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| **Address:**  | **294-295 High Holborn****London****WC1V 7JG** | **2** |
| **Application Number:**  | 2017/1827/P | **Officer:** David Fowler |
| **Ward:** | Holborn and Covent Garden |  |
| **Date Received:** | 29/03/2017 |
| **Proposal:** Erection of a 9 storey building comprising retail use (Classes A1-A3) at basement and ground floor levels, office use (Class B1) at first and second floor levels and 10 residential units (6 x 1-bed and 4 x 2-bed) (use class C3) above including plant and associated works. |
|  **Background Papers, Supporting Documents and Drawing Numbers:** Existing drawings:* 151-10-PL-0010, 151-10-PL-0100, 151-10-PL-0200, 151-10-PL-0250, 151-10-PL-0251, 151-10-PL-0252, 151-10-PL-0400, 151-10-PL-0401, 151-10-PL-0402.

Proposed drawings:* 151-10-PL-0001, 151-10-PL-1000 C, 151-10-PL-1001 A, 151-10-PL-1002 B, 151-10-PL-1003 B, 151-10-PL-1004, 151-10-PL-1020A, 151-10-PL-2000 A, 151-10-PL-2100 C, 151-10-PL-2101, 151-10-PL-2102, 151-10-PL-2103, 151-10-PL-2110.

Supporting documents:* Daylight and Sunlight Amenity Study 02 (Watts) 21 March 2017, Construction Management Plan (DP9 Ltd) March 2017, Noise and Vibration Impact Assessment Revision 01 (Scotch Partners) 09 March 2017, Planning Statement (DP9) March 2017, Transport Statement Final Rev A (Motion) 27/03/2017, Travel Plan Statement Final Rev A (Motion) 27/03/2017, Sustainability Statement Rev 02 (Scotch Partners) March 2017, Air Quality Assessment (Air Quality Consultants) March 2017, Archaeological Desk-Based Assessment (MW Archaeological Consultancy) March 2017, Ground Movement Report Revision 1 (CGL) March 2017, Desk Study and Ground Investigation Report JO7148 (Pell Frischmann Engineers) August 2007, Structural Engineer’s Report for Planning 6940 (MBP) March 2017, Design and Access Statement (Independent Architects) March 2017, Affordable Housing Statement (DP9), Affordable Housing Note (DP9) October 2017, Energy Statement Revision R02 (Scotch Partners) March 2017, Basement Impact Assessment LBH4455bia Ver 1.0 (Michael Barclay Partnership LLP) May 2017, Servicing Analysis (Motion) 6 September 2017, Ecology Report (Cambridge Ecology) July 2014.
 |
| **RECOMMENDATION SUMMARY:** **Grant conditional planning permission subject to section 106 legal agreement**  |
| **Applicant:** | **Agent:** |
| CHH London Ltd | Mr Harry ManleyDP9100 Pall MallLondonSW1Y 5NQ |

**ANALYSIS INFORMATION**

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| **Land Use Details:** |
|  | Use Class | Use Description | Floorspace (GIA sqm) |
| Existing | Cleared site | 0 |
| Proposed | B1 Office | 414.9 |
| Class A1/A3 | 251.3 |
| Class C3 residential | 1,015.4 |
| TOTAL | 1,683.4 |

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| **Parking Details:** |
|  | Parking Spaces (General) | Parking Spaces (Disabled) |
| Existing | 0 | 0 |
| Proposed | 0 | 0 |

**OFFICERS’ REPORT**

**Reason for Referral to Committee: Major development involving the construction of more than 10 new dwellings or more than 1000 sq. metres of non-residential floorspace [clause 3(i)]; and which is subject to the completion of a Section 106 legal agreement for matters which the Director of Supporting Communities does not have delegated authority [clause 3(vi)].**

**The application includes a building which is over 30m in height and is therefore considered a ‘strategic’ application under the Mayor of London Order 2008. The application is thereby referable for his direction, whereby he has power to direct the local authority to refuse the application or call the application in for his own determination.**

1. **SITE**
	1. The application site covers an area of 324sqm is a gap site, following demolition circa 2008.
	2. The application site is bounded by High Holborn to the north (from where it is accessed), Lincoln House – an office building to the east, the gardens of Lincoln’s Inn to the south (not to be confused with Lincoln’s Inn Fields which is west of here) and 289-293 High Holborn to the west which is also in office use. The site is within the Holborn and Covent Garden ward. The area is predominantly commercial.



Figure 1 – Existing site plan

* 1. The site is located in the Bloomsbury Conservation Area and is within an Archaeological Priority Area. The site is located within a Central London frontage and is within the Holborn Growth Area.
	2. The neighbouring buildings on either side both comprise 7 storeys with an eight storey set-back. This part of High Holborn is fairly consistent in terms of building heights.
	3. The gardens of Lincoln’s Inn, is designated as Private Open Space. There are no listed buildings adjacent or directly opposite the site. The closest listed buildings are the grade I Stone Buildings which are located approximately 24m to the east/south-east, facing on to the gardens of Lincoln’s Inn.
	4. The site has a Public Transport Accessibility Level (PTAL) of 6b (Excellent), which is the highest. The site is close to Chancery Lane and Holborn Underground Stations and is served by numerous bus services.
1. **THE PROPOSAL**
	1. Under the proposals, a nine-storey building plus plant storey and basement would be erected to accommodate Class B1 offices, 10 residential units and Class A1 (retail)/Class A3 (restaurant) use. These uses would be accommodated as follows:
* Basement – plant and Class A use
* Ground – Class A use and shared office/residential use
* 1st & 2nd floors – offices
* 3rd – 8th floors – residential
* Plant at roof level
	1. In the course of the application the following amendments were made to the proposals:
* Revised internal layout for the flats and a reduction in the number bedroom numbers (see ‘Amenity of proposed residential units’).
* Amendments to the front elevation to reduce the proportion of glazing, for the residential and office elements to have different appearances and to increase the prominence of the ground floor storey.
1. **RELEVANT HISTORY**

The site

* 1. 31/03/2009 - p.p. granted (ref: 2009/0006/P) Amendment to planning permission (PSX0304010) dated 1st September 2003 for the redevelopment of the site to provide a new mixed use building, involving the change of use/reduction in ground floor rear retail space (Class A1), and increase/replacement with office space (Class B1).
	2. 01/09/2003 – p.p. granted (ref: PSX0304010) for redevelopment to provide basement, ground and 8 upper storeys with mixed retail (Class A1) and professional services (Class A2) use at ground floor and part basement and offices (Class B1) above.
1. **CONSULTATION SUMMARY**

**STATUTORY**

* 1. **Greater London Authority (GLA)**
* Principle of development supported in strategic planning terms
* Provision of no affordable housing unacceptable. A payment-in-lieu may be acceptable subject to viability.
* The CO2 savings do not meet the London plan zero carbon target and the provision of more photo-voltaic panels and a further overheating analysis should be explored. A drainage strategy should be submitted.
* Transport issues – see TfL comments below

*Officer response: See sections on ‘Viability and affordable housing’, ‘Sustainable design and construction’, ‘Transport’.*

* 1. **Transport for London (TfL)**
* Welcome car-free development, however applicant should set out arrangements for people with mobility restrictions to visit the site; *Officer response: the applicant has done an assessment of parking in the areas and it is noted that blue badge holders can park in any spaces.*
* The proposed long-stay cycle parking spaces comply with London Plan standards, however, a minimum of 6 short-stay cycle parking spaces should be provided on-site or nearby
* Details of lift operation for both refuse and cycles, and also maintenance should be provided. *Officer response: The proposals include 2 lifts. One will provide access to the residential and commercial accommodation. The other is a large platform lift between ground and the basement providing access to the cycle store, refuse store and plant room (for maintenance when necessary). The above provision is considered sufficient.*
* Proposals acceptable in terms of trip generation.
* Proposed servicing strategy broadly acceptable – local loading restrictions should always be followed.
* CMP should be secured.
* Data should be supplied of land use, floorspace and construction programme, to help TfL assess the impact of construction vehicles on the transport network
* A full Travel Plan should be secured.
* Mayoral CIL will be applicable.

*Officer’s response: See sections on Transport.*

* 1. **London Underground**
* No objection subject to a condition on detailed design and method statements (included).
	1. **Greater London Archaeology Advisory Service**
* No further assessment or conditions required.

**Adjoining Occupiers**

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| *Total number of responses received* | 1 |
| *Number in support* | 0 |
| *Number of objections* | 1 |

* 1. A site notice was displayed from the 5th of May until the 26th of May 2017. A press advert was placed on the 11th of May 2017 in the Camden New Journal.

**Representations summary**

* 1. 1 letter of objection was received on behalf of the freeholders of the adjoining building, Lincoln House 296-302 High Holborn, on the following grounds:
* The proposed residential units would not enjoy an acceptable level of amenity, in terms of privacy, overlooking and sense of enclosure, contrary to Camden policies.
* The daylight for these units would not meet minimum standards, the submitted report does not take account of mitigation measures to prevent overlooking.
* Placing residential windows directly along the site boundary would place an unfair burden upon future development proposals on Lincoln House and would prejudice the development of this site.
* The proposed layouts are impractical and will not secure good quality office and residential space.

*Officer’s response: See sections on ‘Amenity of proposed residential units’ and ‘Land use’*

Following revisions to the scheme in the light of this objection (detailed under ‘The Proposal’ above), a further letter was received raising the following issues:

* The revised scheme has only slightly changed the configuration and use of rooms. It is unclear why bedrooms have been retained at 5th and 6th floor levels.

*Officer’s response: The bedrooms at 5th and 6th floor levels would have higher levels of light than the rooms below (0.20% and 0.58% ADF) and officers considered that whilst these rooms would be below the BRE guidelines, they would provide sufficient daylight, given the high levels of daylight that the rest of the rooms in the flats would receive.*

* The revised scheme changes some bedrooms into studies, however these have not been assessed in the revised daylight report and should have been included as habitable rooms.

*Officer’s response: The proposed flats with studies can function and provide acceptable space and amenity to the prospective occupants without relying on the study rooms. The study is an ancillary room to the flat which is incidental to the residential use.*

* Unclear whether the revised daylight report is accurate – does it take into account the privacy measures?

*Officer’s response: The committee report (paragraph 6.23) addresses the impact on daylight from the overlooking mitigation measures (“10-20% further reduction”). Officers have assessed the proposals with the inclusion of the mitigation measures, and consider the scheme acceptable overall in terms of daylight/sunlight.*

* Daylight standards for proposed bedrooms do not meet recommended minimum standards.

*Officer’s response: Officers consider on balance that the proposed flats would receive adequate daylight overall.*

* An additional informative should be added to the decision notice stating that the council has taken into account the proposed development of the adjoining site.

*Officer’s response: officers agree that this is reasonable – see below.*

1. **POLICIES & Guidance**
	1. **National Planning Policy Framework 2012**
	2. **NPPG**
	3. **The London Plan 2016**
	4. **Mayor’s Supplementary Planning Guidance**
	5. **Camden Local Plan 2017**

Growth and spatial strategy

Policy G1 Delivery and location of growth

Meeting Housing Needs

Policy H1 Maximising housing supply

Policy H2 Maximising the supply of self-contained housing from mixed-use schemes

Policy H4 Maximising the supply of affordable housing

Policy H6 Housing choice and mix

Policy H7 Large and small homes

Community, health and wellbeing

Policy C5 Safety and security

Policy C6 Access for all

Economy and jobs

Policy E1 Economic development

Policy E2 Employment premises and sites

Policy E3 Tourism

Protecting amenity

Policy A1 Managing the impact of development

Policy A2 Open space

Policy A3 Biodiversity

Policy A4 Noise and vibration

Policy A5 Basements

Design and Heritage

Policy D1 Design

Policy D2 Heritage

Policy D3 Shopfronts

Sustainability and climate change

Policy CC1 Climate change mitigation

Policy CC2 Adapting to climate change

Policy CC3 Water and flooding

Policy CC4 Air quality

Policy CC5 Waste

Town centres and shops

Policy TC1 Quantity and location of retail development

Policy TC2 Camden’s centres and other shopping areas

Policy TC4 Town centres uses

Transport

Policy T1 Prioritising walking, cycling and public transport

Policy T2 Parking and car-free development

Policy T3 Transport infrastructure

Policy T4 Sustainable movement of goods and materials

Delivery and monitoring

Policy DM1 Delivery and monitoring

* 1. **Supplementary Planning Policies**

Camden Planning Guidance (2013)

 CPG 1 Design

 CPG 2 Housing

CPG 3 Sustainability

CPG 4 Basements and lightwells

CPG 5 Town centres, retail and employment

CPG 6 Amenity

CPG 7 Transport

CPG 8 Planning obligations

**ASSESSMENT**

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

|  |  |
| --- | --- |
| 6 | **Land use** * Introduction
* Office use (Class B1)
* Mixed use policy and residential use
* Viability and affordable housing
* Amenity of proposed residential units
* Class A uses (A1 retail and A3 food and drink)
* Conclusion; land use principles
 |
| 7 | **Conservation and design** * Policy review
* Site and surroundings
* Archaeology
* Height and scale
* Appearance
* Assessment of impact on heritage assets
* Conclusion
 |
| 8 | **Landscaping and trees*** Policy review
* Designations
* Landscaping
* Trees
 |
| 9 | **Impact on neighbouring amenity** * Policy review
* Amenity
 |
| 10 | **Air quality** |
| 11 | **Sustainable design and construction*** Policy review
* The site and the proposal
* Energy and sustainability
 |
| 12 | **Flood risk and drainage** |
| 13 | **Basement** |
| 14 | **Nature conservation and biodiversity** |
| 15 | **Accessibility** |
| 16 | **Transport*** Policy review
* The site
* Cycle parking
* Car parking
* Management of construction impacts on the public highway in the local area
* Deliveries and servicing
* Pedestrian, cycling, environmental and public realm improvements
* Conclusion
 |
| 17 | **Safety and security** |
| 18 | **Refuse and recycling** |
| 19 | **Planning obligations** |
| 20 | **Mayor of London’s Crossrail CIL** |
| 21 | **Camden CIL** |
| 22 | **Conclusion** |
| 23 | **Recommendations** |
| 24 | **Legal comments** |
| 25 | **Conditions**  |
| 26 | **Informatives**  |

1. **Land use**
	1. The principal land use considerations are as follows;
* Introduction
* Office use (Class B1)
* Mixed use policy and residential use
* Viability and affordable housing
* Amenity of proposed residential units
* Class A uses (A1 retail and A3 food and drink)
* Conclusion; land use principles

Introduction

* 1. The site is located within the Holborn Growth Area, which the London Plan has earmarked for intensification. Camden Local Plan policy G1 seeks to deliver growth by securing high quality development and promoting the most efficient use of land and buildings. The Council’s aspirations for the Holborn area include the provision of a mix of land uses, with offices and housing as the predominate uses.

Office use (Class B1)

* 1. Policies E1 (Economic development) and E2 (Employment premises and sites) and CPG5 (Town Centres, Retail and Employment) are relevant with regards to employment uses such as offices (Class B1). The site is located within the Central Activities Zone.
	2. Under the proposals, 414.9sqm of modern Class B1 office floorspace would be provided, at first and second floor levels. It is intended that the applicant (CHH London Ltd – a property company) would occupy the proposed offices for their London headquarters, which are currently in the City. The Council’s Economic Development section calculate that this would provide around 35 jobs. Economic Development support the proposals subject to employment, training and local procurement section 106 legal obligations.
	3. The proposed layouts would be modern and flexible and would be suitable for SME’s.
	4. Given the employment benefits and the above obligations, the proposed increase in office use is welcomed, subject to the mixed use policy discussed below.

Mixed use policy and residential use

*Introduction*

* 1. Policy H2 promotes the provision of residential development, in mixed-use schemes where non-residential land uses are proposed, in the Central London Area. In the Central London Area, where development involves additional floorspace of more than 200sqm (GIA), the Council requires 50% of all additional floorspace to be self-contained housing.
	2. Under the proposals, 10 new residential units would be provided (1,015.4sqm GIA) and would comprise 60.4% of the proposed total floor area and therefore complies with policy H2. These would be provided on the 3rd to 8th floors.
	3. An objection was received on the grounds that having a single, shared core would make both offices and flats unattractive to occupants. Separate cores would be preferable, but givien the long and narrow nature of the site, providing 2 cores would be unfeasible, given the amount of space it would take up. Furthermore, 2 entrance doors on High Hoborn, as well as the Class A unit entrance would impact on the activity of the frontage. It should be noted that the proposed offices have been designed as the headquarters for the applicant and so there is already a prospective occupier.

*Unit mix*

* 1. 10 units are proposed, comprising 6 x 1-bed and 4 x 2-bed flats. The proposals originally featured 10 units, consisting of 2 x one-bedroom flats and 8 x two-bedroom flats, however this was revised during the course of the application in light of officer concerns on daylight and sunlight for the proposed flats, with a reduction in the number of bedrooms overall (see ‘ Amenity of proposed residential units’ below). The revised unit mix does not comply as well to the Dwelling Sizes Priority table in policy H7 as the original mix. However, given the amenity concerns, the proposed mix is considered acceptable in this instance.

Viability and affordable housing

* 1. Policy H4 seeks to maximise the provision of affordable housing. A sliding scale target applies to developments that provide one or more additional homes and have capacity for fewer than 25 additional homes starting at 2% for one home and increasing by 2% of for each home added to capacity. Where developments have capacity for fewer than 10 additional dwellings, the Council will accept a payment-in-lieu of affordable housing.
	2. Under the proposals, 10 units would be provided, with a floor area of 1,015.4sqm GIA. The proposals should provide 20% affordable housing to comply with policy (203.4sqm). Given the amount of housing proposed, the affordable housing should be provided on-site, unless there are reasons that make it inappropriate for the provision on-site, as laid out in parts j.-p. of policy H4. These include site size and constraints on developing the site for a mix of market and affordable housing and impact of the mix of housing types sought on the efficiency and overall quantum of development.
	3. The site is long and narrow, with a street frontage of just 8.5m and a length of 34.5m and there is no entrance to the site from the rear. The current proposals already feature a shared office and residential entrance, given the narrowness of the site. To provide affordable housing on site would require a separate entrance and core which would significantly reduce floor area and also impact on the street frontage. Given the proposals would provide 10 units, only just triggering the on-site requirement, and given the site constraints, not providing affordable housing on site is considered acceptable in this instance.

*Off-site provision*

* 1. Where a development has capacity for 10 or more additional homes and the Council considers off-site provision is appropriate, the Council will take into account all related sites when assessing how much affordable housing is required. Alternative sites must be in the borough, and will initially be sought in the same ward as the development. Where the development is south of Euston Road, and no sites are available in the same ward, the Council may consider alternative sites south of Euston Road.
	2. Exceptionally, where on-site and off-site options have been thoroughly explored and it is demonstrated to the Council’s satisfaction that no appropriate site is available for affordable housing, we may accept a payment in lieu of provision, fairly and reasonably related in scale and kind to the development proposed and secured by a planning obligation.
	3. On the basis of the formula in CPG2 2016 Figure 7, the off-site affordable housing target would be 20 ÷ (100 – 20) = 25% (affordable off-site contribution ÷ additional market housing proposed x on-site affordable housing target ÷ (100-on-site affordable housing target), which calculates to around 250sqm off-site (or 200sqm of qualitatively better housing (e.g. social-rented as opposed to intermediate) would be considered acceptable.
	4. The applicant has submitted a desktop exploration of commercial properties available in the area to assess whether any have potential for conversion to provide the required 200-250 sqm GIA affordable housing, looking at sites within the ward and south of the Euston Road. The applicant worked with a commercial property database to explore potential sites. Of the sites found, these were discounted for a number of reasons, including the length of lease available, the poor level of amenity that the sites would offer, general unsuitability of the premises for residential use and land use issues (such as the premises being viable employment uses).
	5. Officers have assessed the submitted study and conclude that the applicant has undertaken a sufficiently thorough exercise and has been unable to find suitable premises for off-site housing. Given the above, a financial contribution is considered acceptable in this instance.

*Financial contribution*

* 1. Using the formula in CPG8, the total amount for the payment-in-lieu is £673,762.50 (1,015.4 x 1.25 x 20% x £2,650 = 253.85 x £2,650 = £672,702.50). As the calculation relies on Camden Planning Guidance, (CPG8) which has not yet been updated to respond to the Local Plan, the target is applied to gross external area as opposed to gross internal area, hence multiplying by 1.25 above.
	2. The applicant has agreed to pay this amount. Given the payment-in-lieu is policy compliant, there is no need for a viability report.

Amenity of proposed residential units

* 1. The submitted daylight/sunlight report assessed the daylight levels that the rooms in the proposed flats would receive, using ADF (Average Daylight Factor). The Average Daylight Factor (ADF) is a measure of the overall amount of daylight in a space. More technically, the ADF is the ‘ratio of total daylight flux incident on the working plane to the area of the working plane, expressed as a percentage of the outdoor illuminance on a horizontal plane due to an unobstructed standard overcast sky’. Thus a 1% ADF would mean the average indoor illuminance would be one hundredth the outdoor unobstructed illuminance. In housing, the BRE recommended minimum ADF guideline values are 2% for kitchens, 1.5% for living rooms and 1% for bedrooms.
	2. All of the living/dining rooms and the bedrooms facing on to High Holborn would receive excellent levels of light, as would the rooms facing south across the gardens of Lincoln Inn to the rear. However a number of windows serving bedrooms in the proposed flats would face direct on to the neighbouring site, Lincoln House at 296 to 302 High Holborn, on the eastern elevation of the proposed building. This could prejudice the future development of this site. An objection was received from this property on the grounds of prejudicing future development. There are plans for extending this building to the rear. The previously approved building on the site featured side windows, however these would have served offices rather than residential, which is a much more sensitive use. Pre-application discussions for the neighbouring building are currently progressing and planning officers’ informal view is that the proposed rear extensions to this building are acceptable.
	3. Officers have taken the view that the proposed flats would need to receive acceptable levels of light based on the proposed envelope for the neighbouring building to the east, rather than the existing situation. On this basis, the applicant was requested to re-run the daylight/sunlight calculations. Some of the bedrooms would have received 0% ADF, which officers considered unacceptable, despite the good levels of daylight/sunlight to other rooms in the flats. The unit mix and internal layouts have since been revised with non-habitable rooms grouped towards the centre of the building, the loss of 1 flat and an overall reduction in the number of bedrooms. The proposed 6 bedrooms in 4 flats, which are located on 3rd – 6th floor levels would still be below the BRE ADF guidelines, with ADFs of 0.33%, 0.34%, 0.2%, 0.28%, 0.58% and 0.9%. There would be a further loss of light as a result of the required overlooking mitigation measures, which would reduce daylight/sunlight by a further 10/20%. Given that the living/dining rooms associated with these bedrooms would have excellent ADFs ranging between 3.65% to 5.97% as a result of uninterrupted views across Lincoln’s Inn Gardens to the rear, the proposed ADF levels for the bedrooms is considered acceptable in this instance.
	4. Further to the above, the issue of overlooking from the offices in the proposed building envelope of the building to the east and the bedroom windows in question would need to be addressed. The applicant has agreed to mitigation measures and proposed a mixture of obscure glazing and fins. A condition is attached accordingly.
	5. With regards to outlook and aspect, this would be poor for the 6 bedrooms in question, however, as above, the associated living/dining rooms would benefit from excellent aspect and outlook.
	6. A condition is recommended regarding the opening hours of the ground floor unit, should it operate as a restaurant (see section below).

Class A uses (A1 retail and A3 food and drink)

* 1. The site is located within the Central Activities Zone, a primary frontage and also the Holborn Growth Area. Policy G1 seeks the provision of an appropriate amount of retail and food and drink uses in the Central London Frontage. Camden CPG5 (Town Centres, Retail and Employment) requires at least 50% of units to be Class A1 (when assessing applications for the loss of Class A1 retail) and for no more than 25% Class A3 units.
	2. Under the proposals, 251.3sqm (GIA) flexible Class A1 retail/Class A3 restaurant use would be provided at ground floor and basement levels.
	3. CPG5 (Town Centres, Retail and Employment) seeks to maintain at least 50% Class A1 retail uses in Holborn Central London Frontage. At present, just 35% of units in this part of the frontage are in Class A1 retail use. Whilst granting planning permission for flexible Class A1/A3 use may result in a Class A1 retail use, this permission also could result in a Class A3 restaurant use. Given that the site is vacant and the length of the vacancy, officers consider that it cannot be argued that there would be a loss of Class A1 retail use under the proposals and it would be unreasonable to require a Class A1 use.
	4. Holborn Central London Frontage is considered an appropriate location for food, drink and entertainment uses. However, to protect the main area of retail use and allow for other service uses (particularly within Use Class A2 such as banks), planning permission will not be granted for development that results in more than 25% of premises in each individual frontage being in food, drink or entertainment use. At present, only 12% of units in the frontage are in Class A3 use, and should the ground floor of the application be converted to Class A3, this would rise to 18% should the unit be Class A3 use, remaining below the 25% maximum.
	5. A condition is suggested that the ground floor unit opening hours be restricted to between 08:00 to 23:00 Monday to Saturday and 09:00 to 22:30 hours on Sunday, should it operate as a restaurant (Class A3). Whilst there are no residential properties in the vicinity at present, residential use would be introduced on the site under the proposals. The proposed offices would provide a two-storey buffer between the potential restaurant and the flats.
	6. The proposed Class A uses would provide active frontage. Given the above, the proposed flexible Class A1 retail/Class A3 restaurant use at ground floor level is considered acceptable.

Conclusion; land use principles

* 1. Under the proposals there would be the provision of 2 floors of employment floorspace that would be suited to modern needs, flexible, suitable for SME’s and accessible. The proposals would result in an increase in employment on the site to the benefit of the local economy.
	2. Officers accept that it is not viable to provide affordable housing on site, but consider the off-site contribution a significant benefit to local housing projects which would contribute towards the delivery of affordable housing in the area.
	3. The proposal features active frontages and Class A uses which would support the function of the CAZ and the Central London frontage.
	4. Given the above, the proposed land use mix is considered acceptable as it would provide employment and economic benefits, as well as contributing towards affordable housing and the vitality of the area.
1. **Conservation and design**
	1. The design considerations are as follows:
* Policy review
* Site and surroundings
* Archaeology
* Height and scale
* Appearance
* Assessment of impact on heritage assets
* Conclusion

Policy review

* 1. Camden Local Plan policy D1 is relevant with regards design. Policy D2 covers heritage issues.

Site and surroundings

* 1. The site is located in the Bloomsbury Conservation Area and is within an Archaeological Priority Area. There are no listed buildings adjacent or directly opposite the site. The closest listed buildings are the grade I Stone Buildings which are located to the south-east, facing on to the gardens of Lincoln’s Inn.

Archaeology

* 1. The site is located within an Archaeological Priority Area. An archaeological desk-based assessment was submitted as part of this application. GLAAS were consulted and have no objections to the proposals and do not recommend any conditions.

Height and scale

* 1. Buildings along this section of High Holborn are typically 8-9 storeys. The proposed building is 7 storeys above ground to the parapet with 2 set back storeys corresponding to the scale of neighbouring buildings.
	2. On the High Holborn frontage the proposed infill building forms a parapet which mediates between the parapets of its immediate neighbours 296-302, Lincoln House and 289-293 High Holborn. A further two-storey set back corresponds with a 2 storey set back at No 289-293. A plant enclosure, is set back on top of the building, making it minimally visible in views from the junction of High Holborn with Brownlow Street, close by the site where the plant enclosure is likely to be most visible.
	3. At the rear, the building takes on a stepped form with a series of terraces stepping down to 5 storeys closest to the open space at Lincoln’s Inn gardens. Given that there is not a consistent rear building line and that the proposed rear projections would be similar or slightly less than the approved scheme, the rear of the building is considered acceptable.

Appearance

* 1. The front elevation takes its cues in terms of its materiality from its immediate neighbours and the more general context along High Holborn, with the predominant use of Portland stone.
	2. The base of the building is formed by the ground floor and 2 office floors set within a frame of profiled Portland stone, supplemented by the detailing to the window openings (mullions and balustrades ) being of the same material.
	3. The residential storeys above are differentiated from the lower commercial stories with the use of metal balustrades.
	4. The appearance of the rear elevation is formed by inset balconies with metal balustrades set within a Portland stone frame. The horizontal banding of the Portland stone frame and metal balconies provide a correspondence to the rear of the neighbouring 289-293 High Holborn

Assessment of impact on heritage assets

* 1. The site is situated in the Bloomsbury Conservation Area. The Stone Buildings to the east/south-east are grade I listed.
	2. The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the tests for dealing with heritage assets in planning decisions. In relation to listed buildings, all planning decisions should “have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses”. The NPPF states that when considering the impact of the proposal on the significance of a designated heritage asset, great significance should be given to the asset’s conservation. Significance can be harm or loss through alteration or destruction of the heritage asset or development within its setting. In relation to non-designated heritage assets, the NPPF states that in weighing applications that affect non-designated heritage assets, a balanced judgement will be required.
	3. The proposed building would fill a gap in the townscape and will enhance the character of the conservation area. There would be no impact on the listed Stone Buildings given their distance and given the acceptability of the massing and design of the rear elevation.
	4. Having regard to the statutory duties in respect of listed buildings in the Planning (Listed Buildings and Conservation Areas) Act 1990, and the relevant paragraphs in the NPPF in relation to listed buildings and conservation areas, it is considered that the proposed building does not harm the settings of heritage assets outlined above.

Conclusion

* 1. The existing gap in the townspace is unsightly and detracts from the conservation area. The proposed building is considered to make an appropriate response to its context in terms of height and scale and detailing providing a positive addition to High Holborn
1. **Landscaping and trees**
	1. The Landscaping, public realm and trees considerations are follows:
* Policy review
* Designations
* Landscaping
* Trees

Policy review

* 1. Camden Local Plan policy A3 seeks to protect trees.

Designations

* 1. None of the site is designated as public open space. The gardens of Lincoln’s Inn, to the south of the site are designated as Private Open Space.

Landscaping

* 1. The site is currently a cleared brownfield site. Under the proposals, the majority of the site would be built on, with 27.3sqm undeveloped to the rear. This area would provide a garden and a lightwell to the basement. The approved building (see history) on the site extended approximately 1.5m further towards the rear boundary than the proposed building.

Trees

* 1. There are no trees on the application site and the proposed development does not include any tree removals. There are trees in the gardens of Lincoln’s Inn, adjacent to the application site, to the south. A condition is recommended requiring details of tree protection measures.
	2. Given the above, there are no concerns with regards trees.
1. **Impact on neighbouring amenity**
	1. The considerations on the impact on the amenity of the occupiers of neighbouring properties are as follows:
* Policy review
* Daylight, sunlight and overlooking
* Noise

Policy review

* 1. Camden Local Plan policy A1 seeks to manage the impact of development on neighbouring residential properties.

Daylight, sunlight and overlooking

* 1. A Daylight and Sunlight Report has been submitted as part of this application. There are no residential properties located within close proximity of the site and there would therefore be no amenity impact on neighbouring properties with regards daylight/sunlight, overlooking or noise/disturbance.

Noise

* 1. The proposal features mechanical ventilation in the basement and within a screened area on the roof. A Noise and Vibration Impact Assessment has been submitted as part of this application. As stated above there are no residential properties in close proximity to the site, however, residential use would be introduced to the application site under the proposals. Officers have no objection to noise and plant subject to conditions.
1. **Air quality**
	1. Camden Local Plan policy CC1 is relevant with regards to air quality.
	2. An Air Quality Assessment (AQA) has been submitted as part of this application. The Council’s Air Quality Officer has been consulted on this application and has no objections subject to conditions on air quality monitoring and mechanical ventilation.
	3. With regards the impact of the development on local air quality during operation (including air quality neutral assessment), the development will be car free and will not have any on-site car parking provision. The energy strategy for the development includes air to water heat pumps to provide heating and hot water to the residential units – no boilers/CHP (Combined Heat and Power) are proposed on site. Therefore, the development meets air quality neutral requirements. A mixture of ASHP/Boilers are proposed as per the energy addendum statement
	4. With regards the impact of the development on local air quality during construction, works are considered to be ‘Medium Risk’ and with mitigation measures in place, the overall impacts during construction will be “not significant‟. Mitigation measures to control construction related air quality impacts would be secured within the CMP (Construction Management Plan) as per the standard CMP pro-forma.
	5. With regards to the impact of local air quality on building occupants, measured concentrations at the automatic monitoring stations have consistently exceeded the annual mean nitrogen dioxide objective. Mechanical ventilation will therefore be required (and would be secured by aforementioned condition) to ensure air inlets are away from busy roads.
2. **Sustainable design and construction**
	1. The sustainable design and construction considerations are as follows:
* Policy review
* The site and the proposal
* Energy and sustainability

Policy review

* 1. Pursuant to London Plan policies 5.2, 5.3, 5.6m, 5.7, 5.9, 5.10, 5.11, 5.12, 5.13, 5.14, 5.15 and 5.17, and Camden Local Plan policy CC1, all developments in Camden are required to make the fullest contribution to the mitigation of and adaptation to climate change, to minimise carbon dioxide emissions and contribute to water conservation and sustainable urban drainage. Camden Local plan policies CC1, CC2 and CC3 are relevant with regards sustainability and climate change.

The site and the proposal

* 1. The proposal fully maximises the site, is in very close proximity to ‘Excellent’ public transport links (PTAL 6b) and the scheme uses an existing brownfield site. The principle of the scheme is therefore highly sustainable.

Energy and sustainability

* 1. Follow the hierarchy of energy efficiency, decentralised energy and renewable energy technologies set out in the London Plan (2011) Chapter 5 (particularly Policy 5.2) seeks to secure a 35% reduction in regulated CO2 emissions below the maximum threshold allowed under Part L 2013. GLA guidance on preparing energy assessments and CPG3 should be followed.
	2. A Sustainability Statement and an Energy Statement were submitted as part of this application. Photo-voltaic (PV) panels on the roof and a communal heating strategy are proposed. The carbon dioxide savings do not meet the London Plan zero carbon target for domestic buildings and given the GLA comments, this must be offset by a financial contribution of £20,687, to be secured via section 106 agreement. A condition is recommended regarding the location and extent of photo-voltaic cells, which officers consider addresses the GLA’s requirement for exploring the provision or more photo-voltaics. The Councils’ Sustainability Officer has assessed the proposals and has no objection subject to the above conditions and section 106 obligations.
1. **Flood risk and drainage**
	1. Camden Local Plan policy CC3 is relevant with regards to flood risk and drainage.
	2. The site is not within a Local Flood Risk Zone; it is within Flood Zone 1 (where there is a 0.1% annual probability of flooding.
	3. Insufficient details of Sustainable Urban Drainage Systems (SUDS) have been submitted and therefore a condition is recommended requiring these.
2. **Basement**
	1. Policy A5 of the Camden Local Plan 2017 is relevant with regards basements and seeks to protect neighbouring properties, the structural, ground, or water conditions of the area, the character and amenity of the area, the architectural character of the building and the significance of any heritage assets.
	2. A basement is proposed across the whole site, which is similar in extent to the basement approved in the the previous planning permission for this site.
	3. A Basement Impact Assessment (BIA) was submitted as part of this application. Campbell Reith, the Council’s independent basement consultant, has assessed the proposals and are satisfied with the proposed basement excavation subject to the submission of a Basement Construction Plan, given the proposed permeation grouting.  If not properly controlled, grouting has the potential to cause adverse ground movements. A section 106 obligation is therefore attached accordingly.
3. **Nature conservation and biodiversity**
	1. Camden Local Plan 2017 policy A3 seeks to protect, manage and enhance biodiversity.
	2. The site is a cleared brownfield site that presently offers little biodiversity value.
	3. An Ecology Report has been submitted as part of this application. A green roof is proposed.
	4. The Council’s Conservation Ecologist has assessed the proposals and has no objection subject to conditions on the proposed green roof, biodiversity enhancement measures, bird nesting measures.
4. **Accessibility**
	1. Camden Local Plan policy C6 seeks to promote fair access and remove the barriers that prevent everyone from accessing facilities and opportunities.
	2. A Design and Access Statement was submitted as part of this application. All proposed residential units would meet Part M of Building regulations and 1 would be easily adaptable for wheelchair-users. All circulation space and doorways provide suitable access. Officers consider the proposals acceptable in terms of accessibility.
5. **Transport**
	1. The following transport considerations are covered below:
* Policy review
* The site
* Cycle parking
* Car parking
* Management of construction impacts on the public highway in the local area
* Deliveries and servicing
* Pedestrian, cycling, environmental and public realm improvements
* Conclusion

Policy review

* 1. Camden Local Plan policies T1, T2, T3 and T4 and CPG7 (Transport) are relevant with regards to transport issues.

The site

* 1. The site has a Public Transport Accessibility Level (PTAL) of 6b (Excellent), which is the highest. The site is close to Chancery Lane and Holborn Underground Stations and is served by numerous bus services.

Cycle parking

* 1. Policy T1 of the Camden Local Plan requires that development:

h. provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan and design requirements outlined within our supplementary planning document Camden Planning Guidance 7: Transport. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the size and location of the development;

1. makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers;

j. is easy and safe to cycle through (‘permeable’);

* 1. Table 6.3 of the London Plan states that the minimum on-site cycle parking is as follows:

|  |  |  |  |
| --- | --- | --- | --- |
| **Land Use** | **Size** | **Long Stay Spaces** | **Short Stay Spaces** |
| A1 (Retail) | 250.7 sqm | 2 | 7 |
| B1 (Office) | 450.7 sqm | 5 | 1 |
| C3 (Residential) | 2 x 1 Bed8 x 2 Bed | 216 | 1 |
| **Total** | **-** | **25** | **9** |

* 1. The proposed cycle parking store was amended during the course of the application and secure covered cycle parking for 25 cycles is proposed in the basement. 1 adaptive cycle paring space (space 18) is proposed.
	2. No short-stay cycle parking has been provided on-site, however, the pedestrian, cyclist and environmental contribution would cover the provision of this (see ‘Highway and Public Realm Improvements’ below).

Car parking

* 1. Camden local Plan policy T2 and CPG7 limit the availability of parking and require all new developments in the borough to be car-free.
	2. The site is located in the Central London Area and has a Public Transport Accessibility Level (PTAL) rating of 6b (excellent) which means it is highly accessible by public transport.
	3. The proposed site would therefore be secured as a car free development via a Section 106 Planning Obligation noting that any future occupiers for both the residential units and commercial unit will be unable to obtain on-street parking permits from the council.

Management of construction impacts on the public highway in the local area

* 1. The proposal would involve a significant amount of construction works and basement excavation; this is likely to generate a significant number of construction vehicle movements during the overall construction period. Officers’ primary concern is public safety but we also need to ensure that construction traffic does not create (or add to existing) traffic congestion.
	2. The proposal is also likely to lead to a variety of amenity issues for local people and businesses (e.g. noise, vibration, air quality). 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. A CMP would therefore be secured as a section 106 planning obligation.
	3. A financial contribution (£19,803) would be secured to cover the costs of reviewing the Construction Management Plan for a development of this size.  This would also be secured by a section 106 planning obligation if planning permission is granted.
	4. Highway licenses would be required to facilitate the proposed works and the applicant would need to obtain such highway licences from the Council prior to commencing work on site. The site would likely need to be serviced from the bus lane directly adjacent to the site on High Holborn.  This would require a highway licence to temporarily suspend the bus lane operating hours.  The Council would seek to restrict all construction vehicle loading and unloading activities so they avoid the morning and afternoon/evening peak periods (e.g. between 1000 and 1600 hours). An informative is attached with regards this point.
	5. The bus stop directly adjacent to the site on High Holborn would need to be relocated on a temporary basis for the duration of construction.  The developer would need to arrange this directly with Transport for London. An informative is also attached with regards this point.

Deliveries and servicing

* 1. The site is located directly adjacent to a bus lane on the south side of High Holborn.  Loading and unloading is not permitted from this bus lane between 0700 and 1900 hours on Monday to Saturday.  However, loading and unloading is permitted from the kerbside on the north side of High Holborn between 1000 and 1600 hours (no loading/unloading between 0700-1000 and 1600-1900 hours) on Monday to Saturday).  This is therefore where the majority of loading and unloading is likely to take place from.  The applicant has undertaken a trip generation assessment which predicts that the development is likely to generate in the region of 3-5 deliveries per day.  This is unlikely to have a noticeable impact on the highway network and a servicing management plan is not therefore required for this development.

Highway and Public Realm Improvements directly adjacent to the site

* 1. The highways contribution has been estimated at £6,527. This would allow the Council to repave the footway directly adjacent to the site on High Holborn following completion of the development.
	2. Given the additional pedestrian traffic generated as a result of the scheme, a pedestrian, cyclist and environmental contribution (PCE) of £15,000 would be required.

Conclusion

* 1. Subject to conditions and planning obligations, the proposed development is acceptable in transport terms.
1. **Safety and security**
	1. Camden Local Plan policy C5 is relevant with regards safety and security.
	2. The Metropolitan Police were consulted prior to the application being submitted and was involved in the design process. The Design Out Crime officer has no objections in planning terms.
	3. Under the proposals there would be passive surveillance to the front and rear, including an active frontage. The introduction of residential use on site will provide passive surveillance for more hours of the day than the existing commercial uses in the area. The office reception would be controlled and there would be on-site management.
	4. A recessed doorway is proposed on High Holborn. Recesses are not considered acceptable as they offer places for anti-social behaviour. The applicant is proposing a horizontal, sliding grille which would be in line with the front building line, which would mitigate this issue. A condition is attached requiring details of the grille, which would need to be of a suitable, permeable design that was suitable for residential use.
2. **Refuse and recycling**
	1. Camden Local Plan policy CC5 is relevant with regards waste and recycling storage and seek to ensure that appropriate storage for waste and recyclables is provided in all developments.
	2. Refuse and recycling storage for the residential units would be located in the basement and the building management would move this to the street for collection, using the platform lift. Commercial waste would be located within the commercial units.
	3. Officers have no objections to the proposed waste and recycling arrangements. A condition is attached to secure these facilities.
3. **Planning obligations**
	1. The following contributions are required to mitigate the impact of the development upon the local area, including on local services. These heads of terms will mitigate any impact of the proposal on the infrastructure of the area.

|  |  |
| --- | --- |
| **Contribution** | **Amount (£)** |
| Off-site housing | 672,702.50 |
| Highways | 6,527 |
| Pedestrian, cycling and environmental contributions  | 15,000  |
| CMP monitoring/implementation support | 19,803 |
| Travel Plan Monitoring fee  | £6,244 |
| Approval in Principle report assessment fee  | £1,800 |
| Carbon off-setting | 20,687 |
| **TOTAL** | **734,719.50** |

1. **Mayor of London’s Crossrail CIL**
	1. The proposal will be liable for the Mayor of London’s Community Infrastructure Levy (CIL). Based on the Mayor’s CIL charging schedule and the information provided as part of the application, the Mayoral CIL is based at £50 per sqm (Camden is in charging Zone 1). The proposed uplift is 1,683.4sqm. The Mayoral CIL payment therefore calculates at 1,683.4 x £50 per sqm = **£84,150**). This would be collected by Camden after the scheme is implemented and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, and subject to indexation in line with the construction costs index.
2. **Camden CIL**
	1. The proposal would be liable for the Camden Community Infrastructure Levy (CIL). The site is located within Zone A. The charge for offices in this zone is £45/sqm. Therefore, the estimate based on the uplift of floorspace and the proportion of commercial floorspace proposed, the Camden CIL liability is **£75,753**.
3. **CONCLUSION**
	1. The proposal would provide 10 flats and 2 floors of employment use on the site which are welcomed in land use terms. On balance, the flats would provide acceptable levels of amenity to prospective occupants. A financial contribution towards off-site affordable housing welcomed. The proposed Class A1/A3 use would provide street activity and support the Central London Frontage.
	2. The proposals will regenerate a cleared site which currently detracts from the area. The proposed building is considered appropriate in the context, in terms of height, scale, materials and design.
	3. The proposed development would not materially impact on amenity of any neighbouring properties.
	4. The proposal is acceptable in transport terms subject to conditions and section 106 obligations.
	5. Given the land use benefits, including the affordable housing contribution and quality design, the proposals are considered acceptable.
4. **RECOMMENDATIONS**
	1. **Planning Permission is recommended subject to conditions and a Section 106 Legal Agreement covering the following Heads of Terms:-**

Affordable housing

* Payment in lieu for off-site housing
* Should additional residential floorspace be provided on the site, there would be a cumulative assessment of affordable housing requirement

Amenity

* An Advisory Plan of Neighbouring Development; prospective purchasers and tenants shall be made aware of the plans for the proposed development adjacent and the expected daylight/sunlight levels.

Basement

* Basement Construction Plan (BCP)

Employment and training

* 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 1 week before marketing more widely.
* The applicant should provide a specified number (to be agreed) of construction and non-construction work placement opportunities of not less than 2 weeks each, to be undertaken over the course of the development, to be recruited through the Council’s King’s Cross Construction Skills Centre or our the Economic Development team.
* If the build costs of the scheme exceed £3 million the applicant must recruit 1 construction apprentice or non-construction apprentice per £3million 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.
* If the value of the scheme exceeds £1 million, the applicant must also sign up to the Camden Local Procurement Code, as per section 8.30 of CPG8.
* The S106 should broker a meeting between the end user and the Economic Development team to discuss our employment and skills objectives.
* The applicant provide a local employment, skills and local supply plan setting out their plan for delivering the above requirements in advance of commencing on site.

Energy and sustainability

* Energy provisions to be secured – 35.1% (non-residential) and 32.5% (residential) reduction beyond Part L 2013 AND total 23.9% reduction through renewables
* Carbon Offset Fund to be secured through S106 = £20,687

Transport

* Car free development; any future occupiers for both the residential units and commercial units will be unable to obtain on-street parking permits from the council.
* Construction Management Plan (CMP), in liaison with TfL
* CMP Implementation Support Contribution of £19,803
* Highways contribution of £6,527
* Pedestrian, cyclist and environmental contribution (PCE) of £15,000
* Travel Plan
* Travel Plan Monitoring fee of £6,244
* Approval in Principle report and an associated assessment fee of £1,800
1. **LEGAL COMMENTS**
	1. Members are referred to the note from the Legal Division at the start of the Agenda.
2. **Conditions**

|  |  |
| --- | --- |
| 1 | Three years from the date of this permissionThis development must be begun not later than three years from the date of this permission. Reason: In order to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended). |
| 2 | Approved drawingsThe development hereby permitted shall be carried out in accordance with the following approved plans:Existing drawings:* 151-10-PL-0010, 151-10-PL-0100, 151-10-PL-0200, 151-10-PL-0250, 151-10-PL-0251, 151-10-PL-0252, 151-10-PL-0400, 151-10-PL-0401, 151-10-PL-0402.

Proposed drawings:* 151-10-PL-0001, 151-10-PL-1000 C, 151-10-PL-1001 A, 151-10-PL-1002 B, 151-10-PL-1003 B, 151-10-PL-1004, 151-10-PL-1020A, 151-10-PL-2000 A, 151-10-PL-2100 C, 151-10-PL-2101, 151-10-PL-2102, 151-10-PL-2103, 151-10-PL-2110.

Supporting documents:* Daylight and Sunlight Amenity Study 02 (Watts) 21 March 2017, Construction Management Plan (DP9 Ltd) March 2017, Noise and Vibration Impact Assessment Revision 01 (Scotch Partners) 09 March 2017, Planning Statement (DP9) March 2017, Transport Statement Final Rev A (Motion) 27/03/2017, Travel Plan Statement Final Rev A (Motion) 27/03/2017, Sustainability Statement Rev 02 (Scotch Partners) March 2017, Air Quality Assessment (Air Quality Consultants) March 2017, Archaeological Desk-Based Assessment (MW Archaeological Consultancy) March 2017, Ground Movement Report Revision 1 (CGL) March 2017, Desk Study and Ground Investigation Report JO7148 (Pell Frischmann Engineers) August 2007, Structural Engineer’s Report for Planning 6940 (MBP) March 2017, Design and Access Statement (Independent Architects) March 2017, Affordable Housing Statement (DP9), Affordable Housing Note (DP9) October 2017, Energy Statement Revision R02 (Scotch Partners) March 2017, Basement Impact Assessment LBH4455bia Ver 1.0 (Michael Barclay Partnership LLP) May 2017, Servicing Analysis (Motion) 6 September 2017, Ecology Report (Cambridge Ecology) July 2014.

Reason: For the avoidance of doubt and in the interest of proper planning.  |
| 3 | Detailed drawings/samples Detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the Council before the relevant part of the work is begun:a) Plan, elevation and section drawings, including jambs, head and cill, of all external windows and doors at a scale of 1:10.b) Samples and manufacturer's details at a scale of 1:10, of all facing materials including windows and door frames, glazing, and brickwork with a full scale sample panel of brickwork, spandrel panel and glazing elements of no less than 1m by 1m including junction window opening demonstrating the proposed colour, texture, face-bond and pointing.c) Details of the proposed entrance door grille.A sample panel of all facing materials should be erected on-site and approved by the Council before the relevant parts of the work are commenced and the development shall be carried out in accordance with the approval given.The relevant part of the works shall then be carried in accordance with the approved detailsReason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policies D1 and D2 of the Camden Local Plan 2017.  |
| 4 | Mitigation of overlookingPrior to occupation of the residential units, full details of overlooking mitigation measures for the windows facing eastwards, shall be submitted to and approved by the Council. The approved measures shall be retained thereafter in perpetuity. Reason: To ensure that the proposed flats would have a satisfactory level of privacy, in accordance with policy A1 of the Camden Local Plan 2017.  |
| 5 | External fixturesNo lights, meter boxes, flues, vents or pipes, and no telecommunications equipment, alarm boxes, television aerials or satellite dishes shall be fixed or installed on the external face of the buildings, without the prior approval in writing of the Council.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 DP24 of the London Borough of Camden Local Development Framework Development Policies. |
| 6 | Refuse and recycling Prior to first occupation of the residential accommodation, the refuse and recycling storage areas shall be completed and made available for occupants and shall be retained thereafter.Reason: To safeguard the amenities of the future occupiers and adjoining neighbours in accordance with the requirements of policy CC5 of the Camden Local Plan. |
| 7 | Roof terraces No flat roofs within the development shall be used as terraces, unless they are marked as such on the approved plans, except for maintenance and emergency purposes. Reason: To safeguard the amenities of the future occupiers and adjoining neighbours in accordance with the requirements of policy A1 of the Camden Local Plan.  |
| 8 | Hours of use – Class A3 restaurantThe Class A3 restaurant hereby approved shall not open outside of the hours of 08:00 to 23:00 Monday to Saturday and 09:00 to 22:30 hours on Sunday and public holidays.Reason: To ensure that the amenity of occupiers of residential properties in the area is not adversely affected by noise and disturbance in accordance with policy A1 of the Camden Local Plan 2017. |
| 9 | Green roofPrior to commencement of the above ground construction works, full details of all biodiverse, substrate-based extensive living roofs to be incorporated into the development shall be submitted to and approved in writing by the local planning authority. The development shall not be carried out otherwise than in accordance with the details thus approved and shall be fully implemented before the premises are first occupied.Reason: So as to assess developments against their ability to realise benefits for biodiversity through the layout, design and materials used in the built structure and landscaping elements of a proposed development, proportionate to the scale of development proposed plus to comply with CG3 where it states that opportunities should be sought for the incorporation of biodiversity into developments and for habitat creation  in any development proposal.  |
| 10 | Biodiversity enhancement featuresDetails of biodiversity enhancement measures such as bird and bat nesting boxes or bricks shall be submitted to and approved in writing by the Local Planning Authority prior to any of the above ground construction works commencing on site. Boxes/bricks should be integrated into the fabric of the building wherever possible, to increase sustainability. Details submitted shall include the exact location, height, aspect, specification and indication of species to be accommodated. Boxes shall be installed in accordance with the approved plans prior to the first occupation of the development and thereafter maintainedReason: So as to assess developments against their ability to realise benefits for biodiversity through the layout, design and materials used in the built structure and landscaping elements of a proposed development, proportionate to the scale of development proposed plus to comply with CG3 where it states that opportunities should be sought for the incorporation of biodiversity into developments and for habitat creation  in any development proposal. |
| 11 | Rainwater/greywater harvestingPrior to commencement of any development above ground level other than site clearance & preparation details of the feasibility of rainwater recycling proposals should be submitted to the local planning authority and approved in writing. The development shall thereafter be constructed in accordance with the approved details.Reason: To ensure the development provides adequate on-site renewable energy facilities in accordance with the requirements of policies CC1, CC2 and CC3 of the Camden Local Plan 2017.  |
| 12 | Solar PV Prior to relevant stage of construction, 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 policies CC1 and CC2 of the Camden Local Plan 2017.  |
| 13 | SUDS – details  Prior to commencement of the development, full details of the sustainable drainage system where feasible shall be submitted to and approved in writing by the local planning authority. Such a system should be designed to accommodate all storms up to and including a 1:100 year storm with a 30% provision for climate change, such that flooding does not occur in any part of a building or in any utility plant susceptible to water, and shall demonstrate a 50% reduction in run off rate (with maximum site run-off rate of 50.4 l/s). Details shall include a lifetime maintenance plan, and shall thereafter retained and maintained in accordance with the approved details.  Reason: To reduce the rate of surface water run-off from the buildings and limit the impact on the storm-water drainage system in accordance with policies CC1, CC2 and CC3 of the Camden Local Plan 2017. |
| 14 | Water efficiency The development hereby approved shall achieve a maximum internal water use of 105litres/person/day, allowing 5 litres/person/day for external water use. Prior to occupation of each Plot, evidence demonstrating that this has been achieved shall be submitted and approved by the Local Planning Authority.Reason: To ensure the development provides adequate on-site renewable energy facilities in accordance with the requirements of policies CC1, CC2 and CC3 of the Camden Local Plan 2017.  |
| 15 | Non-road mobile machinery 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 premises and the area generally in accordance with the requirements of Camden Local Plan 2017 policies G1, C1 and A1. |
| 16 | Air quality monitoringAir quality monitoring should be implemented on site. No development shall take place until full details of the air quality monitors have been submitted to and approved by the local planning authority in writing. Such details shall include the location, number and specification of the monitors, including evidence of the fact that they have been installed in line with guidance outlined in the GLA’s Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance and have been in place for 3 months prior to the proposed implementation date. The monitors shall be retained and maintained on site for the duration of the development in accordance with the details thus approved.  Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of Camden Local Plan 2017 policies G1, C1 and A1. |
| 17 | Mechanical ventilationPrior to commencement of development (excluding demolition and site preparation works), full details of the mechanical ventilation system, including air inlet locations and details of NOx filters, shall be submitted to and approved by the local planning authority in writing. Air inlet locations should be located away from busy roads and the 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 safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of Camden Local Plan 2017 policies G1, C1 and A1. |
| 18 | Tree protection Prior to the commencement of any works, details demonstrating how trees to be retained on Lincoln Inns Gardens shall be protected during construction work shall be submitted to and approved by the Council in writing. Such details shall follow guidelines and standards set out in BS5837:2012 "Trees in Relation to Construction" and should include details of appropriate working processes in the vicinity of trees, a tree protection plan and details of an auditable system of site monitoring. 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: In order to ensure the development undertakes reasonable measures to take account of trees and biodiversity in accordance with Camden Local Plan 2017 policy A3.  |
| 19 | Noise levelsThe noise level in rooms at the development hereby approved shall meet the noise standard specified in table 2 of BS8233:2014 for internal office space.Reason: To ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise and vibration. |
| 20 | Noise levels The noise level in rooms in the residential development hereby approved shall meet the noise standard specified in BS8233:2014 for internal rooms and external amenity areas. Reason: To ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise and vibration |
| 21 | Anti-vibrationPrior to use, machinery, plant or equipment or any extract/ ventilation system and ducting at the development shall be mounted with proprietary anti-vibration isolators and fan motors shall be vibration isolated from the casing and adequately silenced and maintained as such. Reason: To ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by vibration. |
| 22 | Design and method statements – construction The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:  * provide details on all structures
* accommodate the location of the existing London Underground structures and tunnels
* accommodate ground movement arising from the construction
* thereof and mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.  Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2015 and ‘Land for Industry and Transport’ Supplementary Planning Guidance 2012. |
| 23 | Cycle parking Prior to first occupation, the approved cycle parking, (25 long stay spaces including 1 adaptive cycle space) shall be ready to use and all such facilities shall thereafter be retained.”Reason: To ensure that the scheme encourages cycling, in line with policy T1 of the Camden Local Plan 2017.  |
| 24 | M4 building regulations  All units hereby approved shall be designed and constructed in accordance with Building Regulations Part M4 (2) with at least 10% designed and constructed in accordance with Building Regulations Part M4 (3) adaptable.  Reason: To ensure that the internal layout of the building provides flexibility for the accessibility of future occupiers and their changing needs over time, in accordance with the requirements of policy H6 of the Camden Local Plan 2017. |
| 25 | Future proofing – decentralised energy networkOn or prior to the Implementation Date, details of future proofing of opportunities to connect to a future decentralised energy network shall be submitted to and approved by the Council in writing. Any approved future proofing details shall be retained permanently thereafterReason: To ensure the proposal is energy efficient and sustainable in accordance with Camden Local Plan 2017 policies CC1 and CC2.” |

1. **Informatives**

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| 1 | Highways licenceHighway licenses would be required to facilitate the proposed works and the applicant would need to obtain such highway licences from the Council prior to commencing work on site. |
| 2 | Temporary relocation of bus stopThe bus stop directly adjacent to the site on High Holborn would need to be relocated on a temporary basis for the duration of construction.  The developer would need to arrange this directly with Transport for London.  |
| 3 | LULThe applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; excavation and construction methods. |
| 4 | CMP Implementation Support Contribution An advice note providing further information on this financial contribution is available on the Council’s website at the hyperlink below:* <http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-applications/making-an-application/supporting-documentation/planning-obligations-section-106/>
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| 5 | CMP Pro-FormaThe Council have a pro-forma that is recommended to be prepared once a Principal Contractor has been appointed.  The CMP, in the form of the pro-forma, would need to be approved by the Council prior to any works commencing on site. A Key element of the CMP should address (amongst others) best practice guidelines in TfL’s Standard for Construction Logistics and Cyclist Safety (CLOCS) scheme:* + <http://www.clocs.org.uk/standard-for-clocs/>
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| 6 | Thames Water – surface water drainage and sewageWith regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.  There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the options available at this site.  Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.  |
| 7 | Biodiversity measures (with regards the future discharge of condition 7)The following recommendations are made with regards the discharge or condition 7:* The provision of up to 30 bird boxes is considered excessive. In officers’ opinion the development could incorporate 4-6 swift bricks or bat bricks (those built into the Portland stone fabric) along the east elevation at height (8th floor), preferably near the roof top. Swift bricks would require to have at least a 5m drop space immediately below the entrance hole. In addition a similar number of house sparrow or starling bricks or boxes could be located at a lower level (2nd floor) on the east elevation or 2 standard bird boxes for blue tit instead of the sparrow/starling bricks boxes could be placed here (they would require to be a minimum 20m apart from each other if that was feasibly possible. It may be possible to locate sparrow/starling bricks/boxes or standard bird (tit) boxes along any western elevation if space allows.
* Butterfly-bush should not be used for any planters within the development as it is an invasive species.
* The species suggested for the proposed balcony planters are not suitable for ornamental plantings and although would be beneficial for invertebrates they would require considerable management to maintain. There are numerous alternative species that are more ornamental, require less intensive management and would be better suited for this environment.
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| 8 | 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). |
| 9 | You are advised that Section 44 of the Deregulation Act 2015 [which amended the Greater London Council (General Powers) Act 1973)] only permits short term letting of residential premises in London for up to 90 days per calendar year. The person who provides the accommodation must be liable for council tax in respect of the premises, ensuring that the relaxation applies to residential, and not commercial, premises.  |
| 10 | Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You are advised to consult the Council's Noise and Licensing Enforcement Team, Camden Town Hall, Judd St, Kings Cross, London NW1 2QS (Tel. No. 020 7974 4444 or search for 'environmental health' on the Camden website or seek prior approval under Section 61 of the Act if you anticipate any difficulty in carrying out construction other than within the hours stated above. |
| 11 | 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. |
| 12 | In reaching the decision to grant planning permission the Council has taken into consideration the impact of the proposed massing and scale of the redevelopment of the adjacent site at Lincoln House (as presented at pre-application discussions) and considers the impact of the proposed development on their site (294-295 High Holborn) in terms of residential amenity to be acceptable. |