

Address:	20-23 Greville Street London EC1N 8SS		1
Application Number(s):	2018/0910/P	Officer: Laura Hazelton	
Ward:	Holborn & Covent Garden		
Date Received:	13/02/2018		
<p>Proposal: Change of use of existing office (Class B1a) use at basement, ground floor and 1st floor to retail/restaurant (Class A1/A3) use; demolition of existing 5th floor plant room and erection of new 2 storey roof extension for office use; erection of 5 storey rear extension; infill of rear lightwell to create cycle storage and changing facilities at basement level; external alterations including new facade and glazing, and associated works.</p>			
<p>Background Papers, Supporting Documents and Drawing Numbers:</p> <p>Existing: 248-050 rev A, 248-100 rev A, 248-101 rev A, 248-102 rev A, 248-103 rev A, 248-104 rev A, 248-105 rev A, 248-106 rev A, 248-107 rev A, 248-200 rev A, 248-201 rev A, 248-202 rev A, 248-203 rev A, 248-205 rev A, 248-206 rev A (existing east context elevation), 248-206 rev A (existing west context elevation), 248-207 rev A, 248-300 rev A, 248-301 rev A.</p> <p>Proposed: 248-500 rev L, 248-501 rev O, 248-502 rev L, 248-503 rev J, 248-504 rev J, 248-505 rev J, 248-506 rev L, 248-507 rev L, 248-508 rev G, 248-600 rev K, 248-601 rev R, 248-602 rev H, 248-603 rev N, 248-604 rev I, 248-605 rev P, 248-606 rev D, 248-607 rev F, 248-700 rev G, 248-701 rev L, 248-703 rev B, 248-803 rev C, 248-804 rev A.</p> <p>Documents: Air Quality Assessment rev C02 dated 16/04/2018 and addendum received 02/07/2018, Sustainability Statement rev 01 dated 16/01/2018, Energy Statement rev 01 dated 16/01/2018 and email from Tibbalds dated 02/07/2018, Sustainable Drainage Strategy Ref: J3304-C-RP-0001 rev 03, Transport Assessment dated January 2018, Planning Noise Survey Report ref: 17483-R03-A dated 12 January 2018, Historic Building Report dated January 2018, Framework Employee Travel Plan dated January 2018, Design and Access Statement dated January 2018, Draft Delivery and Servicing Plan dated January 2018, Daylight and Sunlight Report dated 20 December 2017, Construction Management Plan dated January 2018, BREEAM Pre-assessment Tracker & Action List for Retail Refurbishment rev 1 dated 16/01/2018, BREEAM Pre-assessment Tracker & Action List for Office New Build rev 1 dated 16/01/2018, Archaeological Report dated January 2018, Planning Statement dated January 2018.</p>			
<p>RECOMMENDATION SUMMARY: Grant conditional planning permission subject to a Section 106 Legal Agreement.</p>			
Applicant:		Agent:	

Mr Tyler Goodwin Seaforth Land C/O Agent	Tibbalds Planning and Urban Design Ltd 19 Maltings Place 169 Tower Bridge Road London SE1 3JB
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ANALYSIS INFORMATION

Land Use Details:			
	Use Class	Use Description	Floorspace (GIA sqm)
Existing		<i>B1a Business - Office</i>	2,340
		TOTAL	2,340
Proposed		<i>B1a Business - Office</i>	2,402
		<i>Flexible A1 (retail) and A3 (restaurants and cafes)</i>	777
		<i>B1c Light Industrial</i>	138
		<i>Common areas</i>	80
		TOTAL	3,397
		TOTAL UPLIFT	1,057

Parking Details:		
	Parking Spaces (General)	Parking Spaces (Disabled)
Existing	3 informal spaces to rear	0
Proposed	0	0

OFFICERS' REPORT

Reason for Referral to Committee: Major development involving the construction of more than 1000 sq. metres of non-residential floorspace [clause 3(i)].

1 SITE

- 1.1 The application site covers an area of approximately 0.05 hectares (515sqm). The site is located on the south side of Greville Street, a key thoroughfare between Farringdon Road and Hatton Garden. The building is located on the corner of Greville Street and the entrance to Bleeding Heart Yard, a historic yard that survives from the 17th Century Street Plan.



Figure 1 – The existing site

- 1.2 The site comprises a five storey 1970s office building (B1a use) with a basement and small plant room (70sqm) at roof level. An open lightwell to the rear is filled with plant and extraction equipment. The building is currently fully occupied by a range of companies in industries including media, publishing, music and business services.
- 1.3 The application site is not listed, but is located within the Hatton Garden Conservation Area. The building is identified in the Conservation Area Appraisal and Management Strategy as making a negative contribution to the conservation area. The nearest designated heritage asset is the Grade II Listed 25-27 Farringdon Road, a 6 storey former workshop on the corner of Farringdon Road and Greville Street. The site is also located within an Archaeological Priority Area (London Suburbs) and within the strategic views from Parliament Hill and from Kenwood towards St Paul's.
- 1.4 The surrounding area is characterised by mostly Victorian and 20th Century commercial buildings and former warehouses ranging from four to eight storeys in height. The buildings within Bleeding Heart Yard are of a smaller scale, ranging from

three to four storeys in height. The area is a mixture of commercial, residential, retail and jewellery uses. The site is within the Central London Area but is not within a designated retail frontage.

- 1.5 The site has a Public Transport Accessibility Level (PTAL) rating of 6b (the highest). The site is located close to Farringdon Rail Station, Chancery Lane underground station as well as twelve different bus services.

2 THE PROPOSAL

- 2.1 The proposal is for the refurbishment and extension of the existing office building to provide a new mixed-use building. The proposals comprise:

- The demolition of the existing fifth floor plant room (70sqm GIA), the erection of a new two storey mansard roof extension (comprising one full floor and a setback mezzanine floor above), and the erection of a new infill extension to the rear of the building. The extensions would provide 1057sqm (GIA) of new commercial floorspace.
- The introduction of 777sqm of flexible class A1/A3 retail/restaurant floorspace at basement, ground and first floor, with an external seating area to the rear.
- The retention and refurbishment of existing class B1 office floorspace. The proposals would result in a small uplift of 62sqm office floorspace.
- The creation of a new jewellery workspace at lower ground floor level measuring 138sqm, linked to a ground floor entrance lobby/jewellery retail space measuring 25sqm.
- The infilling of the existing rear lightwell at lower ground floor level to provide cycle parking and shower facilities.
- Creation of a new rooftop plant enclosure integrated behind the roof parapet within the new mansard roof.
- Replacement windows and installation of new metal façade treatment.



Figure 2 – The proposed site

Revisions

2.2 The following revisions were made to the proposals:

- Rear window design revised and simplified, and additional detailing incorporated to the rear elevation to reflect the historic industrial character of the yard and existing buildings.
- Massing of the south west corner reduced by reducing the overall height by 1.1m and changing the upper floor to a pitched roof with rear and side dormer windows.
- Side windows to the western elevation of the roof extension reduced in width to not be visible in longer views along Greville Street.
- Various changes made to the front elevation, including changes to the window design to visually break up the blocks and emphasise the appearance of the building as four distinct townhouses, and changes to roof parapet levels to step up in height to reflect the sloping ground levels of Greville Street.
- Front and rear dormer windows reduced in height and width to minimise their impact on the streetscene.
- Shopfront proportions reduced in scale and second floor proportions increased to address concerns over the tall ground and first floor units.
- Short stay cycle parking within Bleeding Heart Yard removed from the proposals as it was not supported by Transport Officers.
- The floorplan layout was amended to incorporate on-site affordable jewellery workspace and retail unit.

3 RELEVANT HISTORY

The site

- 3.1 2010/4885/P - Replacement of existing entrance doors at ground floor level on Greville Street elevation. Planning permission granted 11/11/2010.
- 3.2 PSX0104564 - Installation of seven air conditioning units within existing basement lightwell. Planning permission granted 28/08/2001.

The area

- 3.3 28 Greville Street - 2017/1002/P - Erection of a roof extension at 5th floor level to create 2 self-contained flats (Class C3), including alterations to the chimney flue, replacement roof level fire staircase enclosure plus perimeter balustrades and alteration to front elevation at 4th floor level to an office building (Class B1) (permission previously granted under ref.2013/5868/P dated 10/06/2014). Planning permission granted subject to S106 Legal Agreement 17/07/2017.
- 3.4 27 Greville Street - 2014/5148/P - Erection of mansard roof extension to create new 5th floor (Class B1) with roof terrace above, infilling of rear lightwell, addition of rear

balconies at 1st, 2nd 3rd, 4th, and 5th floor levels, and alterations to shopfronts on Greville Street and Saffron Hill. Planning permission granted 16/01/2015.

- 3.5 29-31 Greville Street and 1-2 Kirby Street - 2006/0411/P - Demolition of existing building and redevelopment of the site by erection of a 6-storey building to comprise jewellery workshop (B1c) at basement level; public resource and information centre (sui generis) at ground floor level; retail unit (A1) at ground floor level; 18 room aparthotel (C1) at ground; 1st, 2nd and 3rd floors; 6x self-contained residential units (C3) on the 4th and 5th floors, with associated residential balconies at 5th floor. Granted subject to s106 agreement 24/05/2006. Not implemented.
- 3.6 12-14 Greville Street – 2016/1091/P - Demolition of existing building at No. 14 Greville Street, partial demolition of No.12-13 Greville Street involving the retention of the façade of nos.12 & 13; works to enlarge existing basement(s); erection of 5-storey buildings for office (B1a), jewellery workshop (B1c) and retail use (A1); alterations to retained façade and fenestration. Recommended for approval at planning committee 07/06/2018, pending completion of S106 legal agreement.

4 CONSULTATION SUMMARY

STATUTORY

- 4.1 Historic England – The Greater London Archaeological Advisory Service (GLAAS)
- The proposal is unlikely to have a significant effect on heritage assets of archaeological interest.
 - The submitted archaeological report shows that the site has a limited archaeological survival potential. Further to this, the proposed development would have a small below ground impact resulting from a localised line of piled foundations at the south-east corner of the site and a new lift pit within the existing basement. Overall it can be concluded that the overall archaeological impact will be minimal. No further assessment or conditions are therefore necessary.

Local groups/stakeholders

- 4.2 Although the application site is located in Hatton Garden Conservation Area, there is no Hatton Garden Conservation Area Advisory Committee.

Adjoining Occupiers

- 4.3 5 site notices were displayed from the 22nd March 2018 until the 12th April 2018 in Bleeding Heart Yard, in front of the application site, on Saffron Hill, by the junction with Kirby Street and at the end of Ely Place. A press advert was placed on 22nd March 2018 in the Camden New Journal.

Representations summary

Letters of objection

- 4.4 Eleven objections and four comments were received on the issues outlined below, as well as an objection letter on behalf of all businesses/occupants of Bleeding Heart Yard. These issues raised are considered in the relevant section of this report.

Land use

- Concerns about jewellery market in Bleeding Heart Yard. There would be a high risk of failure. They should allocate space in the new building at below market rent as has been agreed elsewhere – would be of more benefit to the sector.
- The justification for A1/A3 is weak. This is insufficient justification for replacing viable business use with non-business use and not providing on-site jewellery workshops.
- The proposals do not meet the policy requirement for 50% uplift to be jewellery workspace.

Officer's response: See sub-sections 7.13 – 7.16.

Design and Conservation/Heritage

- It will negatively affect the unique character of one of London's last remaining working cobbled yards which is of special historic interest.
- The proposed changes to 20-23 Greville Street will have both a short term and long term negative impact on the character of the yard and the conservation area more widely.
- The metal cladding is an interesting idea but would not disguise the increased bulk of the building which would become unduly conspicuous. On the basis of the sample cladding on site...the actual visual effect would be monochrome, disturbing and not at all accord with its surroundings.
- It is clear that the metal cladding would not be durable, nor deliver environmental improvements to the building and would be completely out of character with the area.
- There is potential for a new building to contribute to the aesthetic and life of the yard; however, it is difficult to see how the current proposal is a beneficial one.
- The yard has a strong historical context. The existing rear elevation of the application building acknowledges the rectangular form and general massing of the original yard. This important recognition of the historic character of the yard should be maintained.
- The proposed building is excessive, and would produce an intrusive building form that is detrimental to the character and formal space of the yard.
- The rear infill extension would ruin the character and overwhelm Bleeding Heart Yard.
- It is poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.
- The architectural character of the area has often been weakened by large office buildings designed without an appreciation of the Area's character.

- The projection of the new façade forward of the adjacent building line will increase the bulk of the building and increase its impact in both close and distant views.
- The recently restored granite sett surface of the yard could be damaged by the construction works.

Officer's response: See section 8 for design analysis and assessment of impact on Bleeding Heart Yard.

Amenity impact

- The new building will severely impact the light and vista from the residential flat at 7 Bleeding Heart Yard.
- 1st floor of 3-5 Bleeding Heart Yard architectural practices will have daylight levels impacted and require artificial lighting.
- The plans do not reveal how the kitchens will deal with the extraction requirement.

Officer's response: See sub-sections 9.3 - 9.20 for daylight/sunlight assessment. The plant layout shown on the roof plan is indicative only. Full details of the plant layout and a noise report would be secured by condition (to be approved by the Council) if planning permission is granted.

Transport/Construction impacts

- The lengthy construction process would have an inestimable detrimental effect on our quality of life through noise, dust, debris and the continual movement of skips and trucks when Bleeding Heart Yard becomes a building site.
- For 18 months there will be a significantly increased volume of construction traffic in the yard daily that is likely to be noisy, frustrating, disruptive to the various businesses in the yard, and may discourage and hamper the access of customers.
- Concerns about noise, dust and general disruption during construction, especially with the planned works at 12-16 Greville Street.
- Concerned about the narrowing of the alleyway during construction.
- We previously successfully petitioned for the existing bicycle plant tubs on the north side pavement, so we are all for cycle parking except where it will cause issues for our delivery drivers (Officer note: The external Bleeding Heart Yard cycle parking has been removed from the proposals).
- St. Etheldreda's Church – can we request a moratorium on noise work during weekday services (lasting 40 minutes).
- Existing demolition noise from Charterhouse Street – can the committee consider noisy working hours which protect residents at times of rest, e.g. Saturdays and early mornings and make explicit recommendations for the type of quiet machinery to be used during noise work.
- Concerns about the cumulative impact of construction works and road closures from the development site, 12-14 Greville Street and the new Cycle Superhighway.
- Do the proposals need a license to occupy the pavement?

- Any additional construction traffic will have a very detrimental impact both on the efficient running of the business as well as on the enjoyment of the yard.
- Construction vehicles should not be allowed to use the yard. It should be front-access only from Greville Street.
- Question whether the bin store is accessible without blocking the entrance to the yard.

Officer's response: See section 13 on transport and construction impacts, specifically 13.8 – 13.12 (cycle parking) and 13.17 – 13.22 (management of construction impacts). The proposed bin store would have an inward-opening door and therefore would not impact the access to the yard.

Council consultation

- Lack of consultation by the council with the residents and workers in Bleeding Heart Yard.
- There was no canvassing of the opinions of businesses and residents in the yard and there is no evidence of any planning notice within the Yard.

Officer's response: Please refer to section 6 for a discussion of the applicant's consultation prior to the submission of the application and paragraph 4.3 outlining the Council's notification of this application in line with statutory procedures and the Council's Statement of Community Involvement.

Other issues

- The development is hijacking of public space for the benefit of a single property developer.
- The development comes without warning to either the residents or many works in the yard.
- The development will spoil dining in the Bleeding Heart Yard courtyard.
- By way of compensation of extending the footprint of the proposed new building, the alley and pavements could be widened.
- The development would limit the Bleeding Heart Yard occupiers' ability to do business.
- Concern that refuse and fire trucks won't be able to access the yard due to the projection of the cladding.

Officer's response:

- *The proposed development falls entirely within the curtilage of the building and does not encroach onto public space.*
- *See response to 'Council consultation' above.*
- *The proposed development and introduction of new retail and restaurant use is not considered to impact the viability of the existing restaurant in Bleeding Heart Yard. Construction impacts would be handled via a Construction Management Plan, secured via legal agreement. Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974 which prevents audible building works outside of the following times: 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and Sundays*

and Public Holidays. It is therefore unlikely that the proposed building works would disturb the busiest restaurant opening hours.

- This would be outside of the remit of the current application and would involve land outside of the applicant's ownership.*
- The proposed development would not result on an unacceptable impact on neighbouring light levels or outlook, and is not considered to unduly impact the existing Bleeding Heart Yard businesses.*
- The proposed cladding would retain a width of at least 4.6m at the narrowest point of the access road into Bleeding Heart Yard, which would allow for the access of refuse and fire trucks which range from 2.2m – 2.5m wide. The ground and first floor will have the existing brick and external wall build-ups removed back to the internal concrete columns. These will then have new shopfront glazing placed between them, leaving 250mm from their face to the current brick face to place the new brass façade. In some places, it may widen the pavement compared to the existing arrangement, but where the cladding does project further, it will be by a minimal amount (please refer to the section provided within the agenda inserts).*

5 POLICIES & Guidance

5.1 National Planning Policy Framework 2018

5.2 National Planning Practice Guidance (NPPG)

The government has issued draft guidance to accompany the new NPPF. It is a material consideration but of limited weight at this stage.

5.3 The London Plan 2016

The Mayor published a draft of the new London Plan for consultation in November 2017. It is a material consideration but of limited weight at this stage.

5.4 Mayor's Supplementary Planning Guidance

5.5 Camden Local Plan (2017)

- | | |
|----|--|
| G1 | Delivery and location of growth |
| H2 | Maximising the supply of self-contained housing from mixed-use schemes |
| C5 | Safety and security |
| C6 | Access for all |
| E1 | Economic Development |
| E2 | Employment premises and sites |
| A1 | Managing the impact of development |
| A2 | Open space |
| A3 | Biodiversity |
| A4 | Noise and vibration |
| D1 | Design |
| D2 | Heritage |
| D4 | Shopfronts |

CC1	Climate change mitigation
CC2	Adapting to climate change
CC3	Water and flooding
CC4	Air quality
CC5	Waste
TC1	Quantity and location of retail development
TC2	Camden's centres and other shopping areas
T1	Prioritising walking, cycling and car-free development
T2	Parking and car-free development
T3	Transport infrastructure
T4	Sustainable movement of goods and materials
DM1	Delivery and monitoring

5.6 **Supplementary Planning Policies**

Camden Planning Guidance (2013)

CPG 1 Design (2015, updated March 2018)

CPG 3 Sustainability (2015, updated March 2018)

CPG 6 Amenity (2011, updated March 2018)

CPG Amenity

CPG 7 Transport (2011)

CPG 8 Planning obligations (2015, updated March 2018)

CPG Employment sites and business premises (March 2018)

CPG Town Centres (March 2018)

5.7 **Other documents**

Hatton Garden Conservation Area Appraisal and Management Plan 2017.

ASSESSMENT

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

6	Consultation
7	Land use principles <ul style="list-style-type: none">• Introduction• Increase of office floorspace (B1a use)• Creation of flexible retail/restaurant (A1/A3) floorspace• Mixed use policy• Conclusion
8	Conservation and Design <ul style="list-style-type: none">• Statutory Framework and Implications• Policy review• Designations• Design Review Panel• Existing building• Bleeding Heart Yard history• Proposals• Height and Mass• Architectural language, materials and principles• Roof extension• Rear extensions• Ground level• Impact on the character and appearance of the Conservation Area and the setting of Listed Buildings• Impact on protected views• Archaeological impact
9	Impact on neighbouring amenity <ul style="list-style-type: none">• Policy review• Daylight and sunlight• Noise and disturbance• Outlook/Overlooking• Conclusion
10	Air quality
11	Sustainable design and construction <ul style="list-style-type: none">• Policy review• The site and the proposal• Energy• Sustainability
12	Flood risk and drainage

13	Transport <ul style="list-style-type: none"> • Policy review • Travel plan • Cycle parking • Car parking • Construction management • Deliveries and servicing • Public highway works • Conclusion
14	Safety and security
15	Refuse and recycling
16	Contaminated land
17	Employment and training opportunities
18	Planning obligations
19	Mayor of London's Crossrail CIL
20	Camden CIL
21	Conclusion
22	Recommendations
23	Legal comments
24	Conditions
25	Informatives

6 Consultation

- 6.1 A Statement of Community Involvement (SCI) has been submitted as part of the application which details the consultation that the applicant undertook prior to submitting their application. A public consultation exhibition of the proposals was held on 18 December 2017 from 5.30pm to 8.30pm at the Bleeding Heart Bistro, adjacent to the site. Prior to this, a flyer publicising the exhibition was distributed to 125 neighbours in the immediate vicinity of the site on Monday 11 December. The exhibition consisted of 8 x A1 boards describing the proposals and the key planning

considerations, including land use, massing and heritage, construction traffic, project programme, transport and cycling. Officers consider this consultation was sufficient.

7 Land use principles

- Introduction
- Increase of office floorspace (B1a use)
- Creation of flexible retail/restaurant (A1/A3) floorspace
- Mixed use policy
- Conclusion

Introduction

- 7.1 The site is located within the Central London Area and more specifically, the Hatton Garden Area, where the Council seeks to secure and retain premises suitable for use as jewellery workshops and related uses in Hatton Garden. We will also resist development of business premises and sites for a non-business use. The site is not located within a retail frontage, although the Hatton Garden primary frontage runs from the neighbouring building no.19 westwards along to no.6 Greville Street. Camden Local Plan policy G1 seeks to deliver growth by securing high quality development and promoting the most efficient use of land and buildings.
- 7.2 The proposals seek to retain the existing building, which would be extended and refurbished to provide 62sqm additional office floorspace, 777sqm new flexible retail/restaurant floorspace (25sqm of which would be jewellery retail space) and 138sqm jewellery workspace.

Increase of office floorspace

- 7.3 Policies E1 (Economic development) and E2 (Employment premises and sites) seek to ensure that the borough retains a strong economy by, amongst other things, safeguarding existing employment sites that meet the needs of modern industry and employers and provide facilities for small and medium sized enterprises. Policy E1 states that new office development should be concentrated in growth centres, central London, and town centres in order to meet the forecast demand of 695,000sqm between 2014 and 2031.
- 7.4 Although the proposals involve the change of use of 777sqm of existing office floor space to retail uses, the proposed extensions would result in an overall uplift of 62sqm of office floorspace. The existing offices at basement to first floor would be relocated elsewhere in the building, including within the new two storey roof extension, which is considered to provide a higher standard of office accommodation. A number of the existing office occupiers would be retained, in line with the objectives of Policy E2 which supports the higher intensity redevelopment of existing business uses where the existing business occupants are retained as far as possible.

- 7.5 Although the majority of the existing tenants would remain, the refurbished office floorplates could easily be partitioned into smaller office spaces for small and medium sized enterprises in the future, in accordance with Policy E1.
- 7.6 Therefore, given the existing business use at the site and its location within the Central London Area, the additional office floorspace is considered appropriate and would be in accordance with policies E1 and E2 of the Camden Local Plan.

Creation of flexible retail/restaurant (A1/A3) floorspace

- 7.7 The site is located in the Central London Area, adjacent to the Hatton Garden primary retail frontage which begins at neighbouring property no.19 (The Bleeding Heart Tavern).
- 7.8 Policy G1 seeks the provision of an appropriate amount of retail and food and drink uses in the Central London Frontages. CPG Town Centres 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. As the proposals involve the creation of new retail uses in this location, rather than the loss of existing floorspace, the CPG guidance relating to the number of retail units in each frontage is considered less relevant. Nevertheless, CPG Town Centres identifies specialist retail jewellery uses as an important aspect of the character and function of Hatton Garden and encourages the creation of further small-scale retail shop premises in the Hatton Garden area. This should preferably occur within designated frontages containing jewellery uses, but expansion outside of this area may also be appropriate.
- 7.9 The proposals involve the creation of 777sqm of flexible retail and restaurant floorspace at lower ground, ground, and first floor level. A dedicated area of 25sqm would be provided as an entrance lobby with jewellery retail space and display areas, linked to 138sqm of ancillary affordable jewellery workspace at lower ground floor (discussed further below).
- 7.10 The remainder of the space would be used as flexible retail and restaurant floorspace. The submitted drawings show the subdivision of the space into three individual retail units; however, this is illustrative only, given that such a configuration could be changed without planning permission.
- 7.11 The introduction of retail in this location would extend the retail frontage along Greville Street, to contribute to the mix and balance of uses in this area and activate the existing blank frontage. The proposed terrace to the rear on Bleeding Heart Yard would be used for outside seating for the proposed restaurant use. Policy TC1 states that the Council will promote the appropriate provision of retail and other town centre uses in specialist shopping areas such as Hatton Garden, and notes that this retail floorspace is expected to be supported by a range of other town centre uses including food, drink and entertainment uses. Policy TC1 specifically notes that in Hatton Garden, and other specialist shopping areas, sites should be sought within the designated frontages, not the wider boundary. As the application site is located

adjacent to the existing retail frontage, the introduction of new retail, including A3 use, is considered appropriate in this location.

- 7.12 Policy TC2 states that the Council will make sure that food, drink and entertainment uses do not have a harmful impact on residents and the local area, and will focus such uses in Central London Frontages and Town Centres. The introduction of a new restaurant use in this location is considered to be in keeping with the character of the local area. Existing restaurants are located in the ground floor of the adjacent building 7 Bleeding Heart Yard and at 32 Greville Street, and the neighbouring building no.19 is in use as a public house. Given the fact that the proposed restaurant would not result in the loss of existing retail or office floorspace, nor would it result in an overprovision of restaurant use along Greville Street, it is considered acceptable in this location.

Mixed Use Policy

- 7.13 In most new developments involving the creation of over 200sqm of new commercial floorspace, policy H2 requires 50% of all additional floorspace to be self-contained housing (subject to various considerations). However, in Hatton Garden the Council's priority is to secure and protect a stock of premises for the jewellery sector and support the nationally important cluster of jewellery manufacture and trading that gives the area its special character. Policies H2 and E2 identify Hatton Garden as an area where proposals are not required to provide housing floorspace, and instead, requires 50% of the proposed uplift to be provided as affordable jewellery workspace.

- 7.14 The proposed uplift of 1,057sqm of new commercial floorspace would trigger the requirement for 528.5sqm to be provided as jewellery workspace. The reasoning for this as argued by the applicant was the following:

- The existing building comprises 2,340sqm (GIA) of floorspace and is fully occupied at present. None of the current tenants are working in the jewellery industry.
- The refurbishment strategy has to secure the retention of all existing tenants on site through the works. The planning application describes how this strategy will be delivered i.e. a progressive floor by floor refurbishment strategy, which will go from the top floor of the building downwards and as each floor is complete a tenant will be moved up into the new floorspace.
- The proposals will deliver 2,402sqm (GIA) of Class B1 i.e. only a very slight uplift of 62sqm over the existing floorspace. This floorspace has all been allocated to meeting the needs of existing occupiers and providing contemporary office facilities (i.e. circulation, lobbies etc.). Thus there is no substantive uplift in net lettable Class B1 floorspace and hence given the needs of existing occupiers none of this floorspace could be made available for jewellery workshops.
- The ground floor, first floor and most of the basement is required for new flexible retail/restaurant floorspace through change of use and a small amount of new build.
- The proposals also create 80sqm of shared 'common parts' space at basement levels comprising new shower/ cycle space for use of the building in line with policy and hence none of this floorspace is available for release to Jewellery

workshops. Any further significant take-up of the basement for additional uses (e.g. jewellery workshops) would prejudice the ability to provide viable kitchen facilities for a restaurant of the size proposed and it would be problematic to accommodate a kitchen on the first or ground floor and would use up prime seating space. It would in any event be difficult to achieve within the building's floorplates.

- 7.15 In place of on-site jewellery floorspace the applicant was originally offering to launch and operate a jewellery market in Bleeding Heart Yard, where local designers/makers could sell their work. The market would be funded directly by the applicant to a level that is commensurate to the level of workspace that would be provided on site. However, whilst a jewellery market might be an interesting addition to the area, the Council's priority in Hatton Garden is always the retention and provision of suitable premises for affordable jewellery workspace. This is supported by planning policy and reflected in the GLA's support of Camden's bid to designate Hatton Garden a Creative Enterprise Zone based on the unique cluster of jewellery-related uses within the area. That said, the Council recognises that any affordable inclusion of jewellery workspace would need to be compatible with other elements of the applicant's scheme in order to be deliverable.
- 7.16 After discussions with the Council's Economic Development Officers, it was agreed that an element of the retail floorspace would be made available for affordable jewellery retail and workshop floorspace – with the workspace element taking precedence to ensure policy compliance. The proposals were revised to incorporate a small dedicated access lobby and jewellery retail space at ground floor level fronting Greville Street (measuring 25sqm) with access into a lower ground floor affordable workspace area (measuring 138sqm). The workspace would run along the full length of the building at lower ground floor level, with low level windows within the stall risers along Greville Street to allow natural light into the workspace and to provide views into the workspace from street level.
- 7.17 The total jewellery floorspace offer would amount to 163sqm, 365.5sqm less than the policy target of 528.5sqm. In response to the Council's concerns at this low offer, Seaforth Land undertook an appraisal of both the proposed scheme and a less-risky refurbishment option. These appraisals show an Internal Rate of Return as the output. The rate of return is 18.3% for the proposed, and 17.1% for the refurbishment option. It is contended that whilst the proposed shows a higher IRR, this is the riskier and more complex of the two options.
- 7.18 The applicant's appraisal has been assessed by BPS Chartered Surveyors to establish whether there is any realistic possibility that the applicant could increase the level of on-site workspace on the site. In their report, BPS confirm that it is reasonable to conclude that the differential in IRR shown by the two appraisals arguably makes the refurbishment a more attractive option. It is therefore likely that (based on the results shown in these IRR appraisals) any further worsening of the proposed scheme's performance (such as addition of further planning obligations) would jeopardise deliverability of the proposed scheme.

- 7.19 BPS also requested that the applicant provided a more detailed appraisal that follows the 'residual valuation' approach – as this is a more conventional approach within the field of viability testing for planning purposes. The residual valuation of the proposed scheme showed a benchmark of £19.28m which is substantially below the Benchmark Land Value of £22.03m. The Gross Development Value of the A1/A3 retail is just over £12m, and therefore is a very substantial part of the scheme and is critical to maintaining viability, especially because of the higher rents this space secures relative to the office space and B1c workspace. It is therefore the driver of financial performance to make the other elements of the scheme deliverable.
- 7.20 BPS conclude that the provision of any further B1c space is very likely to be unachievable, as it would jeopardise the restaurant operation and would therefore have a major impact on scheme viability – leading to a refurbishment option being the more favourable option for the owner. The full BPS report is included in Appendix 1.
- 7.21 The Council's Economic Development Officers have confirmed the jewellery workspace offer is acceptable. As the proposals do not meet the full policy requirement of 528.5sqm, a payment in lieu would be required for the remaining floorspace. The level of contribution will be related to the area of workspace that would otherwise have been expected and based on a calculation of £498 per sq. m (calculated as the average cost of refurbishing light industrial space). Based on the figures provided, this would mean a payment of £182,019 in lieu of the expected level of the full B1c affordable workspace provision. The payment would be secured by S106 legal agreement and spent on initiatives to support the competitiveness of the jewellery sector in Hatton Garden and would support the delivery of the recommendations of the Hatton Garden Creative Enterprise Zone action plan.
- 7.22 The S106 legal agreement would include provisions in relation to the jewellery floorspace amount, as well as Jewellery Workspace and Marketing Strategies detailing how the space will be configured and details of how the applicant will use local networks to highlight the availability of the premises to ensure that local businesses and traders are well-placed to secure the space.
- 7.23 The applicant has agreed to let the workspace out for 80% of normal jewellery market rent levels and the retail space for 80% of normal retail market rent levels. This would be secured for a period of 5 years by S106 alongside a clause preventing the introduction of service charges that would result in the workspaces becoming unaffordable.

Conclusion

- 7.24 Although the proposal would not provide the policy target of 50% additional floorspace as jewellery workspace, it would provide an element of affordable jewellery retail space alongside a larger area for jewellery workspace. These would be secured at 20% below market rent levels in the Hatton Garden Area which is welcomed. On balance, along with a payment in lieu of the remaining floorspace, this is considered acceptable and would accord with the policy aims of policy E2.

- 7.25 The introduction of new retail floorspace in this location is considered appropriate and acceptable, helping to activate the ground floor frontage. The new use would be in character with the surrounding area and would not harm the vitality or function of the Hatton Garden specialist shopping area.
- 7.26 The proposed land use mix is considered acceptable, and would be in accordance with Policies E1, E2 and H2 of the Camden Local Plan.

8 Conservation and Design

Statutory Framework and Implications

- 8.1 Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (“the Listed Buildings Act”) are relevant.
- 8.2 Section 66(1) provides that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall 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.
- 8.3 Section 72(1) requires that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a Conservation Area when considering applications relating to land or buildings within that Area.
- 8.4 The effect of these sections of the Listed Buildings Act is that there is a statutory presumption in favour of the preservation of the character and appearance of Conservation Areas and the preservation of Listed Buildings and their settings. Considerable importance and weight should be attached to their preservation. This section of the report considers the impact on heritage assets from the proposal.

Policy review

- 8.5 NPPF section 16 paragraphs 184 to 202, NPPG section 18a, London Plan policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6 and 7.7, Camden Local Plan policies D1 and D2 and CPG1 (Design) are relevant with regards to conservation and design.
- 8.6 The Council's design policies are aimed at achieving the highest standard of design in all developments, including where alterations and extensions are proposed. Policy D1 of the Local Plan requires development to be of the highest architectural and urban design quality which improves the function, appearance and character of the area; and Policy D2 states that the Council will preserve, and where appropriate, enhance Camden's rich and diverse heritage assets and their settings, including conservation areas and listed buildings.

Designations

- 8.7 The application site is not listed, but is located within the Hatton Garden Conservation Area, and is designated as an Archaeological Priority Area (London Suburbs). It is

identified within the Hatton Garden Conservation Area Appraisal and Management Strategy as making a negative contribution to the conservation area owing to its limited architectural character and quality.

- 8.8 To the east of the site, on the corner of Greville Street and Farringdon Road is 25-27 Farringdon Road, a Grade II Listed former workshop building. In the wider vicinity, there are a number of other listed buildings including 10-11 Greville Street, a Grade II Listed pair of terraced houses with ground floor shops, 21-34 Ely Place and Asif House to the south of Bleeding Heart Yard (Grade II), St Etheldreda's RC Church (Grade I) and 19-21 Hatton Garden (Grade II). Due to the distance between the application site and these designated heritage assets (as shown in figure 3) their settings would not be impacted by the proposed development. The impact on the setting of 25-27 Farringdon Road is assessed further below.
- 8.9 The buildings at 16-19, 24, 27 Greville Street and 1-7 Bleeding Heart Yard are identified as making a positive contribution to the Conservation Area.

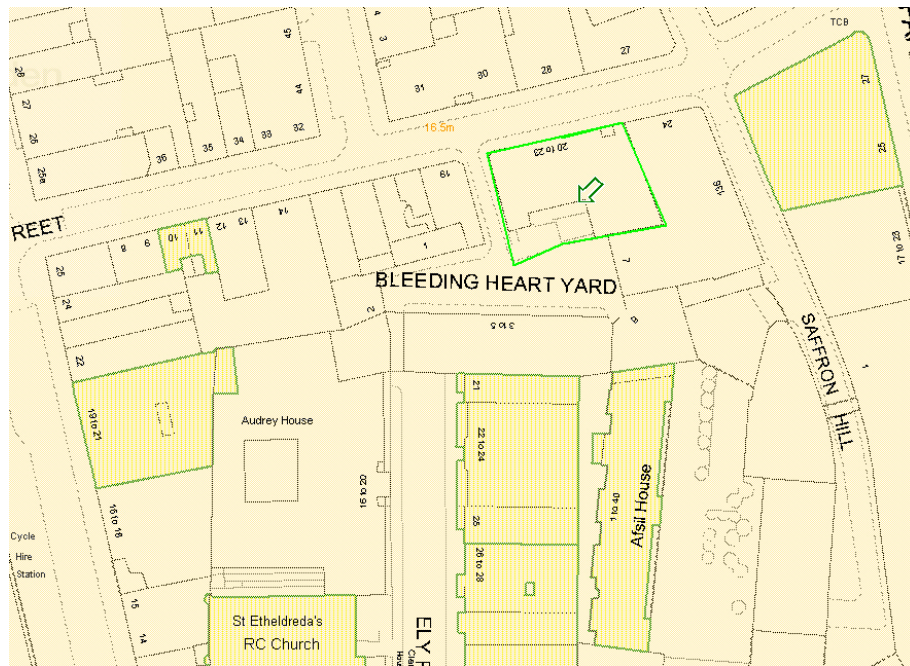


Figure 3: Location Plan showing the location of the nearby designated heritage assets

Design Review Panel

- 8.10 The development was presented to Camden's Design Review Panel for a Formal Review at pre-application stage. A summary of their comments is provided below.
- The panel is very supportive of the design approach proposed for the site, and feels it could become a remarkable project, but it requires more information to judge whether it can be delivered as proposed. The ephemeral nature of the designs will require exceptional handling, and it is therefore very important to know how the design will work in considerable detail. As Amin Taha Architects

have experience of delivering similarly ambitious designs elsewhere, the panel has more confidence than would otherwise be the case that this project can succeed. However, this would depend on their involvement being maintained throughout detailed design and construction.

- The design concept for the building is complex and sophisticated and, while the panel is sympathetic to the basic proposition, more information and detail is needed. The joins between panels need to be carefully designed as they will have a significant effect on the overall appearance of the structure. Its durability is crucial to ensure it will maintain its appearance.
- The panel does not feel the mansard roofline needs to be pulled back further, but suggested further exploration of the design of the dormer windows to achieve a more balanced composition. The proposed height of the new building, recreating the scale of the nineteenth century buildings formerly on the site, is appropriate. However, further testing is required to ensure that the mechanical and electrical service equipment does not protrude above the roofline and can be concealed effectively.
- The mews character of Bleeding Heart Yard, at the rear of the building, depends on the everyday materials and appearance of a working yard. The panel are concerned that the extensive use of glazing and the elaborate metal skin proposed on this elevation will introduce an inappropriate sheen and a commercial character to the yard. The cladding of this façade should be simpler and less glossy to ensure it suits the yard.
- The double-height colonnade risks confusing the proportions of the building by bringing a civic scale into this back street space. The set-back of the building behind the colonnade is a useful device for creating generous public space in the yard at ground floor. However, the panel consider that the end bay should not be infilled, and that any awnings should not project further into the yard than the line of the new building. The panel thinks the design of the extension into Bleeding Heart Yard should be revisited, with consideration given to creating a more intimate scale, and robust straightforward character

Existing building

- 8.11 The existing 1970s office building on the site is five storeys with a setback sixth floor housing plant. The building is of limited architectural or historic merit and it is not statutorily protected, nor is it on Camden's list of locally listed buildings. In fact, the building is identified in the Conservation Area Appraisal and Management Strategy as making a negative contribution to the conservation area. The Council does not object to the principle of refurbishing and re-cladding the existing building.

Proposals

- 8.12 The proposals include the refurbishment and remodelling of the existing building and the erection of a rooftop extension and rear extension. The building would be cloaked in perforated metal cladding with a patinated brass finish, moulded into the form of the 19th and early 20th century commercial buildings which once stood on the site. The design of the elevations and the footprint of the rear extension has been based on

historical drawings and photographs, in particular, elevation drawings of the original building dating from the 1920s by Spencer W Grant depicting the proposed rebuilding and extension of no.20. The drawings show a late-Victorian commercial aesthetic with ground floor shops and showrooms/workshops at the upper levels (figure 4).

- 8.13 The existing windows would be replaced with double glazed Crittal-style frame and shopfronts, finished to match the metal 'skin'. The proposals would introduce a new active frontage along Greville Street, in the form of a new double height retail frontage with traditional shopfronts. To the rear, a double height open colonnade would be created by an inset ground and first floor, to allow for a small outside seating area for the proposed restaurant use.



Fig. 16. Spencer Grant, Front Elevation showing Proposed rebuilding of 20. Greville Street, 1922.

Figure 4: Spencer W Grant drawing showing historic front elevation

Height and Mass

- 8.14 Due to the topography of Greville Street, the ground level slopes upwards from the east end of the street by Farringdon Station towards the western end. The existing building generally conforms with the stepped increase in height of the wider terrace, with buildings in this section of the street ranging from 4-5 storeys in height.
- 8.15 The wider area, including the north side of Greville Street, is not characterised by one period, style or height of building, comprising predominantly commercial buildings ranging from the early 20th century to the post war period. Buildings range in height from 4 to 8 storeys. The most prominent building in the street is the 7 storey Grade II listed building situated at 25-27 Farringdon Road.
- 8.16 Although the proposals would increase the height of the building from 5 to 7 storeys by the introduction of a double height mansard extension, it is not considered that it would

dominate the neighbouring buildings nor the immediate streetscene. Each level of the mansard extension would be sloped back to reduce its visibility and perceived massing when viewed from street level and in longer views up and down Greville Street. The metal cladding would be extended upwards to create a parapet measuring 1.6m high behind which the mechanical and engineering equipment would sit. The applicant has submitted context elevation drawings of the north, east, south and west elevations which demonstrate to the Council's satisfaction that the increased height would be appropriate in this setting.

Architectural language, materials and principles

- 8.17 The proposals involve the retention of the existing building as is, and the installation of a perforated folded metal skin in a patinated brass finish which would be affixed to the existing brickwork behind. The overall effect would be of a 'ghost veil', which would follow the original Victorian design by Spencer W Grant. The external wall construction is a 1:1 hollow cast of the original building formed of perforated metal mesh fabricated to echo the original historic details. The existing building floor plates would sit behind and detached from the detailed façade and the semi-transparent façade would act as a sun shade and privacy screen.
- 8.18 The Camden Design Review Panel confirmed that they were very supportive of the design approach presented at pre-application stage, but emphasised that more information and detail would be required to ensure that the proposals could be delivered as proposed. Since then, the applicant has worked closely with the Council's Design Officers to prepare the required level of detail, samples and construction information and incorporate design revisions to address Officer comments. The façade material has been investigated to ensure that what is proposed will be an accurate representation of what can be implemented. The applicant has worked with the metal fabricators Eastnor to produce test panels of varying opacities. It was considered that the 35% opacity round perforated patinated metal sheet provides adequate covering of the host building and 1970s brick skin beneath.
- 8.19 A sample panel of a larger area of perforated folded metal with a patinated brass finish was produced and installed on the corner of Greville Street and Bleeding Heart Yard for Officers to review (figure 5). The panel demonstrates how the façade will integrate with the existing window openings, which would be replaced with high performance windows as part of the proposed development. The façade panel would be folded into the existing window surrounds. The sample panel also shows how the panels are joined together, which was highlighted by the Design Review Panel as something which could have a significant effect on the overall appearance of the proposals. The panel joints will occur at areas of bending or detailed to minimise any visible breakages in large areas of the facade. Facade panels are bent into manageable sections divided at fold lines. Joints between these panels will be unseen.



Figure 5: Sample panel location on computer model and existing building, and sample panel in position.

- 8.20 The applicant has also worked with structural engineers Atelier One to develop the panelisation of the sample panel to the whole façade. The panelisation has been developed to ensure each section of the building is read separately, restoring the traditional grain, plot widths and rhythm. Panels have been sized to ensure installation time is reduced to a minimum and reduce waste from the process.
- 8.21 The perforations would be 6mm in diameter to ensure that large items cannot be pushed through. Any smaller items that are pushed through would fall to the bottom of the façade which ends 50mm above street level to ensure access for the removal of waste. If a panel is to break, the cladding system would allow for the removal of individual pieces. Furthermore, all windows would be inward opening to ensure cleaning could also be carried out from within the building. In terms of external maintenance, the façade could be pressure washed without causing discolouration.
- 8.22 The proposal would enhance the site and area compared with the current building. Officers consider that, as a bespoke façade requiring a considered level of detailed resolution, an architect experienced and recognised as having exceptional ability in delivering the high quality detailing and package information should be retained by the client to provide the detailed design information relating to the external envelope throughout the post planning RIBA stages. This recognises the complex and bespoke nature of the façade, and the commitment necessary towards the required standard of quality. This would be secured by S106 legal agreement.

Roof extension

- 8.23 The proposed roof extension would be largely glazed in its construction, but would be over-clad in the perforated metal cladding which would continue upwards to cover the mansard extension. This would also serve the purpose of reducing internal overheating and solar gain. The existing plant located within the rear open lightwell

would be relocated to the rooftop enclosure and integrated into the roof extension by the continuation of the cladding upwards to create a parapet. Positioning the plant at roof level would allow it to be naturally ventilated and an acoustic barrier to be built in to the roof façade. The applicant has worked with M&E engineers to develop a strategy to provide low-level plant equipment. In the event where certain pieces of plant are larger, the floor would be sunken to ensure no protrusions above the roofline occur.

- 8.24 The mansard would feature dormer windows to the front and rear which have been reduced in size to ensure they remain subordinate to the fenestration of the floors below.

Rear extensions

- 8.25 The site's rear elevation faces onto Bleeding Heart Yard, which is described in the Hatton Garden Conservation Area Appraisal and Management Strategy as surviving from the 17th century street plan. The yard remained in industrial use throughout the 20th century and retains much of its late-19th century industrial character today.
- 8.26 The proposal includes the erection of a rear extension to infill the building plot and reinstate the original building footprint. The drawings by Spencer W. Grant highlight the original building footprint dating back to the mid-18th century in which the entire site boundary was utilised, enclosing Bleeding Heart Yard as it was formerly planned. The applicant's design and access statement also includes a copy of Goad's Fire Insurance Map dated 1886 (figure 6) which shows the footprint of the original buildings.

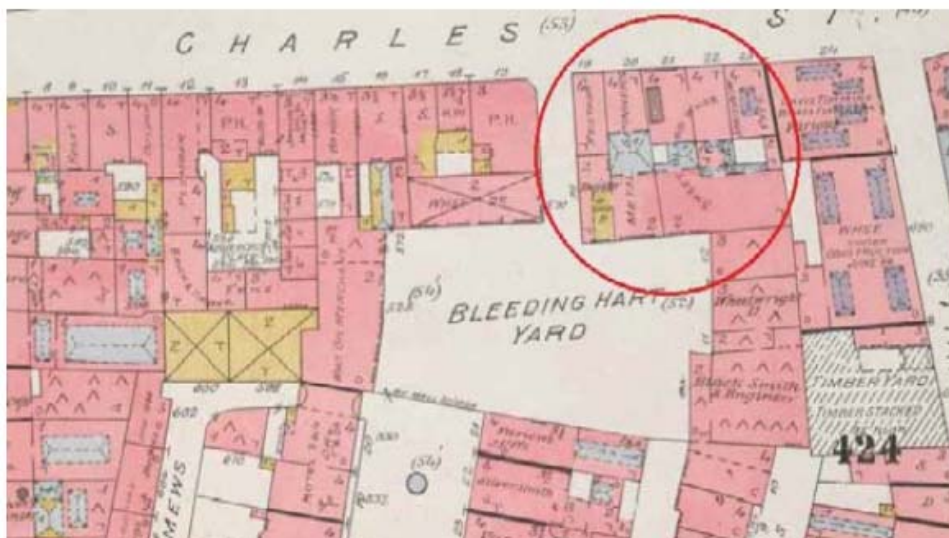


Figure 6: Fire Insurance Map, 1886 (taken from applicant's design and access statement)

- 8.27 In response to initial Officer concern regarding the additional bulk to the rear and its impact on the character of the yard, the design was revised to break up the massing

and reduce the height to the south west corner. During the course of the application, the design of the rear was also revised to simplify the glazing design, reduce the size of the dormers and introduce more detailing to the rear elevation in order to better match the 'work a day' character of the yard.

- 8.28 Following the design revisions, the scale of development is considered acceptable and would not overwhelm the host building or Bleeding Heart Yard. Objections have been raised by neighbouring occupants that the development would harm the historic context of the yard, and that the existing rear elevation acknowledges the rectangular form and general massing of the original yard and should be maintained. However, historic information including maps and photographs demonstrates that the original building on this site occupied the same footprint as that proposed as part of the current application. The proposals to bring the rear building line out to the curtilage would reinstate the layout of the yard as originally planned, and combined with the setback at ground and first floor, the simplified design and reduced massing to the south west corner, would ensure the development did not over-dominate the yard. The new Hatton Garden Conservation Area Appraisal and Management Strategy highlights the historic character and strong sense of enclosure of Bleeding Heart Yard as an important feature of the yard, which would not be harmed as a result of the development.
- 8.29 The rear extension would be constructed from lightweight CLT slabs tied to the existing concrete frame, and clad in the same perforated metal mesh. This addresses the Design Review Panel's comments in response to the previous design iteration where the rear elevation was largely glazed. Concerns were raised that the extensive glazing and metal skin would introduce an inappropriate sheen and commercial character to the yard. They suggested that the rougher structural timber cladding may be a more appropriate material that would maintain the appearance of a working yard, which has been incorporated into the current proposals.

Ground level

- 8.30 The Council's Design Officers and the Design Review Panel previously expressed concerns regarding the ground floor treatment, its maintenance and its durability given the high numbers of pedestrians passing by each day. To address these concerns, the applicant developed the design so that the façade mesh panels would have additional mesh stiffening plates at ground floor level. Additional folds would also be introduced to strengthen the façade. A brass finish was chosen for its ability to weather naturally and maintain its structural integrity.
- 8.31 The ground floor elevation fronting Greville Street would be designed as traditional Victorian style shop frontages, to respect the detail and signage as was once on site. The metal mesh would be folded and detailed to introduce traditional Victorian detailing such as bulkheads, cornices, transoms and fascia signs. The signage would be controlled in terms of font size, type, colour and position to maintain uniformity, with brass letters fixed onto the metal façade in a different patination. Traditional folding awnings would be installed which would be folded back at night and hidden.

Impact on the character and appearance of the Conservation Area and the setting of Listed Buildings

8.32 As discussed above, the site is situated in a mixed area of non-listed and mostly Grade II listed buildings. To the north and north-west, buildings are mostly non-listed. To the immediate east, is Nos. 25 and 27 Farringdon Road (Grade II), immediate south is St Andrew's House (Grade II), St Etheldreda's Church (Grade I), the convent school at 13-14 Ely Place (Grade II) and a terrace of townhouses along Ely Place (Grade II).

8.33 25-27 Farringdon Road, exerts a strong landmark presence on its surroundings as a result of its corner location, building form and in particular the conical turret, which sits on the corner of the building and forms a striking feature against the sky. Verified views and wireline drawings have been submitted to assess the impact of the proposed roof extension on the setting of this listed building. The view from Farringdon Station westwards along Greville Street is considered to be an important view, and is identified as such in the Hatton Garden Conservation Area Appraisal and Management Strategy:

'The view westward along Greville Street reveals the distinctive topography of the Area, with the land rising up from the former valley of the River Fleet (Farringdon Road). This effect is reinforced visually by the relatively even building heights along Greville Street. The view acts as a gateway into the Area and is framed on the left by 25-27 Farringdon Road (Grade II), a former printing works with striking polychromatic brickwork, which introduces the industrial heritage of the Area.'

8.34 The view eastwards along Greville Street is also noted as a key view that "is dominated by the richly decorative 25-27 Farringdon Road (Grade II), which juts into the viewer's eye line owing to the distinctive street plan and topography. Its conical turret, added c. 1990, forms a striking feature against the sky."

8.35 When approaching the application site from either end of Greville Street, although the roof extension would be visible, it would not encroach into views of 25-27 Farringdon Road or its prominent tower. The sloped roof elevation would lessen the visual impact of the extension and ensure it did not dominate the streetscene or cause harm to the setting of the listed building. Therefore the development would be in accordance with the NPPF test in terms of preserving the setting of listed building and its special interest.

8.36 Objection has been raised that the projection of the new façade forward of the adjacent building line will increase the bulk of the building and increase its impact in both close and distant views. However, the façade would only project out by approximately 5cm, increasing to a maximum of 30cm where the façade is folded to create columns and detailing. This minimal projection would not result in unacceptable bulk or impact the building's relationship with neighbouring buildings or views up and down Greville Street.

- 8.37 An objection has also been raised that the recently restored granite sett surface of the yard could be damaged by the construction works. If planning permission is granted, the Council would seek to secure a financial contribution for highway works as a section 106 planning obligation to repair any construction damage to transport infrastructure or landscaping and reinstate all affected transport network links and road and footway surfaces'. This would include the granite setts in Bleeding Heart Yard. Please see section 13.24-13.25 for more information.
- 8.38 The proposals are considered an interesting and unique solution to the refurbishment and extension to the existing unattractive office building. Detailed drawings and information have been submitted to address Officer comments and ensure the development could be delivered to the standard of design that would be expected in this historic quarter of the borough. The additional height and massing is considered acceptable and would not harm the character of the wider streetscene or the appearance of this part of the Conservation Area, and the proposed cladding treatment would enhance the building and wider area. Overall, the proposals are considered to enhance the character and appearance of the conservation area, in accordance with policies D1 and D2.

Impact on protected views

- 8.39 The application site sits within the strategic view cones from Parliament Hill to St Pauls and from Kenwood to St Pauls. The proposed increase in height would not cause harm to these protected views as it would extend no higher than the existing buildings to the north of the site, as demonstrated in the applicant's context elevations.

Archaeological impact

- 8.40 The proposals would be unlikely to have a significant effect on heritage assets of archaeological interest, as confirmed by Historic England's Greater London Archaeological Advisory Service. The submitted archaeological report (MOLA, January 2018) shows that the site has a limited archaeological survival potential. Further to this, the proposed development would have a small below ground impact resulting from a localised line of piled foundations at the south-east corner of the site and a new lift pit within the existing basement. Overall it can be concluded that the overall archaeological impact will be minimal.

9 Impact on neighbouring amenity

- 9.1 The considerations on the impact on the amenity of the occupiers of neighbouring properties are as follows:
- Policy review
 - Daylight and sunlight
 - Outlook/overlooking
 - Noise and disturbance

Policy review

- 9.2 Camden Local Plan policies A1, A2, A3, A4 and A5 and CPG6 (Amenity) are relevant with regards to the impact on the amenity of residential properties in the area. Any impact from construction works is dealt with in the transport section.

Daylight and sunlight

- 9.3 A Daylight and Sunlight Report has been submitted as part of this application prepared by GL Hearn. The report has tested the impact of the development on the daylight and sunlight to neighbouring windows in accordance with the BRE report 'Site layout planning for daylight and sunlight: A guide to good practice', most commonly known as "the BRE guidelines".
- 9.4 The VSC (Vertical Sky Component) test was used to calculate levels of sunlight hitting neighbouring windows. The BRE guidelines state that if the VSC is greater than 27%, enough sunlight should be reaching the existing window. Any reduction below this level should be kept to a minimum. Windows to some existing rooms may already fail to achieve this target under existing conditions (because of the dense urban environment). In these circumstances a reduction to the existing level of daylight to no less than 80% of its former value will be unlikely to result in a noticeable reduction in daylight.
- 9.5 The daylight distribution test was also used (DD). Unlike the VSC test, the daylight distribution test provides contour plans which show where the light falls within a room, to allow a judgement to be made as to whether the room will retain light to a reasonable depth.
- 9.6 The Annual Probable Sunlight Hours (APSH) were assessed for each affected neighbouring window to determine the impact on sunlight levels. 'Probable sunlight hours' is defined as "the long term average of the total number of hours during a year in which direct sunlight reaches the unobstructed ground (when clouds are taken into account)". The BRE sunlight tests should be applied to all main living rooms which have a window facing within 90 degrees of due south.
- 9.7 The BRE guidelines are intended for use for rooms in adjoining dwellings. They may also be applied to any existing non-domestic buildings where the occupants have a reasonable expectation of daylight, which could include schools, hospitals, hotels and offices. For dwellings, it states that living rooms, dining rooms and kitchens should be assessed. Bedrooms should also be checked, although it states that they are less important. Other rooms, such as bathrooms, toilets, storerooms, circulation areas and garages need not be assessed.
- 9.8 Properties on the following streets were analysed for the impact of the proposal (see diagram below for location):

- 29-31 Greville Street (retail units are located at ground and basement level and the upper floors contain 18 short-let serviced apartments and 4 residential units)
- 28 Greville Street (offices)
- 25-27 Farrington Road (the ground floor unit fronting Farrington Road is a pharmacy and the remainder of the building is residential)
- 7 Bleeding Heart Yard (restaurant at ground floor, jewellery workspace at first floor, and 1 residential unit at second and third floor)
- 17 Greville Street (jewellery space at ground floor and residential units on the upper floors)
- 29-35 Farrington Road (public house at ground floor, and a mix of officer and residential units to the upper floors)
- 136-138 Saffron Hill (offices)
- 17-23 Farrington Road (offices on ground to third floor with residential units above)
- 3-5 Bleeding Heart Yard (commercial use include architecture firms and jewellery repair workshop)

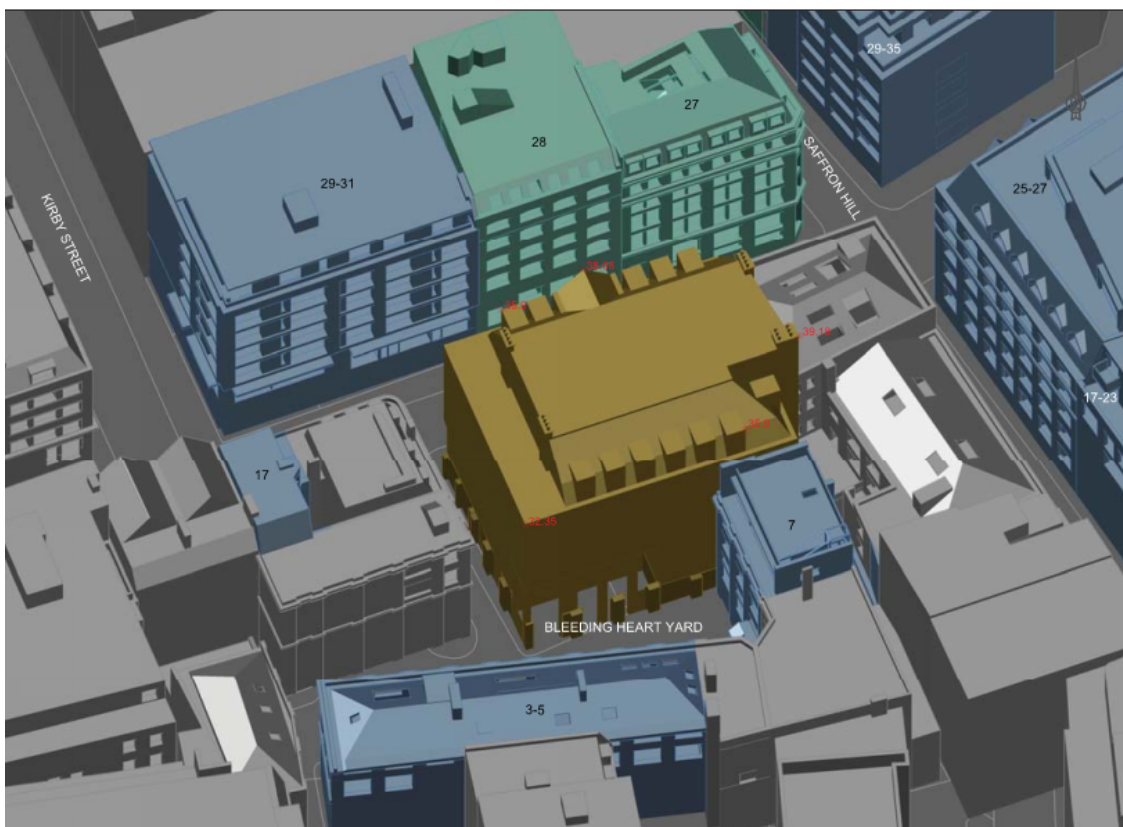


Figure 7: Properties assessed in Daylight, Sunlight and Overshadowing Report. The proposed development is shown in yellow, existing buildings shown in blue and approved development shown in green. All coloured buildings were tested apart from no.27 which does not contain any residential units.

9.9 The assessment demonstrated that the residential dwellings within 29-31 Greville Street, 28 Greville Street (two new flats approved at roof level but yet to be constructed), 17 Greville Street, 29-35 Farrindgon Road and 17-23 Farrington Road

would not have their daylight and sunlight unduly impacted by the proposals, i.e. windows would achieve a VSC level of 27% or above or would retain at least 0.8 times their former value, DD tests showed at least 80% of the rooms tested would continue to have direct sky visibility at desktop level or retain at least 0.80 times the existing value, and all windows would meet the BRE recommendations for both annual and winter sun.

- 9.10 136-138 Saffron Hill contains office accommodation throughout. Whilst the occupiers are unlikely to have a specific requirement for natural light, for completeness the change to sunlight received to the amenity areas to the west of the building were assessed and found to be within BRE guidelines.
- 9.11 The assessment found that one window at 25-27 Farringdon Road (serving a residential living room), one window at 7 Bleeding Heart Yard (residential living room) and 8 out of 38 windows at 3-5 Bleeding Heart Yard (commercial use) would be impacted. These are discussed in more detail below.

25-27 Farringdon Road

- 9.12 This seven-storey building is located to the far east of the Development, on the southern corner of Farringdon Road and Greville Street, and the assessed rear elevation faces onto Saffron Hill. The portion of the ground floor that fronts onto Farringdon Road is currently occupied by Boots Pharmacy and the remainder of the building is in residential use.
- 9.13 Analysis showed that all windows would comply with the BRE Report guidance for both daylight and sunlight amenity using the VSC and APSH tests. With the exception of one 4th floor lounge, all rooms would also meet the BRE Report guidance using the DD test. The room would retain 0.79 times the former value, just 0.01 below the BRE Report guidelines which is considered acceptable given the fact that VSC and ASPH remain in accordance with BRE guidelines.

7 Bleeding Heart Yard

- 9.14 This four-storey building is located on the eastern side of Bleeding Heart Yard and adjoins the application building along its northern boundary. The ground floor of the building is currently in use as a restaurant, with jewellery workspace at first floor and a residential flat spanning second and third floor.
- 9.15 Using the VSC test, all but one of the windows would meet the BRE guidance for daylight amenity. The window affected serves the residential living room, and would retain 0.76 times its current value, marginally below the BRE recommendations of 0.80. The lounge and kitchen are served by multiple windows and by reference to the DD results, it can be seen that both rooms, together with the bedroom, would retain sky visibility throughout the room with no change from the current conditions. In terms of sunlight amenity, all windows would comply with the BRE guidance, achieving at least 25% of available annual sun, including 5% of winter sun.

- 9.16 An amenity area is provided at roof level. Overshadowing analysis shows that there would be no change to the area of the roof receiving at least two hours of direct sunlight. Nearly 90% of the amenity area would receive at least two hours of sun on March 21st, increasing to 99% in the summer months.

3-5 Bleeding Heart Yard

- 9.17 This three-storey building is located on the southern side of Bleeding Heart Yard, directly to the south of the Development. The building is in commercial use throughout, with occupants including architecture firms and a jewellery repair workshop.
- 9.18 In terms of daylight amenity, analysis shows that the majority of windows serving rooms with a potentially specific requirement for natural daylight would meet the BRE numerical guidelines. Where transgressions occur, the reductions are either marginally below the recommended 0.80 times (at 0.69, 0.70, 0.73, 0.74, 0.77, 0.76, 0.77 and 0.79) or the rooms are served by multiple windows. Using the DD test, all but two ground floor workshops would meet the BRE Report guidance. As the majority of the ground floor windows appear to be obscure glazed or blocked internally, it is unlikely that they are dependent on natural daylight. There would be no adverse impact to sunlight amenity as the Development is to the north of this property.

Conclusion – Daylight and sunlight

- 9.19 The daylight report highlighted that of the residential windows tested, just two would experience minor transgressions below BRE guidelines which would be unlikely to impact the amenity of these residents.
- 9.20 Eight out of 38 windows serving 3-5 Bleeding Heart Yard were demonstrated to experience some minor impact to their daylight and sunlight, with the windows likely to experience 0.69 – 0.79 times their former daylight. However, in many of these cases, the rooms are served by more than one window, or do not appear to be dependant on natural light. The development is therefore unlikely to significantly impact the use of these commercial properties, which are afforded less protection than habitable rooms.

Outlook/overlooking

- 9.21 The proposed extensions are not considered to result in unacceptable impacts on neighbouring properties in terms of harm to their outlook, appearing overbearing in views or overlooking of residential windows.
- 9.22 Although additional massing would be added to the rear, the only residential property within Bleeding Heart Yard is at second and third floor level of adjoining building no.7 Bleeding Heart Yard. The new rear elevation windows at ground to fourth floor level would be set away from the boundary with no. 7 by approximately 2.5m and due to the angle between the two buildings, limited views between the windows would be possible. At 5th and 6th floor, the rear windows would be angled upwards behind the metal cladding to prevent views into the windows and amenity areas serving no. 7.

The remainder of the properties around Bleeding Heart Yard are in commercial use, and therefore do not have the same privacy rights as residential dwellings.

To the front elevation, the only new windows would be at 5th and 6th floor level, and as is the case to the rear, would be angled upwards which would help to prevent direct views into the residential properties in the upper storeys of 28 Greville Street opposite.

Noise and disturbance

- 9.23 The nearest residential noise-sensitive premises are located on the upper floors of surrounding buildings, including 24 and 28 Greville Street, 7 Bleeding Heart Yard and 25 Farringdon Road.
- 9.24 An environmental noise survey has been carried out to determine the existing background noise levels in the area and to set appropriate plant noise limits in line with Policy A4. The dominant noise sources observed at the site during the survey consisted of noise from road traffic on Farringdon Road to the east of the site, and noise from pedestrians on Greville Street to the north. There was a large amount of mechanical services plant on adjacent roofs. The main noise sources that could affect existing residential receptors were identified as the new building services/fixed plant and the new retail and restaurant noise breakout.
- 9.25 The environmental noise survey was undertaken to determine a noise emission criteria for the proposed mechanical plant operation. The proposed criteria ensures that the noise from the proposed plant is 10 decibels lower than the background noise levels. This will ensure that significant noise impacts are avoided at the nearest sensitive receptors and will protect the sensitive receptors from cumulative noise impacts if other fixed plant units were to be installed in the immediate vicinity.
- 9.26 Based on the above criteria and the measurement results, the cumulative noise level resulting from the operation of all new plant at 1 m from the worst affected windows of the nearest noise sensitive premises should not exceed the facade corrected limits set out in the noise report. At this stage, no information is available in relation to the proposed installation of building services plant, and this will need to be assessed in detail as the design progresses. Details of the plant layout, manufacturer's specifications and noise emissions of the final plant layout would be secured via condition if planning permission is granted.
- 9.27 A noise break out assessment from the retail and restaurant units to nearby noise sensitive premises has also been undertaken. The noise breakout level from the operation of these units at 1m from the worst affected windows of the nearest noise sensitive premises should not exceed the facade corrected limit set out in the noise report. Compliance with this will be secured by condition if planning permission is granted.

Restaurant use

- 9.28 A condition would be imposed restricting the hours of use of any future restaurant so that it shall not be occupied outside of the following times: 07:00hrs to 22:30hrs Monday to Saturday and 09:00hrs to 22:30hrs on Sundays and Bank Holidays. This is in line with the existing restaurant at 7 Bleeding Heart Yard and is considered sufficient to maintain existing residential amenity levels within the Yard. A more restrictive hours of use condition would be imposed on the external terrace due to the potential increased noise disturbance this could create, requiring it to be vacated by 10pm each day. The nearest residential unit is the flat at second and third floor level of 7 Bleeding Heart Yard. It is considered that the conditions suggested above would be sufficient to prevent unacceptable noise disturbance to occupants of this unit, especially considering the fact that there is an existing restaurant at the ground floor of no.7.

Conclusion

- 9.29 The proposal is considered not to have a detrimental impact on the amenity of neighbouring residential properties in terms of loss of light, privacy, or noise disturbance subject to the conditions listed above, and would be in accordance with policies A1 and A4.

10 Air quality

- 10.1 Camden Local Plan policy CC4 is relevant with regards to air quality.
- 10.2 An Air Quality Assessment (AQA) has been submitted as part of this application prepared by MLM Consulting Engineers Ltd. The Council's Air Quality Officer has no objections subject to conditions and S106 planning obligations on air quality monitoring and details of ventilation systems.
- 10.3 With regards to the impact of local air quality on building occupants, the AQA concludes that, as a commercial development, it is considered that the likely air quality at the proposed development site would not introduce new receptors into a location of poor air quality. The building would be mostly naturally ventilated, and therefore air intakes and openable windows would need to be carefully sited. Details of proposed air intake would be secured by condition.
- 10.4 In terms of 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 scheme is assessed to meet air quality neutrality for transport emissions. As central gas boilers are not proposed, building emissions were not calculated. In respect of the individual gas water heaters, the AQA states that the air quality emissions are not expected to be significant. In order to confirm this conclusion, the council would expect to see a commitment to ultra-low NOx (<40mg/kWh) water heaters and boilers, which the applicant has confirmed would be installed.

- 10.5 With regard to the impact of the development on local air quality during construction, the overall risk level is assessed as 'medium', therefore, all measures from the Mayor's Control of Dust and Emissions and guidance would be required to be incorporated into the Construction Management Plan, which would be secured by S106 Legal Agreement. For medium risk development, the Council requires real-time monitoring with at least two monitors throughout demolition and construction, including baseline monitoring prior to commencement of work on site. PM10 monitoring would be secured by condition for approval prior to commencement of development if planning permission is granted.

11 Sustainable design and construction

- 11.1 The sustainable design and construction considerations are as follows:

- Policy review
- The site and the proposal
- Energy
- Sustainability
- Living roofs/walls

Policy review

- 11.2 Pursuant to London Plan policies 5.2, 5.3, 5.6, 5.7, 5.9, 5.10, 5.11, 5.12, 5.13, 5.14, 5.15 and 5.17, Camden Local Plan policies CC1, CC2, CC3, CC4 and CC5, 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.

The site and the proposal

- 11.3 The proposal is a mixed use scheme in very close proximity to excellent public transport links (PTAL 6b), and involves the retention and refurbishment of the existing building. The principle of the scheme is therefore highly sustainable.

Energy

- 11.4 Applicants are expected to submit an energy statement showing how the development will meet the following policy requirements:

- Follow the hierarchy of energy efficiency, de-centralised energy and renewable energy technologies set out in the London Plan (2011) Chapter 5 (particularly Policy 5.2) to secure the maximum feasible CO₂ reduction beyond Part L 2013. GLA guidance on preparing energy assessments and CPG3 should be followed. In particular, improvements should be sought on the minimum building fabric targets set in Part L of the building regulations.
- CC1 requires all developments to achieve a 20% reduction in CO₂ emissions through renewable technologies (the 3rd stage of the energy hierarchy) wherever feasible, and this should be demonstrated through the energy statement.

11.5 An Energy Statement has been submitted as part of the application which demonstrates that the proposals would make an overall CO₂ reduction of 42.6% and a 'Be Green' (the 3rd stage of the energy hierarchy) reduction of 20.9% through the incorporation of the following measures:

- Natural ventilation for both the office and retail spaces is proposed as the main source of ventilation.
- The office and retail/restaurant space will have heating and cooling supplied by a split system Variable Refrigerant Flow (VRF) and Air Source Heat Pumps (ASHP).
- All lighting to office and the retail/restaurant units will be 90 lumens per circuit Watt.
- Domestic hot water will be provided by instantaneous electric at 100% efficiency for the office element and retail area. The restaurant will be served with an instantaneous gas-fired water heater for the domestic hot water at 95% efficiency.

11.6 These CO₂ reductions would meet the required targets and would be secured in the S106 Legal Agreement with updated compliance reports submitted as part of the Energy Efficiency and Renewable Energy Plan, prior to commencement and prior to occupation.

11.7 Although solar PV panels are proposed, the expected output would be equivalent to a very small domestic system. The applicant is encouraged to improve the size of the PV panels in the final design stage, maximising the available roof potential. Full details of PV panels and associated equipment would therefore be secured by condition prior to commencement.

Sustainability

11.8 Applicants are also expected to submit a sustainability statement, the detail of which should be commensurate with the scale of the development, showing how the development will:

- Implement the sustainable design principles as noted in policy CC2.
- Achieve a BREEAM 'Excellent' rating and minimum credit requirements under Energy (60%), Materials (40%) and Water (60%).

11.9 The sustainability statement indicates that the development would meet the following targets:

Office new build –

Overall 60.20% Very Good - fails to meet 70% Excellent

Energy 6 / 23 = 26.1% - fails to meet 60% target

Water 6 / 8 = 75.0% - meets 60% target

Materials 9 / 13 = 69.2% - meets 40% target

Retail refurbishment –

Overall 62.60% Very Good - fails to meet 70% Excellent

Energy 18 / 24 = 75.0% - meets 60% target

Water 6 / 8 = 75.0% - meets 60% target
Materials 7 / 13 = 53.8% - meets 40% target

11.10 The scheme fails to comply with policy targets and the targeted energy credits for the new build offices are particularly low; however, it is recognised that targets are more difficult to achieve when the works involve the refurbishment of existing buildings.

11.11 The Council's Sustainability Officer has requested that the additional 'potential targets' identified in the sustainability statement relating the Management credits should be targeted during the design development. In addition, in order to accept 'Very Good' as the BREEAM target, the higher targeted credits for the three individual sections in each part of the development would be secured by S106, rather than the usual minimum policy targets. This is to focus the scheme on endeavouring to minimise slippage between the scores targeted at proposal stage, and those ultimately achieved at design and post construction stages.

12 Flood risk and drainage

12.1 Camden Local Plan policy CC3 is relevant with regards to flood risk and drainage. Major development schemes are expected:

- To achieve greenfield run-off rates wherever feasible and as a minimum, 50% reduction in run off rates.
- To include Sustainable Urban Drainage Systems (SuDS), unless demonstrated to be inappropriate.
- To follow the drainage hierarchy in policy 5.13 of the London Plan.
- To constrain run-off volumes to greenfield run-off volumes for the 1 in 100 year 6 hour event plus climate change.

12.2 A Flood Risk Assessment has been submitted as part of this application. The site is not in an area of known heightened flood risk, nor is it within a Local Flood Risk Zone (LFRZ), although it is located 100m from the boundary of the Farringdon LFRZ. In terms of the location of the development relative to infiltration compatibility, it is thought to be bordering three zones which are either "probably compatible" for infiltration SuDS (western part), have "opportunities for bespoke" infiltration SuDS, or indicate "very significant constraints".

12.3 The development's proposed SuDS includes the installation of a green roof covering the plan area of the extension, which would also help to act as a treatment process. This strategy proposes one litre per second discharge from the extension roof. The Council's Lead Local Flood Authority (LLFA) Officer has confirmed that the proposed SuDS are acceptable, subject to full details being secured by condition.

12.4 Major developments are required to achieve greenfield run-off rates wherever feasible, and as a minimum, 50% reduction in run-off rates. In this instance, the LLFA Officer has confirmed the proposed 30% betterment is considered acceptable as there would be no increase in impermeable area, although the applicant is encouraged to improve

the run-off rate to at least 50% against existing rates for the area of the proposed extension, through opportunities presented during the detailed design process.

13 Transport

13.1 The following transport considerations are covered below:

- Policy review
- Travel plan
- Cycle parking
- Car parking
- Construction management
- Deliveries and servicing
- Public highway works
- Conclusion

Policy review

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

Travel plan

13.3 Farringdon is an extremely busy area, with Farringdon station only a short walk from this development which is also extremely busy during peak hours. This development will lead to a large number of people traveling to and from the site for primarily work reasons and to a lesser extent to shop.

13.4 In this instance we would seek to mitigate the impact on this development by requesting a Workplace Travel Plan be put in place, this will not be required to cover the retail aspect of the site as it does not meet Camden Council's thresholds to be needed. Travel Plans are an effective tool for managing visitors, volunteers and employees at a site by helping to promote sustainable transport and raising awareness of their benefits.

13.5 If planning permission is granted, a Workplace Travel Plan would need to be secured as a section 106 planning obligation. The travel plan would need to be approved by the Council prior to completion of the proposed works. This would include a requirement for a Travel Plan Co-ordinator to be appointed no less than 3 months before occupation.

13.6 We would also seek to secure a financial contribution of £6,432 to cover the costs of monitoring and reviewing the travel plan over a 5 year period. This would also need to be secured by a Section 106 planning obligation if planning permission is granted.

13.7 Transport for London encourages developers to use the TRICS database (formerly TRAVL) for trip generation predictions. We will require the applicant to undertake a TRICS after study and provide TfL and Camden with the results on completion of the

development. TfL would then be able to update the TRICS database with the trip generation results for the various use categories associated with this development. We will seek to secure the necessary after surveys and results by Section 106 agreement as part of the Travel Plan review and monitoring process.

Cycle parking

- 13.8 Camden Local Plan Policy T1 (Prioritising walking, cycling and public transport) states that in order to promote cycling in the borough and ensure a safe and accessible environment for cyclists, the Council will seek to ensure that development provides for accessible, covered, secure and fully enclosed cycle parking facilities in accordance with minimum requirements outlined within the London Plan (Table 6.3) and design requirements outlined within Camden Planning Guidance document CPG7 (Transport).
- 13.9 In line with Policy T1 of the adopted Local Plan, we expect cycle parking at new developments to be provided in accordance with the standards set out in the London Plan. For B1 offices in Central London, this gives a requirement for 1 space per 90sqm for long stay (staff) plus 1 space per 500sqm for short stay (visitors). For A3 restaurant uses, the requirement is for 1 space per 175sqm for long stay plus 1 space per 40sqm for short stay.
- 13.10 Although the London Plan requirement is for cycle parking to be provided for the new floorspace created, the applicant is bringing the building up to current standards and providing the full amount of long-stay cycle parking as would be required for the whole building (shown in the table below), which is welcomed by the Council.

Land Use	Floor space	Long Stay	Short Stay	Total
B1 Office	2,402	26	4	30
A3 Restaurant	777	5	13	19
Total	3,179	31	17	49

- 13.11 The proposals include the creation of a dedicated cycle store at lower ground floor level offering secure, sheltered and accessible cycle parking for employees and office visitors. The store will provide a total of 36 cycle parking spaces (catering for all office long stay and short stay parking) accessible via the reception passenger lift. The building will be provided with shower, lockers and changing facilities. An accessible cycle parking area is included within the store capable of accommodating two “recumbent / cargo” style bicycles.
- 13.12 Five long stay parking spaces would be provided for the retail and restaurant uses at basement level also. As these would be operated by different companies, the applicant has confirmed that there would be a condition on the lease to allow retail employees access to this store.

- 13.13 Seventeen short-stay cycle parking spaces were originally proposed to be provided as 9 Camden cycle stands on Bleeding Heart Yard; however, this was not considered acceptable as it would block the footway and restrict access to the main entrance to 1 bleeding hearts yard. The Council's Transport Officers have confirmed that due to the street improvements to be carried out in the local area as part of the Cycle Superhighway 6 scheme which will include additional on-street cycle parking, it is felt that the demand generated by this development will be met through the additional cycle parking provision.
- 13.14 The installation and retention of the proposed long-stay cycle parking shall be secured by planning condition.

Car parking

- 13.15 The site is located within the Kings Cross (CA-D) controlled parking zone and has a PTAL rating of 6b (Excellent). This means that the site is easily accessible by public transport. In the Camden's Local Plan T2 requires developments in such locations to be car free.
- 13.16 The proposal would provide a car free development with no general parking spaces on the site. This is welcomed and will help to minimise the impact of the development on the local area and what is already a highly stressed Controlled Parking Zone with 105 permits for every 100 spaces available. For car free developments, the Council will:
- not issue on-street parking permits;
 - use planning obligations to ensure that future occupants are aware they are not entitled to on-street parking permits; and
 - not grant planning permission for development that incorporates car parking spaces, other than spaces designated for people with disabilities, and a limited number of spaces for car capped housing in accordance with Council's Parking Standards.
- 13.17 There is no new additional disabled parking provision as part of this scheme, however Bleeding Heart Yard to the rear of the building consists of single yellow lines allowing disabled drivers to park as required.
- 13.18 Therefore if planning permission is granted, the development will be secured as car-free via S106 legal agreement.

Management of Construction Impacts on the Public Highway in the local area

- 13.19 The proposed development comprises construction works within the Central London area nearby to the new Cycle Superhighway. As part of the works to implement the north-south cycle superhighway CS6, which will run between Elephant and Castle and Kings Cross, the eastern end of Greville Street, between Farringdon Road and Saffron Hill, will be closed to all traffic except cycles. This will limit the routes available for vehicles travelling to and from the site for servicing and construction purposes and will need to be carefully planned.

13.20 The proposal would involve a significant amount of demolition and construction works. This will generate a large number of construction vehicle movements during the overall construction period. The proposed works could therefore have a significant impact on the operation of the public highway in the local area if not managed effectively. The Council's primary concern is public safety but it must also be ensured that construction traffic does not create (or add to existing) traffic congestion or impact on the road safety or amenity of other highway users. The proposal is also likely to lead to a variety of amenity issues for local people (e.g. noise, vibration, air quality).

13.21 A preliminary construction management plan (CMP) has been submitted in support of the planning application. This provides useful information to describe the proposed works and how they would be undertaken. It also provides useful information to describe how the impacts associated with the construction period would be mitigated. It lacks detail but is a good example of what we are looking for at this stage in the process. A more detailed CMP would be prepared once a Principal Contractor has been appointed. This should consider the following points:

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

13.22 The Council has a CMP pro-forma which should be used 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 demolition or construction works commencing on site.

13.23 The Council needs to ensure that the development can be implemented without being detrimental to amenity or the safe and efficient operation of the highway network in the local area. Therefore, if planning permission is granted a CMP should be secured as a Section 106 planning obligation if planning permission is granted. This would provide a mechanism to manage/mitigate the impacts which the proposed development would have on the local area. The CMP would need to be approved by the Council prior to works commencing on site. Due to the potential impact on existing businesses and occupants of properties in Bleeding Heart Yard, it is suggested that a Community Working Group is set up which would be secured by Section 106 legal agreement.

13.24 It is also recommended that a financial contribution of £7,565 for CMP monitoring be secured as a section 106 legal agreement if planning permission is granted.

13.25 A request was made by St Etheldreda's Church for construction works to be stopped every day during service times. However, given the Central London Location and the distance of approximately 80m between the application site and the Church, it is not considered that the works would significantly impact the running of the Church as to warrant the cessation of construction during service times.

Deliveries and servicing

13.26 A draft Delivery and Servicing Plan has been submitted outlining delivery and servicing arrangements and refuse and recycling store arrangements. The proposed servicing would take place from Bleeding Heart Yard as per the existing arrangement. Vehicles would make use of the available single yellow line in the vicinity of the site, which allows for continuous loading/unloading for up to 40 minutes. It is proposed that vehicles make use of the available single yellow line in the vicinity of the site, which allows for continuous loading/unloading for up to 40 minutes. However, due to on-going design works as part of the Cycle Superhighway 6 there is no guarantee what the highway will look like once the development is complete. A Service Management Plan would therefore be required to manage servicing arrangement once designs with Transport for London are finalised. This would be secured by S106 legal agreement if planning permission is granted.

Highway and Public Realm Improvements directly adjacent to the site

13.27 Policy A1 of the local plan states that 'Development requiring works to the highway following development will be secured through planning obligation with the Council to repair any construction damage to transport infrastructure or landscaping and reinstate all affected transport network links and road and footway surfaces'.

13.28 The Council would therefore seek to secure a financial contribution of £108,241.00 for highway works as a section 106 planning obligation if planning permission is granted. This would allow the proposal to comply with Policy A1 and would cover repair works and any necessary replacement of kerbs, flagstones, concrete, road markings, bollards, and the granite setts within Bleeding Heart Yard.

13.29A query was received from a neighbouring resident as to whether a Highways License would be required for any cladding projecting onto the pavement. An informative would be added to the decision notice so the applicant is aware that the Transport authority needs to be contacted and all relevant licences must be acquired.

Conclusion

13.30 Subject to the conditions and planning obligations discussed above, the proposed development is considered acceptable and would be in accordance with policies T1, T2, T3 and T4 of the Camden Local Plan.

14 Safety and security

14.1 Camden Local Plan policy C5 (safety and security) and CPG1 (Design) are relevant with regards to secure by design.

14.2 The Designing out Crime officer was consulted, who queried various security measures such as secure access arrangements, defensible space and CCTV. In response, the applicant confirmed the following points:

- Encrypted FOB access is to be provided on all doors to meet the specification set out within the Design out Crime Officer's response.
- Defensible space within the colonnade will be created through the provision of tables and chairs and if necessary temporary outdoor seating barriers. It will be for the future tenant to explore these details further and provide them. The principle of the colonnade is such that it will provide a sense of ownership and enclosure, clearly defining it from the main Bleeding Heart Yard.
- The requirement for any CCTV to be registered and comply with the information commissioner guidelines was acknowledged noted.

15 Refuse and recycling

15.1 Camden Local Plan policy CC5 (Waste) and Camden Planning Guidance 1 (Design) are relevant with regards to waste and recycling storage and seek to ensure that appropriate storage for waste and recyclables is provided in all developments.

15.2 The proposals include the creation of a refuse store within the curtilage of the site on the western elevation, with access into Bleeding Heart Yard. CPG1 advises that as a guide, approximately one cubic metre storage space is required for every 300-500sqm of commercial space. The proposed refuse store consists of 3 x 1100 litre Eurobins and 1 x 360 litre wheelie bin for recycling and 3 x 1100 litre Eurobins and 1 x 240 litre wheel bin for general waste stores, which is considered adequate.

15.3 The Delivery and Servicing Plan outlined how the management company of the site will undertake a private refuse collection regime in order to effectively manage the demand of the commercial floorspace. The refuse strategy would make use of private contractors who will use small refuse lorries for refuse collections. Collections would

be pre-arranged and scheduled to avoid peak delivery periods. Refuse collection is proposed to take place on-street with refuse and recycling bins moved by waste operatives from the refuse store to the refuse collection vehicle. The Goods Manager will provide the private contractor with appropriate access advice and assistance as required.

15.4 It is expected that the retail units will organise their own private refuse collection regime. The units will be encouraged to liaise with the site management company to consolidate refuse collection wherever possible.

15.5 A Delivery and Servicing Plan covering refuse arrangements for the retail and restaurant uses would be secured by S106 Legal Agreement if planning permission is granted. Subject to this, the Council's Waste and Recycling Officer is satisfied with the proposed arrangement.

16 Contaminated Land

16.1 The Council's Contaminated Land Officer has assessed the proposals and confirmed that the site is located on a historical 'Unknown Industrial Site', adjacent to a printing works which is considered a potential high risk site. Consequently it is recommended that planning permission is granted subject to conditions requiring a written programme of ground investigation for the presence of soil and groundwater contamination and landfill gas, and a written scheme of remediation measures (if necessary).

17 Employment and training opportunities

17.1 The proposed development is large enough to generate significant local economic benefits. Camden Local Plan policies E1 and E2 and Camden Planning Guidance state that in the case of such developments the Council will seek to secure employment and training opportunities for local residents and opportunities for businesses based in the Borough to secure contracts to provide goods and services.

17.2 In line with CPG8, a range of training and employment benefits are to be secured in order to provide opportunities during and after the construction phase for local residents and businesses. This package of recruitment, apprenticeship and procurement measures will be secured via S106 and will comprise:

- The applicant should work to CITB benchmarks for local employment when recruiting for construction-related jobs as per section 68 of the Employment sites and business premises CPG
- The applicant should advertise all construction vacancies and work placement opportunities exclusively with the King's Cross Construction Skills Centre for a period of one week before marketing more widely.
- The applicant should provide a specified number (to be agreed) of construction work placement opportunities of not less than two weeks each, to be undertaken over the course of the development, to be recruited through the Council's King's

Cross Construction Skills Centre, as per section 70 of the Employment sites and business premises CPG

- If the build costs of the scheme exceed £3 million the applicant must recruit one construction apprentice per £3million of build costs and pay the council a support fee of £1,700 per apprentice as per section 65 of the Employment sites and business premises CPG. Recruitment of construction apprentices should be conducted through the Council's King's Cross Construction Skills Centre.
- If the value of the scheme exceeds £1 million, the applicant must also sign up to the Camden Local Procurement Code, as per section 71 of the Employment sites and business premises CPG; and
- 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, as per section 63 of the Employment sites and business premises CPG.

17.3 Subject to the above measures being secured by S106 legal agreement, the proposals are therefore in accordance with the guidance set out in CPG5 and policies E1 and E2 of the Camden Local Plan.

18 Planning obligations

18.1 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 (£)
CMP monitoring fee	£7,565.00
Travel Plan monitoring fee	£6,432.00
Public highway and public realm improvements contribution	£108,241.00
Payment in lieu of jewellery workspace	£182,019.00
TOTAL	£314,257.00

19 Mayor of London's Crossrail CIL

19.1 The proposal will be liable for the Mayor of London's Community Infrastructure Levy (CIL) as it involves the creation of more than 100sqm floorspace. 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 of 1,057sqm would trigger a payment of £52,850.00 (1,057 x £50 per sqm). 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.

Crossrail contribution

- 19.2 Where sites are located within central London area and involve a net increase of 500sqm or more in office, retail or hotel floorspace there is a requirement to provide a financial contribution towards the funding of Crossrail under the London Plan Policy 6.5 “Funding Crossrail and other strategically important transport infrastructure” and the associated Supplementary Planning Guidance (SPG) “Crossrail Funding: Use of Planning Obligations and the Mayoral Community Infrastructure Levy” Updated March 2016.
- 19.3 The SPG states in paragraph 4.4 that “Given the strategic regional importance of Crossrail and the inclusion of developer contributions in the funding arrangement agreed with the Government, the Mayor is satisfied that it is appropriate in terms of Government guidance and the London Plan policies cited above to seek contributions towards the cost of the construction of Crossrail through use of planning obligations from development that will give rise to the additional demand for public transport that Crossrail will help address.”
- 19.4 This site falls within the Central London contribution area and involves a net increase of more than 500sqm of office and retail floorspace. It therefore triggers the requirement to provide a financial contribution towards Crossrail.
- 19.5 The two developer contributions of the Mayor CIL and Crossrail s106 operate in tandem, with the Mayor CIL payments offset against Crossrail s106 where necessary. The primacy of CIL results in a discount of Crossrail s106 when a development’s location means that both payments are liable.
- 19.6 The financial contribution has been calculated in line with the SPG guidance totalling a sum of £92,380.00. This is based on the following uplifts and contributions:
- 62sqm uplift in B1 office floorspace x £140 (£/sqm for sites in Central London = £8,680.00.
 - 930sqm uplift in A1/A3 floorspace (including office and retail common areas) x £90 ((£/sqm for sites in Central London) = £ 83,700.00.
- 19.7 The Mayoral CIL payment of £52,850.00 acts as a credit towards the payment; however there is still an outstanding financial contribution of £39,530.00 that would be sought as part of the s106 agreement.

20 Camden CIL

- 20.1 The proposal would be liable for the Camden Community Infrastructure Levy (CIL). The site is located within Zone A. The estimate based on the uplift of floorspace and the proportion of office floorspace and retail floorspace proposed, the Camden CIL liability is £26,040.00 based on the following uplifts and contributions:
- Office uplift 62sqm x £45 = £2,790.00.

- Retail uplift 930sqm x £25 = £23,250.00.
- Light industrial uplift 65sqm x £0.

21 CONCLUSION

- 21.1 The proposed development would introduce new retail and restaurant uses to the site which would activate the building's frontage onto Greville Street and Bleeding Heart Yard. The new uses are considered appropriate in this location and would not result in a loss of existing office floorspace or cause harm to the amenity of the surrounding area. New affordable jewellery retail and workshop space would be provided which although would not meet policy requirements, is considered an acceptable offer.
- 21.2 The proposed extension and re-cladding of the building would be an interesting architectural solution to enhance the appearance of the existing building and wider Hatton Garden Conservation Area. The proposals would result in some impact to the north facing windows of 3-5 Bleeding Heart Yard, but given their commercial uses, this is considered acceptable.
- 21.3 Overall, the proposed development is considered acceptable and would help sustain and support the vitality of the Hatton Garden jewellery area and accord with the Camden Local Plan policies.

22 RECOMMENDATIONS

22.1 **Planning Permission is recommended subject to conditions and a Section 106 Legal Agreement covering the following Heads of Terms:-**

Employment and training

- The applicant should work to CITB benchmarks for local employment when recruiting for construction-related jobs as per section 68 of the Employment sites and business premises CPG
- 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 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, as per section 70 of the Employment sites and business premises CPG
- If the build costs of the scheme exceed £3 million the applicant must recruit 1 construction apprentice per £3million of build costs and pay the council a support fee of £1,700 per apprentice as per section 65 of the Employment sites and business premises CPG. Recruitment of construction apprentices should be conducted through the Council's King's Cross Construction Skills Centre.
- If the value of the scheme exceeds £1 million, the applicant must also sign up to the Camden Local Procurement Code, as per section 71 of the Employment sites and business premises CPG; and

- 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, as per section 63 of the Employment sites and business premises CPG.

Jewellery Space

- Provisions in relation to the floorspace amount i.e. development to provide 163sqm of net internal floorspace at ground and basement levels and submission of a Jewellery Workspace Plan prior to the commencement of development, which would confirm how the space would be configured at ground and first floor level.
- S106 to set out a series of expectations in relation to the fit out of the space i.e. fit the space out to shell and core level; provision of durable floor covering over the ground floor, the provision of heating and lighting and telephone sockets and allowance for access to toilets.
- Rents - the workspace shall be let out for 80% of normal jewellery workspace market rent and the retail unit shall be let out for 80% of normal retail market rent, both for a period of 5 years.
- To use reasonable endeavours to minimise as far as practicable the amount of any service charge to be charged to the jewellery workspace operator through measures to include (but not restricted to) separate metering for utilities and separate contracts for building services (including security) and where any part of the service charge is payable as a charge for the development as a whole that part shall be payable on a pro-rata or direct usage basis in accordance with the provisions of "Service charges in commercial property" (3rd edition) by the Royal Institute of Chartered Surveyors (or any successor document).
- Jewellery Workspace and Marketing Strategies detailing how the space will be configured and details of how the applicant will use local networks to highlight the availability of the premises to ensure that local businesses and traders are well-placed to secure the space. To include a 'sunset' clause in the event that if the jewellery floorspace proposed could not be let following an agreed marketing plan then the obligation would cease (after at least 2 years).

Energy and sustainability

- Sustainability measures to be secured through S106 sustainability plan indicating
 - For the new parts of the building: Minimum BREEAM 60% 'Very Good' level and minimum credit targets in Energy (26%), Materials (75%) and Water (69%)
 - For the refurbished parts of the building: Minimum BREEAM 62% 'Very Good' level and minimum credit targets in Energy (26%), Materials (75%) and Water (69%)
- BREEAM stage assessment reports and certificates are to be submitted with the Sustainability s106 Pro-Forma at each stage as follows:
 - Design Stage prior to occupation (with completed Pro-forma Section A)
 - Post Construction stage prior to occupation (with completed Pro-forma Section B)

- Energy provisions to be secured through S106 EE&RE plan – total site 42.0% beyond Part L 2013 AND total site 20.0% 'Be Green' stage reduction through renewables.

Transport

- Construction Management Plan (CMP). The Section 106 agreement shall state that the CMP shall be approved prior to any works starting on site and the approved plan shall be followed, unless otherwise agreed with the Highway Authority. It should also restrict HGV movement to and from the site to within the hours of 9:30 to 16:30 Monday to Friday, 8 till 13:00 Saturdays and fully restrict movement on Sundays and Bank Holidays unless agreed with the Council in advance.
- Financial contribution of £7,565 for CMP monitoring.
- Workplace Travel Plan (TP) for the development, including a requirement for a Travel Plan Co-ordinator to be appointed no less than 3 months before occupation. The Section 106 agreement shall state that the TP shall be approved prior to the first occupation of the site and the approved plan shall be followed, unless otherwise agreed with the Highway Authority. The Section 106 agreement shall require the applicant to undertake a TRAVL after survey and to provide TfL and Camden with a copy of the results as part of the travel plan review and monitoring process.
- Financial contribution of £6,432 to cover the costs of monitoring and reviewing the Travel Plans for a period of 5 years.
- Financial contribution of £108,241.00 to cover the cost of public highway and public realm improvement works in the general vicinity of the site. These works would include repaving of the carriageway directly outside the site on Greville Street and the repair and replacement of damaged setts on Bleeding Heart Yard. The Highway Authority reserves the right to construct the adjoining Public Highway (carriageway, footway and/or verge) to levels it considers appropriate.
- Car-free development.
- Delivery and Servicing Management Plan (SMP). The Section 106 agreement shall state that the SMP shall be approved prior to the first occupation of the site and the approved plan shall be followed, unless otherwise agreed with the Highway Authority.
- Community Working Group.

Project Architect

- Unless otherwise agreed in writing by the Council (such agreement not to be unreasonably withheld or delayed) not to:
 - Submit any further drawings required to be submitted under or in connection with the planning permission unless such drawings have been prepared by Amin Taha Architects;
 - Implement or carry out works forming part of the construction of the development at any time when Amin Taha Architects are not employed by the owner as project architects; and
 - Occupy or permit occupation of any part of the extended floorspace until such time as the council has confirmed in writing that it has received

certification from Amin Taha Architects that the development has been carried out and completed in accordance with the planning permission and any details approved pursuant to the conditions contained within the planning permission.

Crossrail contributions of £39,530.00.

23 LEGAL COMMENTS

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

24 Conditions

1	<p>Three years from the date of this permission</p> <p>This development must be begun not later than three years from the date of this permission.</p> <p>Reason: In order to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).</p>
2	<p>Approved drawings</p> <p>The development hereby permitted shall be carried out in accordance with the following approved plans:</p> <p>Existing: 248-050 rev A, 248-100 rev A, 248-101 rev A, 248-102 rev A, 248-103 rev A, 248-104 rev A, 248-105 rev A, 248-106 rev A, 248-107 rev A, 248-200 rev A, 248-201 rev A, 248-202 rev A, 248-203 rev A, 248-205 rev A, 248-206 rev A (existing east context elevation), 248-206 rev A (existing west context elevation), 248-207 rev A, 248-300 rev A, 248-301 rev A.</p> <p>Proposed: 248-500 rev L, 248-501 rev O, 248-502 rev L, 248-503 rev J, 248-504 rev J, 248-505 rev J, 248-506 rev L, 248-507 rev L, 248-508 rev G, 248-600 rev K, 248-601 rev R, 248-602 rev H, 248-603 rev N, 248-604 rev I, 248-605 rev P, 248-606 rev D, 248-607 rev F, 248-700 rev G, 248-701 rev L, 248-703 rev B, 248-803 rev C, 248-804 rev A.</p> <p>Documents: Air Quality Assessment rev C02 dated 16/04/2018 and addendum received 02/07/2018, Sustainability Statement rev 01 dated 16/01/2018, Energy Statement rev 01 dated 16/01/2018 and email from Tibbalds dated 02/07/2018, Sustainable Drainage Strategy Ref: J3304-C-RP-0001 rev 03, Transport Assessment dated January 2018, Planning Noise Survey Report ref: 17483-R03-A dated 12 January 2018, Historic Building Report dated January 2018, Framework Employee Travel Plan dated January 2018, Design and Access Statement dated January 2018, Draft Delivery and Servicing Plan dated January 2018, Daylight and Sunlight Report dated 20 December 2017, Construction Management Plan dated January 2018,</p>

	<p>BREEAM Pre-assessment Tracker & Action List for Retail Refurbishment rev 1 dated 16/01/2018, BREEAM Pre-assessment Tracker & Action List for Office New Build rev 1 dated 16/01/2018, Archaeological Report dated January 2018, Planning Statement dated January 2018.</p> <p>Reason: For the avoidance of doubt and in the interest of proper planning.</p>
3	<p>Detailed drawings/samples</p> <p>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:</p> <p>a) Typical details of new railings at a scale of 1:10 with finials at 1:1, including materials, finish and method of fixing into the plinth.</p> <p>b) Plan, elevation and section drawings, including jambs, head and cill, of all external new window and door openings.</p> <p>c) Samples and manufacturer's details of all new facing materials including glazing.</p> <p>d) A sample panel of all final facing material shall 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 panel must be constructed at 1:1 scale and be no less than 1m² in size demonstrate the proposed colour, texture, mesh size, fold and surface joints of the facing material.</p> <p>e) Plan section and elevation details of the new shopfronts.</p> <p>f) Plan, elevation and section drawings showing the typical façade details including expansion joints; panel divisions; parapet; party wall upstand; roof junctions; parapet and parapet cornice ; string course; chimneys; vertical divisions between facades on the west elevation and colonnade.</p> <p>The relevant part of the works shall then be carried in accordance with the approved details</p> <p>Reason: In order to safeguard the character and appearance of the area in accordance with the requirements of policies D1 and D2 of the London Borough of Camden Local Plan policies.</p>
4	<p>External fixtures</p> <p>No lights, meter boxes, flues, vents or pipes, and no telecommunications equipment, alarm boxes, television aerials or satellite dishes shall be fixed or installed on the external face of the buildings, without the prior approval in writing of the Council.</p> <p>Reason: To safeguard the appearance of the premises and the character of the</p>

	immediate area in accordance with the requirements of policy D1 of the London Borough of Camden Local Plan 2017.
5	<p>Hours of use: A1 use</p> <p>Should the retail units hereby permitted be in A1 use, they shall not be occupied outside the following times: 07:00hrs to 22:30hrs Monday to Saturday and 09:00hrs to 22:30hrs on Sundays and Bank Holidays.</p> <p>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 the requirements of policies A1 and A4.</p>
6	<p>Hours of use: A3 use</p> <p>Should the retail units hereby permitted be in A3 use, they shall not be occupied outside the following times: 07:00hrs to 22:30hrs Monday to Saturday and 09:00hrs to 22:30hrs on Sundays and Bank Holidays.</p> <p>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 the requirements of policies A1 and A4.</p>
7	<p>Hours of use: rear terrace</p> <p>The rear external terrace shall not be occupied outside the following times: 09:00hrs to 22:00hrs.</p> <p>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 the requirements of policies A1 and A4.</p>
8	<p>SUDS</p> <p>Prior to commencement of the relevant part of the works, full details of the sustainable drainage system including a green or green-blue roof based attenuation provision, covering the roof of the extension, 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 40% provision for climate change such that flooding does not occur in any part of the building or in any utility plant susceptible to water, and shall demonstrate a 30% or better reduction in run off rate for the extension area. Details shall include a lifetime maintenance plan, exceedance flows, and drainage calculations for the entire site in addition to the extension, and shall thereafter retained and maintained in accordance with the approved details.</p> <p>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 CC2 and CC3</p>

	of the London Borough of Camden Local Plan 2017.
9	<p>Non-road mobile machinery</p> <p>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.</p> <p>Reason: To safeguard the amenities of the adjoining occupiers, the area generally and contribution of developments to the air quality of the borough in accordance with the requirements policies A1 and CC4 of the London Borough of Camden Local Plan.</p>
10	<p>Living roof details and installation</p> <p>Full details in respect of the green roof in the area indicated on the approved roof plan shall be submitted to and approved by the local planning authority before the relevant part of the development commences. Details of the green roof provided shall include: species, planting density, substrate and a section at scale 1:20 showing that adequate depth is available in terms of the construction and long term viability of the green roof, as well as details of the maintenance programme for green roof. The buildings shall not be occupied until the approved details have been implemented and these works shall be permanently retained and maintained thereafter.</p> <p>Reason: In order to ensure the development undertakes reasonable measures to take account of biodiversity and the water environment in accordance with policies A3, CC1, CC2 and CC3 of the London Borough of Camden Local Plan 2017.</p>
11	<p>Solar PV</p> <p>Prior to occupation of development, detailed plans showing the location and extent of photovoltaic cells to be installed on the building shall have been submitted to and approved by the Local Planning Authority in writing. The measures shall include:</p> <ul style="list-style-type: none"> a) Panel / array size, orientation and tilt details – data sheets and commentary; b) Layout and locations of panels, inverters and generation meters – plans and cross-sections, commentary; c) Final no. of panels and annual energy generation – calculation summary sheet and revised BRUKL output sheets (Baseline, Be Lean and Be Green); d) 3D overshadowing impact assessment should be undertaken as part of energy modelling; and e) Lifetime maintenance plan - to include suitable safe access arrangements for occasional and regular inspection/maintenance tasks.

	<p>The cells shall be installed in full accordance with the details approved by the Local Planning Authority and permanently retained and maintained thereafter.</p> <p>Reason: To ensure the development provides adequate on-site renewable energy facilities in accordance with the requirements of policy CC1 of the London Borough of Camden Local Plan 2017.</p>
12	<p>Air Source Heat Pumps</p> <p>Prior to occupation of development, full details of the proposed air source heat pumps shall be submitted to and approved by the Local Planning Authority in writing. The measures shall include:</p> <ul style="list-style-type: none"> a) Air-air/ air-water system proposed. b) Details of seasonal COP (should have a system SCOP of 4 to be considered renewable) and seasonal Energy Efficiency ratio (SEER). c) The applicant should demonstrate that ASHP is lower in terms of CO2 emissions than other heating/cooling systems. d) Noise/visual impacts should be considered. e) Metering details should be provided. f) System should comply with minimum performance standards as set out in the ECA and MGS certification requirements. <p>Reason: To ensure the development provides adequate on-site renewable energy facilities in accordance with the requirements of policy CC1 of the London Borough of Camden Local Plan 2017.</p>
13	<p>Construction Related Impacts – Monitoring</p> <p>Air quality monitoring should be implemented on site. No development shall take place until full details of the air quality monitors have been submitted to and approved by the local planning authority in writing. Such details shall include the location, number and specification of the monitors, including evidence of the fact that they have been installed in line with guidance outlined in the GLA's Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance and have been in place for 3 months prior to the proposed implementation date. The monitors shall be retained and maintained on site for the duration of the development in accordance with the details thus approved.</p> <p>Reason: To safeguard the amenity of adjoining premises and the area generally in accordance with the requirements of policies A1 and CC4 of the London Borough of Camden Local Plan 2017.</p>
14	<p>Ventilation</p>

	<p>Prior to commencement of development (excluding demolition and site preparation works), details of the ventilation systems including air inlet locations shall be submitted to and approved by the local planning authority in writing. Air inlet locations should be located away from busy roads and boiler flues 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.</p> <p>Reason: To protect the amenity of occupants in accordance with Policy CC4 of the London Borough of Camden Local Plan and Policy 7.14 of the London Plan 2016.</p>
15	<p>Plant and equipment</p> <p>Prior to the installation of any items of fixed plant associated with the operation of the development, details of plant machinery and a noise report shall be submitted to and approved in writing by the Local Planning Authority. The measures shall ensure that the external noise level emitted from plant/machinery/equipment will be lower than the lowest existing background noise level by at least 10dBA, by 15dBA where the source is tonal, as assessed according to BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity. The report should reference the proposed noise limits included in Table 2 of the planning noise survey report dated 12 January 2018. A post installation noise assessment shall be carried out to confirm compliance with the noise criteria and additional steps to mitigate noise shall be taken, as necessary. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.</p> <p>Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise from plant/mechanical installations/ equipment in accordance with Policy A4 of the London Borough of Camden Local Plan 2017.</p>
16	<p>Noise breakout</p> <p>The noise breakout level from the operation of the proposed A1 / A3 units at 1 m from the worst affected windows of the nearest noise sensitive premises should not exceed the facade corrected limit set out in Table 3 of the planning noise survey report dated 12 January 2018.</p> <p>Reason: To ensure that the amenity of occupiers of the development site / surrounding premises is not adversely affected by noise from mechanical installations/ equipment, in accordance with Policy A4 of the London Borough of Camden Local Plan 2017.</p>
17	<p>Crossrail</p> <p>None of the development hereby permitted shall be commenced until detailed design and construction method statements for all of the ground floor structures, foundations and basements and for any other structures below ground level, including piling</p>

	<p>(temporary and permanent), have been submitted to and approved in writing by the Local Planning Authority which:-</p> <p>(i) Accommodate the proposed location of the Crossrail structures including tunnels, shafts and temporary works,</p> <p>(iii) Mitigate the effects of noise and vibration arising from the operation of the Crossrail railway within the tunnels and other structures.</p> <p>(iv) Mitigate the effects on Crossrail, of ground movement arising from development</p> <p>The development shall be carried out in all respects in accordance with the approved design and method statements. All structures and works comprised within the development hereby permitted which are required by paragraphs 1(i), 1 (iii) and 1(iv) of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.</p> <p>Reason: To safeguard the strategic infrastructure improvement project, Crossrail, in accordance with the requirements of policy T3 of the London Borough of Camden Local Plan 2017.</p>
18	<p>Cycle parking</p> <p>The cycle storage room as shown on plan No.248-500 rev L shall provide 36 cycle stands. The facility shall be provided in its entirety prior to the first occupation of any of the new retail, restaurant or office floorspace, and permanently retained thereafter.</p> <p>Reason: To ensure that the scheme makes adequate provision for cycle users in accordance with policies T1 and T3 of the Camden Local Plan, the London Plan and CPG7 (Transport).</p>
19	<p>Contaminated land</p> <p>At least 28 days before development commences:</p> <p>(a) a written programme of ground investigation for the presence of soil and groundwater contamination and landfill gas shall be submitted to and approved by the local planning authority; and</p> <p>(b) following the approval detailed in paragraph (a), an investigation shall be carried out in accordance with the approved programme and the results and a written scheme of remediation measures [if necessary] shall be submitted to and approved by the local planning authority.</p> <p>The remediation measures shall be implemented strictly in accordance with the approved scheme and a written report detailing the remediation shall be submitted to and approved by the local planning authority prior to occupation.</p> <p>Reason: To protect future occupiers of the development from the possible presence of ground contamination arising in connection with the previous industrial/storage use of</p>

	the site in accordance with policy A1 of the London Borough of Camden Local Plan.
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25 Informatives – planning application

1	You are advised that planning permission does not guarantee that public highway and public realm improvement works will be implemented as proposed as they are subject to further public consultation, detailed design, and approval by the Highway Authority.
2	Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts which cover aspects including fire and emergency escape, access and facilities for people with disabilities and sound insulation between dwellings. You are advised to consult the Council's Building Control Service, Camden Town Hall, Argyle Street WC1H 8EQ, (tel: 020-7974 2363).
3	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 Environmental Health Service, Camden Town Hall, Argyle Street, WC1H 8EQ (Tel. No. 020 7974 2090 or by email env.health@camden.gov.uk or on the website www.camden.gov.uk/pollution) 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.
4	<p>The Mayor of London introduced a Community Infrastructure Levy (CIL) to help pay for Crossrail on 1st April 2012. Any permission granted after this time which adds more than 100sqm of new floorspace or a new dwelling will need to pay this CIL. It will be collected by Camden on behalf of the Mayor of London. Camden will be sending out liability notices setting out how much CIL will need to be paid if an affected planning application is implemented and who will be liable.</p> <p>The proposed charge in Camden will be £50 per sqm on all uses except affordable housing, education, healthcare, and development by charities for their charitable purposes. You will be expected to advise us when planning permissions are implemented. Please use the forms at the link below to advise who will be paying the CIL and when the development is to commence. You can also access forms to allow you to provide us with more information which can be taken into account in your CIL calculation and to apply for relief from CIL.</p> <p>http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil</p> <p>We will then issue a CIL demand notice setting out what monies needs to paid when and how to pay. Failure to notify Camden of the commencement of development will result in a surcharge of £2500 or 20% being added to the CIL payment. Other surcharges may also apply for failure to assume liability and late payment. Payments will also be subject to indexation in line with the construction costs index.</p>

	Please send CIL related documents or correspondence to CIL@Camden.gov.uk
5	Your attention is drawn to the fact that there is a separate legal agreement with the Council which relates to the development for which this permission is granted. Information/drawings relating to the discharge of matters covered by the Heads of Terms of the legal agreement should be marked for the attention of the Planning Obligations Officer, Sites Team, Camden Town Hall, Argyle Street, WC1H 8EQ.
6	This consent is without prejudice to, and shall not be construed as derogating from, any of the rights, powers, and duties of the Council pursuant to any of its statutory functions or in any other capacity and, in particular, shall not restrict the Council from exercising any of its powers or duties under the Highways Act 1980 (as amended). In particular your attention is drawn to the need to obtain permission for any part of the structure which overhangs the public highway (including footway). Permission should be sought from the Council's Engineering Service Network Management Team, Town Hall, Argyle Street WC1H 8EQ, (tel: 020 7974 2410) or email highwayengineering@camden.gov.uk .

APPENDIX 1: BPS VIABILITY REPORT

20-23 Greville Street, EC1N 8SS

BPS comments on scheme viability

Prepared on behalf of the London Borough of Camden

26th July 2018

Planning reference: 2018/0910/P



Chartered Surveyors

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Introduction

- 1.1 Planning Officers have requested that we consider whether there is the potential for the proposed scheme at 20-23 Greville Road to increase its currently offered level of B1(c) workspace. We have liaised with Seaforth Land regarding the details of the scheme, and they have provided viability information where requested. The proposed scheme involves the followings works:
- 1.2 *Change of use of existing office (Class B1a) use at basement, ground floor and 1st floor to retail/restaurant (Class A1/A3) use; demolition of existing 5th floor plant room and erection of new 2 storey roof extension for office use; erection of 5 storey rear extension; infill of rear lightwell to create cycle storage and changing facilities at basement level; external alterations including new facade and glazing, and associated works.*
- 1.3 Part of the building is occupied by a number of existing tenants, all of whom have existing long leases. The remainder of the building comprises low quality and dated office space in desperate need of upgrading and adaption to meet the needs of contemporary workspace occupiers.
- 1.4 The building now at No. 20-23 Greville Street was the result of a 1976 application to demolish the previous and larger footprint of buildings occupying the entire site and dating back to the mid 19th century. The building is currently fully occupied by a range of companies in industries including media, publishing, music and business services.
- 1.5 We have sought to establish whether there is any realistic possibility that the applicant could increase the level of on-site B1c workspace on the site - which they are currently proposing will total 163 sq m, located facing Greville Street, on the lower ground floor.

BPS conclusions

- 1.6 Seaforth have undertaken an appraisal of both the proposed scheme and a refurbishment option. These appraisals show an Internal Rate of Return as the output. The rate of return is 18.3% for the proposed, and 17.1% for the refurbishment option. It is contended that whilst the proposed shows a higher IRR, this is the riskier and more complex of the two options. We agree with this, and would expect a refurbishment option to have a much lower 'target IRR' than for the proposed scheme. It is therefore reasonable to conclude that this differential in IRR shown by the two appraisals (18.3% and 17.1%) arguably makes the refurbishment a more attractive option. It is therefore likely that (based on the results shown in these IRR appraisals) any further worsening of the proposed scheme's performance (such as addition of further planning obligations) would jeopardise deliverability of the proposed scheme.
- 1.7 Seaforth have not provided details of their target IRRs, but have stated that this is a 'borderline' decision as to whether to proceed with the application scheme option or the refurbishment option, given that the latter generates a substantial

IRR while being a relatively low risk option - and is therefore attractive to their funders.

- 1.8 The IRR appraisals initially presented by Seaforth did not contain sufficient information regarding costs and values to allow us to adequately test and review scheme performance (and hence test viability). We therefore requested that a more detailed appraisal be provided, and that this appraisal follow a “residual valuation” approach - as this is a more conventional approach within the field of viability testing for planning purposes.
- 1.9 The valuation of the refurbishment option shows a residual value of £[REDACTED]m. This represents the Existing Use Value of the site. Seaforth have not commented on whether or not they would add a landowner premium to this figure. Based on similar schemes, we suggest that a 10% premium is appropriate, and this would lead to a Benchmark Land Value of £[REDACTED]m.
- 1.10 The residual valuation of the proposed scheme shows a benchmark of £[REDACTED]m which is substantially below the Benchmark Land Value. This valuation includes the on-site B1c space that is currently being offered (168 sq m) together with an Affordable Workspace Payment of £182,000 which addresses the shortfall in on-site B1c delivery; these total contributions (on-site and off-site) do, we understand, amount to the policy compliant level of delivery, i.e. they comply with the Council’s policy regarding the need to deliver 50% of net additional commercial space as affordable B1c workspace. This off-site payment will need to be confirmed by planning officers as being the correct figure to apply.
- 1.11 The question is therefore whether more on-site B1c space can be delivered. The restriction upon this is the negative impact it would have on viability. This is partly due to the practicalities of delivering the restaurant on the ground and first floor, as it will need to have adequate kitchen facilities which will need to be located in the basement. Thus further basement space cannot realistically be earmarked for B1c without this leading to inadequate space being available for the kitchen. The basement is arranged in such a way that it would be very difficult to reduce the area of the kitchen without compromising the kitchen’s access to the lift and the risers, which they will require to operate effectively.
- 1.12 We therefore conclude that providing any further B1c space is very likely to be unachievable, as it would jeopardise the restaurant operation and would therefore have a major impact on scheme viability - leading to a refurbishment option being the more favourable option for the owner.
- 1.13 The differential in rents is substantial between the different uses: £72 per sqft for the retail, and £57.60 for the B1c. Thus an increase in the latter at the expense of the former would have a substantial impact on viability.
- 1.14 The Gross Development Value of the A1/A3 retail is just over £12m therefore is a very substantial part of the scheme and is critical to maintaining viability, especially because of the higher rents this space secures relative to the office space and B1c space. It is therefore the driver of financial performance and helps to make the other elements of the scheme deliverable. Therefore the loss of key

floorspace that would serve the A1/A3 unit would jeopardise securing a tenant and maximising rents, especially given the large size of the restaurant. Placing a kitchen on the ground floor or first floor would be problematic and would use up prime seating space. It is unclear how this would work with the building's floorplates.

- 1.15 Whilst the refurbishment costs in the refurbishment option are very low, the finance costs in this option are very high, and overall we are satisfied that this is a fair reflection of the existing building's value (i.e. EUV).
- 1.16 In conclusion, we are satisfied that it is unrealistic that any additional B1c workspace could be incorporated into the scheme, over and above the level already being offered. We discuss below the inputs into the residual land valuations of the application scheme and the refurbishment option.

Proposed scheme - analysis of residual valuation

- 1.17 The existing offices are fully let, and for the proposed scheme it has been agreed that the existing tenants will resume occupancy after refurbishment has been completed. The rents applied in the appraisal are actual rents agreed with these tenants, thus a rental estimate based on market evidence is not required as these agreed deals do in themselves constitute excellent evidence.
- 1.18 The gross yield applied to the offices is 4.5%. We have researched local investment transactions and consider this to be an acceptable yield in this location, given its close proximity to Farringdon Crossrail station.
- 1.18.1 The retail rent is £72.00 per sq ft. This is based on comparable evidence. Whilst discussions are ongoing with a number of restaurant operators to take the space, no pre-let has yet been agreed. We have considered the following recent lettings:
- 335, High Holborn, London, WC1V 7PX, £112.00 per sq ft, 15/10/2015, this is a better pitch. And much of the proposed A1/A3 unit is 1st floor and basement which would be reduced the overall rate per sq ft.
 - 45, New Oxford Street, London, WC1A 1BH, £37.00 per sq ft
 - 28, Maiden Lane, London, WC2E 7JS, £48.31 per sq ft
 - 1a, Fetter Lane, London, EC4A 1BR, £32.50 per sq ft
- 1.19 There is a wide range of rents achievable for retail space in this area, which is highly dependent on micro-location. This evidence does not indicate to us that the estimate by Seaforth is unrealistic.
- 1.20 The rent for the affordable jewellery space is £57.50 per sq ft. This is 80% of the blended A1 retail rent - this apparently being the methodology required for affordable workspace. This will need to be confirmed by planning officers.

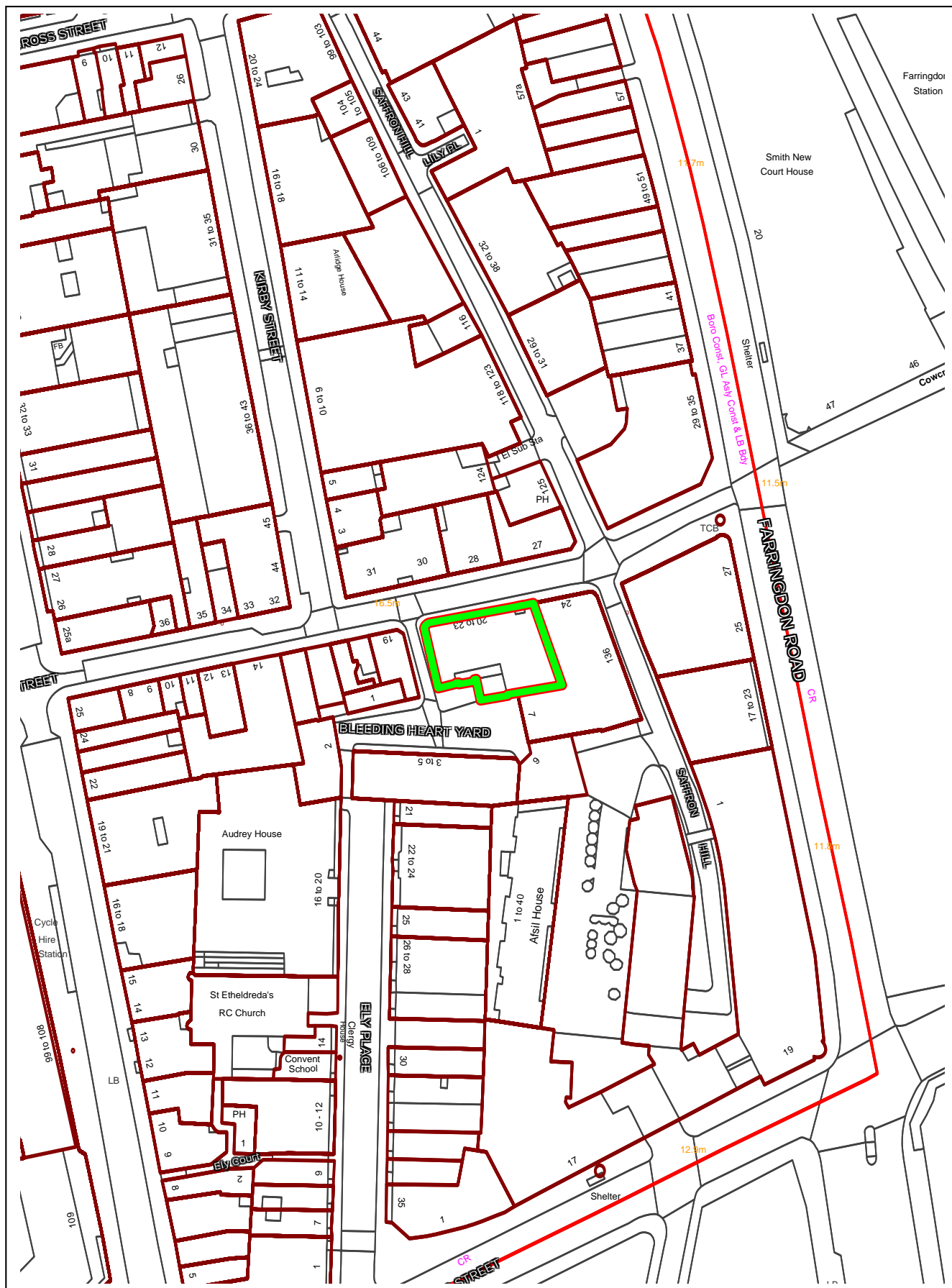
- 1.21 The finance costs are spread out over the whole development period. The interest rate is 4.75% which is realistic and is consistent with that applied for the refurbishment option.
- 1.22 The professional fees are 17.5% which is reasonable for a complex project such as this. And there is a 20% profit on Cost, which is reasonable for this type of scheme.
- 1.23 We have considered the construction costs. These are £■■■■m, which is £■■■ per sq ft. This has been supported by a summary cost plan, together with details of some initial expenditure incurred since the Quantem cost plan was created - albeit these 'below the line' costs of £490,000 are not included in the appraisal. We have not seen a detailed (elemental) cost plan, thus at this stage have focussed on a comparison to BCIS average tender prices. The overall rate is £■■■■ per sqm. By comparison, the BCIS rate for new-build 3-5 storey office buildings is £2,511 (after adjusting for a Camden location factor of 1.29), and this rate is exclusive of externals. Whilst this is not a new-build scheme, it involves substantial refurbishment, renovation to the façade, and an extension to the rear. It is difficult to accurately review these costs without sight of a detailed cost plan, nevertheless the costs do appear broadly realistic given the scale of the works involved and the high specification of the fit out and new façade.


Refurbishment option - analysis of residual valuation

- 1.24 The finance costs are spread out over the whole development period, which is longer than we would expect for a refurbishment. The construction finance figure is arguably overstated - incurred over the 12 month pre-construction period, 3 month refurbishment, 10 month marketing void, and 6 month rent free period - which is a long allowance given that the works are superficial and are unlikely to involve temporary vacation of the tenants. Partly for the same reasons, the land finance appears to be overstated for the refurbishment scheme, partly due to the long lead-in period. The finance costs total £2.9m thus a very substantial reduction to these could be justified.
- 1.25 The indicative refurbishment costs are £495,000. This is £17.87 per sq ft which is lower than we would expect for even a light-touch refurbishment. Our Cost Consultant has suggested that £50 per sq ft would be typical for a refurbishment, which would be £1.26m. Without at least this level of expenditure, it appears to us to be unfeasible that tenants would agree to the rent hike of £■■■■ per sq ft shown in the appraisal (compared to the £43 per sq ft passing rent). However, some of this increase is due to the natural uplift of passing rents up to market rent levels.
- 1.26 The refurbishment option has not been considered in detail by the applicant - understandably, given that Seaforth have no intention of proceeding with this option. They have informed us that the costs in the appraisal assume only superficial works - i.e. *"relamping the luminaires if required, repainting the common areas, tidying up the WCs (but not refitting) and brightening up the reception a bit"*. In view of these limited improvements, we would not expect finance costs at the levels included in the appraisal. These are added in order to

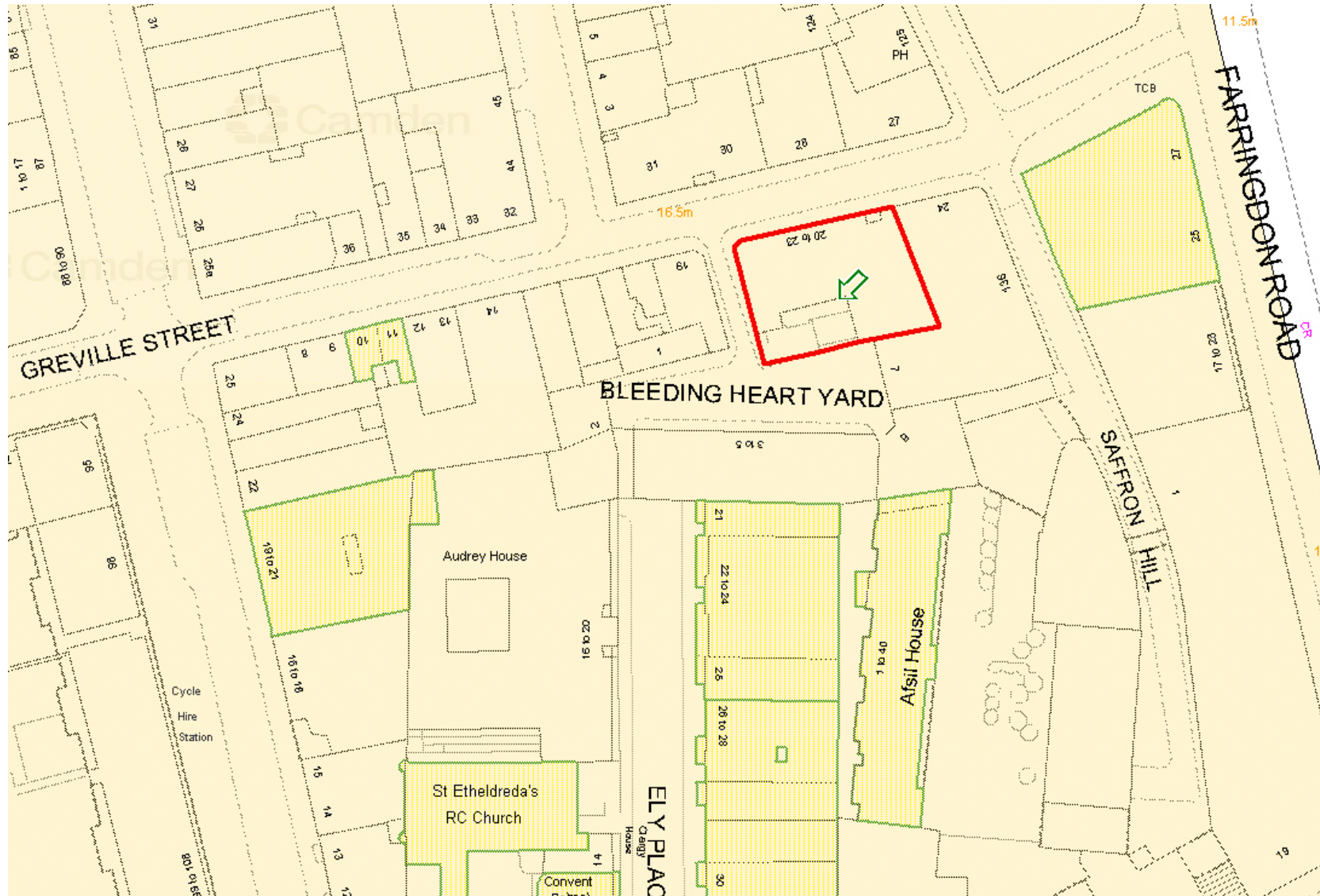
maintain a consistent approach with the valuation of the proposed scheme, nevertheless we consider them to be excessive.

- 1.27 The passing rents of £43 per sq ft are below the open market rent, thus the £56 per sq ft applied to the refurbished offices is increased partly to reflect that the passing rents are below market rents; but some of the increase is due to the benefits of the refurbishment. We have checked EGi deals information which shows that the average rent in the Holborn submarket for office is £53.32 per sq ft (which is the adjacent area), while in the EC1N postcode the average is £52.44 per sq ft. Here are some key comparable lettings that we have viewed:
- 10, Fetter Lane, London, EC4A 1BR, let for £59.50 per sq ft. This is a building refurbished in 1998, providing similar quality of office space to the subject site's existing offices.
 - Thavies Inn House, 3-4 Holborn Circus, London, EC1N 2HA. The site has an excellent location next to Farringdon station and the upcoming Crossrail station. Let for £50 per sq ft. This is a 1950s building. We would expect higher rents for the subject site.
- 1.28 The leases are outside the 1954 Landlord & Tenant Act provision (i.e. 'contracted out'), and the owner will be able to increase the rents up to market rent if the tenants stay.
- 1.29 The yield applied is 4.75% which is higher than the 4.5% applied to the proposed scheme offices and other uses. This is a reasonable differential to reflect the latter's superior quality.



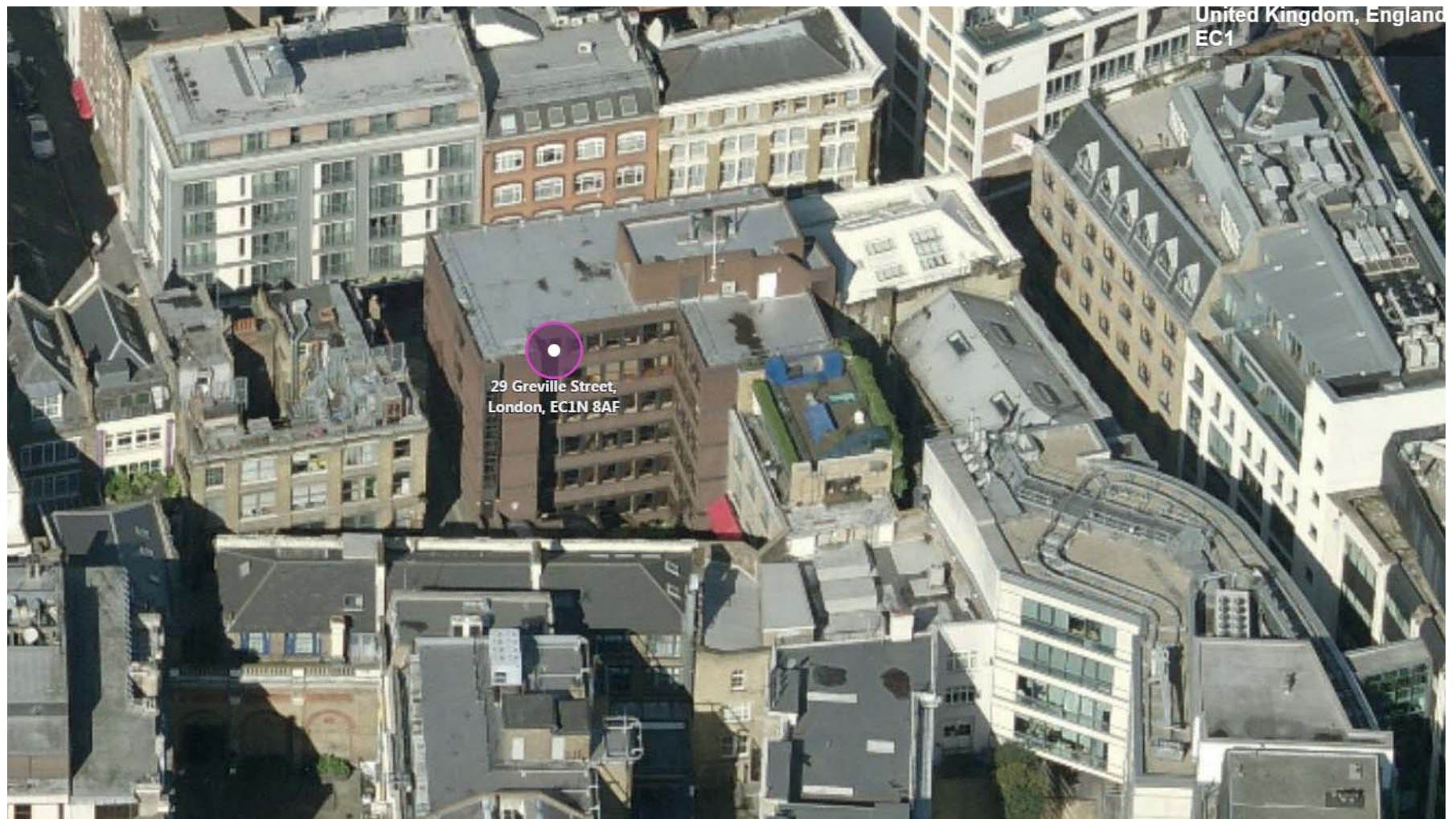
	<p>Application No: 2018/0910/P</p> <p>20-23 Greville Street London, EC1N 8SS</p>	<p>Scale: 1:1250</p> <p>Date: 6-Sep-18</p>	<p>N</p> 
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20-23 Greville Street



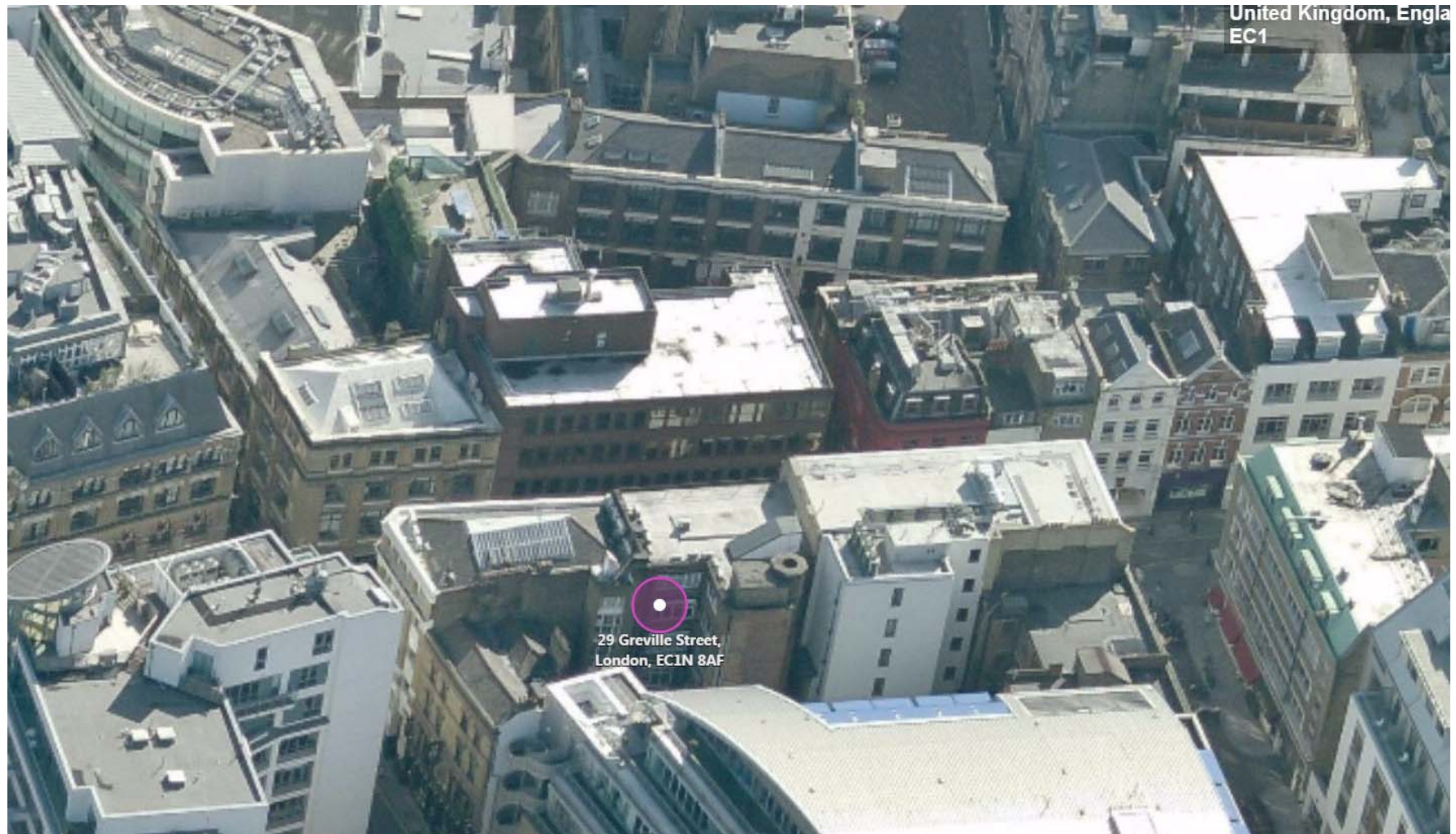
20-23 Greville Street

Aerial view of rear elevation



20-23 Greville Street

Aerial view of front elevation



20-23 Greville Street

Front elevation



Rear elevation



20-23 Greville Street

Existing and proposed view eastwards along Greville Street



20-23 Greville Street

Existing and proposed view west along Greville Street



20-23 Greville Street

Existing and proposed view west along Greville Street from Farringdon Station



20-23 Greville Street

Existing and proposed view from Bleeding Heart Yard

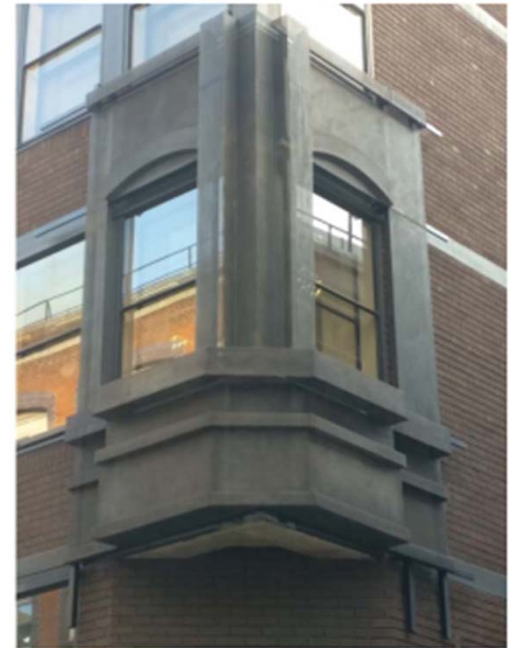


20-23 Greville Street

Existing rear lightwell



Sample panel erected on site

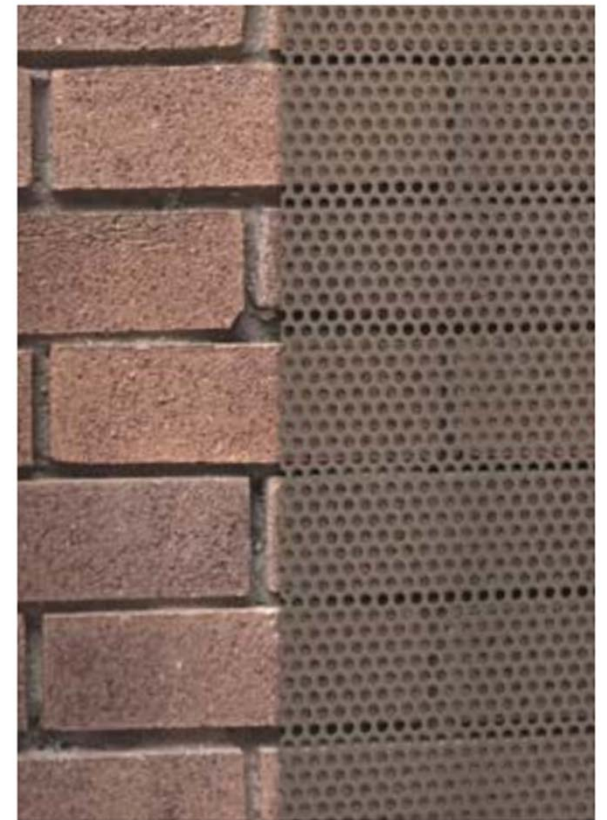


20-23 Greville Street

CGI Image of proposed cladding



CGI Image showing the mesh over brickwork



20-23 Greville Street

CGI Image of proposed cladding



Bleeding Heart Yard

8 Bleeding Heart Yard / 20-23 Greville Street

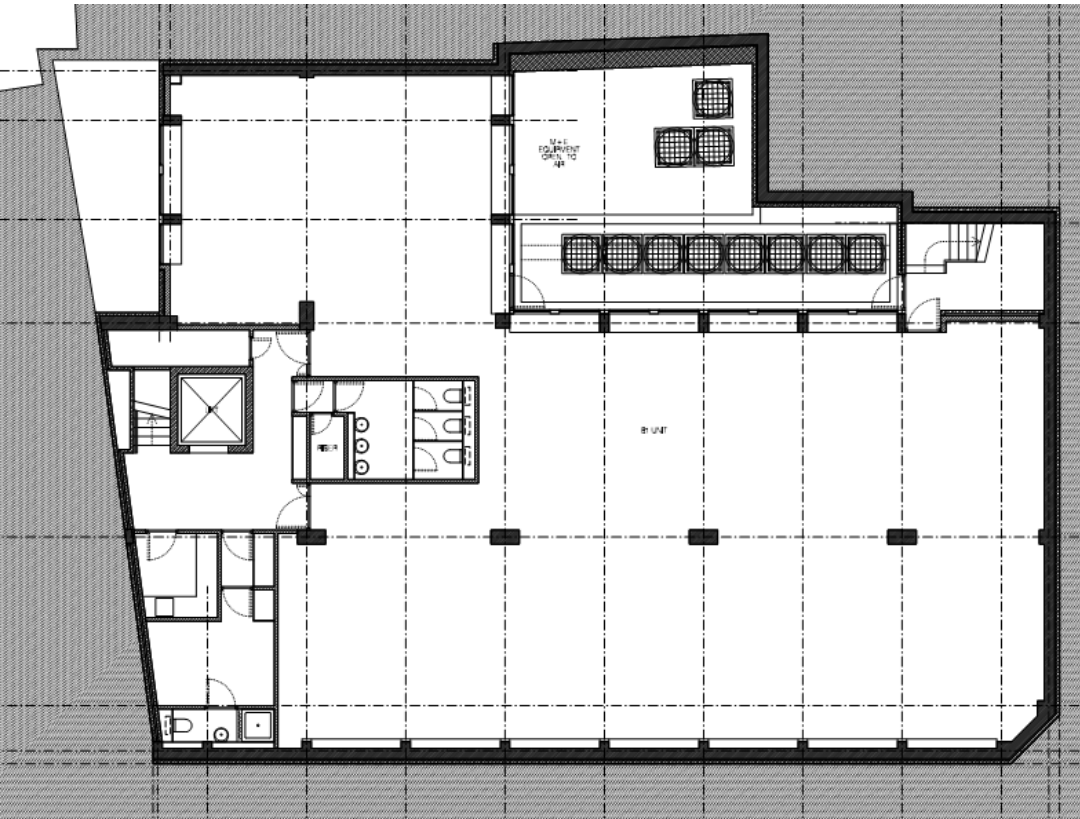
*(Current rear facade car park and air conditioning
units replaced with street active frontage
reintroducing historic street and facade treatment)*

Bleeding Heart Bistro +
Private Roof Terrace

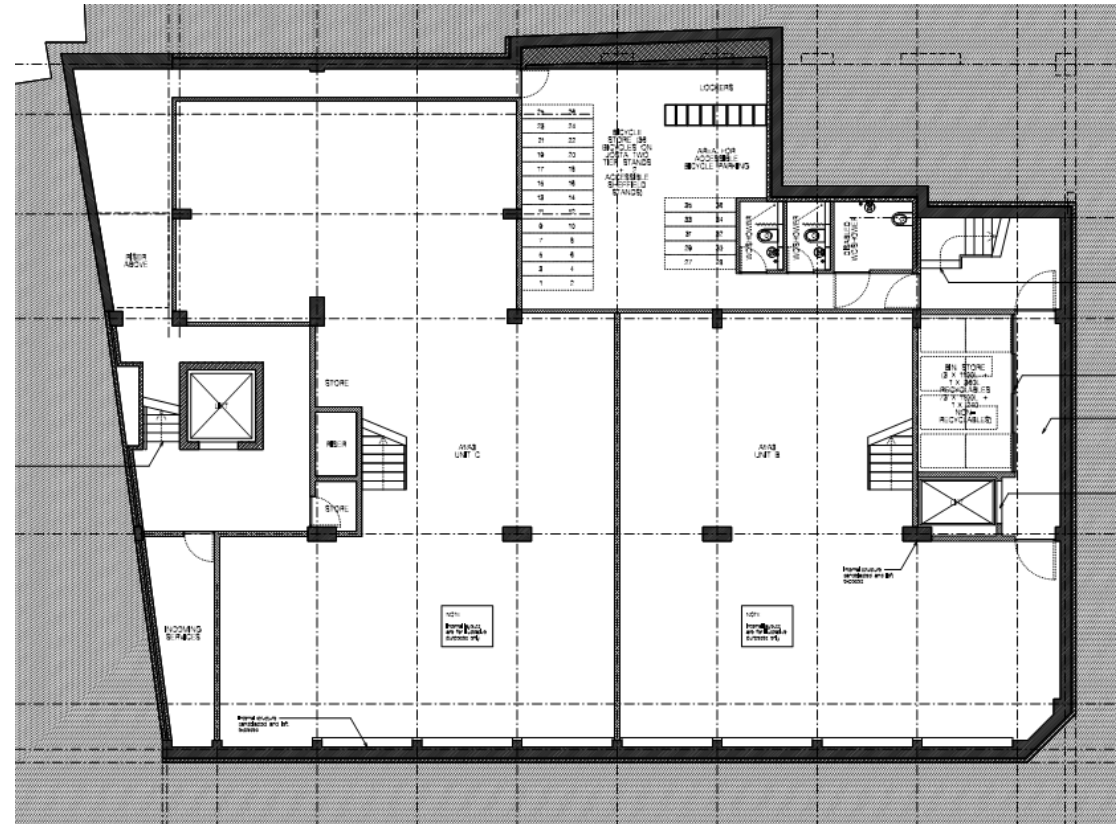
Saffron Hill

20-23 Greville Street

Existing lower ground floor plan

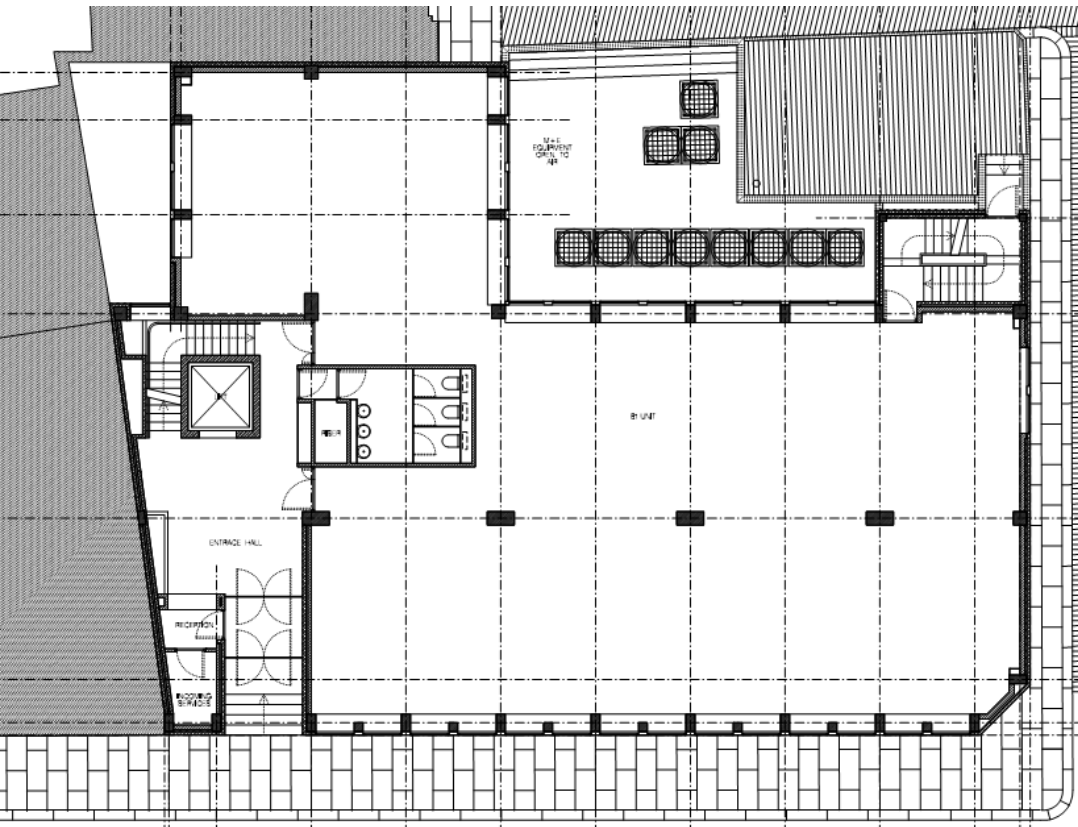


Proposed lower ground floor plan

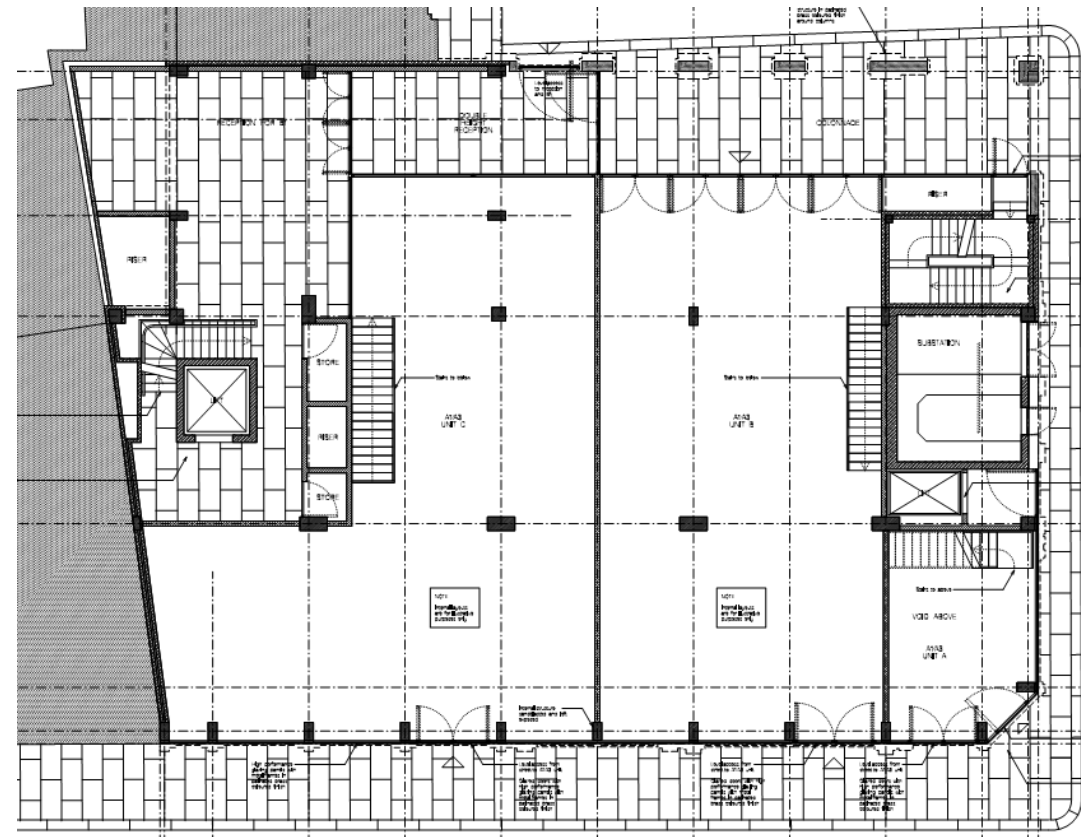


20-23 Greville Street

Existing ground floor plan

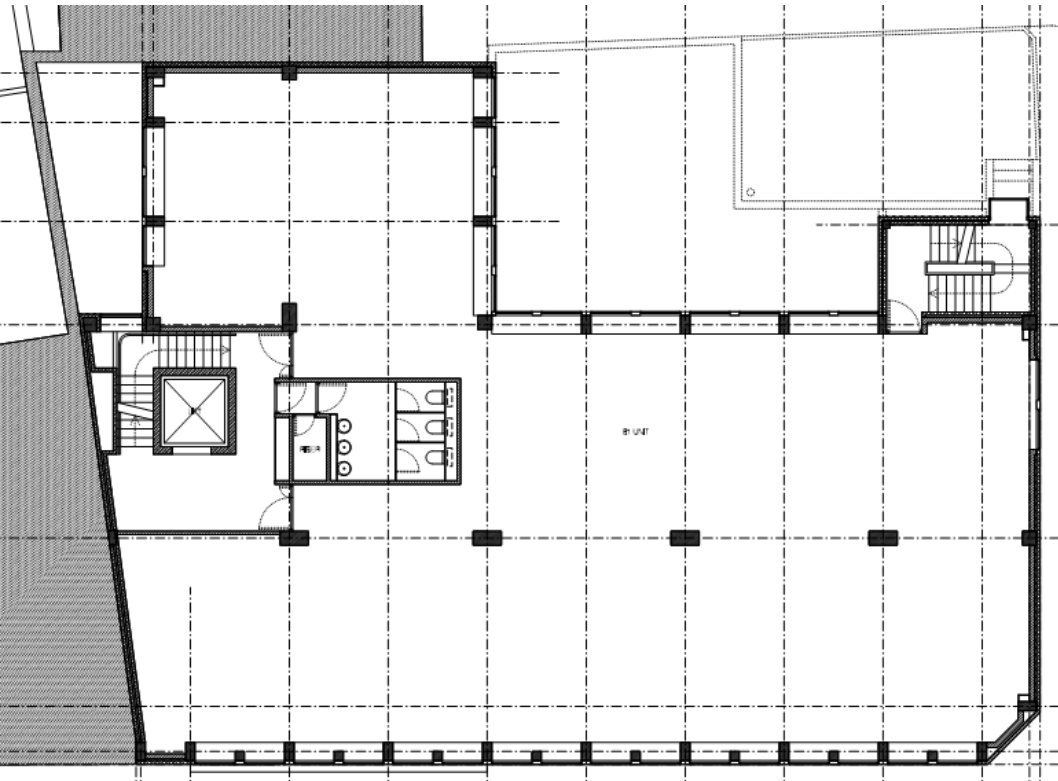


Proposed ground floor plan

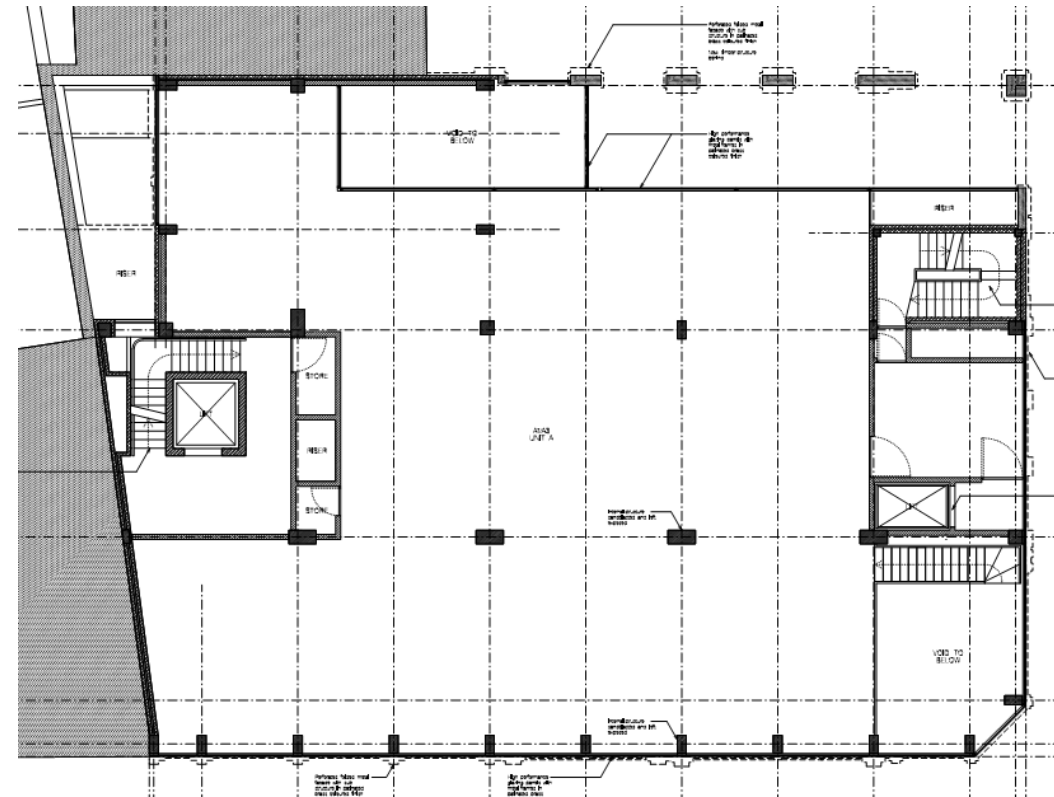


20-23 Greville Street

Existing first floor plan

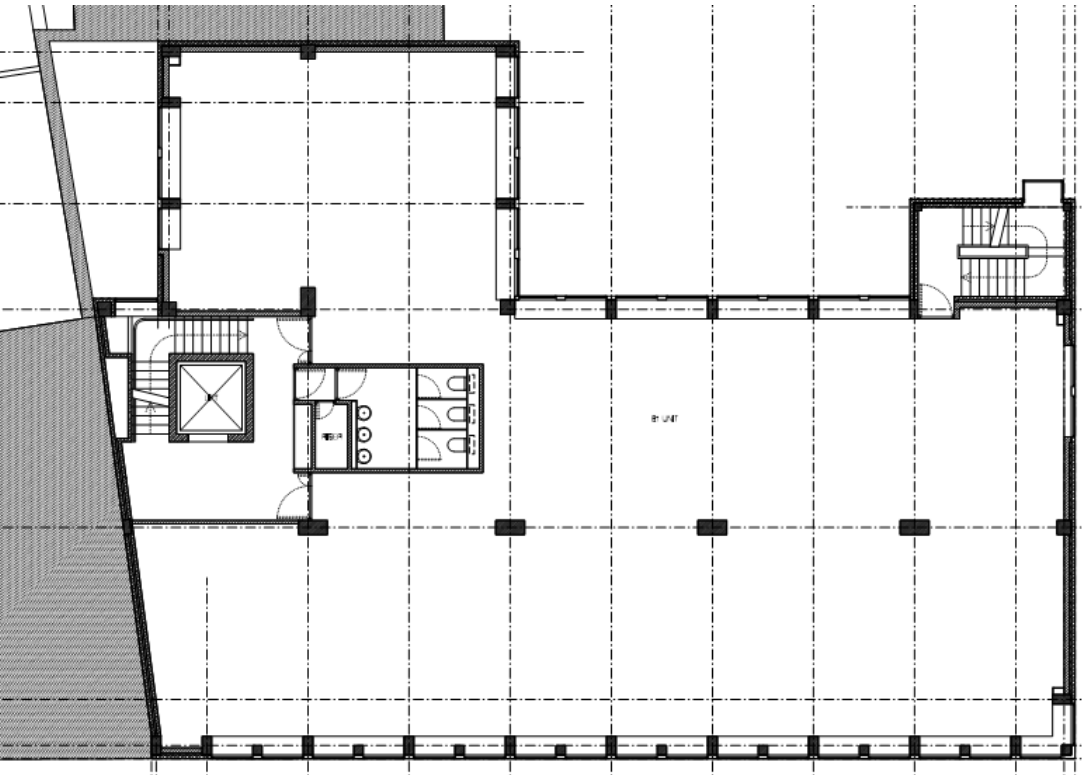


Proposed first floor plan

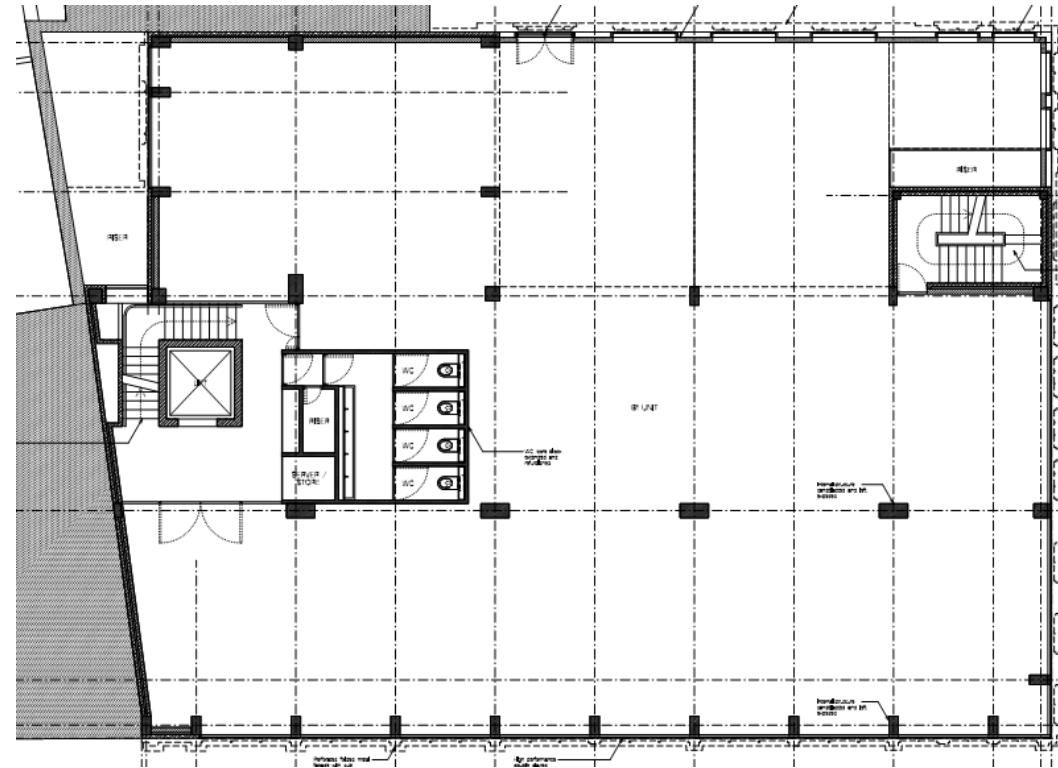


20-23 Greville Street

Existing second floor plan

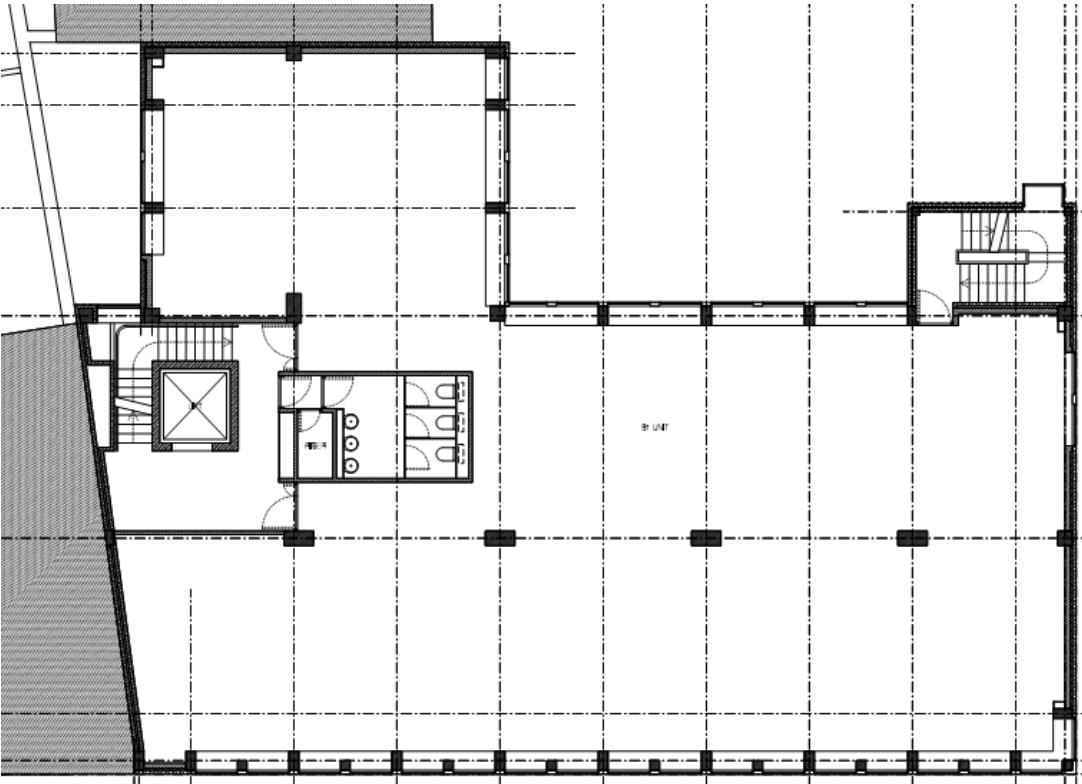


Proposed second floor plan

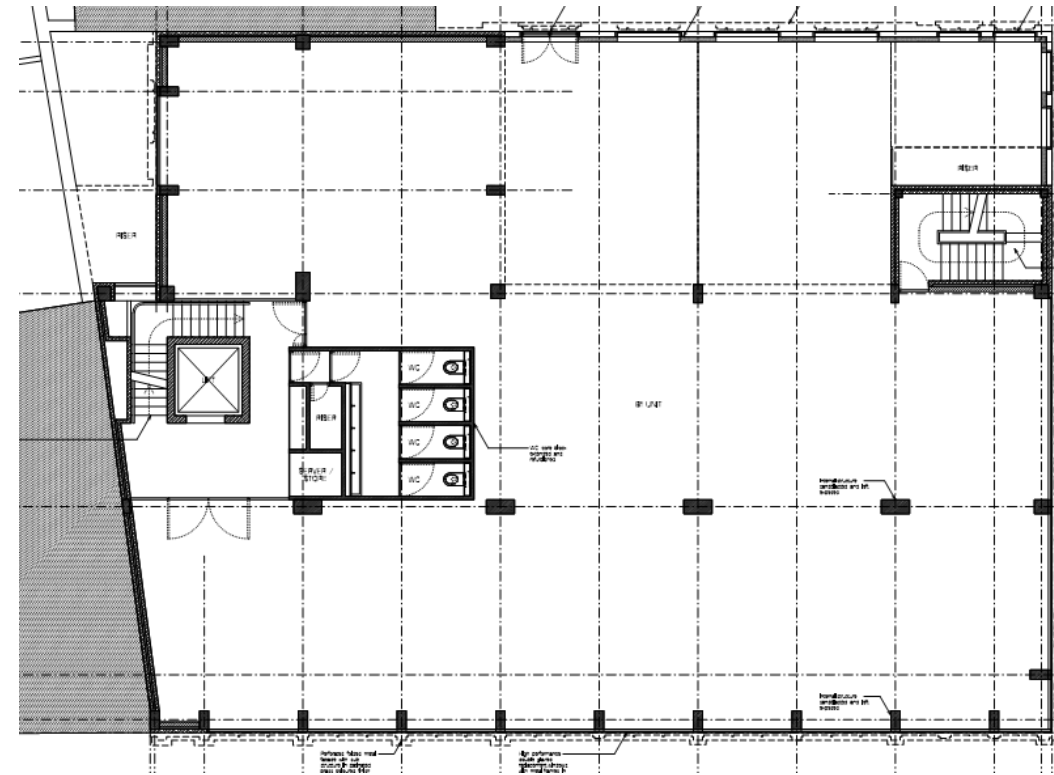


20-23 Greville Street

Existing third floor plan

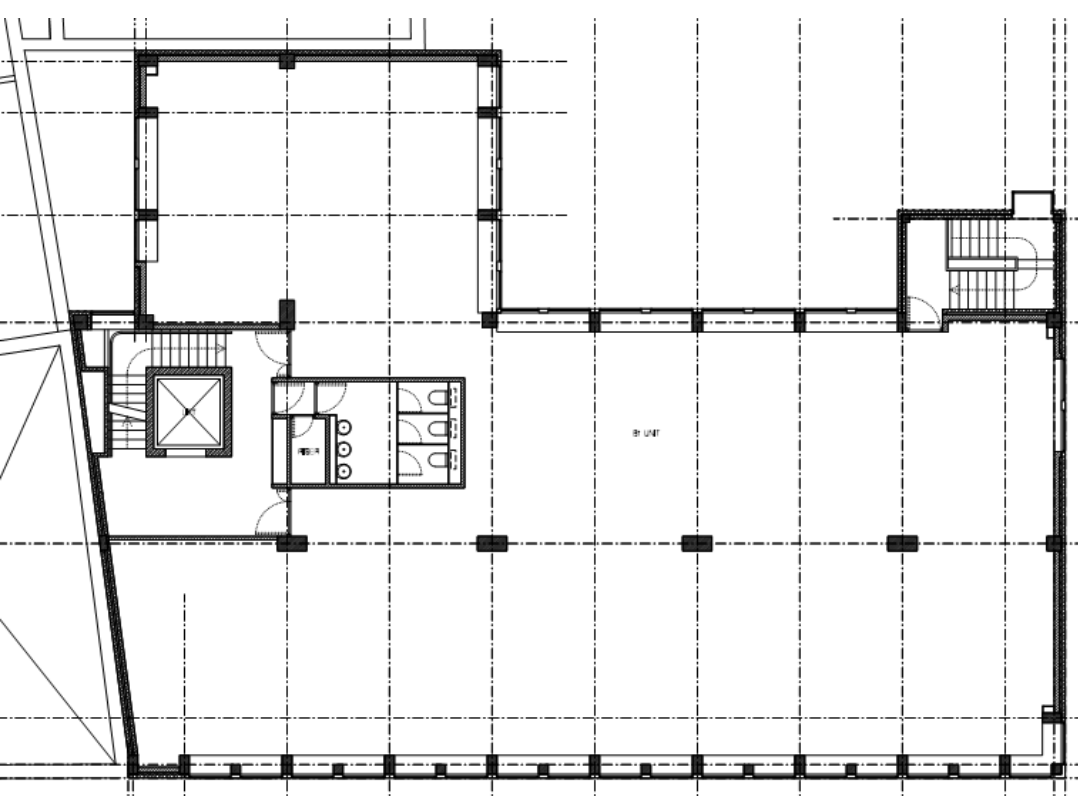


Proposed third floor plan

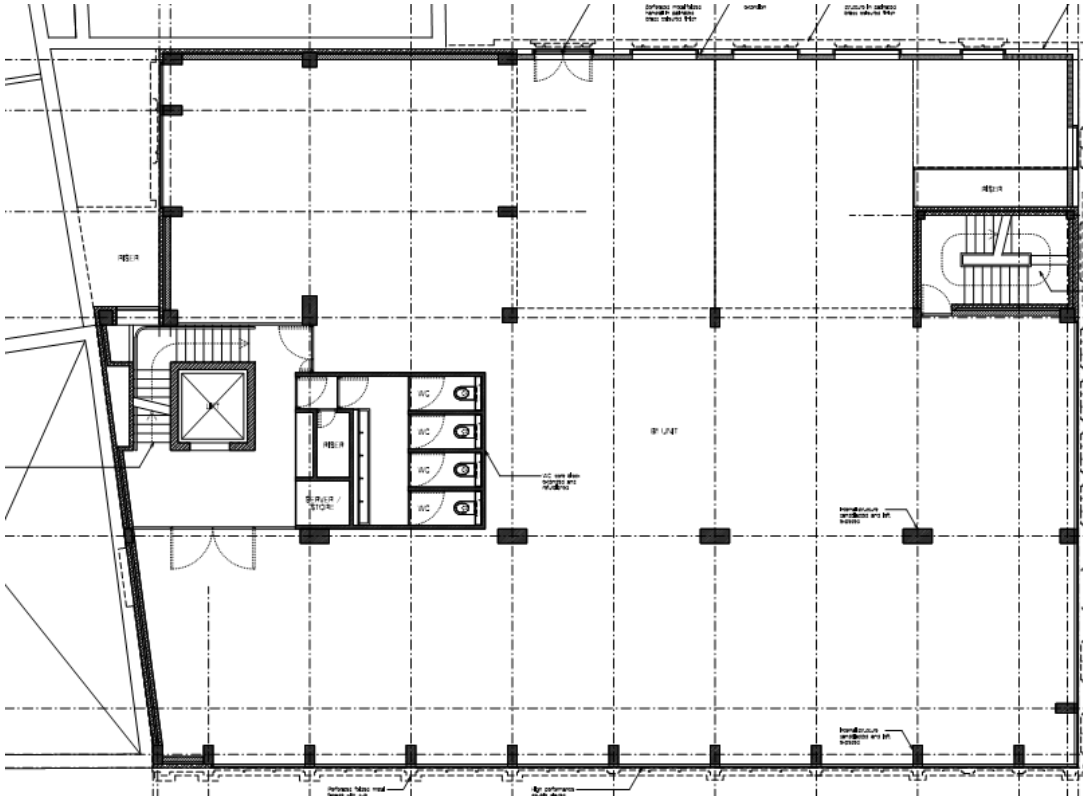


20-23 Greville Street

Existing fourth floor plan

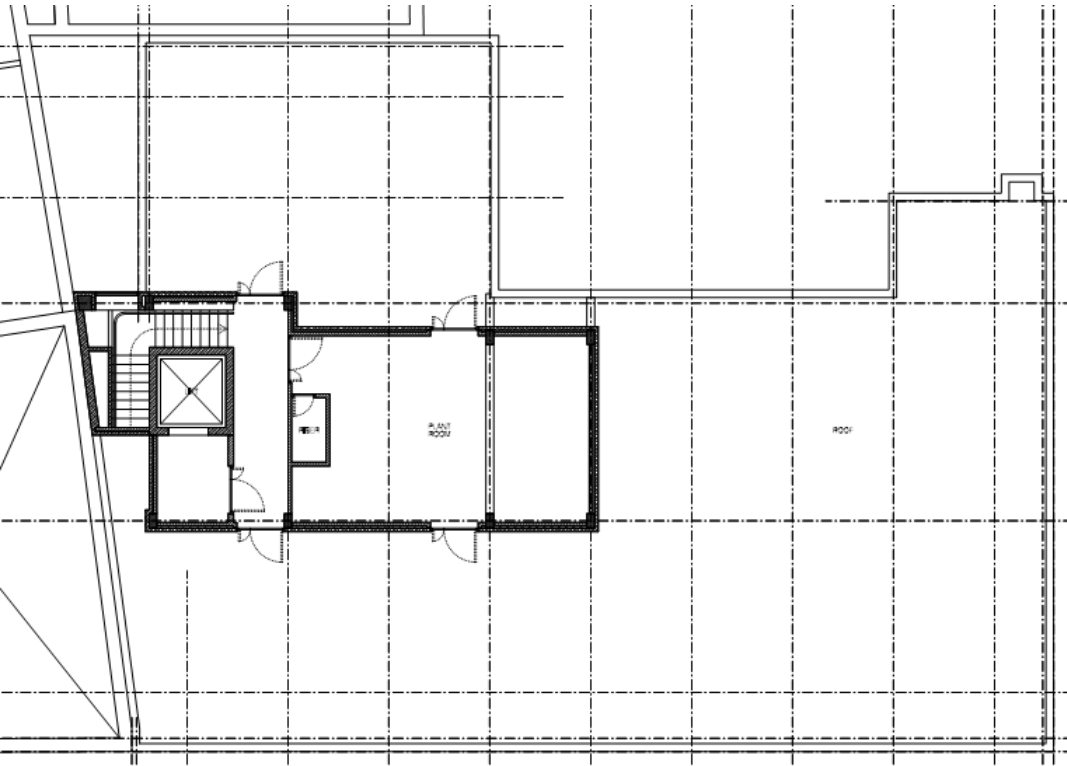


Proposed fourth floor plan

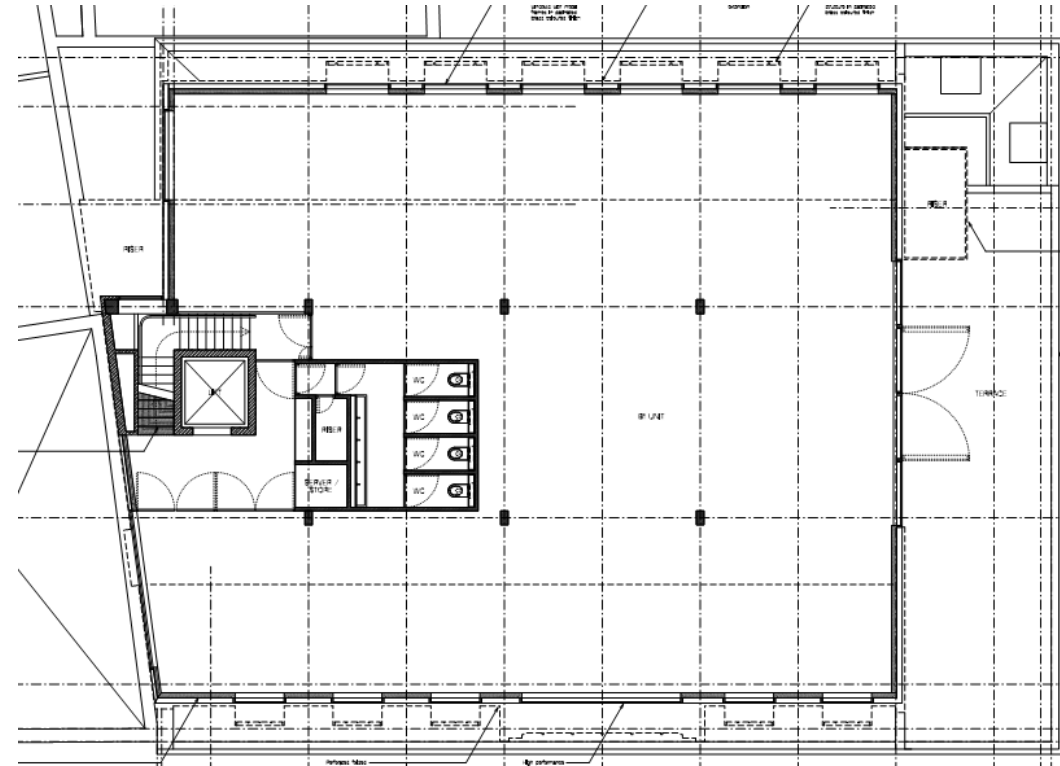


20-23 Greville Street

Existing fifth floor plan

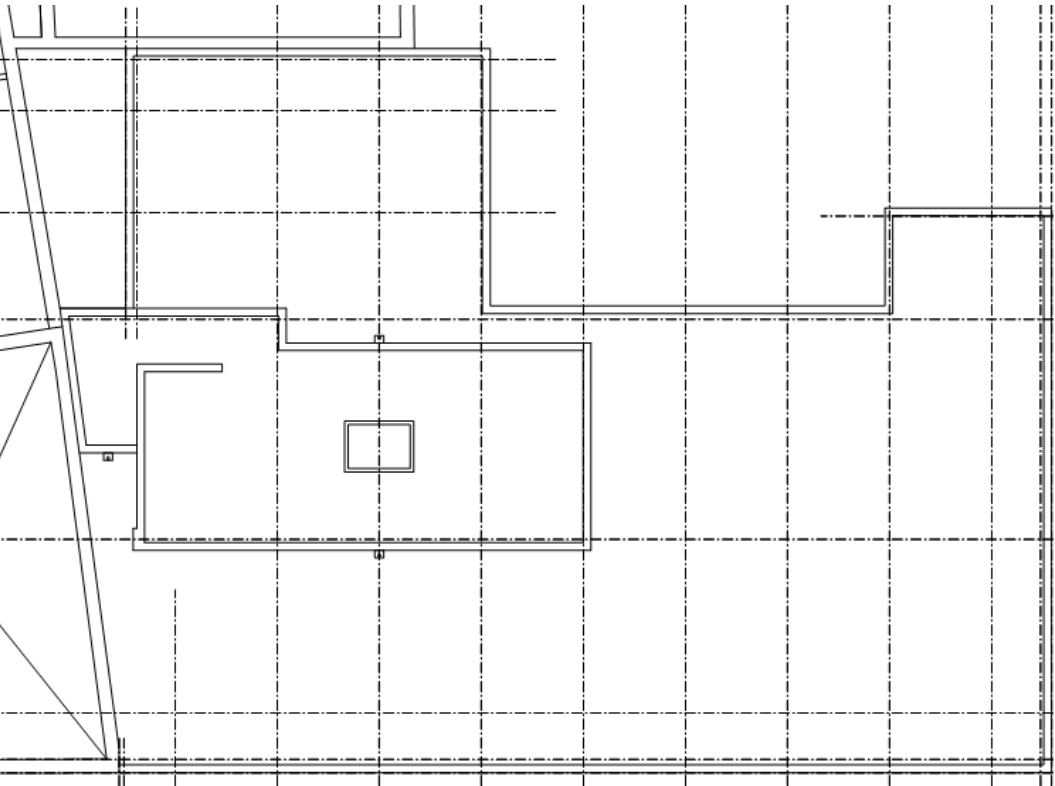


Proposed fifth floor plan

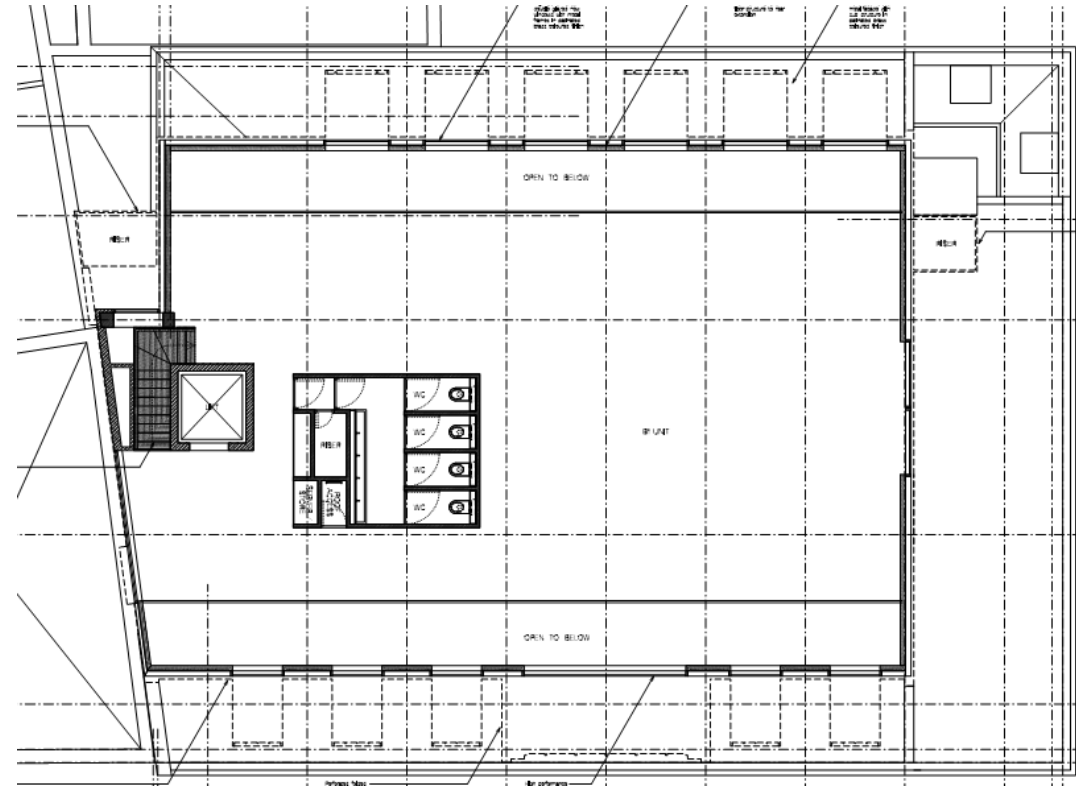


20-23 Greville Street

Existing roof plan

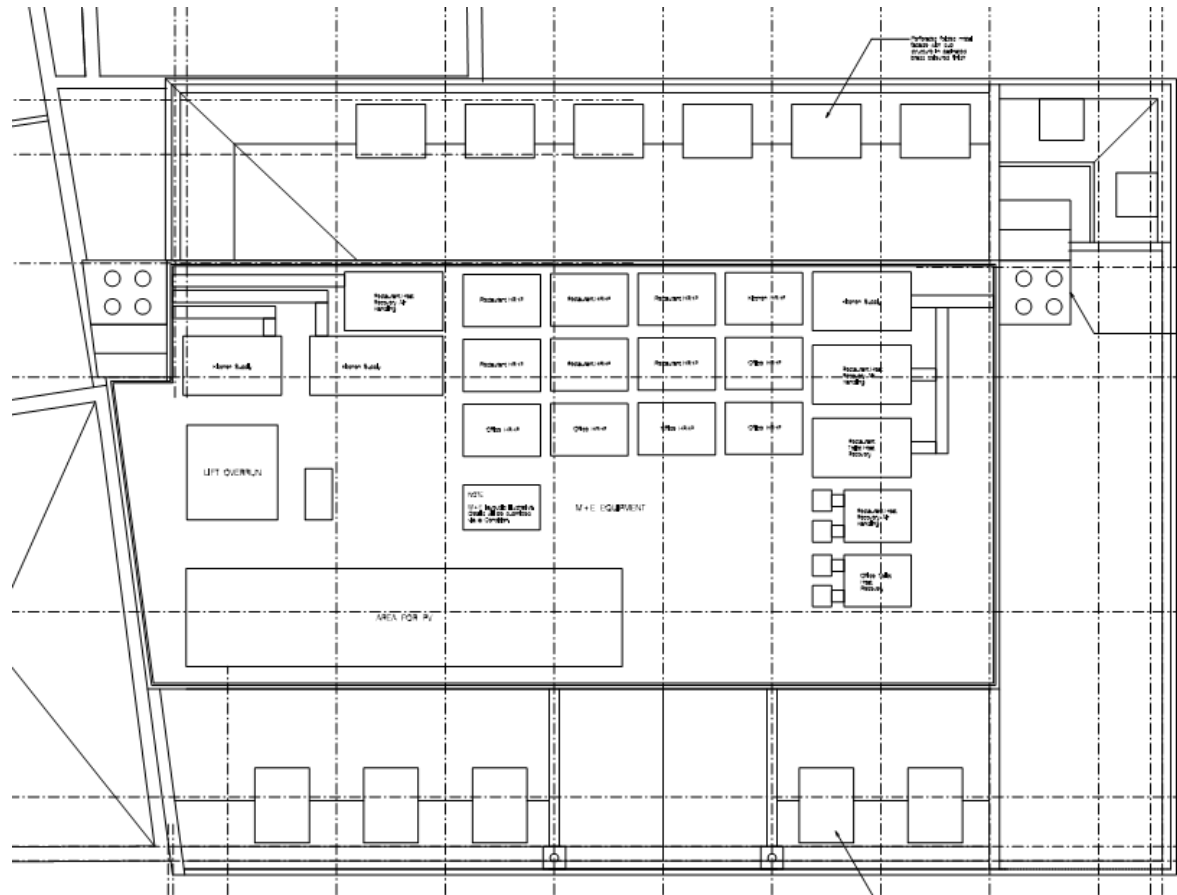


Proposed sixth floor plan



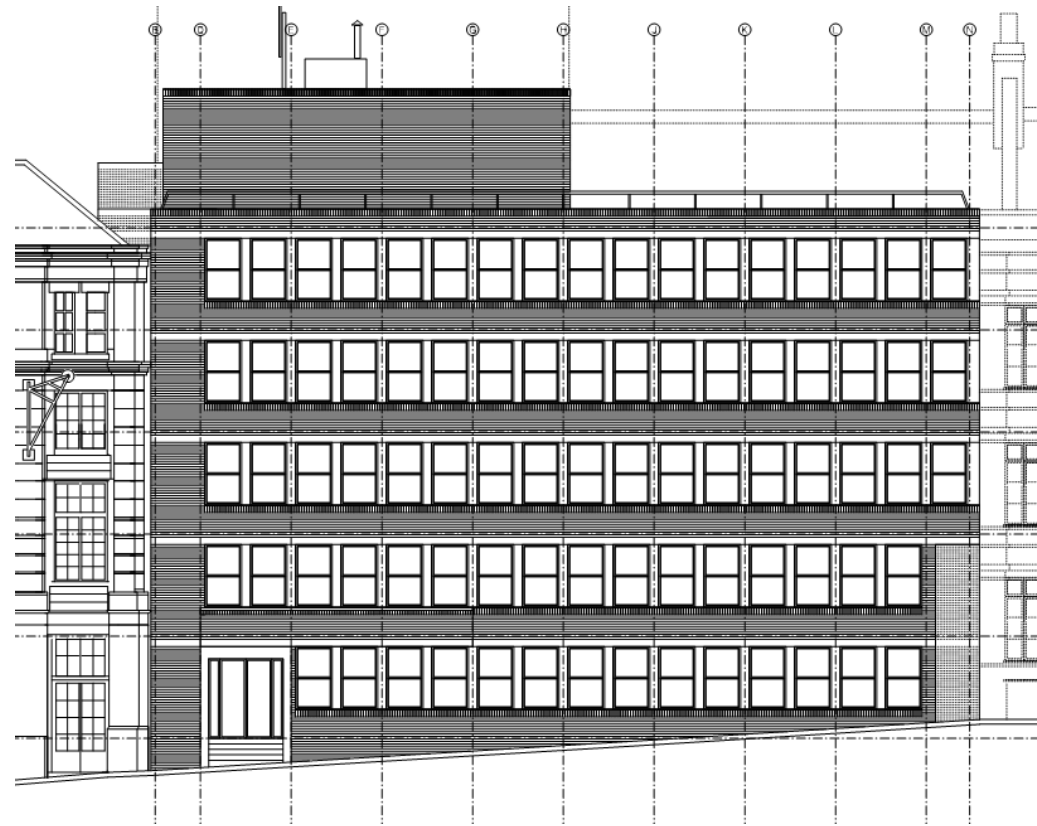
20-23 Greville Street

Proposed roof plan



20-23 Greville Street

Existing front elevation



Proposed front elevation

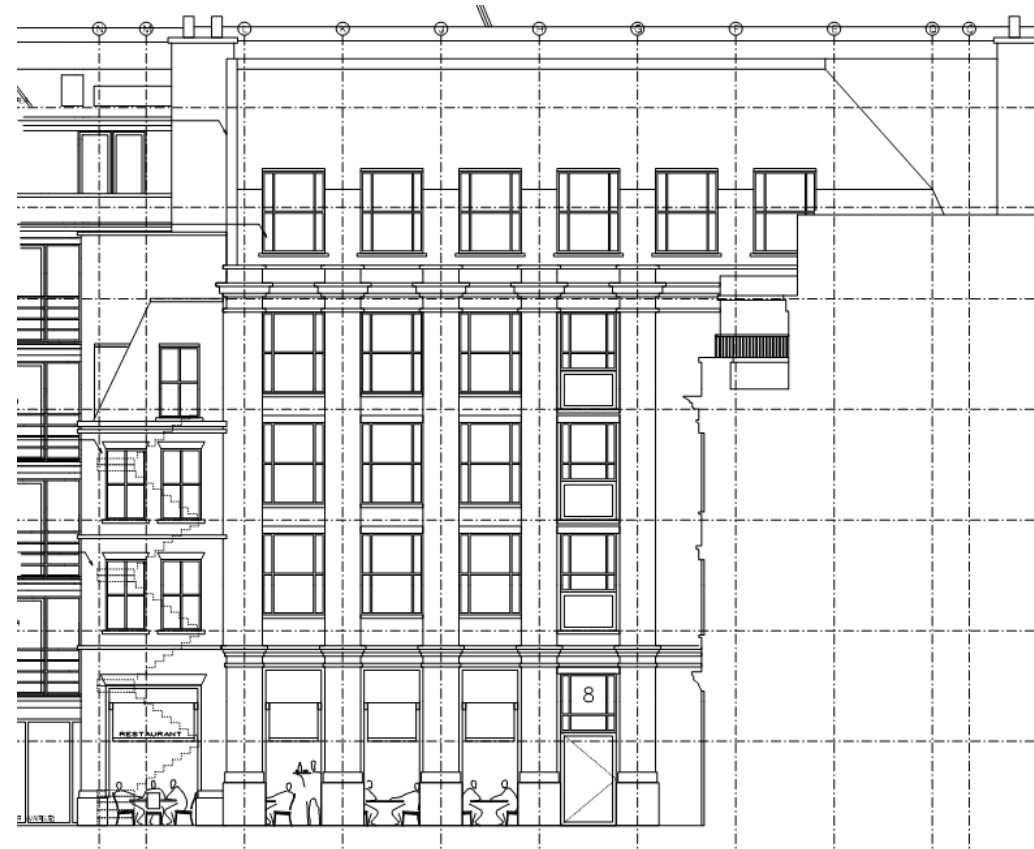


20-23 Greville Street

Existing rear elevation



Proposed rear elevation



20-23 Greville Street

Existing west elevation



Proposed west elevation

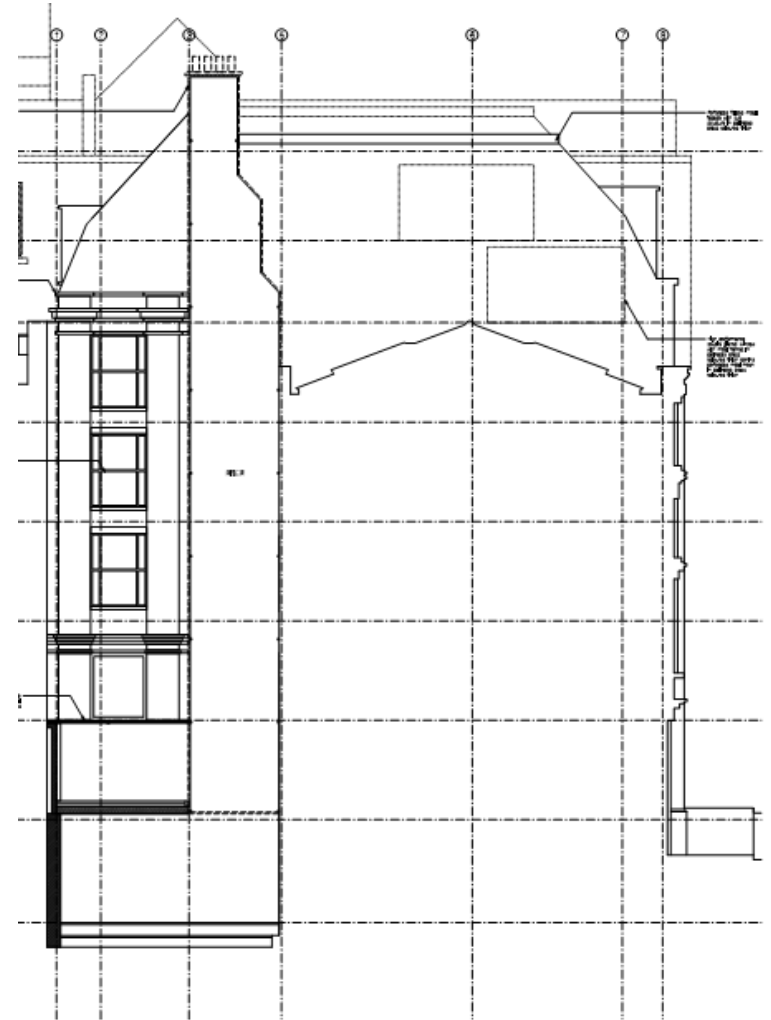


20-23 Greville Street

Existing east elevation



Proposed east elevation

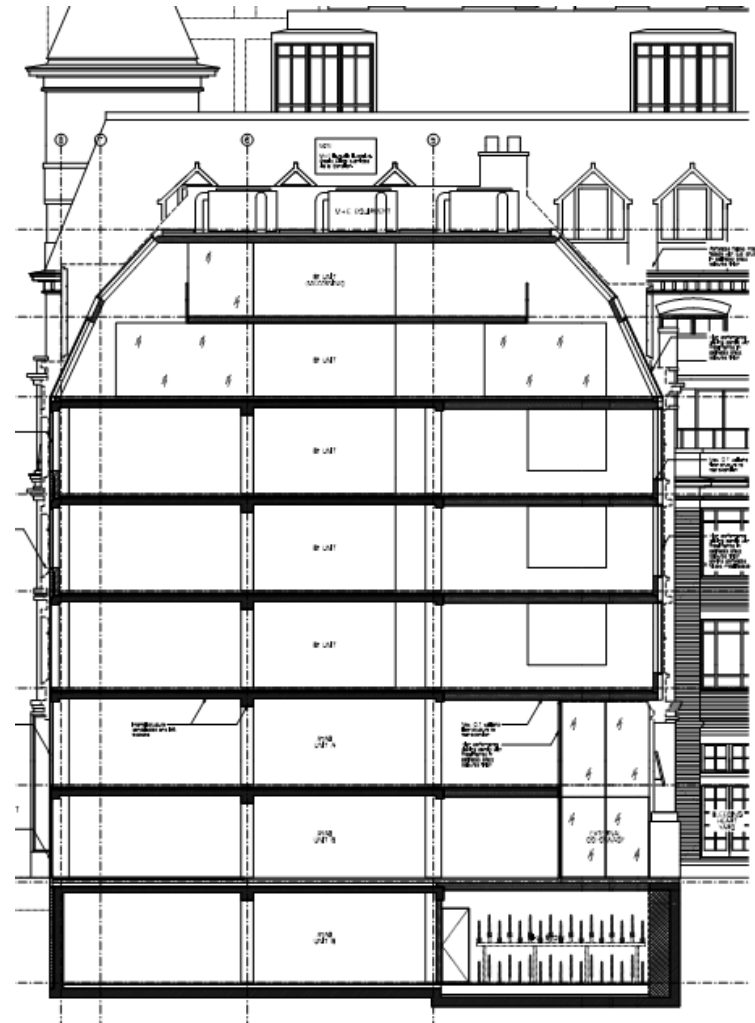


20-23 Greville Street

Existing section A



Proposed section A



Proposed sections showing the ground floor cladding

The section to the left shows the Greville Street frontage and the section to the right shows the west elevation (fronting Bleeding Heart Yard access road)

The existing building line is denoted with a red line and the extent of the proposed cladding by the dotted line.

