

DP9 Ltd
100 Pall Mall
London
SW1Y 5NQ

Application Ref: **2015/4407/P**
Please ask for: **Elaine Quigley**
Telephone: 020 7974 5101

1 May 2018

Dear Sir/Madam

DECISION

Town and Country Planning Act 1990 (as amended)

Full Planning Permission Refused

Address:

Templar House
81 - 87 High Holborn
London
WC1V 6NU

Proposal:

Redevelopment of the site, following demolition of the existing 9 storey mixed use building (retail units (Class A1) and office uses (Class B1)), to provide 12 storey building onto High Holborn comprising 350 sq. m of retail floorspace (Class A1-A3) at ground floor level, 15,499 sq. m of office floor space (Class B1) at basement to 11th floor levels and 14 storey building (excluding mezzanine floor) fronting Eagle Street comprising a total of 52 residential units (C3) providing 48 market units (28 x 1 bed, 13 x 2 bed and 9 x 3 bed units) and 4 affordable units (2 x 2 bed and 2 x 3 bed units), new and altered improvements to public realm, landscaping, 2 disabled car parking spaces and cycle parking, bin storage and associated works.

Drawing Nos: Existing:

TH010BAB; TH010GAB; TH0101AB; TH0102AB; TH0103AB; TH0104AB; TH0105AB;
TH0106AB; TH0107AB; TH0108AB; TH-AS-A-EX-EL-0200-N-S 1410 rev P1; TH-AS-AEX-
SE-0200-N-S 1415 rev P1.

Proposed drawings:

TH-AS-A-CP-A-PL-00-SI-0599 rev P1; TH-AS-A-CP-A-PL-00-SI-0700 rev P3; TH-ASA-CP-
A-PL-01-SI-0701 rev P6; TH-AS-A-CP-A-PL-02-SI-0702 rev P5; TH-AS-A-CP-APL-06-SI-



0706 rev P4; TH-AS-A-CP-A-PL-07-SI-0707 rev P3; TH-AS-A-CP-A-PL-09SI-0709 rev P3; TH-AS-A-CP-A-PL-10-SI-0710 rev P3; TH-AS-A-CP-A-PL-11-SI-0711 rev P4; TH-AS-A-CP-A-PL-RF-SI-0712 rev P2; TH-AS-A-00-PL-0100-PLB-1100 rev P3; TH-AS-A-00-PL-0100-PLLG-1101 rev P3; TH-AS-A-00-PL-0100-PL01-1103 rev P3; TH-AS-A-00-PL-0100-PL02-1104 rev P3; TH-AS-A-00-PL-0100-PL03-1105 rev P3; TH-AS-A-00-PL-0100-PL04-1106 rev P3; TH-AS-A-00-PL-0100-PL05-1107 rev P3; TH-ASA-00-PL-0100-PL06-1108 rev P3; TH-AS-A-00-PL-0100-PL07-1109 rev P3; TH-AS-A00-PL-0100-PL08-1110 rev P3; TH-AS-A-00-PL-0100-PL09-1111 rev P3; TH-AS-A-00PL-0100-PL10-1112 rev P3; TH-AS-A-00-PL-0100-PL11-1113 rev P3; TH-AS-A-00-PL0100-PL12-1114 rev P3; TH-AS-A-00-PL-0100-PL13-1115 rev P3; TH-AS-A-00-PL0100-PLB1-1300 rev P3; TH-AS-A-00-PL-0100-PLLG-1301 rev P4; TH-AS-A-00-PL0100-PLLM-1302 rev P8; TH-AS-A-00-PL-0100-PL01-1303 rev P7; TH-AS-A-00-PL0100-PL02-1304 rev P7; TH-AS-A-00-PL-0100-PL03-1305 rev P7; TH-AS-A-00-PL0100-PL04-1306 rev P6; TH-AS-A-00-PL-0100-PL05-1307 rev P6; TH-AS-A-00-PL0100-PL06-1308 rev P5; TH-AS-A-00-PL-0100-PL07-1309 rev P5; TH-AS-A-00-PL0100-PL08-1310 rev P5; TH-AS-A-00-PL-0100-PL09-1311 rev P5; TH-AS-A-00-PL0100-PL10-1312 rev P5; TH-AS-A-00-PL-0100-PL11-1313 rev P5; TH-AS-A-00-PL0100-PL12-1314 rev P5; TH-AS-A-00-PL-0100-PL13-1315 P3; TH-AS-00-PL-0100PLM3-1316 rev P1; TH-AS-A-00-PL-0100-EL-2501 rev P5; TH-AS-A-00-PL-0100-EL2502 rev P4; TH-AS-A-00-PL-0100-EL-2503 rev P4; TH-AS-A-00-PL-0100-EL-2504 rev P3; TH-AS-A-00-PL-0100-EL-2001 rev P3; TH-AS-A-00-PL-0100-EL-2002 rev P3; THAS-A-00-PL-0100-EL-2003 P3; TH-AS-A-00-PL-0100-EL-2004 rev P3;

TH-AS-A-00-PL0100-SEAA-3001 rev P4; TH-AS-A-00-PL-0100-SEBC-3005 rev P4; 9904-KC-XXYTREE-TPP02 Rev0;

Planning statement prepared by DP9 dated July 2015; Planning statement addendum dated March 2016; Design and access statement prepared by Astudio Architects dated 2015; Design and Access Statement addendum dated March 2016; Construction management plan pro-forma prepared by Astudio Architects dated July 2015; Townscape, Visual Impact and Heritage Assessment prepared by Peter Stewart Consultancy dated July 2015 ; Daylight and sunlight assessment produced by GIA dated July 2015; Clarification Letter from GIA dated 09/12/2015; Daylight and sunlight clarification appendix 01 dated October 2015; Daylight and sunlight amenity within the site produced by GIA dated 08th May 2017; Daylight and sunlight amenity within the site clarification letter produced by GIA dated 27/11/2017; Surface water drainage Statement produced by Arup dated 24th January 2018; Historic Environment Desk Based Assessment produced by PCA dated December 2017; Tree Survey and Impact Assessment produced by Keen Consultants dated November 2017; Transport Assessment produced by Arup dated July 2015; Air Quality Statement prepared by Arup dated July 2015; Air Quality Assessment Addendum dated January 2018; Site wide energy statement prepared by Arup dated July 2015; Acoustic Statement prepared by Arup dated July 2015; Site wide sustainability statement prepared by Arup dated July 2015; Delivery and Servicing Management Plan prepared by Arup dated July 2015; Basement Impact Assessment prepared by Arup dated February 2018; Statement of Community Involvement prepared by Thornccliffe dated July 2015; Green energy strategy worksheet dated March 2016; Lean energy strategy worksheet dated March 2016; Geotechnical Desk Study produced by Arup dated December 2014.

The Council has considered your application and decided to **refuse** planning permission for the following reason(s):

Reason(s) for Refusal

- 1 The proposed development, by reason of its excessive height and bulk in relation to its surroundings and the loss of the existing front façade which makes a positive contribution to the surrounding Bloomsbury Conservation Area, would cause harm to the character and appearance of the Conservation Area contrary to policies D1 (Design) and D2 (Heritage) of the Camden Local Plan 2017.
- 2 The proposed building height and density, by reason of excessive loss of daylight and sunlight to neighbouring residential occupiers, is considered to result in an overdevelopment of the site contrary to policies A1 (Managing the impact of development), D1 (Design) of the Camden Local Plan 2017.
- 3 The proposed development, in the absence of a legal agreement to secure an appropriate contribution to affordable housing including onsite provision and a deferred affordable housing contribution should viability improve, would fail to contribute to the borough's affordable housing needs, contrary to policies H1 (Maximising housing supply) and H4 (Maximising the supply of affordable housing) of the London Borough of Camden Local Plan 2017.
- 4 The proposed development, in the absence of a legal agreement securing a local employment and training package including an appropriate financial contribution, would be likely to lead to the exacerbation of local skill shortages and lack of training opportunities and would fail to contribute to the regeneration of the area, contrary to policies G1 (Delivery and location of growth), E1 (Economic development) and DM1 (Delivery and monitoring) of the London Borough of Camden Local Plan 2017.
- 5 The proposed development, in the absence of a legal agreement to secure a construction and demolition management plan and an appropriate financial contribution towards implementation support, would be likely to give rise to conflicts with other road users and be detrimental to the amenities of the area generally, contrary to policies G1 (Delivery and location of growth), A1 (Managing the impact of development), T3 (Transport Infrastructure), T4 (Sustainable movement of goods and materials), DM1 (Delivery and monitoring), A4 (Noise and Vibration) and CC4 (Air quality) of the London Borough of Camden Local Plan 2017.
- 6 The proposed development, in the absence of a legal agreement to secure the development as 'car-free', would be likely to contribute unacceptably to parking congestion in the surrounding area and promote the use of non-sustainable modes of transport, contrary to policies T1 (Prioritising walking, cycling and public transport), T2 (Parking and Car Parking) and A1 (Managing the impact of development) and DM1 (Delivery and monitoring) of the London Borough of Camden Local Plan 2017.
- 7 The proposed development, in the absence of a work place travel plan and a residential travel plan and financial contributions for travel plan monitoring, would fail to promote sustainable forms of transport, contrary to policies G1 (Delivery and location of growth), A1 (Managing the impact of development), DM1 (Delivery and monitoring) and CC4 (Air quality) of the London Borough of Camden Local Plan 2017.

- 8 The proposed development, in the absence of a legal agreement to secure an appropriate financial contribution towards public highway works, would be likely to harm the Borough's transport and public realm infrastructure, contrary to policies T1 (Prioritising walking, cycling and public transport), T3 (Transport Infrastructure), A1 (Managing the impact of development) and DM1 (Delivery and monitoring) of London Borough of Camden Local Plan 2017.
- 9 The proposed development, in the absence of a legal agreement to secure an appropriate financial contribution towards public realm and environmental improvements would fail to mitigate the impact of additional trip generation associated with the development, thereby harming the Borough's transport and public realm infrastructure, contrary to policies T1 (Prioritising walking, cycling and public transport), T3 (Transport Infrastructure), A1 (Managing the impact of development) and DM1 (Delivery and monitoring) of London Borough of Camden Local Plan 2017.
- 10 The proposed development, in the absence of a legal agreement securing an appropriate financial contribution towards Legible London Signage would fail to promote walking in the borough contrary to policies T1 (Prioritising walking, cycling and public transport), A1 (Managing the impact of development) and DM1 (Delivery and monitoring) of the London Borough of Camden Local Plan 2017.
- 11 The proposed development, in the absence of a legal agreement securing an appropriate financial contribution towards London Cycle Hire Scheme would fail to mitigate the impact by reason of the type of cycle parking and its layout and location, and would discourage the ownership and use of cycles as a sustainable form of transport, contrary to policies T1 (Prioritising walking, cycling and public transport), T3 (Transport Infrastructure), A1 (Managing the impact of development) and DM1 (Delivery and monitoring) of London Borough of Camden Local Plan 2017
- 12 The proposed development, in the absence of a legal agreement securing a delivery and servicing management plans would not secure a strategy to prevent traffic and other activities associated with the servicing needs of the development from causing serious disruption to amenities in the area and to the maintenance of the satisfactory and safe operation of the public highway around the development site. The proposal would therefore be contrary to policies T4 (Sustainable movement of goods and materials), A1 (Managing the impact of development) and DM1 (Delivery and monitoring) of London Borough of Camden Local Plan 2017.
- 13 The proposed development, in the absence of a legal agreement securing an appropriate financial contribution towards an approval in principle would fail to mitigate the impact of the basement works on the public highway of High Holborn and Eagle Street contrary to policies T3 (Transport Infrastructure) and DM1 (Delivery and monitoring) of the London Borough of Camden Local Plan 2017.
- 14 The proposed development, in the absence of a legal agreement securing level plans demonstrating the completed development can be tied to the public highway, would fail to secure adequate provision for the safety of pedestrians, cyclists and vehicles, contrary to policies T1 (Prioritising walking, cycling and public transport), T3 (Transport Infrastructure), A1 (Managing the impact of development) and DM1

(Delivery and monitoring) of London Borough of Camden Local Plan 2017.

- 15 The proposed development, in the absence of a legal agreement securing an appropriate financial contribution towards public open space, would fail to mitigate the additional pressures and demands placed on existing open space in this area by the development, contrary to policies A1 (managing the impact of development), A2 (Open space) and DM1 (Delivery and monitoring) of the London Borough of Camden Local Plan 2017.
- 16 The proposed development, in the absence of a legal agreement securing sustainability design stage and post-construction sustainability reviews to achieve 'excellent' in a BREEAM Assessment would fail to be sustainable in its use of resources, contrary to policies CC1 (Climate change mitigation), CC2 (Adapting to climate change), CC3 (Water and flooding), C1 (Health and wellbeing) and DM1 (Delivery and monitoring) of the London Borough of Camden Local Plan 2017.
- 17 The proposed development, in the absence of a legal agreement securing an Energy Efficiency Plan and renewable energy plan including the measures set out in the Energy Strategy and an appropriate financial contribution towards decentralised energy, would fail to be sustainable in its use of resources, contrary to policies CC1 (Climate change mitigation), CC2 (Adapting to climate change), CC4 (Air quality), C1 (Health and wellbeing) and DM1 (Delivery and monitoring) of the London Borough of Camden Local Plan 2017.
- 18 The proposed development, in the absence of a legal agreement securing a carbon off-set contribution, would fail to be sustainable in its use of resources, contrary to policies CC1 (Climate change mitigation), CC2 (Adapting to climate change), CC4 (Air quality), C1 (Health and wellbeing) and DM1 (Delivery and monitoring) of the London Borough of Camden Local Plan 2017.
- 19 The proposed development, in the absence of details regarding the feasibility of connecting to a decentralised energy network would fail to be sustainable in its use of resources, contrary to policies CC1 (Climate change mitigation), CC2 (Adapting to climate change), CC4 (Air quality), C1 (Health and wellbeing) and DM1 (Delivery and monitoring) of the London Borough of Camden Local Plan 2017.
- 20 The proposed development, in the absence of a legal agreement securing a financial contribution towards Crossrail would fail to help fund infrastructure needed to support the development of London and the south-east of England contrary to policy DM1 (Delivery and monitoring) of the London Borough of Camden Local Plan 2017 and policies 6.4 (Enhancing London's transport connectivity) 6.5 (Funding Crossrail and other strategically important transport infrastructure) and 8.3 (Community Infrastructure Levy) of the London Plan 2016 and Crossrail Funding Supplementary Planning Guidance (updated March 2016).

Informative(s):

- 1 Without prejudice to any future application or appeal, the applicant is advised that reasons for refusal 3 to 20 could be overcome by entering into a Section 106 Legal

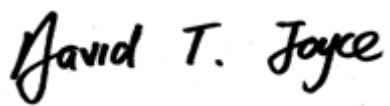
Agreement for a scheme that was in all other respects acceptable.

In dealing with the application, the Council has sought to work with the applicant in a positive and proactive way in accordance with paragraphs 186 and 187 of the National Planning Policy Framework.

You can find advice about your rights of appeal at:

<http://www.planningportal.gov.uk/planning/appeals/guidance/guidancecontent>

Yours faithfully

A handwritten signature in black ink that reads "David T. Joyce". The signature is written in a cursive style with a large initial 'D' and 'J'.

David Joyce
Director of Regeneration and Planning