is recommended prior to the occupation of the development for details of the location, design and method of waste storage and removal. The final details would need to be agreed the Council's Principal Environmental Services Officer.

18 Local employment and procurement

18.1 The proposed development is large enough to generate significant local economic benefits. Policy E1 and CPG8 (Planning Obligations) state that in major developments the Council will seek to secure employment and training opportunities for local residents and opportunities for businesses based in the Borough to secure contracts to provide goods and services. A range of training and employment benefits would be secured via S106 to provide opportunities during and after the construction phase for local residents and businesses. This would include:

Construction phase:

- The applicant should work to CITB benchmarks for local employment when recruiting for construction-related jobs as per clause 8.28 of CPG8.
- The applicant should advertise all construction vacancies and work placement opportunities exclusively with the King's Cross Construction Skills Centre for a period of one week before marketing more widely.
- The applicant should provide a specified number (to be agreed) of construction work placement opportunities of not less than two weeks each, to be undertaken over the course of the development, to be recruited through the Council's King's Cross Construction Skills Centre.
- Subject to the build costs of the scheme exceeding £3 million, the applicant must recruit one construction apprentice per £3 million of build costs and pay the Council a support fee of £1,700 per apprentice as per clause 8.25 of CPG8. Recruitment of construction apprentices should be conducted through the Council's King's Cross Construction Skills Centre. Recruitment of non-construction apprentices should be conducted through the Council's Economic Development team.
- The applicant must 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 terms of end use:

- As outlined in CPG8 para 8.33, the Council will seek an agreement with the developer as part of the s106 to provide a specified number of apprentice or work experience places.
- In accordance with CPG8 para 8.9, where a scheme results in the loss of employment space *'developers may be required to contribute towards measures which create or promote opportunities for employment or training of local people'*. This contribution is calculated below:

Gross employment floorspace lost (908m²)/12m² (space requirement per full time employee) = 76

76 (Full time jobs lost) x 23% [% of Camden residents in the workforce] x £3,995 [cost to provide training per employee] =
£69,832

- In accordance with CPG8 para 8.33, the Council would seek to secure a specified number (to be agreed) of apprentice or work experience places within the completed development. The recruitment of end use apprenticeships is to be coordinated through the council's Economic Development team.
- Provision of 2 fully-funded scholarship opportunities per year for a Camden resident for a period of at least 5 years, to be delivered through the Economic Development team's Camden Scholarships programme.

19 Play and Open Space

- 19.1 The Local Plan requires an 'appropriate contribution' to open space, with priority given to publicly accessible open space. Policy A2 gives priority to securing new public open space on-site, with provision of space off-site near to the development acceptable where on-site provision is not achievable. If there is no realistic means of direct provision, the Council may accept a financial contribution in lieu of provision. The application site is entirely covered by a basement and built form above. There is currently no public open space on the site and it is not considered feasible to provide any. An external terrace of 32m² is proposed, but it would only be available to users of the building.
- 19.2 CPG6 (Amenity) states that developments of 500m² or more of any floorspace are likely to increase the resident, worker or visitor populations of the Borough. The proposal would result in the change of use and extension of the building to provide 1,847m² of higher education use. As there is no realistic means of direct provision, the scheme would be acceptable and in accordance with policy subject to a S106 financial contribution to local open space provision.
- 19.3 The financial contribution is calculated in accordance with figure 4 of CPG8, which for higher education developments requires the following payments per 1,000m²:
- Capital cost - £1,265
 - Maintenance - £1,284
 - Design and admin - £152
- 19.4 Based on the above, the development would need to secure a financial payment of £2,701.

20 Section 106 Obligations

20.1 The 'Heads of Terms' embodied in the Section 106 legal agreement referred to above would include the following:

- **Construction/Demolition Management Plan (CMP)** - including monitoring contribution of £7,564.50
- **Local employment, skills and local supply plan** - including a contribution towards employment and skills opportunities of £69,832
- **Highways contribution £13,484**
- **Travel Plan** - including monitoring contribution of £6,244
- **Public Open space contribution** - £2,701
- **Sustainability Plan** – BREEAM 'Excellent' with minimum credit targets in Energy (60%), Materials (40%) and Water (60%)
- **Energy Efficiency and Renewables Plan**
- **Level Plans**
- **Pedestrian, Cycling, Environmental, and Public Realm improvements** - financial contribution of £21,000
- **Scholarships for Camden residents** – 2 x fully-funded opportunities per year for a Camden resident for a period of at least 5 years

21 Community Infrastructure Levy (CIL)

21.1 The proposal would not be liable for the Mayor of London's CIL nor Camden's CIL as the proposed use is for education purposes. The Mayor's charging schedule states that institutions of higher education have a NIL rate and the Council does not charge for health, education or community uses (among others).

22 Conclusion

22.1 The proposed development would make best use of an underutilised site, which has been vacant or partially vacant for a substantial period of time (including a period with the benefit of consent for an alternative development that has lapsed). The proposal would be a sustainable use that would include the following benefits:

- Employment benefits from a vacant office building and showroom, providing opportunities for 20 core staff members, 20 teaching staff and space for up to 610 students
- Growth and support of Camden's Knowledge Quarter
- Creation of high quality reaching space, expansion of the wider UoL campus and Birkbeck College, which provides evening classes for the community
- Two full-funded scholarship opportunities for Camden residents, per year over at least 5 years
- Sustainable retention and reuse of an existing building

- High quality architecture
- Much needed on-street cycle parking in an area that severely lacks such facilities
- Training and employment benefits during and after the construction phase for local residents and businesses

22.2 Paragraph 14 of the NPPF states that there is a presumption in favour of sustainable development, which should be a golden thread running through decision-making. The dimensions of sustainable development are economic, social and environmental which should be sought jointly. The proposed development would result in significant benefits through all three strands of sustainable development without any adverse impacts significantly or demonstrably outweighing them. On balance, the development is considered to be appropriate and in accordance with relevant National and Regional Policy, the Camden Local Plan 2017 and Camden Planning Guidance for the reasons noted above.

22.3 Planning Permission is recommended subject to a Section 106 Legal Agreement securing the clauses set out in paragraph 20.1 (above) and the planning conditions below (paragraph 23.1).

23 Legal Comments

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

Condition(s) and Reason(s): **2017/7079/P**

- 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:

Existing Drawings: (672-PPA-00-)00-DR-A-20100; 00-DR-A-20101; B0-DR-A-20200; 00-DR-A-20201; 01-DR-A-20202; 02-DR-A-20203; 03-DR-A-20204; 04-DR-A-20205; ZZ-DR-A-20300; ZZ-DR-A-20301; ZZ-DR-A-20400 and ZZ-DR-A-20401 (all Rev P01).

Proposed Drawings: (672-PPA-00-)00-B0-DR-A-20210 Rev A; 00-DR-A-20211 Rev P01; 01-DR-A-20212 Rev P01; 02-DR-A-20213 Rev P01; 03-DR-A-20214 Rev P01; 04-DR-A-20215 Rev P02; 05-DR-A-20216 Rev P02; 06-DR-A-20217 Rev P02; ZZ-DR-A-20302 Rev P01; ZZ-DR-A-20303 Rev P01; ZZ-DR-A-20402 Rev P01; ZZ-DR-A-20403 Rev P01; ZZ-DR-A-20404 Rev P02; ZZ-DR-A-20405 Rev P02; ZZ-DR-A-20406 Rev P02; ZZ-DR-A-20407 Rev P02; ZZ-DR-A-20408 Rev P01; ZZ-DR-A-20409 Rev P01; ZZ-DR-A-20451 Rev P01; ZZ-DR-A-20452 Rev P01; ZZ-DR-A-20453 Rev P01 and ZZ-DR-A-20454 Rev P01.

Supporting Documents: Planning Statement; Air Quality Assessment; Construction Management Plan; Daylight, Sunlight Report; Design and Access Statement; Sustainability Strategy and Energy Statement; Site Waste Management Plan; Noise and Vibration Report; Transport Assessment; BREEAM Pre-assessment; Framework Travel Plan; Basement Impact Assessment and Design and Access Statement.

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

- 3 Before the relevant part of the work is begun, detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the local planning authority:
- a) Details including sections at 1:10 of all windows (including jambs, head and cill), ventilation grills, external doors and gates;
 - b) Plan, elevation and section drawings, including fascia, cornice, pilasters and glazing panels of the new shopfronts at a scale of 1:10;
 - c) Manufacturer's specification details of all facing materials (to be submitted to the Local Planning Authority) and samples of those materials (to be provided on site);
 - d) Details of any balustrade treatment.

The relevant part of the works shall be carried out in accordance with the details thus approved and all approved samples shall be retained on site during the course of the works.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy D1 of the London Borough of Camden Local Plan 2017.

- 4 No lights, meter boxes, flues, vents or pipes, and no telecommunications equipment, alarm boxes, television aerials, satellite dishes or rooftop 'mansafe' rails shall be fixed or installed on the external face of the buildings.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy D1 of the London Borough of Camden Local Plan 2017.

- 5 Prior to the commencement of any works on site, details demonstrating how trees to be retained shall be protected during construction work shall be submitted to and approved by the local planning authority in writing. Such details shall follow guidelines and standards set out in BS5837:2012 "Trees in Relation to Construction". All trees on the site, or parts of trees growing from adjoining sites, unless shown on the permitted drawings as being removed, shall be retained and protected from damage in accordance with the approved protection details.

Reason: To ensure that the development will not have an adverse effect on existing trees and in order to maintain the character and amenity of the area in accordance with the requirements of policies A2 and A3 of the London Borough of Camden Local Plan 2017.

- 6 Notwithstanding the provisions of Class D1 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 only be used as for education purposes.

Reason: To ensure that the future occupation of the building does not adversely affect the adjoining premises/immediate area by reason of noise, traffic congestion or any other harmful impact in accordance with policies G1, CC1, D1 and A1 and DM1 of the London Borough of Camden Local Plan 2017.

- 7 No music or amplified noise shall be played/made 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 G1, CC1, D1, A1, and A4 of the London Borough of Camden Local Plan 2017.

- 8 Prior to the occupation of the development, details of secure and covered cycle storage area for 30 long-stay cycles shall be submitted to and approved by the local planning authority. The approved facilities 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 T1 of the London Borough of Camden Local Plan 2017.

- 9 Before the development commences, details of the location, design and method of waste storage and removal including recycled materials, shall be submitted to and approved by the local planning authority in writing. The facility as approved shall be provided prior to the first occupation of any of the new units and permanently retained thereafter.

Reason: To ensure that sufficient provision for the storage and collection of waste has been made in accordance with the requirements of policy CC5, A1 and A4 of the London Borough of Camden Local Plan 2017.

- 10 Prior to commencement of any impact piling, a piling method statement shall be submitted to and approved in writing by the local planning authority. The Method Statement shall be prepared in consultation with Thames Water or the relevant statutory undertaker, and shall detail the depth and type of piling to be undertaken and the methodology by which such piling will be carried out including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works. Any piling must be undertaken in accordance with the

terms of the approved piling method statement.

Reason: To safeguard existing below ground public utility infrastructure and controlled waters in accordance with the requirements of Policy CC3 of the London Borough of Camden Local Plan 2017.

- 11 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 policies D1 and A5 of the London Borough of Camden Local Plan 2017.

- 12 All non-Road mobile Machinery (any mobile machine, item of transportable industrial equipment, or vehicle - with or without bodywork) of net power between 37kW and 560kW used on the site for the entirety of the [demolition and/construction] phase of the development hereby approved shall be required to meet Stage IIIA of EU Directive 97/68/EC. The site shall be registered on the NRMM register for the [demolition and/construction] phase of the development.

Reason: To safeguard the amenities of the adjoining occupiers, the area generally and contribution of developments to the air quality of the borough in accordance with the requirements of policies G1, A1, CC1 and CC4 of the London Borough of Camden Local Plan 2017.

- 13 Prior to the commencement of the use of the plant equipment, automatic time clocks shall be fitted to the equipment hereby approved, to ensure that it does not operate outside the hours of 07:00-23:00 daily. The timer equipment shall thereafter be permanently retained and maintained and retained in accordance with the manufacturer's recommendations.

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies G1, D1 and A1 of the London Borough of Camden Local Plan 2017.

- 14 The cumulative sound level from building services and fixed plant shall be 10dB(A) or more below the lowest background sound level (15dB if tonal components are present) at the nearest residential receptor at any time. The plant and equipment shall be installed and constructed to ensure compliance with the above requirements and Acoustics Central Report ref: 2016032-0 R5, Table T12 Background and rating levels calculated for the plant.

Reason: To ensure that the amenity of occupiers of the surrounding premises is not adversely affected by noise from mechanical installations/equipment, in accordance with Policy A4 of the Camden Local Plan 2017.

- 15 The use hereby permitted shall not be carried out outside 07:00-00:00 on all days of the week.

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies G1, CC1, D1, A1 and A4 of the London Borough of Camden Local Plan 2017.

- 16 Prior to commencement of the development, 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 CC1 of the London Borough of Camden Local Plan 2017.

- 17 Prior to the occupation of the development, the proposed sound insulation of the building envelope (walls/glazing) and floor/ceiling separation, orientation of sensitive spaces away from major noise sources and of acoustically attenuated mechanical ventilation shall be implemented in accordance with the details as outlined within the Planning Noise & Vibration Report submitted by Acoustics Central.

Reason: To safeguard the amenities of the future users of the building in accordance with the requirements of policy A1 of the Camden Local Plan 2017.

- 18 Prior to commencement of the development, detailed plans showing the location and extent of Air Source Heat Pumps and associated equipment 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 equipment 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 CC1 of the London Borough of Camden Local Plan 2017 and to protect the amenity of residents in accordance with London Borough of Camden Local Plan Policy CC4 and London Plan policy 7.14.

- 19 Prior to commencement of any development (other than site preparation), a feasibility assessment for rainwater recycling should be submitted to the local planning authority and approved in writing. If considered feasible, details should be submitted to the local 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 CC2 and CC3 of the London Borough of Camden Local Plan.

- 20 Full details in respect of the green roof in the front terrace area shall be submitted to and approved by the local planning authority before the relevant part of the development commences. Details of the green roof provided shall include: species, planting density, substrate and a section at scale 1:20 showing that adequate depth is available in terms of the construction and long term viability of the green roof, as well as details of the maintenance programme for green roof. The buildings shall not be occupied until the approved details have been implemented and these works shall be permanently retained and maintained thereafter.

Reason: In order to ensure the development undertakes reasonable measures to take account of biodiversity and the water environment in accordance with policies A3, CC2 and CC3 of the London Borough of Camden Local Plan 2017.

- 21 Prior to commencement of development (excluding site preparation works), full details of the mechanical ventilation system including air inlet locations shall be submitted to and approved by the local planning authority in writing. Air inlet locations should be located away from busy roads and any boiler stack and as close to roof level as possible, to protect internal air quality. The development shall thereafter be constructed and maintained in accordance with the approved details.

Reason: To protect the amenity of future users of the building in accordance with London Borough of Camden Local Plan Policy CC4 and London Plan policy 7.14.

- 22 Prior to occupation of the development, evidence that an appropriate NO₂ scrubbing system on the mechanical ventilation intake has been installed and a detailed mechanism to secure maintenance of this system should be submitted to the Local Planning Authority and approved in writing.

Reason: To protect the amenity of future occupiers of the building in accordance with London Borough of Camden Local Plan Policy CC4 and London Plan policy 7.14.

- 23 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 Camden's CMP Pro-Forma and 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 amenity of adjoining premises and the area generally in accordance with the requirements of policies A1 and CC4 of the London Borough of Camden Local Plan 2017.

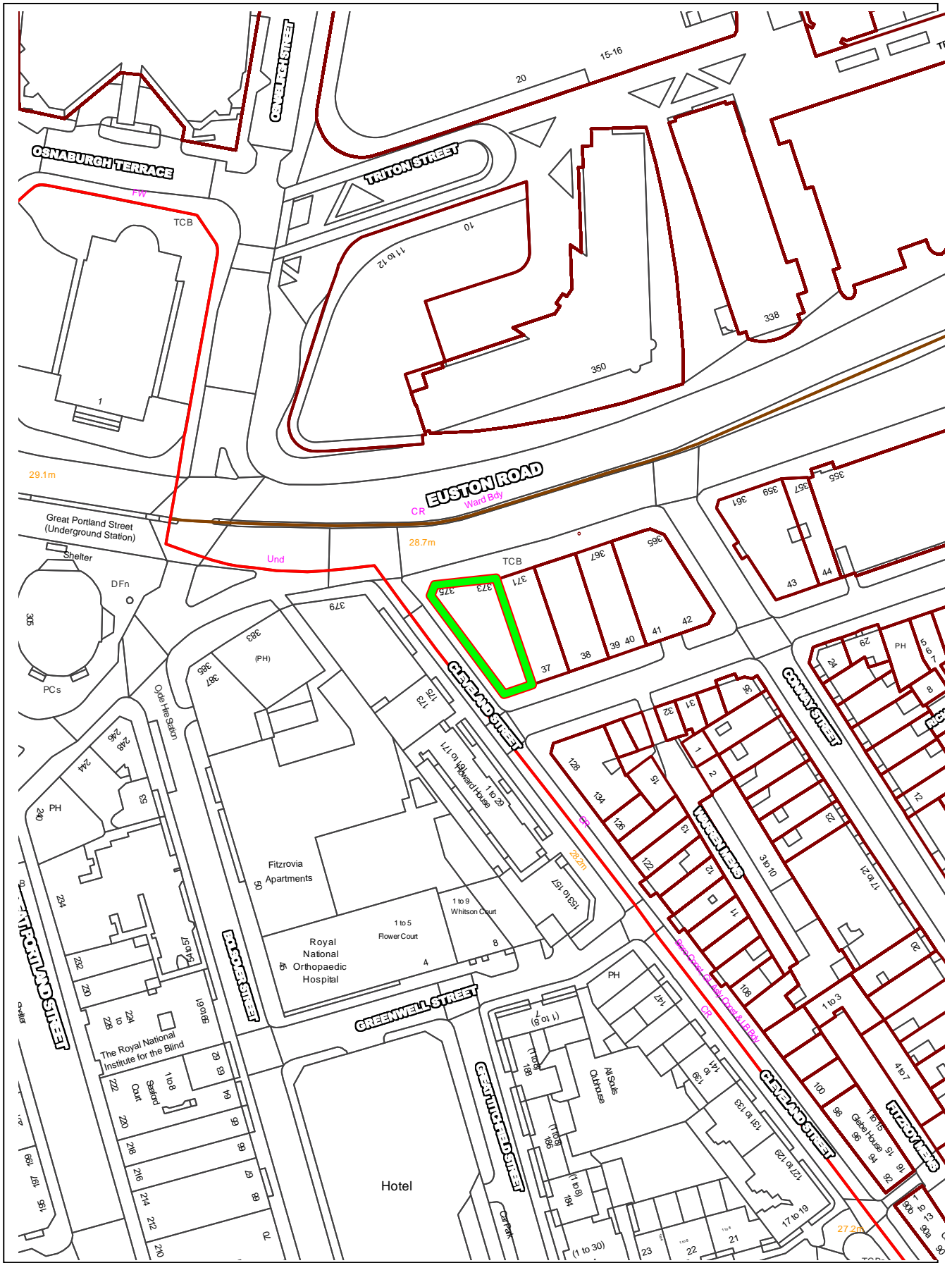
- 24 Prior to commencement of development, feasibility details of a sustainable urban drainage system shall be submitted to and approved in writing by the local planning authority. The system shall be implemented as part of the development and thereafter retained and maintained.


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 CC1, CC2, CC3 of the London Borough of Camden Local Plan 2017.

Informative(s):

- 1 Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts that 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, Judd St, Kings Cross, London NW1 2QS (tel: 020-7974 6941).
- 2 Your proposals may be subject to control under the Party Wall etc Act 1996 which covers party wall matters, boundary walls and excavations near neighbouring buildings. You are advised to consult a suitably qualified and experienced Building Engineer.
- 3 You are advised that the appropriate standards for tree work are set out in BS 3998: 2010. Failure to ensure that the proposed works are carried out to these standards may result in damage to the tree(s) and may result in legal action by the Council and/or Transport for London (TfL).
- 4 This permission is granted without prejudice to the necessity of obtaining consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007. Application forms may be obtained from the Council's website, www.camden.gov.uk/planning or the Camden Contact Centre on Tel: 020 7974 4444 or email env.devcon@camden.gov.uk.
- 5 Your attention is drawn to the fact that there is a separate legal agreement with the Council which relates to the development for which this permission is granted. Information/drawings relating to the discharge of matters covered by the Heads of Terms of the legal agreement should be marked for the attention of the Planning Obligations Officer, Sites Team, Camden Town Hall, Argyle Street, WC1H 8EQ.
- 6 You are reminded of the need to provide adequate space for internal and external storage for waste and recyclables. For further information contact Council's Environment Services (Waste) on 020 7974 6914/5 or see the website <http://www.camden.gov.uk/ccm/content/environment/waste-and->

[recycling/twocolumn/new-recycling-rubbish-and-reuse-guide.en.](https://www.gov.uk/government/guidance/recycling/twocolumn/new-recycling-rubbish-and-reuse-guide.en)



<p>Application No: 2017/7079/P</p> <p>Cambridge House 373 - 375 Euston Road</p> <p>London NW1 3AR</p>	<p>Scale: 1:1250</p> <p>Date: 6-Apr-18</p>	<p>N</p> 
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Above: Site location plan



Above left: Site location plan showing landmarks

Above right: Site location plan showing conservation areas and listed buildings



Above: View of Cambridge House from Euston Road looking eastwards



Above: View of Cambridge House from corner of Warren and Conway Street



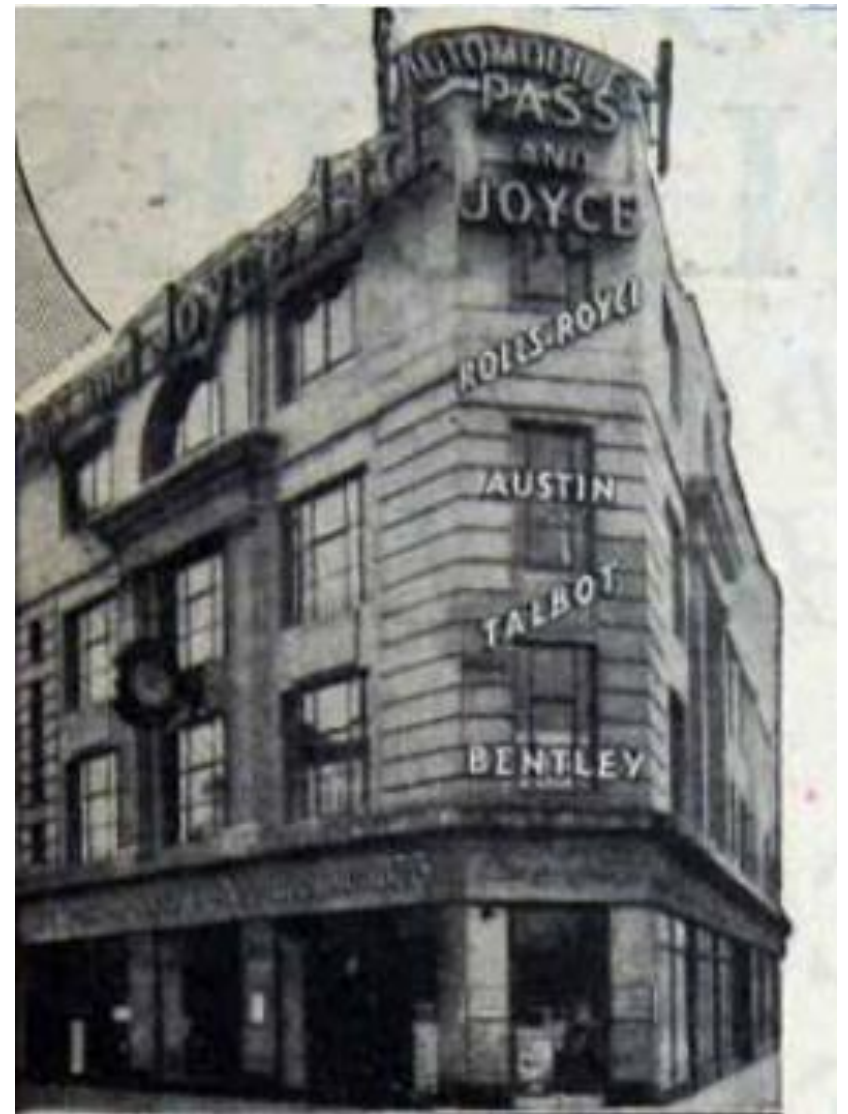
Above: View of Cambridge House from Euston Road looking westwards



Above: View of Cambridge House from Cleveland and Warren Street



Above: Aerial view of application site

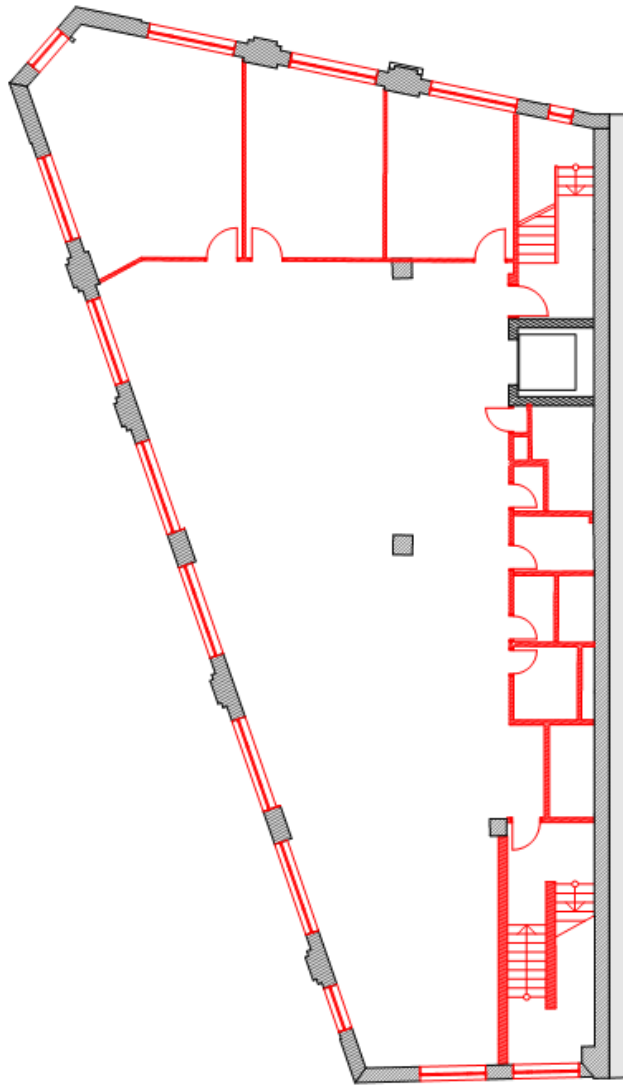


Above: Historic image of Pass and Joyce (original occupier)

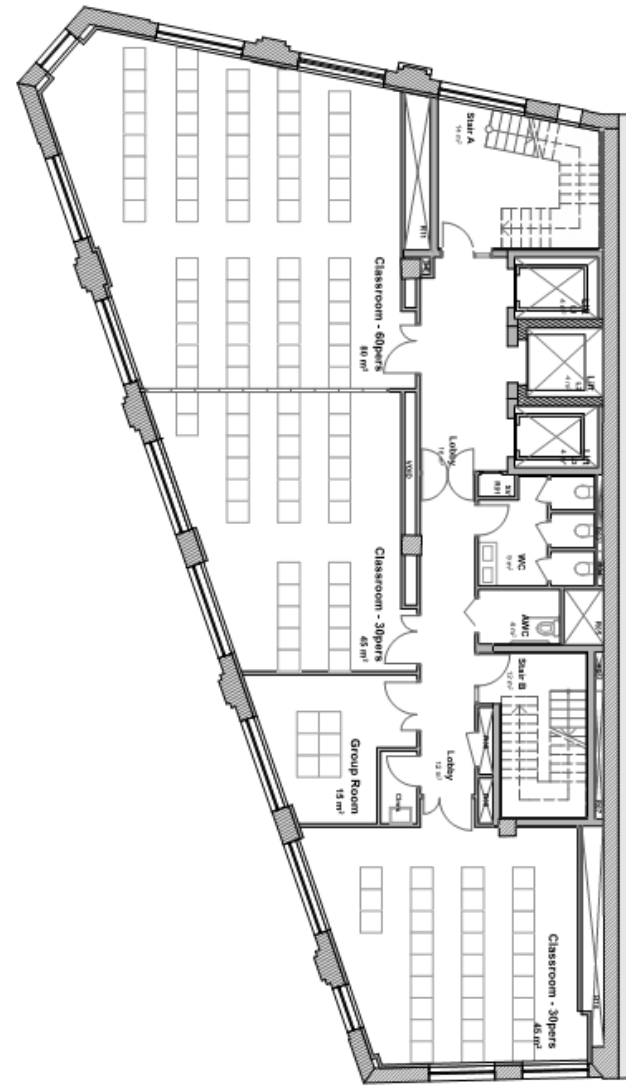
Expired Planning Permission ref: 2014/0603/P



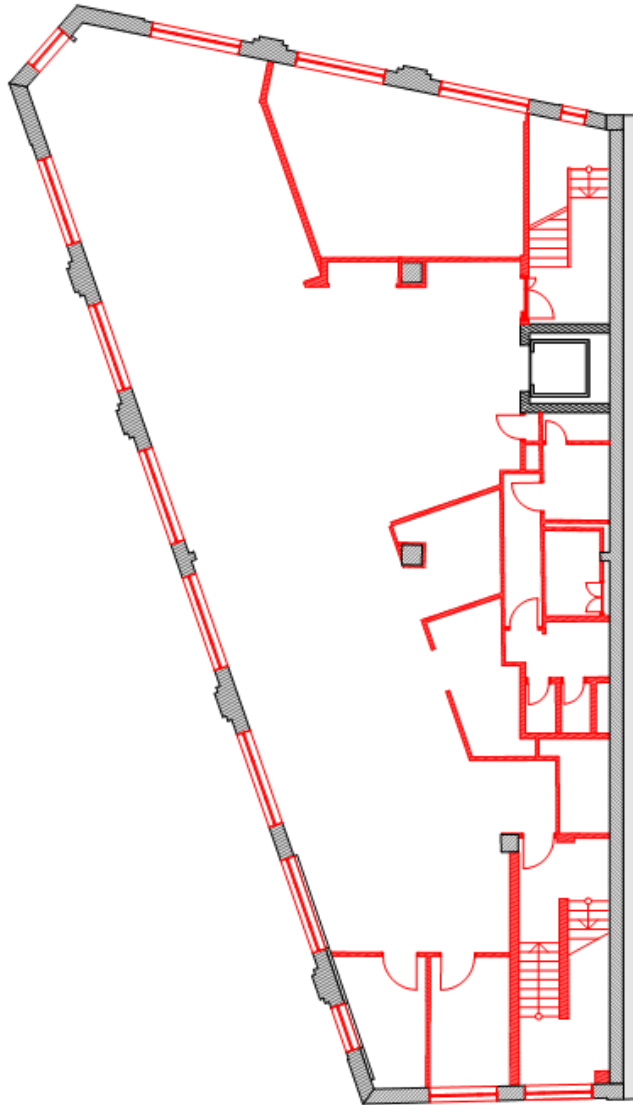
Above left: Approved front elevation
Above right: Visualisation from Cleveland Street
Left: Visualisation from Euston Road



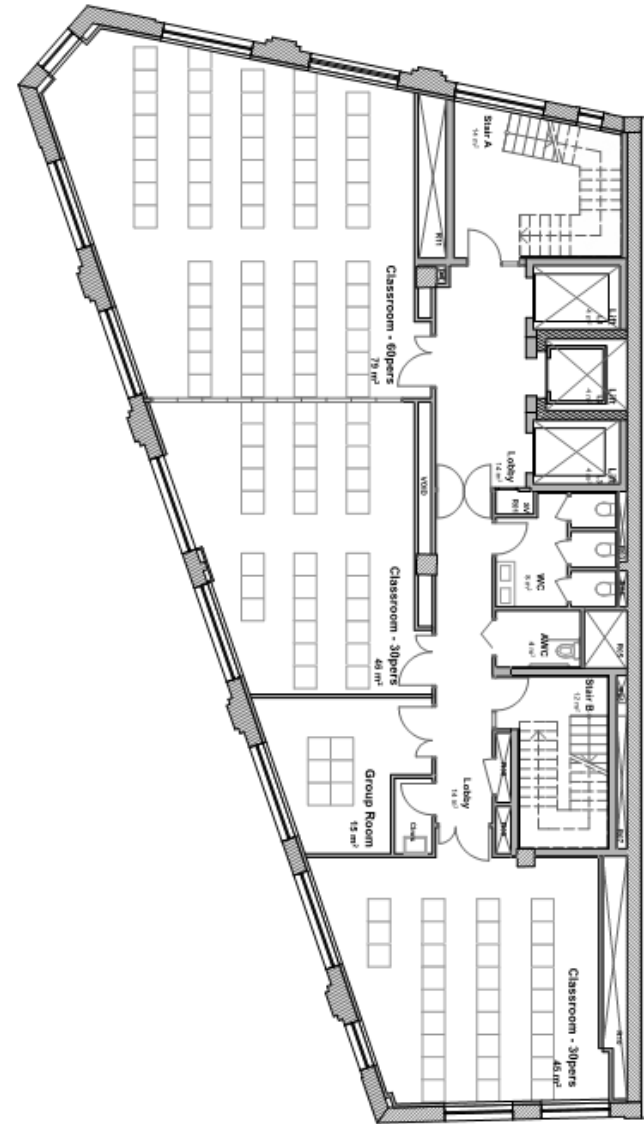
Above: Existing first floor



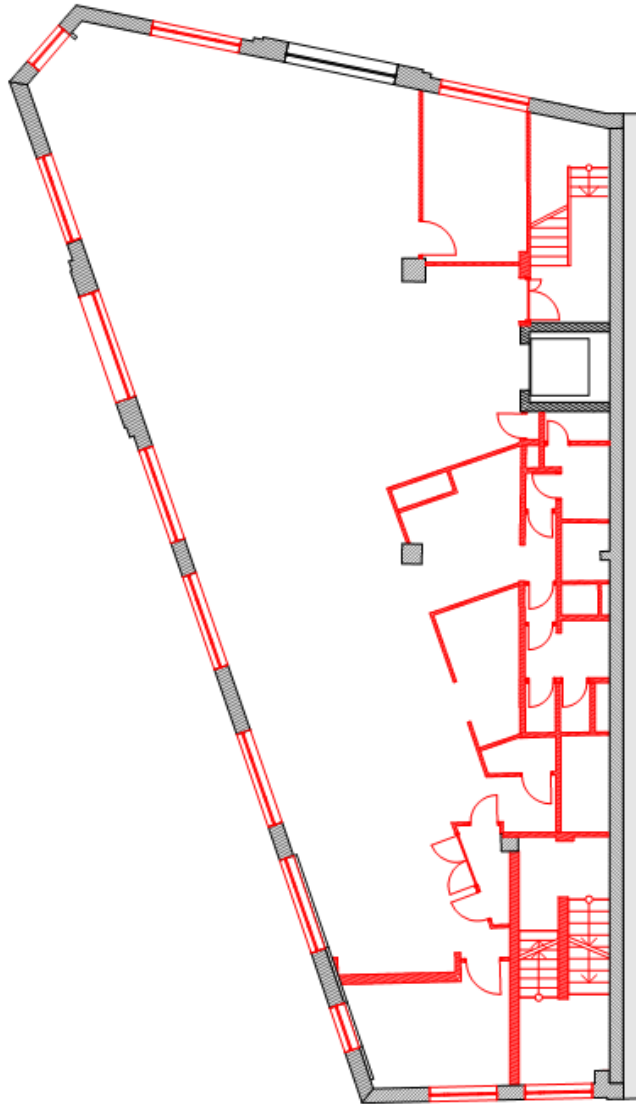
Above: Proposed first floor



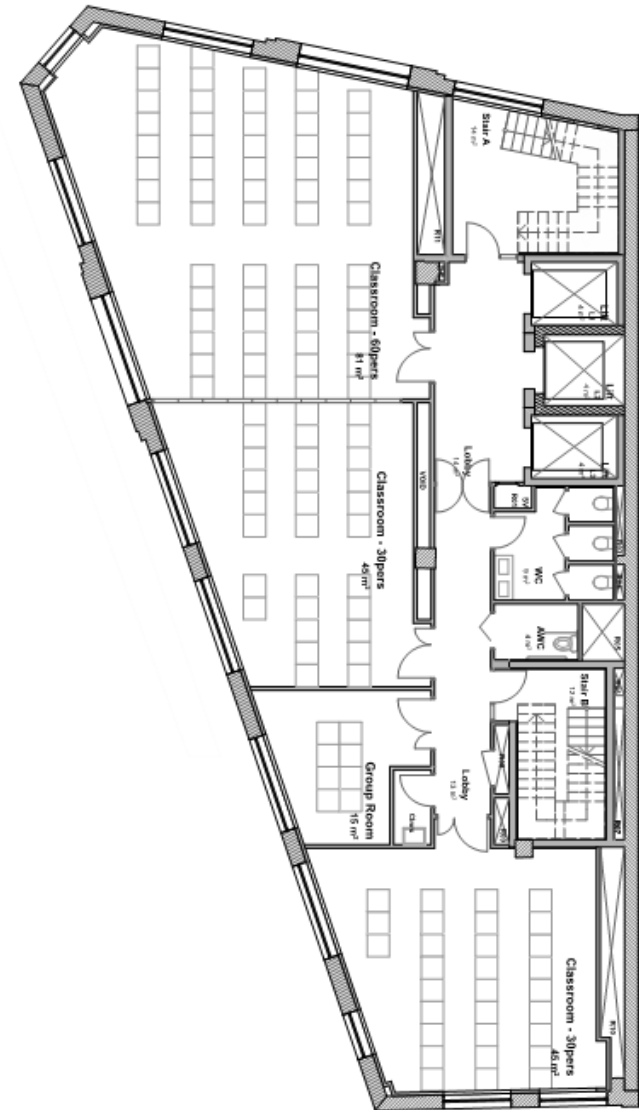
Above: Existing second floor



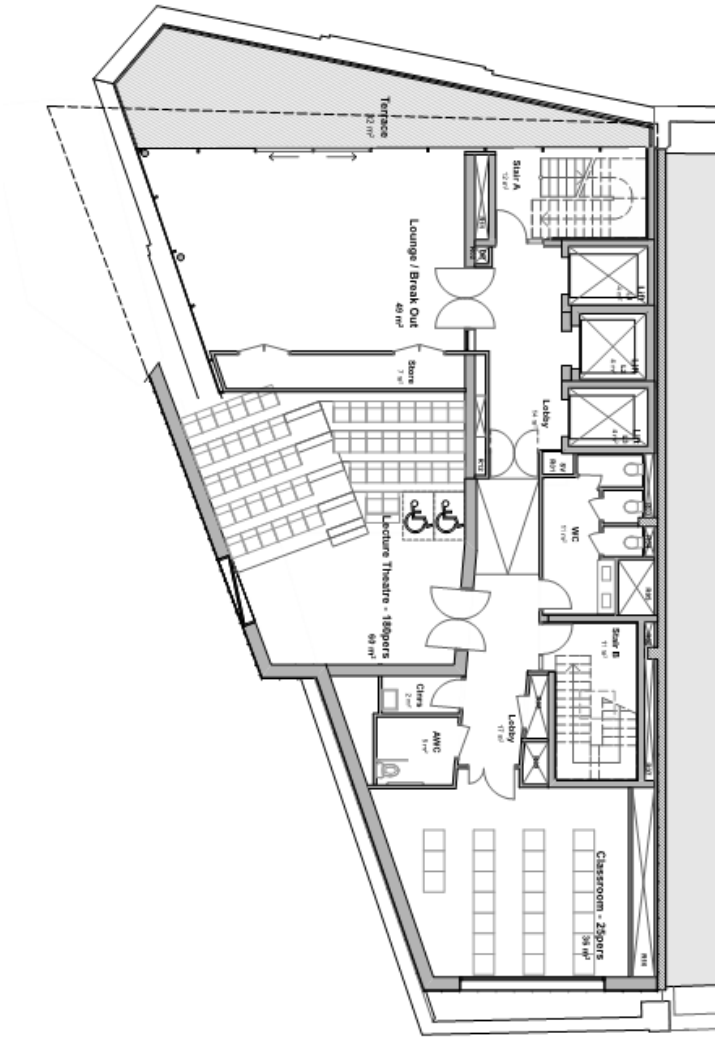
Above: Proposed second floor



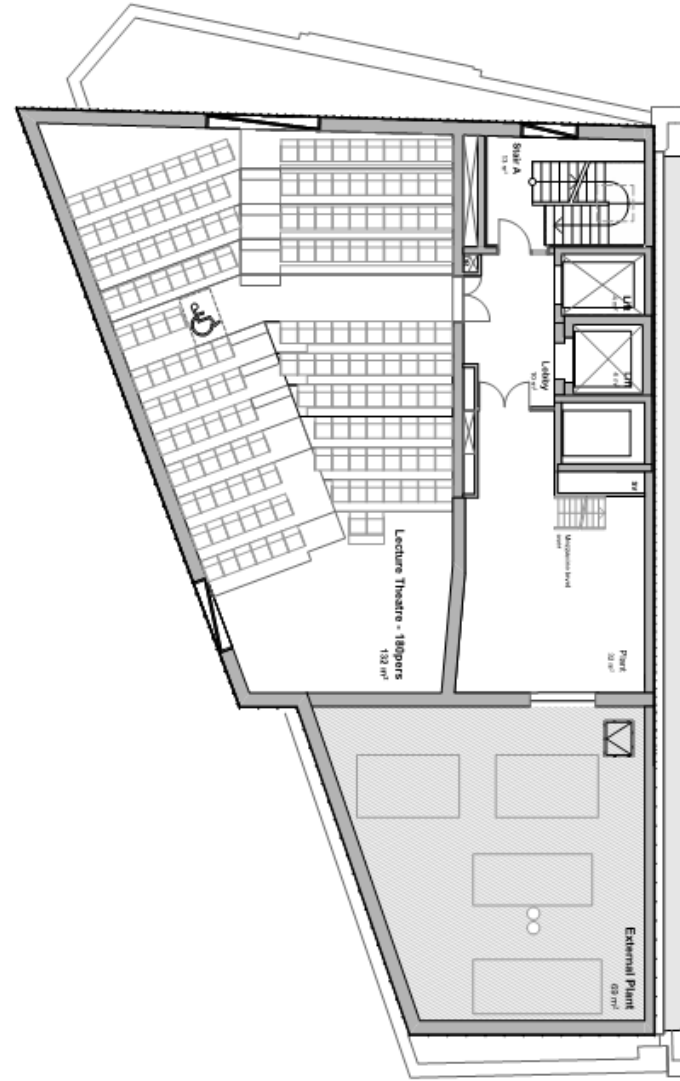
Above: Existing third floor



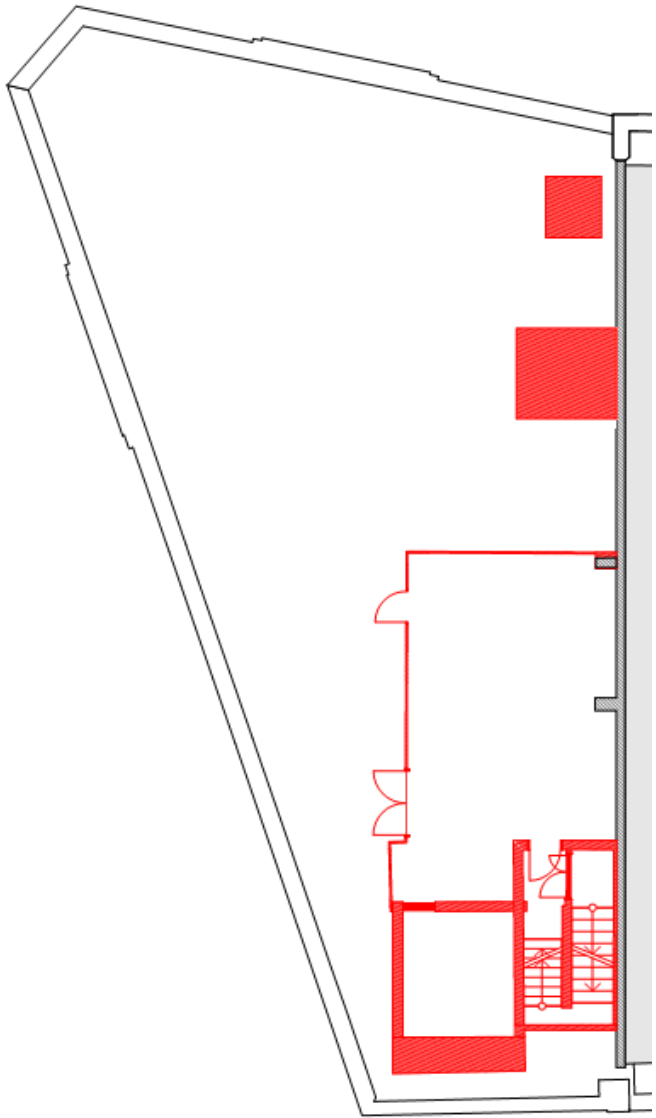
Above: Proposed third floor



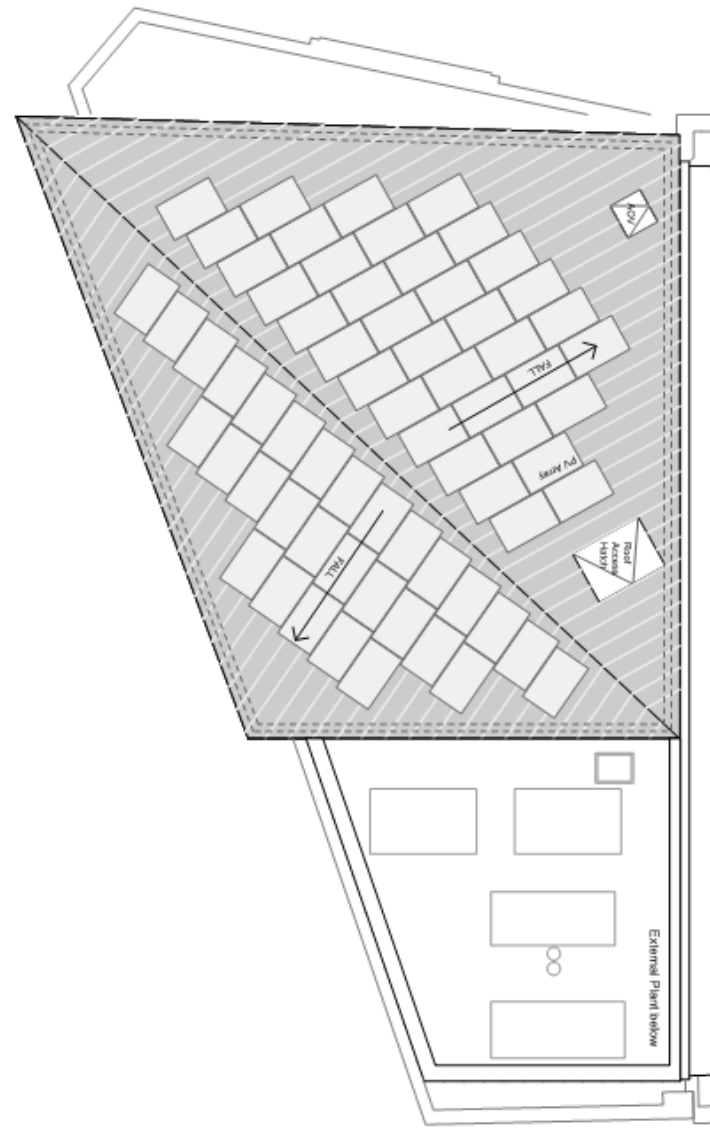
Above: Proposed fourth floor



Above: Proposed fifth floor



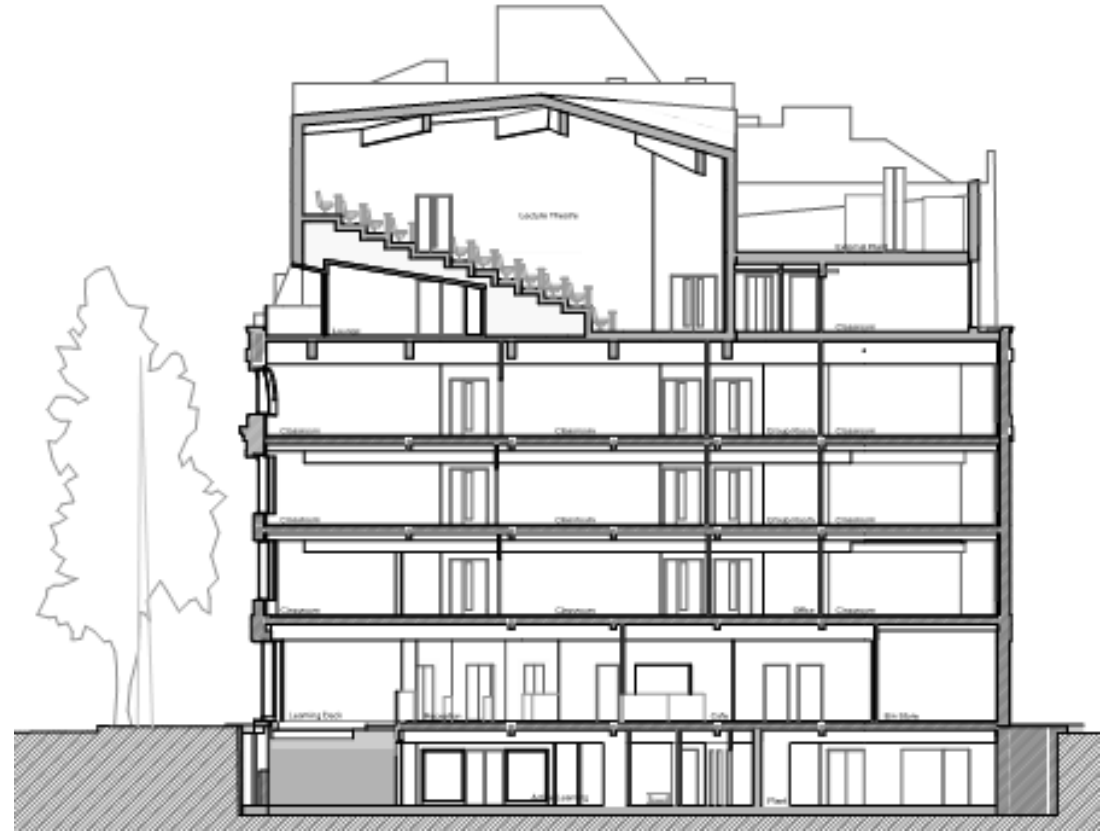
Above: Existing roof plan



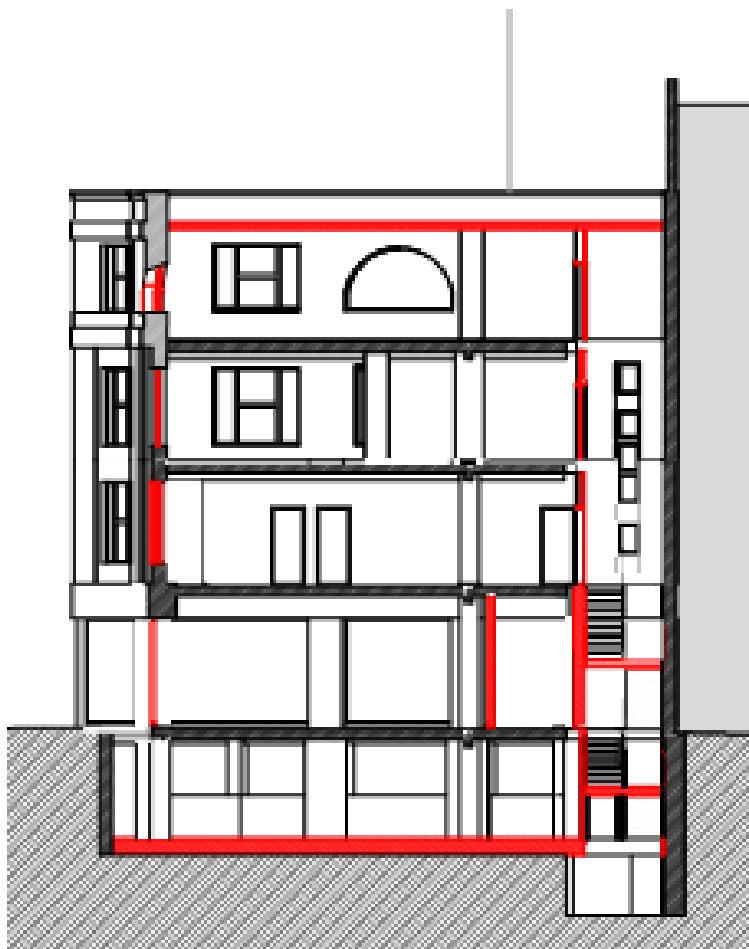
Above: Proposed roof plan



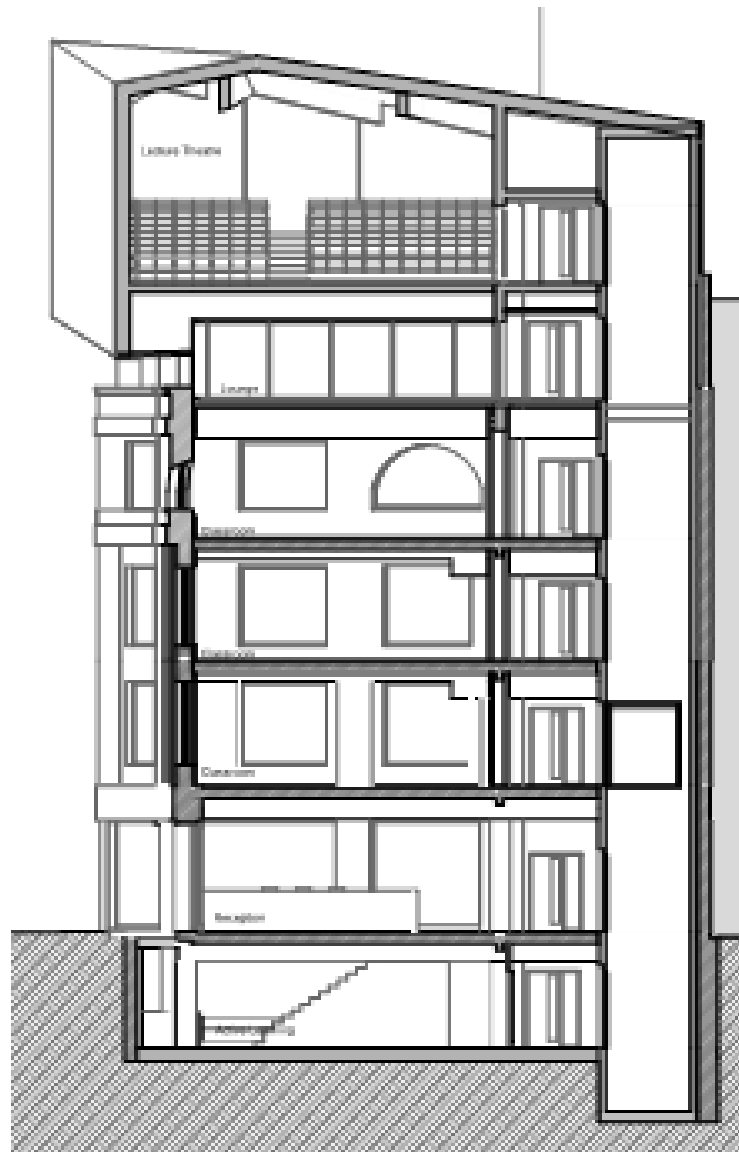
Above: Existing side section



Above: Proposed side section



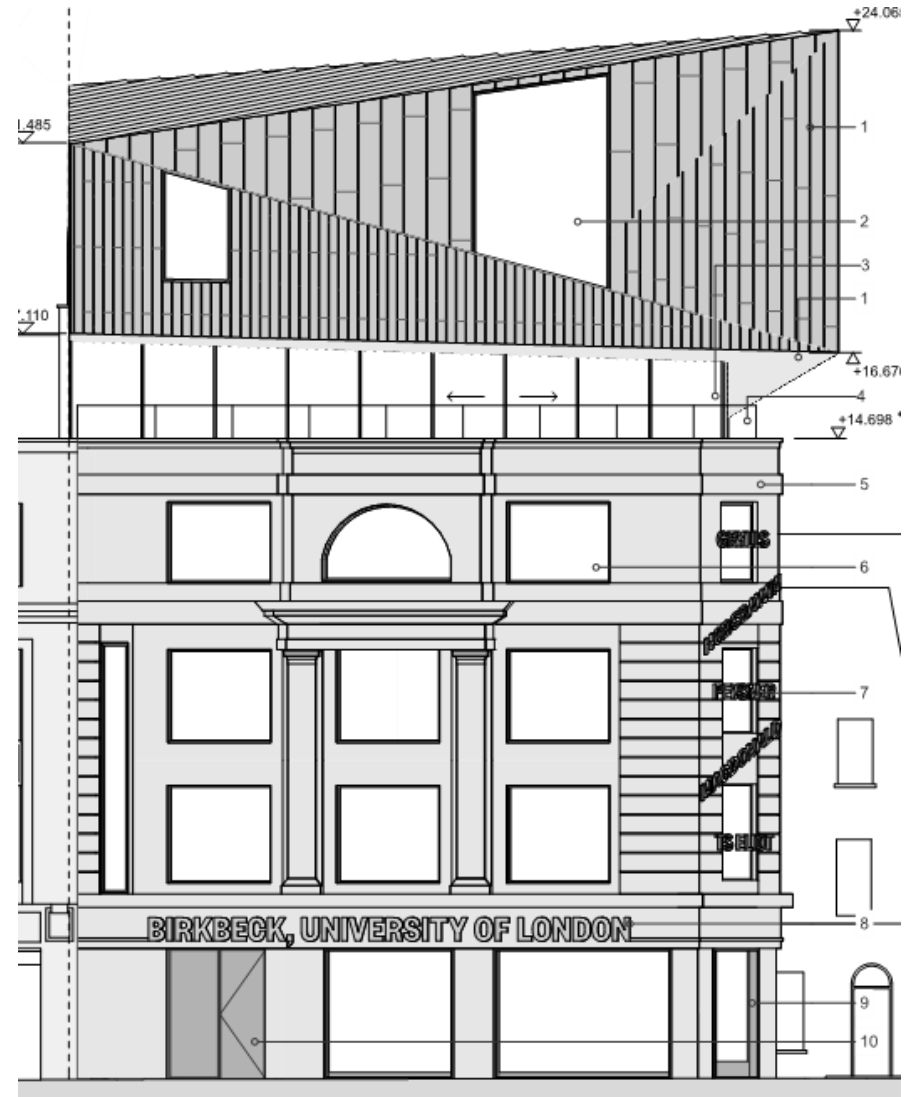
Above: Existing rear section



Above: Proposed rear section



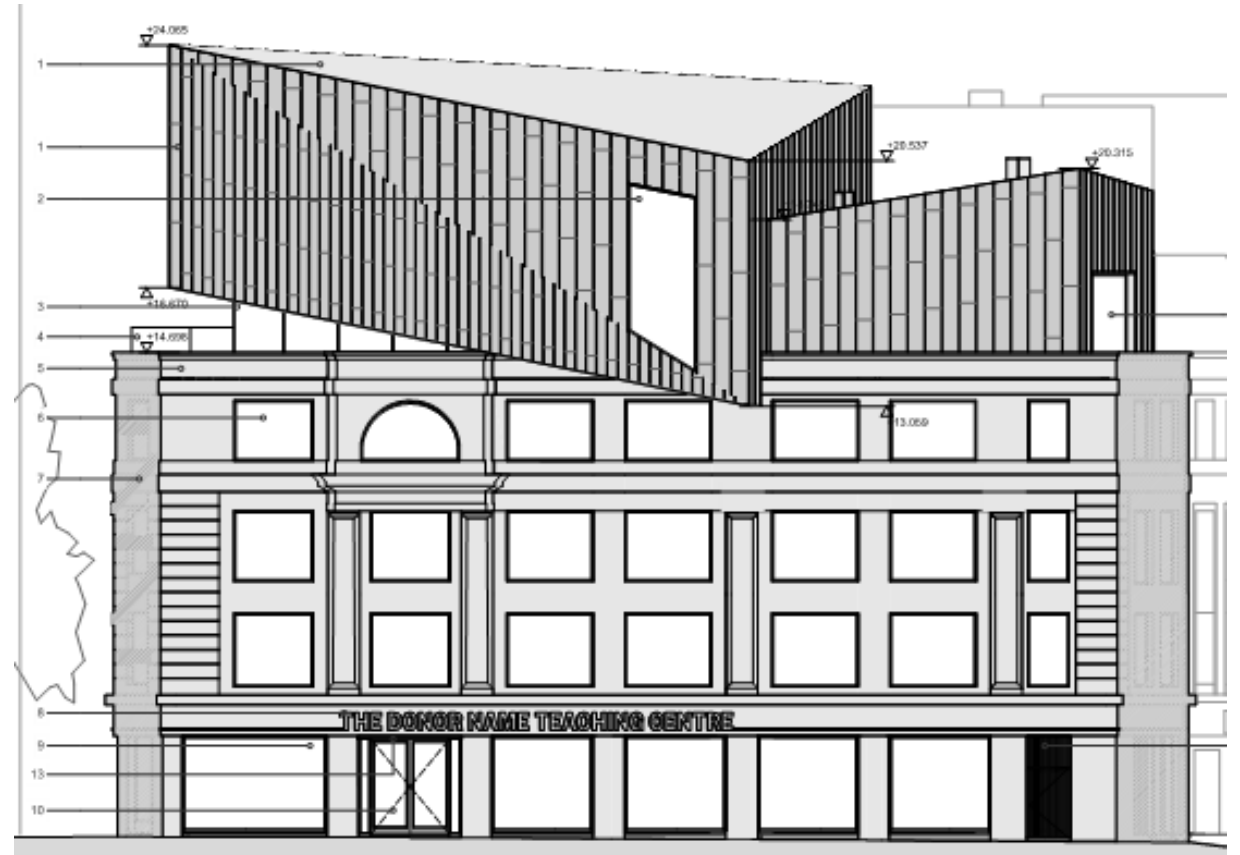
Above: Existing front elevation



Above: Proposed front elevation



Above: Existing front elevation



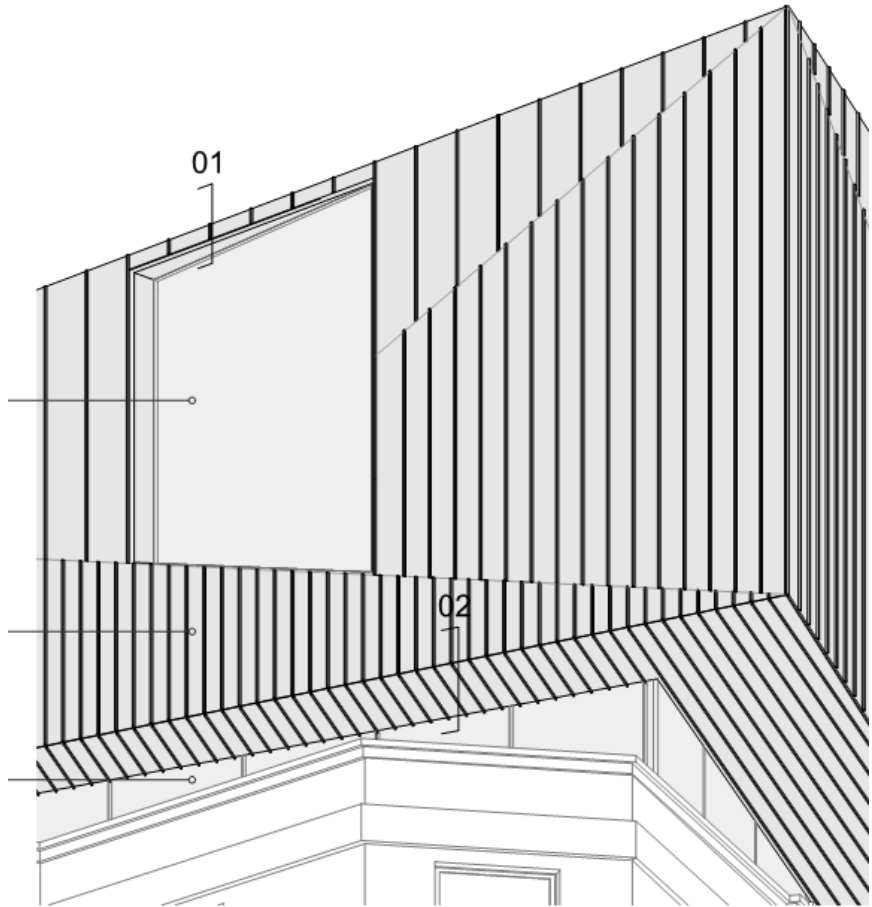
Above: Proposed front elevation



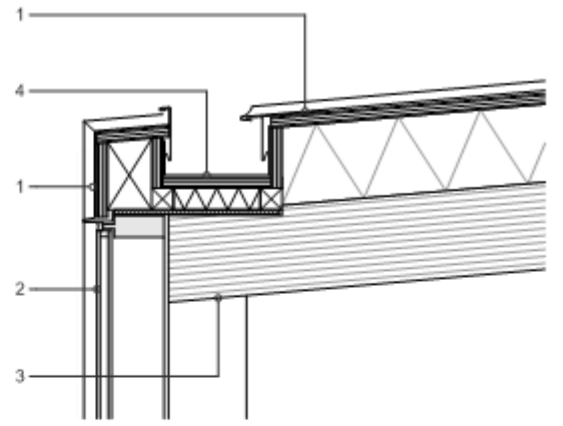
Above: Proposed rear elevation



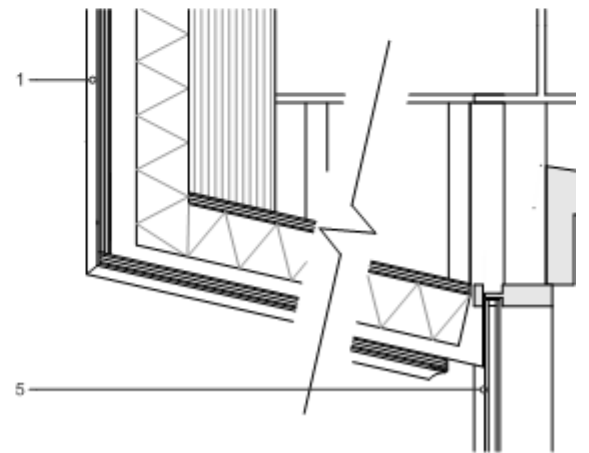
Above: Proposed side elevation



Extension corner detail



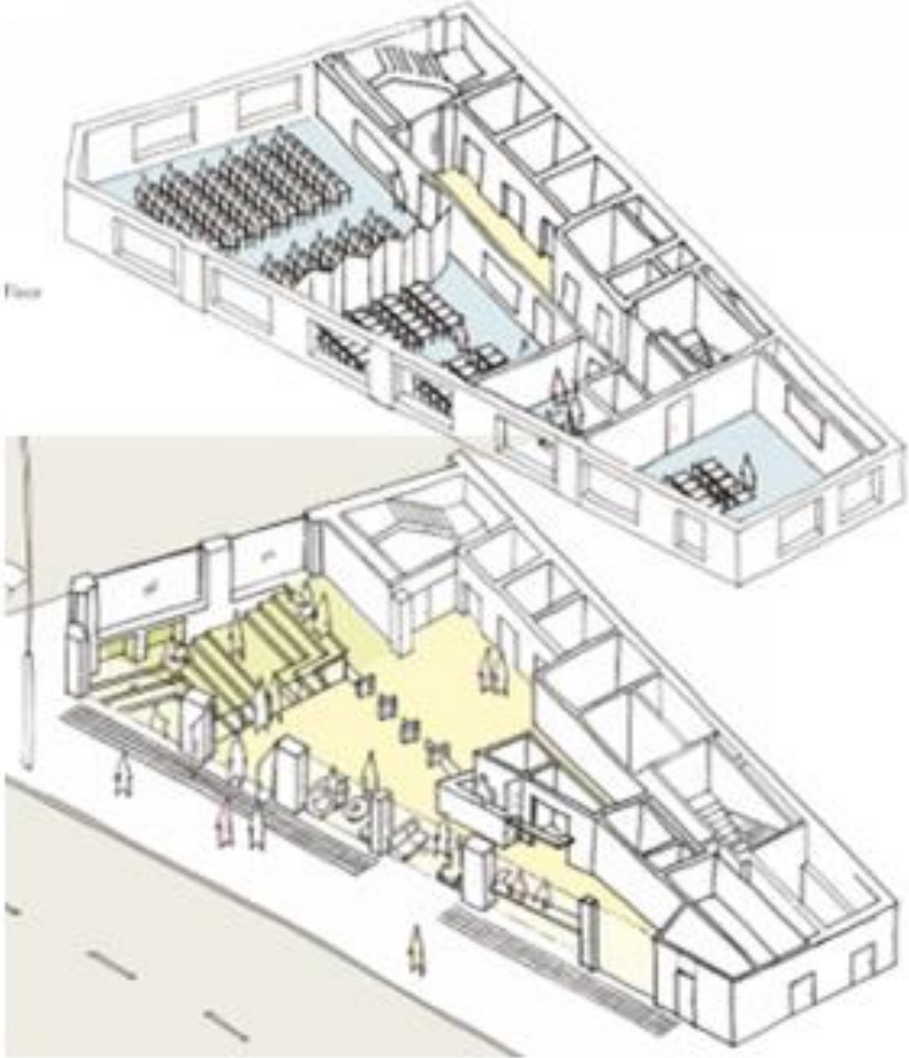
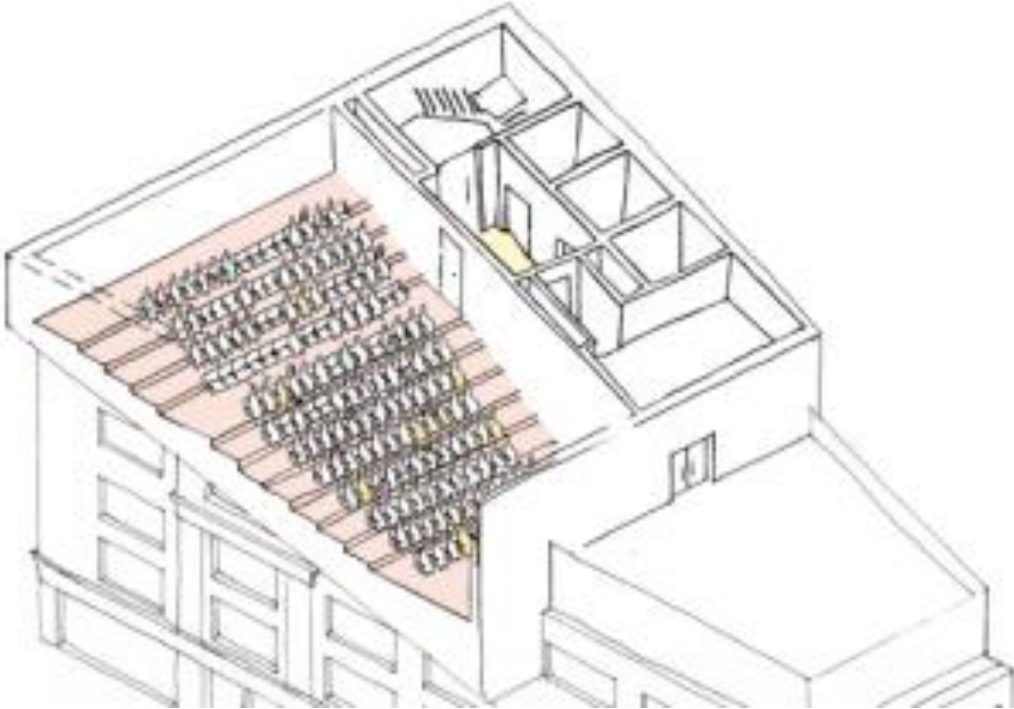
Detail 01



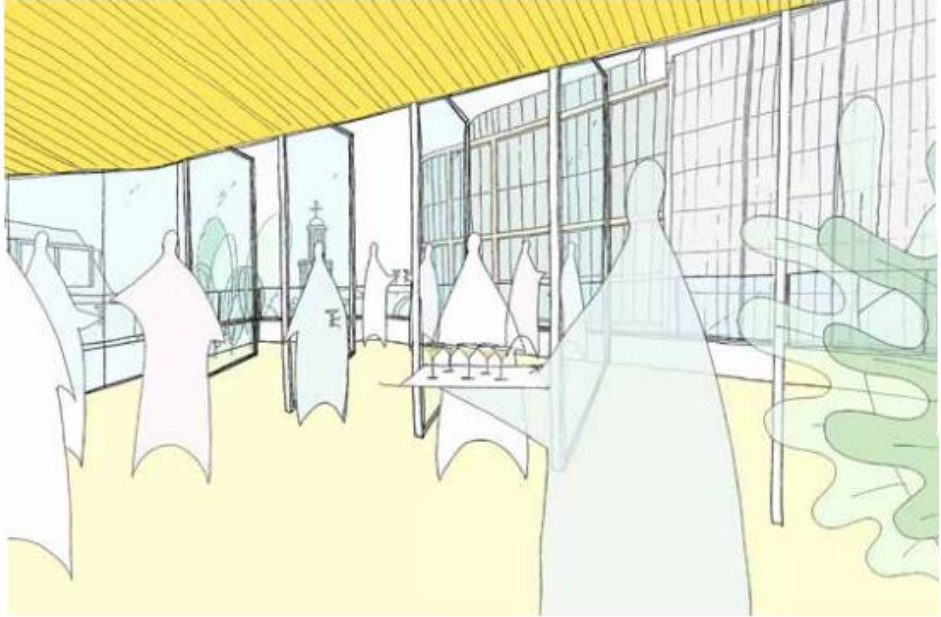
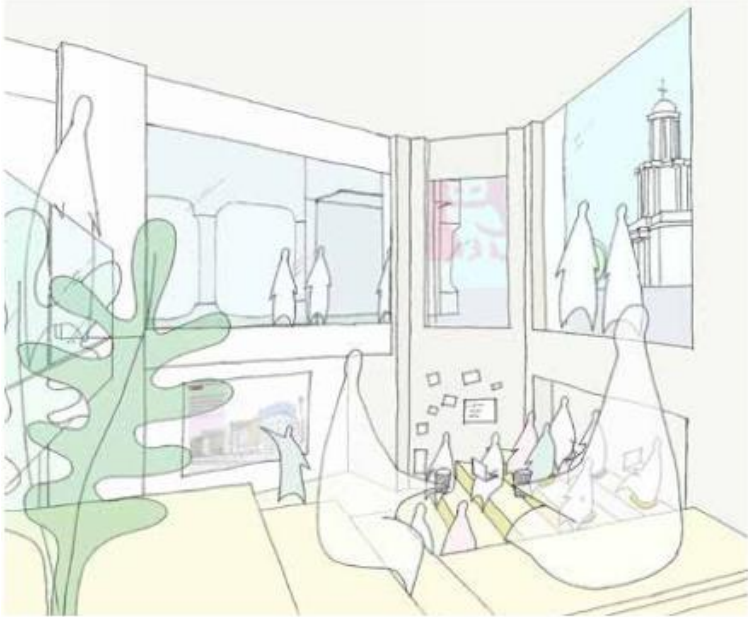
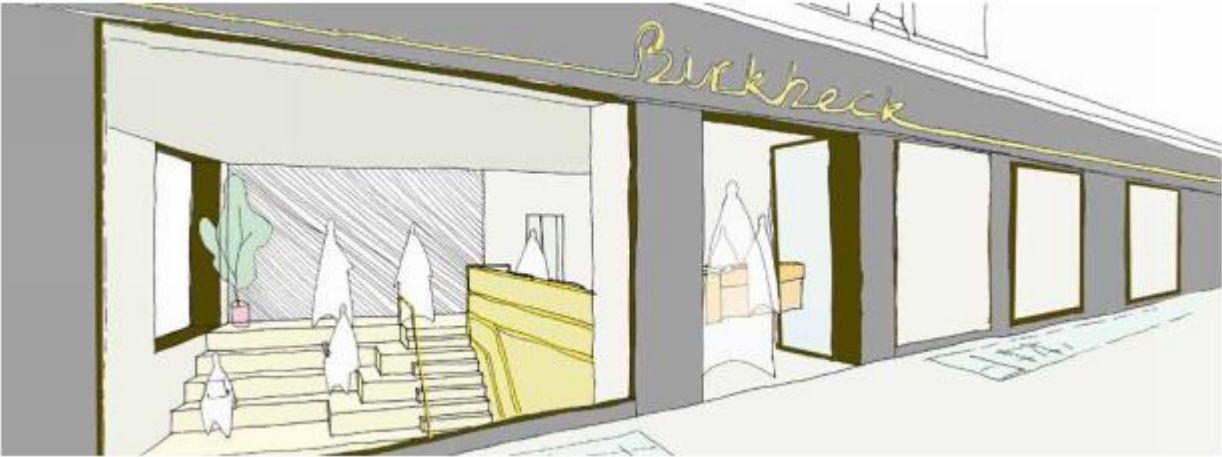
Detail 02

Above: Detailed design

Lecture theatre, typical floor and ground floor sketches



Entrance, Reception and Café sketches



Visualisations



Visualisations



Visualisations



Visualisations



Coloured elevation and model



Earlier iteration of scheme that went to
first DRP review



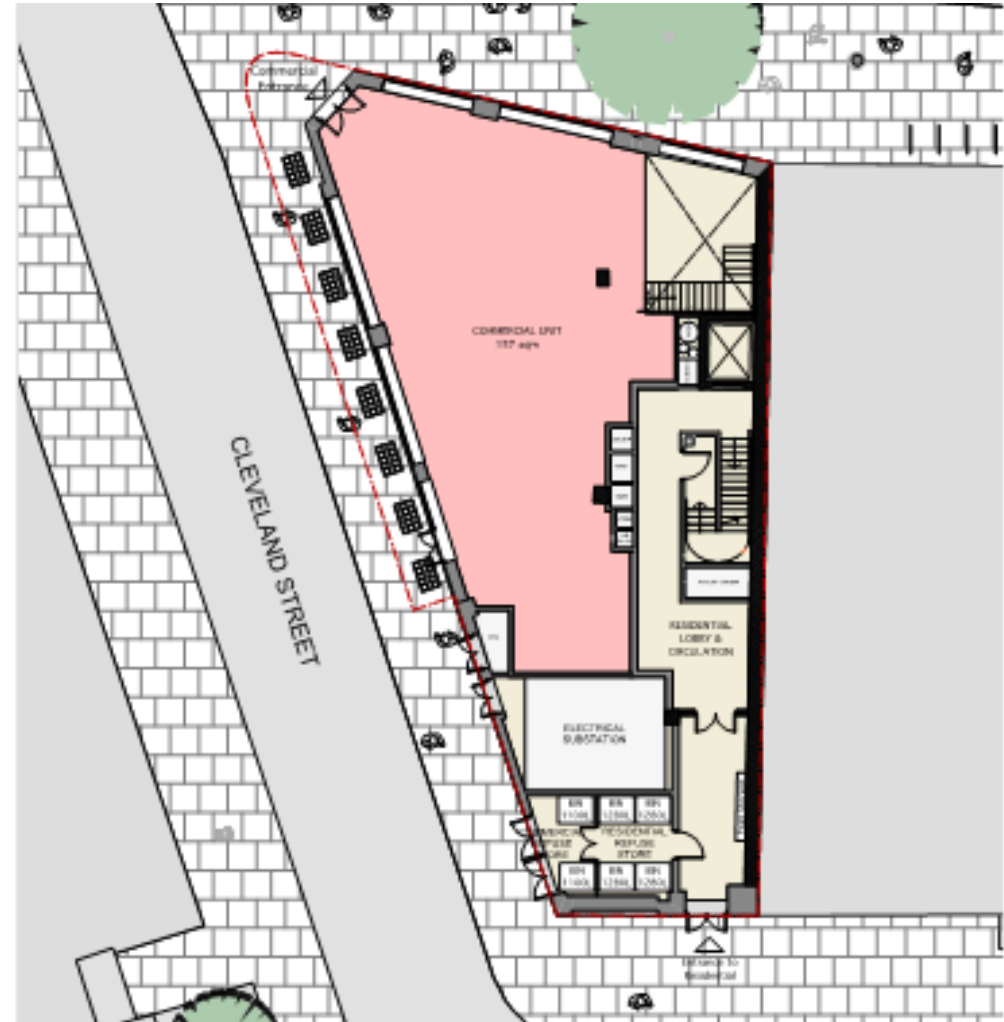
Verified view of proposal from Euston Road as presented to Design Review Panel



Floor Plans from 2014/0603/P



Above: Basement



Above: Ground floor



Above: First floor



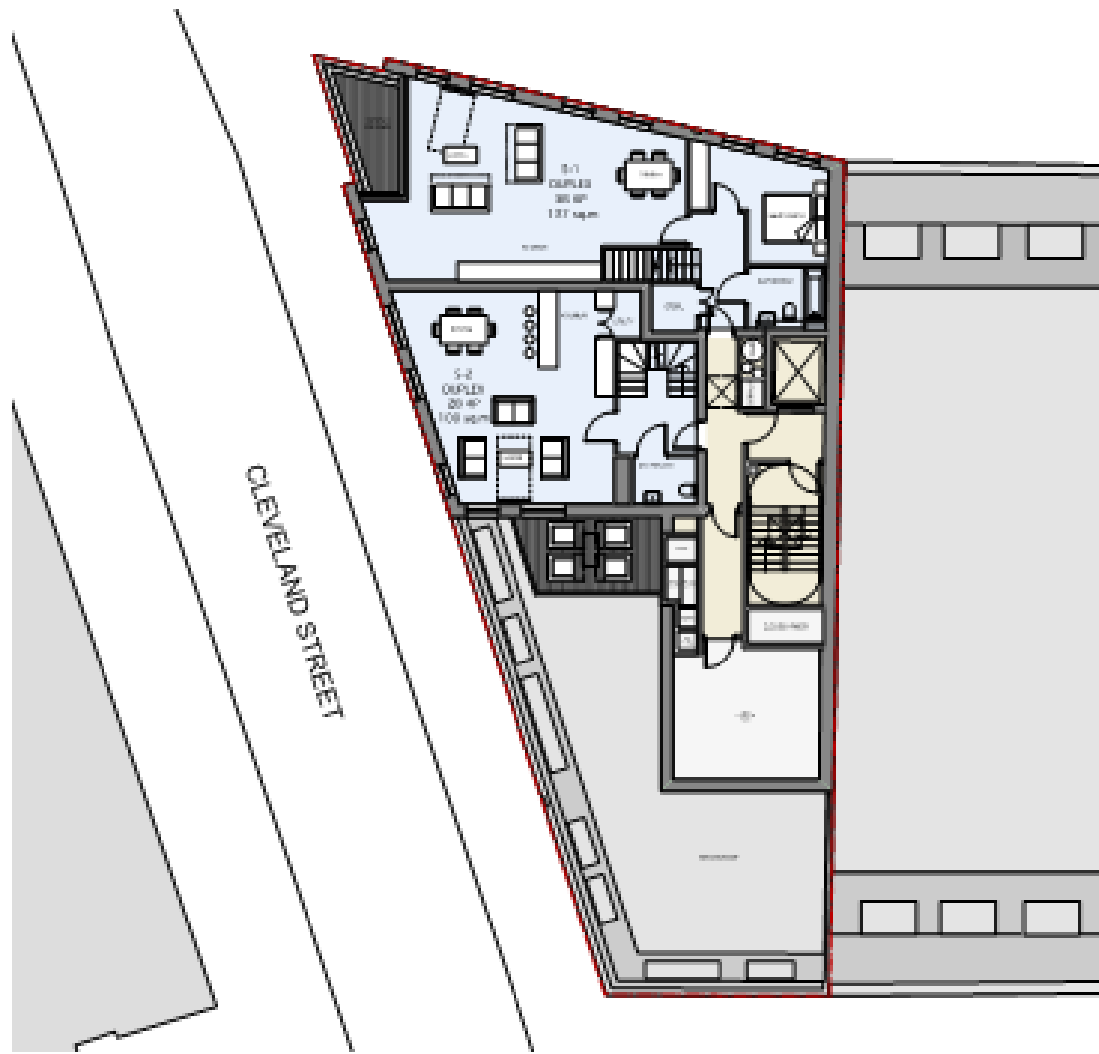
Above: Second floor



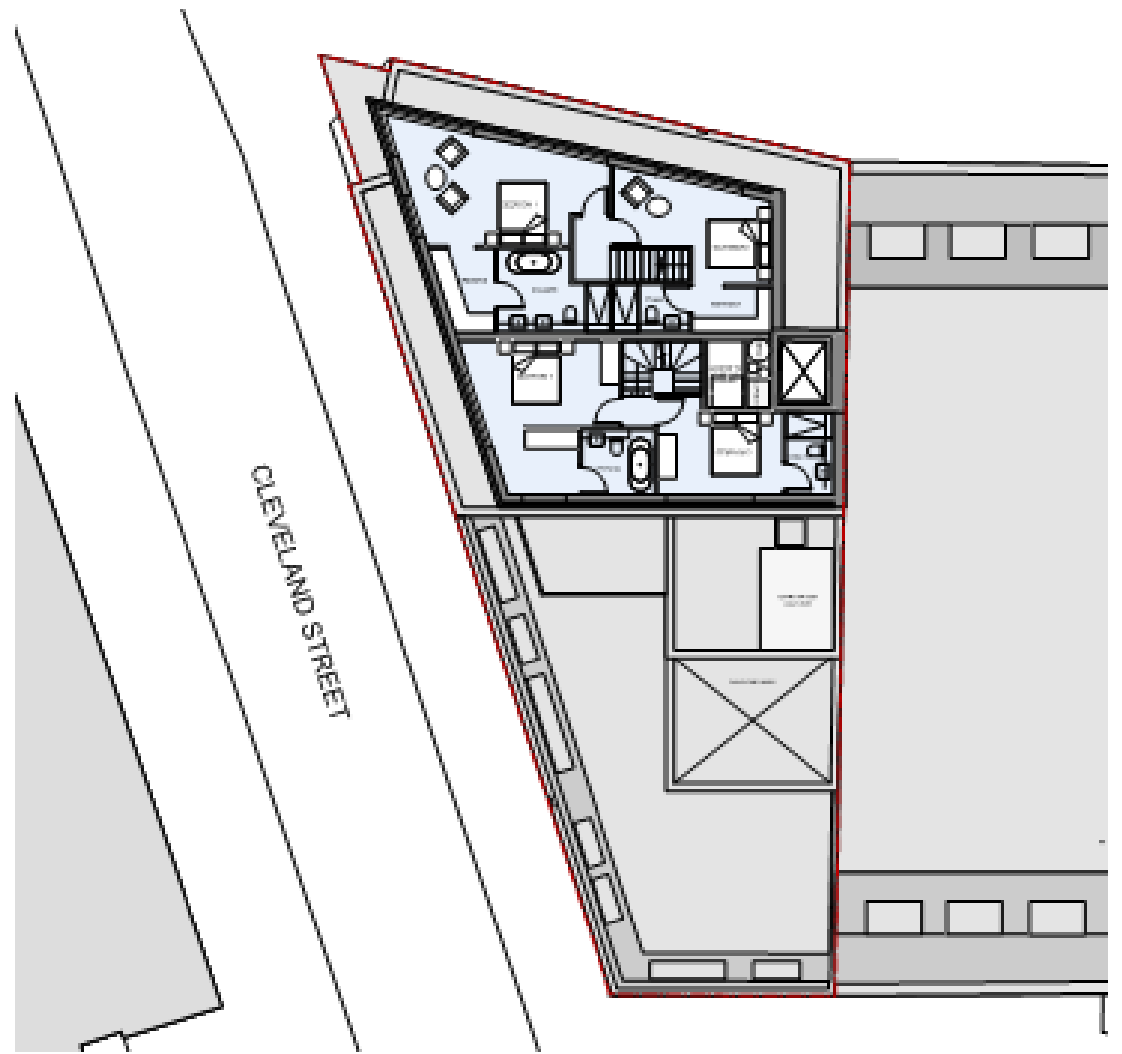
Above: Third floor



Above: Fourth floor



Above: Fifth floor



Above: Sixth floor