

Address:	Town Hall Extension Argyle Street London WC1H 8NN		7, 8 & 9
Application Numbers:	2014/7874/P 2014/7875/L 2014/7876/L	Officer: David Fowler	
Ward:	King's Cross		
Date Received:	16/12/2014		

Proposal: Change of use from Council offices (Sui-generis) to hotel (class C1) and alterations to the building including removal of roof top plant, an extension at roof level and alterations to facade. (2014/7874/P)

2014/7484/P

Drawing Numbers: 1996_X_GA(B1)01_PL P02, 1996_X_GA(B2)01_PL P02, 1996_X_GA(00)01_PL P02, 1996_X_GA(01)01_PL P02, 1996_X_GA(TY)01_PL P02, 1996_X_GA(07)01_PL P02, 1996_X_GA(08)01_PL P02, 1996_X_GA(09)01_PL P02, 1996_X_GA(10)01_PL P02, 1996_X_GA(11)01_PL P02, 1996_X_GS(AA)01_PL P02, 1996_X_GS(DD)01_PL P02, 1996_X_GE(NO)01_PL P02, 1996_X_GE(SO)01_PL P02, 1996_X_GE(WE)01_PL P02, 1996_X_GE(EA)01_PL P02,

Documents:

- Design and Access Statement, prepared by Orms (December 2014), Design Update March 2015, Technical Update March 2015
- Planning Statement, prepared by GVA (December 2014)
- Air Quality Assessment, prepared by Peter Brett Associates
- Daylight and Sunlight Report, prepared by GVA Schatunowski Brooks
- Noise, Vibration and Ventilation Assessment revision 1, prepared by Scotch and Partners (12 December 2014)
- Officer and Hotel Study, prepared by CBRE (October 2014)
- Statement of Community Involvement, prepared by LCA
- Sustainability Statement, prepared by Arup
- Transport Assessment, prepared by RGP (December 2014) and TA Addendum March 2015
- Hotel Management Plan, prepared by GVA and The Standard (December 2014)
- Construction Management Plan, prepared by Knight Harwood
- Tree Report, prepared by ACD (18 December 2014)

RECOMMENDATION SUMMARY:

Grant conditional permission subject to S106 Legal Agreement

Proposal: Reinstatement of the facade at ground floor level following demolition of Camden Centre entrance extension. (2014/7875/L)

Drawing Numbers: GA(00)12_PL P01, GA(03)12_PL P01, GA(B1)12_PL P01, GE(EA)12_PL P01, GE(NO)12_PL P01.

Documents: 'Removal of Camden Centre entrance porch', prepared by Orms (dated 19 December 2014).

RECOMMENDATION SUMMARY:

Grant condition listed building consent (2014/7875/L)

Proposal: Demolition of existing staircase and bridge link and the reinstatement of the brick facade to east elevation of Camden Town Hall. (2014/7876/L)

Drawing Numbers: GA(00)11_PL P01, GA(03)11_PL P01, GA(B1)11_PL P01, GE(EA)11_PL P01, GE(NO)01_PL P01, DS(EA)11_PL P01.

Documents: 'Removal of link bridge', prepared by Orms (dated 19 December 2014).

RECOMMENDATION SUMMARY:

Grant condition listed building consent (2014/7876/L)

Applicant:

Crosstree Real Estate Management Ltd

Agent:

Iain Buzza
GVA
10 Stratton Street
London
W1J 8JR

ANALYSIS INFORMATION

Land Use Details:

	Use Class	Use Description	Floorspace (GEA sqm)
Existing		Sui generis (Council offices)	15,363
Proposed	C1 Hotel		17,205

Parking Details:

	Parking Spaces (General)	Parking Spaces (Disabled)
Existing	36	2
Proposed	0	2

OFFICERS' REPORT

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

1 SITE

- 1.1 The application has a floorspace of 2,393sqm and was last occupied by the London Borough of Camden, as the Town Hall Extension (henceforth referred to as THX) which is now vacant, and includes the connecting link to the Town Hall and external areas around the perimeter of the building, including Tonbridge Walk to the west and the garden area to the rear. The building was completed in 1974 and was built in the Brutalist style. The THX consists of 9 storeys, including a plant storey at roof level, and also a basement and sub-basement. The building has a roughly rectangular footprint with five curved bays containing large single-paned windows and a taller western stairwell. At ground floor level, the building is significantly recessed beneath the overhanging first floor. The 7 upper floors are built in concrete and protrude out, creating a recessed area. The top plant storey at 8th floor level is set further back, but is still highly visible. There is a stair core to the west of the building and the connecting link to the Town Hall at upper floor levels. Apart from this connecting link, the THX is not connected to any neighbouring buildings. Until recently, the building was used as Council offices and a library. These uses have moved to a new building at 5 Pancras Square in the King's Cross Central development. The site includes a rear garden area which can be accessed from Tonbridge Street to the west and Argyle Street to the east, but is currently gated off.
- 1.2 The premises have been sold off by the Council.
- 1.3 The building is located within the King's Cross St Pancras Conservation Area (Sub Area 3 in the area appraisal) which extends northwards from the site. To the south is the adjacent Bloomsbury Conservation Area (Sub Area 13 in the area appraisal). The King's Cross St Pancras Conservation Area Statement identifies the THX as making a negative contribution to the conservation area. Paragraph 4.2.97 states that the extension is "particularly prominent in the street scene". The site is not located in any strategically defined views.
- 1.4 The site is bounded to the north by Euston Road a major road with fast flowing traffic, noise and pollution, forming a significant barrier, with St Pancras Station and Chambers directly opposite. Euston Road is part of Transport for London's strategic road network and is linked into a one-way system. King's Cross Station and King's Cross Square are located to the north-east of the site, also across Euston Road. Both St Pancras Station and Chambers and King's Cross Station are grade I listed. The Great Northern Hotel and the Lighthouse Building to the north east are grade II listed. Euston Road is predominantly commercial, with some flats, and has buildings of varying heights.
- 1.5 The site is bounded to the east by Argyle Street. The grain and land use mix is very different to the south, with predominantly four-storey Georgian buildings in residential or hotel use. Argyle Square and Belgrove Street to the south-east share this character and land use mix. These streets (and the area to the south/south-east of the THX in general) fall within the Bloomsbury Conservation Area and many of the terraces are grade II listed. Belgrove House (three-storey) lies to the east of Belgrove Street and also fronts Euston Road.
- 1.6 Directly to the south of the site (across the rear garden) is Argyle Primary School and eight/nine-storey late Victorian/Edwardian mansion blocks. The Dolphin pub is located

diagonally to the south-west, on the ground floor corner of one of these blocks (Queen Alexandra Mansions).

- 1.7 The site is located within the Central London Area/Central Activities Zone and is one of the most accessible locations in London. Directly across the road from the main entrances to St Pancras and King's Cross Stations, the site also benefits from convenient access to King's Cross/ St Pancras Underground station which is served by 6 underground lines. The site is also served by a number of bus routes on Euston Road and a number of other services on York Way. The site has a PTAL (Public Transport Accessibility Level) of 6b (Excellent), which is the highest.
- 1.8 The site is covered in the Site Allocations Document, which is referred to throughout this report.

2 THE PROPOSAL

2014/7874/P

- 2.1 The proposal is to change the use of the premises to a hotel (Class C1) and to replace the existing roof plant storey (8th floor) and to erect 2 new storeys at 9th and 10th floor levels, to create an 11 storey building. The hotel would have an ancillary bar/restaurant on the 10th floor which would be open for non-patrons. A plant room is proposed on the centre of the roof, covering an area of 356sqm. The proposed hotel would have 17,205sqm floorspace (13,630sqm of which would be above grade), and would provide 270 rooms. The main entrance of the hotel would be from Argyle Street, in the location of the existing main entrance to the building.
- 2.2 Under the proposals, the eight-storey stair core/bridge link (1st – 8th storeys), would be removed and the western flank elevation made good.
- 2.3 The rear garden connecting Tonbridge Street/Walk and Argyle Street would be opened up under the proposals and provide landscaped public open space and a new permeable route for pedestrians and cyclists.
- 2.4 The existing substation to the north-east of the THX would be moved to the south-east of the building.
- 2.5 The following revisions have been negotiated during the course of the application:
 - Reduction in the height of both elements of the roof extension
 - Increasing the solid to void ratio of the elevation
 - Making the top floor east elevation active
 - Increasing the detail and articulation of the elevations.

Further detail with regards to these amendments is included in the Conservation and design section of this report.

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- 2.6 A listed building application has been submitted for the reinstatement of the facade of the Town Hall at ground floor level following demolition of Camden Centre entrance extension.

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- 2.7 A listed building application has been submitted for the removal of the eight-storey stair core/bridge link (1st – 8th storeys), as included in the planning application, which connects the

Town Hall to the THX would be removed and the eastern façade of the Town Hall made good.

3 RELEVANT HISTORY

The site

3.1 The THX was completed in 1974. Since that date there have been the following relevant applications:

22/08/1990 – permission granted for ‘*Regrading and extension of existing ramp from Argyle Street around building to Euston Road as shown in drawings numbered Z/96-010 020 and General Standards of Materials and Workmanship and as amended*’(8900571).

03/09/1992 - permission granted for ‘*Change of use of part of ground floor from Council offices to public library including installation of new fire exit door and ramp on Euston Road frontage*’ (9240003).

11/03/1994 – permission granted for ‘*The raising of the height of the walls and railings of the existing garden enclosure from 1.8 metres to 3.3 metres on the Argyle Street and Tonbridge/Bidborough Street elevations as shown on drawings numbered THE/1 and THE/2*’ (9300867).

24/12/1999 – permission granted for ‘*Provision of gate at the top of the ramp to the car park on the Argyle Street elevation*’. (PS9905069)

11/08/2005 – permission granted for the ‘*The installation of five 8m high wind turbine generator on the roof*’ (2004/5243/P).

The area

3.2 The area has been one of significant change in recent years with the King’s Cross Central development being constructed to the north-east, the renovation of St Pancras and the renovation of the Lighthouse Building to the east.

4 CONSULTATION SUMMARY

STATUTORY

4.1 Transport for London (TfL)

- Originally raised issues with regards to loss of public realm due to infilling of undercroft, accepts the lift enclosure built out on to the highway given its small size
- Requests details of lighting to ensure that the undercroft will be dark/undesirable
- Requests that active frontage is maintained in terms of shop displays on Euston Road
- Welcome no on-site general car parking
- Welcome cycle parking
- Welcome opening up of route to the south of the building, should be secure via section 106
- A Travel Plan should be produced
- A Delivery and Servicing Plan should be produced
- Conclusion – would not result in an unsatisfactory impact on the TfL Road Network

4.2 London Underground Lines (LUL)

No comment to make on the application except that the developer should continue to work with LU engineers.

4.3 English Heritage

- No objection – planning authority can determine as it sees fit
- Welcome the re-use of the 1970s Brutalist annexe, which has considerable design merit
- Roof extension is integral to making the building fit for purpose, welcome design approach, adds character to building, views of roof extension from conservation areas does not equate harm, nor is their impact on setting of listed buildings in area
- Welcome proposals at ground level, integrates site into wider area, improve permeability, create views to St Pancras

4.4 South East Regional Design Panel

- Support decision to retain and convert building on sustainability grounds, opinion split on architectural qualities of existing building
- Width of Euston Road ensures proposal will not compete visually with St Pancras
- Satisfied that addition relates satisfactorily to building below and that the proposal is of sufficient quality to justify its prominence on street scene
- Design alterations recommended:
 - Making depth of recess ('neck') the same all the way round the building
 - Not convinced of argument for proposed additional height of element at Argyle Street (east), visual consequence is awkward and unnecessary
 - Proposed external lift is exaggerated
 - Welcome removal of stair core/bridge link, prominence of this corner has not been fully exploited and should be more active
 - Hotel entrance and canopy need more development
 - Substation on corner of Argyle Street and Euston Road should be resolved
- May be some scope for some boldness but caution should be had with any illumination at night
- Replacing tinted glass windows with clear glass will improve appearance
- Strongly support public realm and garden and opening up of Tonbridge Walk, relationship between garden and public street needs to be clear
- Well-considered and fundamentally sound proposal, needs some refinement and simplification

4.5 Thames Water

No objection subject to conditions on drainage strategy and impact piling.

Local groups

4.6 Bloomsbury Conservation Area Advisory Committee (CAAC) – OBJECT

- Site is very sensitive given listed buildings in the vicinity, conservation areas and close proximity to stations
- Existing building is already straining the site to capacity, overly-dominant and harmful to views
- Roof extension is unduly large and prominent and would impact on character of host building
- Relatively minor improvements of removal of stair core do not compensate for harm of roof extension, removal of stair core brings improvement only to one side of Town Hall and not to other listed buildings in the area
- Removal of stair tower will allow noise and pollution to pass through to the back streets to the south

- Removal of stair core would leave 'scars' on Town Hall and THX
- Proposal would do considerable harm to 2 conservation areas and the setting of listed buildings

Officer response – points addressed in Conservation and design section

4.7 **King's Cross Conservation Advisory Committee and Friends of Argyle Square**

- The THX should not be any higher than it is at present
- Object to the height and design of proposed roof extension
- Impact on listed stations and listed terraces
- Impact of roof extension on existing building, impact from removal of staircore which is integral to design of existing building, damage to building removing stair core

The Friends of Argyle Square met with the developer to review revised plans and have confirmed on behalf of both the Kings Cross Conservation Advisory Committee and the Friends of Argyle Square that these revisions did nothing to alleviate their concerns.

Officer response – points addressed in Conservation and design section

Other Groups

4.8 **Camden Cycling Campaign**

- Request cycle route to be created to the south of the THX (*officer response – this is proposed*)
- Appropriate cycle parking should be provided (*officer response – this is proposed*)

4.9 **St Pancras Chambers Residents Association**

- Residents in St Pancras Chambers were not consulted, which is a breach of Camden's obligations and affects the validity of the process (*officer response – the Council is obliged to consult premises with a contiguous boundary to the application site, site notices and a press notice were displayed.*)
- THX is ugly and out of scale, competes with St Pancras, has a harmful impact on the character of the conservation area and listed buildings – should be demolished
- There should be no increase in height
- Impact of additional height on conservation area, Town Hall, St Pancras, Argyle Street, impact on views
- Removal of stair core and public realm improvements would not compensate for additional height

Officer response – points addressed in Conservation and design section

- Proposal is contrary to Camden LDF, London Plan, NPPF and Site Allocations ('a tall building is likely to be unacceptable in this location'). Proposal violates local spatial planning documents (*officer response – the proposal has been assessed against these policies which are referenced through the course of this report*)
- Ancillary retail units would likely have primary window displays and entrances facing inwards and would therefore not enliven street, retail uses should be accessible from street, Negative impact at street level (*officer response – this have now been deleted from the application at the request of TfL, there cannot be Equalities Act compliant entrances from Euston Road and there are therefore none, conditions are attached requiring the windows to remain uncovered and to provide further details for the treatment of the undercroft area*)
- Genuine mix of active uses should be provided that serve local community(*officer response – the proposal will provide employment for many local people*)

4.10 Jessel House (on Judd Street) Residents Association

- Lack of account of context and views, design is alien to context
- Community is opposed to height and impact on St Pancras

Officer response – points addressed in Conservation and design section

4.11 Camden Civic Society

- Welcome retention of building
- Proposed extension out of scale and ugly
- Impact on setting of listed buildings, especially St Pancras, also King's Cross

Officer response – points addressed in Conservation and design section

Adjoining Occupiers

<i>Number of letters sent</i>	13
<i>Total number of responses received</i>	51
<i>Number in support</i>	0
<i>Number of objections</i>	52

4.12 A site notice was displayed from 21 January to 11 February 2014 and a press advert was placed in the Ham & High on 23 January 2014.

Objection summary

4.13 Objections were raised on the issues outlined below. These issues raised are considered in the relevant section of this report.

Land use

- No benefit to local community, not for locals (*the proposal would provide much local employment which would benefit the community*)
- The retail would be ancillary to the hotel and not accessible via Euston Road would therefore be inactive frontage (*officer response – this have now been deleted from the application at the request of TfL, there cannot be Equalities Act compliant entrances from Euston Road and there are therefore none, conditions are attached requiring the windows to remain uncovered and to provide further details for the treatment of the undercroft area*)

Conservation and design

- The THX should be demolished, proposals will draw attention to an ugly building, existing THX impacts on Town Hall due to scale, THX should never have been built
- Scale and height of proposals, THX is already too tall, no justification for height increase, predominant height of buildings is 3 storeys in area, no further height should be added, increase in height will increase disproportion, precedent set by increase in height, proposed floor heights are not in proportion to existing floors and therefore would be higher, proposed extension is ugly and inappropriate, Site Allocations states that 'a tall building is unlikely to be considered acceptable in this location'
- Impact of extension on host building, impact on original brutalist design
- No consideration of context, impact on area, impact on streetscape, area has been successfully regenerated and proposal will impact
- Unwelcome precedent
- Design of proposed extension, colour, shape, materials, glass box
- Proposals do not take account of context

- Many improvements have been made in the area which will be negatively impacted
- Townscape and Visual Impact Assessment is misleading and inaccurate, images from St Pancras should be provided
- Impact on listed buildings (especially St Pancras Chambers and Station, also King's Cross Station, Camden Town Hall), proposal competes with St Pancras
- Impact on conservation areas
- Loss of view of St Pancras, impact on skyline
- Impact on character of Bloomsbury
- Concerns regarding materials
- Visuals should be provided direct from St Pancras Chambers
- Proposals are not in line with criteria for new development in the Site Allocations
- Cannot be justified in terms of positive environmental contribution

Officer response – points addressed in Conservation and design section

Residential amenity

- Noise from bar and rooftop terrace during the night, this would not be restricted by licensing laws
- Noise from garden area
- Noise from residents using Bidborough Street entrance to Town Hall instead of Camden Centre entrance (to be removed under listed building application)
- Loss of light
- Loss of view
- Insufficient consideration of residents of St Pancras Chambers
- Overlooking from bar/restaurant area
- Glare from the hotel
- Removal of stairwell will allow pollution to quiet residential streets to south and to the playground of Argyle Primary School
- Removal of stairwell will allow noise to quiet residential streets to south and to the playground of Argyle Primary School
- Disruption from building works
- Corporate and high end buildings are having an impact on the residential character of the area

Officer response – points addressed in Impact on neighbouring amenity section

Impact on school

- Impact on safety of children of increased footfall beside school (*officer response - increase*)

Transport

- Increase in traffic, especially late at night, may use Bidborough Street as well as Argyle Street
- Not enough space for pedestrians, dangerous for bike users
- Thought should be given to entrance

(Officer response – points addressed in Transport section)

Positive comments (included in objection letters)

- Welcome retention of building, THX is a positive and attractive building
- Welcome change of use, principle of hotel is acceptable
- Support regeneration in the area
- Opening of rear garden area welcomed

Process/Sale of building

- Camden Council should have ensured a condition of sale was a sympathetic development, should have consulted locals at the time (*Officer response – the Site Allocations document which includes the site was consulted upon, the applicant has undertaken local consultation at pre-application stage*)
- Conflict of interest with Camden as seller of building and planning authority (*The building has been sold off*)
- Insufficient public consultation (*officer response – officers are satisfied of the level of pre-application consultation, the proposal was consulted upon as per the normal process once the application was submitted*)
- Process is driven by profit (*the proposal has been assessed against local, regional and national planning policies*)

5 POLICIES

5.1 National Planning Policy Framework 2012

5.2 The London Plan (July 2011)

Revised Early Minor Alterations (REMA) 2013

The Draft Further Alterations to the London Plan January 2014 is also a material consideration.

5.3 Mayor's Supplementary Planning Guidance

5.4 LDF Core Strategy and Development Policies 2010

LDF Core Strategy

CS1- distribution of growth

CS3 – other highly accessible areas

CS5 – managing impact of growth

CS8 – promoting a successful and inclusive economy

CS9 - achieving a successful Central London

CS10 - supporting community facilities and services

CS11- sustainable travel

CS13 - tackling climate change through promoting higher environmental standards

CS14 - promoting high quality places and conserving our heritage

CS15 – parks, open spaces and biodiversity

CS17 – making Camden a safer place

CS18 – waste and recycling

CS19 – delivering and monitoring the Core Strategy

LDF Development Policies

DP1 – mixed use development

DP2 – making full use of Camden's capacity for housing

DP13 – employment premises and sites

DP14 – tourism development and visitor accommodation

DP15 - community and leisure uses

DP16 - transport implications of development

DP17 - walking, cycling and public transport

DP18 - parking standards and limiting the availability of car parking

DP19 - managing the impact of parking

DP20 - movement of goods and materials

DP21 - development connecting to the highway network

DP22 - promoting sustainable design and construction

- DP23 – water
- DP24 – securing high quality design
- DP25 - conserving Camden’s heritage
- DP26 - managing the impact of development on occupiers and neighbours
- DP28 - noise and vibration
- DP29 - improving access
- DP31 – open space and outdoor recreation
- DP32 - air quality and Camden’s clear zone

Camden Site Allocations

Site 2: Camden Town Hall Extension, Euston Road/Argyle Street

5.5 Supplementary Planning Policies

Camden Planning Guidance (2013)

- CPG 1 Design
- CPG 2 Housing
- CPG 3 Sustainability
- CPG 5 Town centres, retail and employment
- CPG 6 Amenity
- CPG 7 Transport
- CPG 8 Planning obligations

5.6 Strategic and government policies

The London Plan (July 2011) including Revised Early Minor Alterations (REMA) 2013 and including Further Alterations 2015

ASSESSMENT

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

6	<p>Land use principles</p> <ul style="list-style-type: none"> - Loss of existing use - Principle of proposed hotel use - Mixed use policy - Conclusion
7	<p>Conservation and design</p> <ul style="list-style-type: none"> - Policy review - Designations - Context - The existing building - Setting considerations - The Site Allocations Document - Proposal - Views analysis - Conclusion - Listed building application – demolition of Camden Centre (2014/7875/L) - Listed building application – removal of staircase (2014/7876/L)

8	Impact on neighbouring amenity <ul style="list-style-type: none"> - Policy review - Daylight and sunlight - Overlooking - Outlook/loss of view - Noise and disturbance – hotel - Noise and disturbance – plant - Noise and disturbance – opening up Tonbridge Walk - Impact on school
9	Air quality
10	Sustainable design and construction <ul style="list-style-type: none"> - Policy review - The site and proposal - Decentralised energy - CO2 policy targets - Conclusion
11	Flood risk and drainage
12	Trees
13	Transport <ul style="list-style-type: none"> - Policy review - The site - Trip generation - Travel planning - Car parking - Coach parking - Cycle parking - Deliveries and servicing - Management of Construction Impacts on the Public Highway in the local area - Highway and Public Realm Improvements in the vicinity of the site - Proposed Alterations to the Public Highway on Argyle Street - Proposed Alterations to the Public Highway on Euston Road - Public Realm Improvements within the site - Pedestrian, Cycling, Environmental and Public Realm Improvements
14	Accessibility
15	Security
16	Refuse and recycling
17	Planning obligations
18	Mayor of London's Crossrail CIL

19	Camden CIL
20	Conclusion

6 Land use principles

6.1 The land use principle considerations are as follows;

- Loss of existing use
- Principle of proposed hotel use
- Mixed use policy
- Conclusion

Principle of proposed hotel use

6.2 The principle of hotel use in this location is generally supported by policies CS9 (Central London Area) and DP14 (tourism and visitor accommodation) subject to meeting other policy priorities and the need to protect residential amenity. Tourism and visitor accommodation is particularly encouraged within the growth areas, such as King's Cross, which is located just a short distance to the north, across Euston Road. London Plan policy 4.5 (London's visitor infrastructure) supports tourism infrastructure and growth and the London Plan sets a target of 40,000 additional hotel rooms by 2031. The London Plan requires new hotels to be in appropriate locations, such as the Central Activities Zone.

6.3 The Site Allocations states that

“uses, such as retail, hotel or other tourism uses, could also prove acceptable on the site as long as they do not compromise the replacement or creation of higher priority uses.”

6.4 The proposed hotel would have a floor area of 17,205sqm, (13,630sqm of which would be above grade) and would provide 270 rooms. Some of these rooms would be internal with no windows. Planning policies protect the amenities of residential properties, but there are no policies with regards to the amenities of hotel guests and officers therefore have no concerns on this.

6.5 An ancillary bar is proposed at 10th floor level which would have a floor area of around 316sqm. The bar would be open to patrons of the hotel as well as the general public.

6.6 A draft Hotel Management Plan has been submitted as part of the application which details how the hotel will be run and any amenity issues mitigated. These are covered in the 'Impact on residential amenity' section of this report. Any transport-related amenity issues are covered in the transport section. A full Hotel Management Plan would be secured a section 106 Head of Term.

Loss of existing use

6.7 The building is currently vacant but was last used as Council offices (sui generis) and library (Class D1). The Council offices have moved, along with the library to a new site; 5 Pancras Square, in the King's Cross Central development, and therefore the loss of these uses is not an issue. However, the loss of employment on site is a planning issue which must be addressed.

6.8 The NPPF (para 22) states that:

“Planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.”

- 6.9 Policies CS8 and DP13 seek to retain employment land and buildings and promote a successful and inclusive economy in Camden. Policy DP13 states that where premises or sites are suitable for continued business use, the Council will consider redevelopment proposals for mixed use schemes provided that:
- the level of employment floorspace is maintained or increased;
 - they include other priority uses, such as housing and affordable housing;
 - premises suitable for new, small or medium enterprises are provided;
 - floorspace suitable for either light industrial, industry or warehousing uses is re-provided where the site has been used for these uses or for offices in premises that are suitable for other business uses; and
 - the proposed non-employment uses will not prejudice continued industrial use in the surrounding area.
- 6.10 As stated above, the Site Allocations states that a hotel use may be an acceptable use for the site.
- 6.11 Whilst not considered specifically an employment use, it is noted that hotels employ large numbers of people. 546 people were employed FTE (full time equivalent) in the building before it was vacated. A total of 455 FTE would be employed by the proposed hotel. The applicant has provided a breakdown of these jobs, which includes management, sales and marketing, HR, bartenders, baristas, stewards and room service. Given that there would be a loss of 91 FTE jobs on site under the proposals, a cash contribution to training and employment through the section 106 agreement would be required (CPG8, paragraph 8.14). This is worked out as the FTE jobs lost x 23% (the percentage of Camden residents in the workforce) x £2,750 (the cost to providing training per employee) and calculates at £57,557.50. It is noted that a significant proportion of hotel employees would be local people which along with apprenticeships and training (see below) would bring significant benefits to the local community. The applicant is in discussion with Westminster Kingsway College regarding apprenticeships and training.
- 6.12 The applicant has argued that it would take a prohibitive amount of investment to convert the building to offices, including, small business workspace and that there is a significant amount of commercial floorspace for larger occupiers in the pipeline in the area, at the Kings Cross Central development. Officers acknowledge that the premises are no longer suitable for modern offices given the age and condition of the building, the deep floor plates and the lack of provision for services. Furthermore, the Council took the decision that it was not financially worthwhile to upgrade the premises and moved out to the new premises instead.
- 6.13 The applicant has expressed a commitment to work with the Council to ensure that local people and businesses benefit from the development in both the development and the operational phase.
- 6.14 The following Heads of Terms would be included in the section 106, to maximise benefit and opportunities to local residents and businesses with regards to the build phase of the development:

- The applicant recruit a specified number (to be agreed) of local people to construction vacancies on the development site.
- The applicant advertise all construction vacancies and work placement opportunities exclusively with the Kings Cross Construction Skills Centre for a period of 1 week before marketing more widely.
- The applicant provide a specified number (20% local employment target) of construction work placement opportunities of not less than 2 weeks each, to be undertaken over the course of the development, to be recruited through the Council's Kings Cross Construction Skills Centre.
- If the build costs of the scheme exceed 3 million the applicant must recruit 1 construction apprentice per £3million of build costs, and pay the council a support fee of £1,500 per apprentice as per clause 8.17 of CPG8. Recruitment of construction apprentices should be conducted through the Council's Kings Cross Construction Skills Centre.
- If the value of the scheme exceeds £1million, the applicant must also sign up to the Camden Local Procurement Code, as per section 8.19 of CPG8
- The applicant provide a local employment, skills and local supply plan setting out their plan for delivering the above requirements in advance of commencing on site.
- The applicant should deliver at least 1 supplier capacity building workshop/Meet the Buyer event to support Camden SMEs to tender for construction contracts in relation to the development.

6.15 The following Heads of Terms would be included in the section 106, to maximise benefit and opportunities to local residents and businesses with regards to the occupation phase of the development:

- That the hotel operator works with the Council and its partners to promote employment opportunities locally
- A specified number of end-use apprenticeships at the hotel, to be recruited through the Camden Apprenticeships service.
- A specified number of work experience placements at the hotel following the completion of the building. Work experience placements can be organised through the council's Economic Development service.
- That the applicant commits to working with the Council and a local training provider, such as, Westminster Kingsway College, to develop a package of training measures to support the recruitment and operational activities of the hotel
- That the operator promotes tendering opportunities to local businesses.

6.16 On the basis of the above, the Council's Economic Development section strongly supports the application.

6.17 To conclude, the loss of the employment floorspace is considered acceptable given:

- The provision of 455 FTE new jobs, with a strong likelihood of employment for local people
- The unsuitability of the premises for modern office use
- The employment contribution of £271,342
- Training and apprenticeships provided.

Mixed use policy

6.18 Policy DP1 (Mixed use development) of the Camden Development Policies requires 50% of all additional floorspace to be housing where 500sqm or more commercial floorspace is proposed. Where inclusion of a secondary use is appropriate for the area and cannot

practically be achieved on site, the Council may accept a contribution to the mix of uses elsewhere in the area, or exceptionally a payment-in-lieu.

- 6.19 An uplift of 1,842sqm of commercial floorspace is proposed, with a payment-in-lieu contribution proposed towards housing.
- 6.20 Officers acknowledge that there would be difficulties accommodating residential on-site, as this would require its own access and core, which would in turn jeopardise the removal of the stair core, which is considered a positive in conservation and design terms. It is also noted that the existing building is not suited to residential use given its deep floor plates, which would lead to single aspect (including north-facing) units. Given the above, the on-site provision of housing is not considered achievable.
- 6.21 The applicant has undertaken a search for potential sites to provide the housing requirement off-site. Officers instructed that any off-site provision should be in the part of the borough to the south of Euston Road. Their search highlighted 7 potential sites but concluded that none were suitable in the end as they were not available now, were unlikely to come on to the market or already had planning consents in place. Officers are satisfied that the applicant has tried to find an off-site location to provide housing but been unable to. A payment-in-lieu towards off-site provision is therefore considered acceptable in this instance.
- 6.22 £644,700 would be required as an off-site payment, under CPG8 (Planning obligations) and is included as a Head of Term in the s106.
- 6.23 Given that the increase in commercial floorspace proposed is less than 2,000sqm, the trigger for providing affordable housing has not been reached. No contribution towards affordable housing is therefore required.

Conclusion

- 6.24 Officers accept that the premises are not suitable for modern office needs. Officers also accept that the premises are not suitable for residential use given the deep floor plates, air quality issues being located direct on Euston Road, and the need for a separate core.
- 6.25 A hotel is considered an acceptable use on the site given its highly accessible location and the significant employment and training opportunities that the proposal would bring to the area.
- 6.26 The provision of an off-site housing contribution of £664,700 would be required given that no housing is proposed on-site or off-site.
- 6.27 The Council's Economic Development Section strongly supports the proposal and given the above points, the proposal is considered acceptable in land use terms.

7 Conservation and design

- 7.1 The conservation and design considerations are follows:
- Policy review
 - Designations
 - Context
 - The existing building
 - Setting considerations
 - The Site Allocations Document
 - Proposal

- Views analysis
- Conclusion
- Listed building application – demolition of Camden Centre (2014/7875/L)
- Listed building application – removal of staircase (2014/7876/L)

Policy review

7.2 London Plan policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6 and 7.7, policies CS14, DP24, DP25 and CPG1 (Design) are relevant with regards to conservation and design.

7.3 The Site Allocations states:

‘New development is likely to be acceptable where it (amongst other design considerations):

- *successfully integrates itself with the surrounding townscape and respects the built form and historic context of the immediate area*
- *respects and appreciably improves the setting of, and relationship with, the adjacent Town Hall - is appreciably sensitive and respectful in scale and form to its relationship with the important landmark of St Pancras Chambers, and its wider setting*
- *positively contributes to improving pedestrian permeability and accessibility*
- *positively responds to, and respects the context of ,its surroundings including public spaces , residential amenity, and the adjacent school*
- *positively responds to and respects the context of its surroundings including the scale and form; building ,roof and sky lines; and appropriate architectural characteristics of surrounding buildings;*
- *redresses the design, scale and massing shortcomings of the existing building and appreciably improves on the streetscape, particularly at street level*
- *respects and enhances existing important views, or assists in revealing new views, of the important landmark of St Pancras Chambers and its towers and spire.*

In view of these constraints and considerations a tall building is likely to be unacceptable in this location.’

Designations

7.4 The building is not listed but is currently attached to the Town Hall which is grade II listed.

7.5 The building is located within the King’s Cross St Pancras Conservation Area. The Bloomsbury Conservation Area is adjacent to the site to the south.

7.6 The King’s Cross Conservation Area Statement identifies the town hall extension as making a negative contribution to the conservation area

7.7 There are a number of listed buildings in close proximity to the site (further to the Town Hall mentioned above):

- St Pancras Station and former Midland Grand Hotel aka St Pancras Chambers; grade I
- King’s Cross Station; grade I
- A number of terraces on Argyle Street and Argyle Square; grade II
- Great Northern Hotel; grade II
- Lighthouse Building; grade II.

Existing building and site

7.8 The site is the former THX, which sits on the Euston Road opposite St Pancras Chambers and diagonally across from the new station square. The area is recognised in the Sites Allocation Document as a pivotal location in Central London, with the site having a prominent

location. Directly to the west of the site is the Town Hall, and to the south is Argyle Primary School. Argyle Street is located on the east side of the site. The building sits on the boundary between 2 conservation areas of different character. The building itself is located in the King's Cross Conservation Area, which includes neighbouring properties on Euston Road and extends northwards to cover the stations and the new A and B Zone buildings of the Kings Cross development, including the Council's new offices. Buildings in this mid-part of the CA are predominately public facilities, hotels or offices. Bloomsbury Conservation Area is contiguous with the site to the south and is characterised by its Georgian grain and domestic character and includes Argyle Street and Square. Argyle Street and Square are lined with terraces houses listed at grade II. Stand-alone listed building of which the proposal is within the setting includes the grade II Town Hall, Great Northern Hotel and Lighthouse building, and the grade I St Pancras and Kings Cross stations.

- 7.9 The Euston Road, on which the THX has its main frontage, was laid out in 1756 as a west-end bypass to Smithfield and the docks. At this time only the very southern areas of Bloomsbury had been developed. It took a couple of generations for the area to gradually spread northwards, with Argyle Square being one of the last pieces of Bloomsbury built in 1840-7, only half a decade before King's Cross Station arrived. The Euston Road corridor has developed its own character. As a significant piece of highway infrastructure, Euston Road has attracted other infrastructure in the form of canal basins and then railway termini. Today the road is characterised by large scale buildings, either tall and/or with large footprints, running from the site and St Pancras Chambers westwards to the borough boundary with Westminster. From east of the site, to the borough boundary with Islington and including the Lighthouse building, the townscape is noticeably lower in height. The larger buildings along the road include the listed stations and the Town Hall. Others, like the THX at 35m and Novotel Hotel at 56m, date from the 60's and 70's. However, there are 21st century permissions including the Wellcome Trust at 42m, which has presence over the listed UCL Wilkins Quod; the new Unison building at 44m, plus a plant floor, which is visible across the listed Cartwright Gardens crescent and down to the top of Marchmont Street; and an additional plant storey on the old Unison building taking it to 47m, again visible along Cartwright Gardens and Marchmont Street.
- 7.10 The character of large and tall buildings has expanded recently within the Kings Cross CA to include the A and B Zones of the Kings Cross development which sits between the two stations, with office building heights up to 52m. In contrast to the large and public scale of buildings along Euston Road and in this part of the Kings Cross CA, the Bloomsbury CA, set to the south of the Euston Road frontage buildings, has a finer domestic grain. The buildings are either original, as in the listed terrace houses of Argyle Street and Square, or 20C replacements as in the mansion blocks along Tonbridge Street which sit to the west and south of the Argyle Square group.

The existing building

- 7.11 The THX was built in 1974. It is joined to the listed Town Hall via a bridge link across Tonbridge Street. A fire escape stair tower is located at this point, in what was previously roadway, which visually closes the street and creates a covered pinch-point in the public realm. The building is 8 storeys tall with a further set back, but visible, unanimated plant floor bring it to a height of 34m. The stair tower and an additional localised area of plant on the eastern end rise a storey further. The presence of the plant floor and the building generally, has recently become greater with the opening of the new Kings Cross Square. This new public space alters the setting of the building from one that principally fronted onto Euston Road to one that sits directly across from King's Cross Station, forming the prominent element to the south east corner of the public space and giving the site greater townscape significance.

- 7.12 In footprint, the THX is smaller than many of the large scale buildings of Euston Road being 45m long and 31m deep. The Town Hall itself is 70m long and 39m deep, while St Pancras Chambers has an impressive and dominant 150m long frontage.
- 7.13 The THX is recognised in the Kings Cross CA Character Appraisal as a negative contributor. The appraisal was written in 2004 and opinion on modern buildings has shifted in the last eleven years. St Pancras Chambers also saw a shift in its appreciation in the last century. Whist opinion currently remains varied over the THX's architectural value, officers and English Heritage are of the opinion that it does have design merit and is worthy of retention, with English Heritage considering the merit to be "considerable".
- 7.14 Although the building no longer meets the demands of a modern office, the concrete frame and the facade are in good condition, and its re-use makes sound environmental and construction impact sense. Unusually for an office building of the period the façade is a genuine load-bearing structural element and hasn't failed like many claddings systems of the period. The concrete has a high quality aggregate which has weathered the years well and has a whitish appearance which would respond well to being cleaned.
- 7.15 Although no longer considered to be negative, the building does have some negative attributes. These include the stair tower which blocks Tonbridge Street and sits close to the Town Hall. The inactive plant floor results in a poorly resolved conclusion to the top of the building. The ground floor is of far lower quality than the façade above. Also the ground floor has deep recesses and is mostly inactive with poorly located basement escapes and vents. The brown glass to all floors as well as the ground deadens the façade. The south garden is publically inaccessible and includes a dominant car park entrance.

Setting considerations

- 7.16 Key setting consideration can be split into two groups: the stand-alone large scale listed buildings of the Kings Cross CA and the listed townscape of Argyle Street and Square terraces in the Bloomsbury CA. The listed buildings form the majority of the context within the surrounding CAs, with the setting of the CAs being considered as one with the listed buildings in these areas. In addition there are areas of conservation area without listed buildings around Tonbridge Street and Gray's Inn Road to which officers have also given consideration.

St Pancras Chambers

- 7.17 St Pancras Chambers was built 1868-76 with a flamboyant and towering appearance and is an important local landmark. In the assessment of this proposal officers consider the Chambers to be the most significant heritage asset in terms of setting. This is due to the location of the proposal in relation to the Chambers and the value placed on the Chambers as a unique and strongly recognisable urban statement with exceptional architectural quality and memorable silhouette. It also expresses the aspiration the Victorians had to place cutting edge hotels of progressive and commanding design at railway termini.
- 7.18 The Chambers is set back from Euston Road, behind its own forecourt, which gives it a generous separation from the THX opposite, but also allows good wide views to be experienced from in front of the landmark on the Euston Road itself, and is particularly noticeable from the moment where Judd Street and Argyle Street meet Euston Road. The Euston Road at this point is 32m wide and the distance between the THX and the Chambers is 55m. While the body of the chambers remains at the height of the Barlow train shed, the two ends, which are the leading elements in views, rise in height to form the east clock tower and the western entrance tower. The building is 38m high to its main ridge, with the

chimneys rising another 4m. The top of the west tower is around 60m with the east clock tower spire rising beyond 70m. It is in relation to these much taller end elements that the majority of views showing the Chambers and the THX together are read. The building has a rich modulated roofscape sitting on a solid brick base.

- 7.19 The Character Appraisal recognises “There are several viewpoints of the Chambers along Euston Road, where the Chambers forms a prominent part of the street scene”. Officers consider these Euston Road views to be the most significant in revealing the historic asset. In these key full views which reveal the whole 150m frontage the THX is either behind the viewer or has a limited presence on the periphery. The appraisal goes on to note that “Other key views are from Pentonville Road and Gray’s Inn Road”. These views from the east have been supplemented recently by the new views from Station Square. The new views show the Chambers at its greatest height, and the juxtaposition of the soaring clock tower in relation to the Barlow train shed, and with the THX opposite, separated by the Euston Road. Finally the appraisal notes that “the Chambers forms framed views from other streets including Judd Street and Argyle Street”. These views are more incidental and of parts of the building only; the one from Argyle Street being of the clock tower.
- 7.20 The Bloomsbury CA Character Appraisal highlights one Key View of the Chambers, which is “from Judd Street to St Pancras”. This is of the hotel entrance tower at the western end. Views from Argyle Street to the clock tower, next to the proposal site, are not highlighted.
- 7.21 The Kings Cross Conservation Area has seen change in recent years and views of the Chambers from the north have decreased significantly with permissions on the Argent site, Francis Crick and Camley Street areas. The view of the clock tower currently afforded by the Kings Cross Boulevard will be lost with the building of the Google building. However a framed view of the clock tower has been preserved from Pancras Square in the centre of the B Zone. The THX is located behind the clock tower in this view. The roof extension to the lighthouse building, currently on site, has removed a view of the Chambers from a short section of Pentonville Road.

Kings Cross Station

- 7.22 The station was built in 1852 in a paired back Italianate style and sits diagonally across the new square from the proposal. Due to the distance apart, the two buildings mostly do not sit together in views. However, due to the alignment of Kings Cross Station, the THX is the most prominent building as one leaves the exit barriers, with the view towards it in line with the movement of travel. As one moves into the square officers consider that the that the THX along with St Pancras Chambers read as book-end buildings to Euston Road, marking the mouth of the thoroughfare, distinct in townscape hierarchy and setting from that of the lower buildings that line the southern edge of the square through to the Lighthouse building. Kings Cross Station is significantly lower than St Pancras and of an entirely different architectural language. In scale it reads as being in character with the lower setting elements.

Town Hall

- 7.23 The Town Hall is a classical building of 1937 with a robust appearance. Like some other listed public assembly buildings on the south side of Euston Road, Friends House and St Pancras Church, the function of the building makes the form relatively low compared to the taller buildings along the road. Although smaller in footprint, the THX as it exists is taller than the Town Hall and rise behind it in views from slightly west on Euston Road, although is not visible in views from in front of the main entrance on Judd Street. Siting between the two and slightly overlapping in plan with the Town Hall’s apse is the THX fire stair, which rises two storeys above the last office floor of the THX and results in an incongruous vertical

element in the direct setting of the Town Hall. At its base it obscures and compromises the clarity of the east end of the Town Hall, with the entrance addition to the Camden Centre making the relationship even clumsier. The Town Hall is composed in limestone with a strong cornice/portico line and with a secondary pitched slate roof above.

Argyle Group

- 7.24 This area is within Sub Area 13 of Bloomsbury CA, which has an interest derived from formal early 19C street pattern and layout of open spaces, and the relatively intact surviving terraces of houses. The mansion blocks south of the site comprise an area of the sub area which has seen later departure and growth from the early 19C houses. The listed terraces of the sub area date from the latter part of the Georgian and early Victoria period, with Argyle Street built in 1826 and Argyle Square 1840-49. The Character Appraisal only recognises two key views in addition to the Judd Street view discussed earlier. These are the view “west along Chads Street” and “of the rear of terraces from nearby streets”.
- 7.25 Although the terraces around the square can be considered to be architecturally unambitious and altered by Bloomsbury standards, with the CA Appraisal noting that 20C the changes detract from their homogeneity, the terraces do have historical interest, with a strong group value and character, with an overall effect of uniformity where they remain. Whilst the east and west sides of the square are mostly intact, the appraisal notes that the south east corner was destroyed in the war and replaced in 1951 by an estate of 6 storey social houses blocks, which “are highly visible in views from the square”.
- 7.26 In the direction of the Euston Road, both the building fronting the north side of Argyle Square and the building directly to the west of it on Chitty Street are 20C buildings and not listed. The one on the north side of the square is actually in Kings Cross CA, not Bloomsbury as in the rest of the square frontages, which demonstrates how close the square sits to the change in context. Looking further north from the square, the larger buildings of the Kings Cross CA can be seen including the stations and the Kings Cross development. In some circumstances a shift in scale and grain character within the setting of historic terraces is a result of 20C intervention through bombing or wholesale redevelopment. But in this circumstance the juxtaposition character is historical, with the large station and hotel buildings joining the Euston Road during the infancy of the square.
- 7.27 The character from Argyle Square looking south into to the Bloomsbury CA is in contrast to that looking north with views towards the south west corner showing the terraces mostly with a backdrop of sky. These views are away from the proposal site.
- 7.28 Argyle, like many London squares, has a townscape composition that is a clearly defined entity with a strong inward focus and a dense tree canopy. As such while the loss of original houses and their replacements within the square perimeter does detract from the character and appearance, the presence of a larger scale of urban setting beyond has a limited effect the character and appearance of the assets.
- 7.29 The terraces of Argyle Street align directly with Euston Road with both the larger scale Chambers and the THX forming the end of the street. As with the properties around the square the terraces are incomplete, with some 20C replacement and a gap now used as a community garden allowing views through to the larger school building.

The Site Allocations Document

- 7.30 The site allocations document sets out design and conservation consideration for a new development on the site as set out below.

- 7.31 New development will need to both be sensitive and respond positively to this changing context as well as the existing context, which also contains listed terraces Grade I listed buildings opposite, residential streets and a school to the rear.
- 7.32 New development is likely to be acceptable where it (amongst other design considerations):
- *successfully integrates itself with the surrounding townscape and respects the built form and historic context of the immediate area*
 - *respects and appreciably improves the setting of, and relationship with, the adjacent Town Hall*
 - *is appreciably sensitive and respectful in scale and form to its relationship with the important landmark of St Pancras Chambers, and its wider setting*
 - *positively contributes to improving pedestrian permeability and accessibility*
 - *positively responds to, and respects the context of its surroundings including public spaces , residential amenity, and the adjacent school*
 - *positively responds to and respects the context of its surroundings including the scale and form; building ,roof and sky lines; and appropriate architectural characteristics of surrounding buildings;*
 - *redresses the design, scale and massing shortcomings of the existing building and appreciably improves on the streetscape, particularly at street level*
 - *respects and enhances existing important views ,or assists in revealing new views, of the important landmark of St Pancras Chambers and its towers and spire*
- 7.33 In view of these constraints and considerations a tall building is likely to be unacceptable in this location.
- 7.34 Tall buildings are described in Camden guidance as those which are substantially taller than their neighbours and/or which significantly change the skyline.

Proposal

- 7.35 The proposal is to retain and refurbish the existing building. A roof level extension is proposed as well as modifications to the existing form, most notably the removal of the western stair tower. The existing building is composed of two primary forms separated by a recessed accommodation stairs, with a larger mass to the west and a more slender element on Argyle Street. The forms are additionally articulated as curved bays. The proposed roof extension works with this existing character and has recognised in the architectural expression that Argyle Street end is now prominent in views from the new Station Square.

Roof extension

- 7.36 The proposal removes the existing visually present single storey plant enclosure, and the localised later extension to it, and replaces it with three new storeys plus a much smaller centrally located plant enclosure, positioned and scaled to minimise its presence. Plant where possible is being placed in the existing basement to reduce the size at rooftop. The net effect is a perceivable increase in height of two storeys. The proposed new floors are set back from the existing façade. On the north and south sides of the main body of the building the setback is 3.5m, with 1m setback at east and west ends. The first of the three additional floors is set back further by a total of 5m on the main body and with a neutral treatment to its façade. This provides a horizontal break between the existing and proposed which breaks down mass and allows the three storeys of the new element to read more like two storeys in views. The roof extension is broken down into bays which correlate with the bays below. To terminate the building in a recessive manor they are narrower than the bays below, with deeper recesses between, and with the recesses to the top storey sloping backwards in a mansard like manner to further express a recessive form. Over the Argyle

Street end the roof addition is slightly taller, with larger bays, and is less set back, in response to the prominence of this end from the Station Square and, as with the clock tower opposite, marks the point at which the Euston Road terminates and the Square opens up.

- 7.37 The additional height is considered to have a good overall proportion relationship to the host building, which is currently rather squat in form. The ratio of body to the proposed roof extension is considered to feel comfortable and of a similar relationship to that which the body of the Chambers has with its mansard.
- 7.38 The roof addition is proposed to be clad in bronze anodised aluminium, a hard wearing quality material which tonally sits well with the host concrete façade. The building already has highlights of bronze colour in the window frames and stairwell facades. The pairing of anodised aluminium and concrete can be seen on building such as the listed Institute of Education in Bloomsbury CA, while bronze and limestone pairing is seen on many Edwardian buildings. Many of the buildings in the context have lighter masonry bases topped with darker roof forms, including St Pancras, the terrace houses and the Town Hall. The roof proposal has been given further refinement to the façade detailing including chamfering the very top to create a cornice effect, which will help further terminate the building in meaningful and thorough manner. The extension is considered to be an enhancement over the existing roof termination and both responds to the host building form as well as offering a more recessive and less blunt top.
- 7.39 The proposal is 42m high on its main body and 43.5m on the east end. In comparison to the 35m height of existing, the proposal is 7m and 8.5m higher respectively. In comparison to the height of the existing stair tower, the proposal is 4.5m and 6m higher, with the stair terminating at 37.5m. The centrally located plant enclosure terminates at 44m, but is set back from the north and south facades by 10m.
- 7.40 In the proposal's principal context, that of the Euston Road and the southern half of the Kings Cross CA, the proposal is not considered to be a tall building. In the more limited views from the Bloomsbury CA, the proposals would not be considered to be a tall building in relation to the mansion blocks to the SW of the site on Tonbridge St, which rise around the Dolphin pub to eight/nine storeys. However, even in its existing form, the building would be classified as tall in direct comparison to the height of the terraces houses of the Argyle area to the south-east. In understanding the acceptability of height in relation to the Argyle area officers have assessed whether the proposed change effects the special interest and have considered the existing and historical scale and setting condition on the northern boundary off Bloomsbury CA; the degree to which the building has a presence in the setting of the terraces and square; and the quality, form and contextualising characteristics of the proposal. Officers have concluded that the change to the Argyle area is limited and where visible represents a higher quality architectural solution to the termination to the building that currently exists.
- 7.41 The THX is located to the north of the Argyle Primary School, with the playground sitting between the site and the school building. The building is separated from the school boundary by the existing garden, which is proposed to become a public route. The distance to the boundary is 12m and to the school building is 50m. Given the distances, the northerly location and the proposed setback of the upper floors consider that the proposal will have little noticeable additional effect of the sense of enclosure to the playground and school building.

Other changes

- 7.42 The existing staircase provides a structural role as well as fire engineering role. The principle of its removal is challenging and will require some reworking of the internal structure and the provision of a double corridor to accommodation floors to provide adequate escape. Its removal as part of this proposal is positive and will open up the route for pedestrians; remove its bulk in long views from the south, enhance the setting of the Town Hall and allow new views through to St Pancras.
- 7.43 The dark glass in the windows will be replaced with clear glass. The ground floor will see positive changes to activate the frontage and increase the quality of interface. Vents, entrance ramp and basement access on Argyle Street are to be rationalised. These are all positive changes. A new wall-climbing lift is proposed in the stair recess between the main body of the building and the Argyle Street element. The overall change to the form of the building from the lift addition will be minimal and the tracks etc are proposed to be integrated into the fenestration design behind. The main changes will be an enclosure at street level and the lift car itself.
- 7.44 The garden space to the south of the building will be opened at either end as a public route. The existing basement ramp will be narrowed to further increase the space and enhance its quality. This is considered to be another positive change which will enhance ones experience of the CA and reveal a new view of the rear of the Argyle Street terrace, with views of the rear of terraces from nearby streets recognised as key views in the character appraisal.

Post application amendments

- 7.45 The proposal has been reduced in height by 1m over the main body of the building and 1.5m over the east end. The recessed first floor of the extension has been further recessed on the eastern end to increase articulation and break down mass and greater depth has been added to the east end generally. The plant has been removed from behind the east end façade a placed in the basement to help reduce volume and allow the elevation to have a fenestrated rather than solid façade. The external lift has been further recessed. The recesses between the extension bays have been changed from vertical to angled-back, to reduce their presence further. The form and detail of the metalwork façade has been further refined leading to clearer definition of bays and top. The repaired to façade where the stair is removed has been given windows rather than being blank.

Views Analysis

Views from Station Square, 14, 15 and A3

- 7.46 In views from the new square the proposal is set generously away from St Pancras Chambers, due to the width of Euston Road and the forecourt to the station, with clear sky between. The proposal is significantly lower than the clock tower and also located further east, away from the view. As such the proposal is not considered to compete with the Chambers. The existing plant enclosure is clearly present in existing views, with the replacement offering a more resolved termination. The additional height over the east bay of the THX works in a similar manner to the additional height at the eastern end of St Pancras in terminating the end of the composition. Many of the context buildings have roof forms in contrasting materials and the proposal follows this character. The form is clearly modulated into bays which break down its mass. .
- 7.47 In Views 14 and A3, from the bottom of Pentonville Road and top of Grays Inn Road , the distance between the proposal and St Pancras can be better appreciated, while tall modern building can be seen in the Euston Road backdrop. The proposal and the Chambers mark the mouth of Euston Road, being distinct from the station Square itself. The height and

width of the proposal is similar to that of the Dutch gable topped body of the Chambers' frontage to the square, from which the clock tower rises significantly further.

- 7.48 King's Cross Square is a large open space offering a broad view and with varied townscape forms around it. Within the scale and complexity of the environment the additional height is not considered to result in a significant change of experience or setting, while through the quality of the design the appearance of the Kings Cross Conservation Area is considered to be enhanced.

View from Pentonville Road and Caledonian Road A2 and A1

- 7.49 From the higher ground of Pentonville Road down to the Lighthouse building the proposal is obscured by foreground buildings. A Victorian painting of St Pancras by O'Connor was composed from a roof terrace on Pentonville Road just to the east of the chapel. The image is romantically set with St Pancras seemingly enlarged in relation to its context. In a comparable view today from the pavement in front of the terrace the proposal would be obscured by foreground buildings.

- 7.50 Along Caledonian Road the existing building terminates the vista. The proposal is considered to remain an acceptable scale in this view, and result in an improved termination to the street.

View from Argyle Square, 4 and A4

- 7.51 The proposal will be visible in diagonal views across Argyle Square from both the garden space and the street in front of the east terrace. It is not in views directly down the roads in line with the facades surrounding the square. The proposal is not present in views from the very northern end of the square, instead it falls below foreground buildings, or in views along the near side of the square. View A4 shows the street view along the western terrace of the square, with the proposal not visible. In the diagonal view from the SE corner shown in View 4 the proposal is separated from the square by a full urban block and in this view clearly sits beyond the confines of the square and within the modern and/or larger scale urban setting that is disenable in views northwards from the square. The proposal sits away from St Pancras clock tower and remains lower than it in the view.

- 7.52 Due to the mature tree cover the proposal is partially screened in the winter months and will be sustainably screened in summer months. Where seen the proposal is considered to be an architectural improvement over what can be seen of the existing building and the proposed tone of the material is also considered to sit well with the materials prevalent in this view. The proposal results in the building having a greater presence from some of the square for some of the year but this is not considered to be harmful.

View from Argyle Street and Whidbourne Street, 5, 6

- 7.53 In views from Argyle Street consideration should be given to the setting of the foreground listed terraces as well as the setting of the St Pancras clock tower. The terrace houses of the west side of the street are currently set within taller buildings of the Art & Crafts School building behind and the THX. The gap site garden to the south of the terrace further reveals the taller school building and the abrupt incomplete nature of the terrace. The utilitarian form to the top of the existing building is made more apparent in these existing views in relation to a context otherwise formed of modulated roof forms of contrasting material, with the proposal being an enhancement. Although taller, the proposal does sit at the Euston Road end of the street where scale is larger. Officers consider that the additional height does not change the existing scale relationships to an extent that harmfully alters the setting of the terraces. The clock tower continues to act as a positive termination to the street. The

proposal maintains a good quantity of sky around the clock tower and preserves its prominence.

- 7.54 St Pancras Clock tower can also be seen from Whidborne Street in a slot between No.6, a stand-alone house and the THX. The proposal adds to the height of the THX but in doing so does not obscure the clock tower. The point at which the proposal cuts the sky will visually read as comparable to that of No.6, with the two framing the clock tower equally. The change to this narrowly framed view is considered to be incidental.

Views from Tonbridge Street, 7, 8

- 7.55 In view 7 up Tonbridge Street the proposal is visible due to the gap in the townscape provided by the school playground. The removal of the stair tower is considered to be positive in this view. The change clearly allows the legible continuation to the public realm to be expressed and brings sky down between the THX and the mansion blocks. The additional height is read in the context of the large scale buildings of the mansion block and the school. The proposal is a less abrupt termination to the building and adds architectural interest. A negligible section of clock tower spire will be hidden in the view.

- 7.56 The removal of the stair tower opens up the public realm in View 8 providing new views through to the Chambers. A little further forward beyond the midpoint of the Town Hall's apse the view would widen out to include the entrance tower of the Chamber's west entrance tower. This change is an enhancement to the setting of the Town Hall which stands independent from the Annex and better reveals the Chambers.

View from Further south in Bloomsbury A9 and A10.

- 7.57 From the southern end of Wakefield Street the proposal will be visible, but remain below the height of foreground buildings. As one walks towards the proposal, from Tavistock Place northwards, the view turns to align with the existing stair tower. The removal of the tower in these views is considered an enhancement.

View from Judd Street, 9

- 7.58 The proposal will be visible behind the Town Hall in a view down Bidborough Street. At this point the presence of the character and scale of the Euston Road is apparent. The view is in the context of larger buildings and is considered to be incidental, with the scale acceptable in the context. From in front of the town hall entrance façade, the proposal will not be visible.

Views from Euston Road, 10 and A5

- 7.59 The proposal is taller behind the Town Hall, but the removal of the stair tower gives greater separation. Officers consider the proposal to be an enhancement to the setting of the Town Hall in these views. In View 10, the point at which the stair tower cuts the sky is not significantly greater to that of the proposed roof extension, with the additional height balanced by the greater distance. The removal of the tower results in visually more logical townscape relationship, with Tonbridge Street becoming more legible as a permeable route from distance. In views from further down Euston Road, as shown in View A5 the foreground is lined with other 20C and 21C buildings, with the proposal incidental in the view.

Views from Pancras Square and the north, 11-13 and A6-A8

- 7.60 Existing views from The Boulevard in the Kings Cross site of the clock tower and the proposal site will be lost when the approved Google building is built. Views of the clock tower will be maintained from in front of the German Gym, View 13, where the proposal will not be visible. Also a framed view of the clock tower has been formed between Buildings B2 and B1 from Pancras Square, View 12. The proposal will sit behind the chambers or

chimney stacks of the Great Northern Hotel in this view, with the view preserved. The proposal will be slightly visible in incidental views from across the Kings Cross tracks. This are not considered to be a significant view of St Pancras.

Views from the Hills, 1, 2, 3

- 7.61 In views from the northern hills the proposal sits within the mass of other buildings beyond St Pancras and does not break the sky. The proposal does not sit behind the clock tower in any of these views. The proposals will result in a negligible change to the views.

Conclusion

- 7.62 The proposed roof extension is considered to be a good resolution to the top of a building which is currently utilitarian in its termination. It is considered to have a scale that is in proportion to the host both in its overall scale and the modulation of its forms, and is composed of high quality materials and detail. As such it is considered to be an architectural enhancement over the existing. It is considered appropriate in scale to its location on the Euston Road and across from the large new Station Square. The proposal does not obscure views of St Pancras Chambers, but instead it does introduce a new view opportunity through the removal of the western stair tower. The proposal will be present in some views of St Pancras Chambers, however not the ones considered to be the views of primary significance. The proposal will be most present in relation to views from the new square, and although the proposal changes the setting of St Pancras and the square in these views, it does not compete with the chambers or compromise the setting of the other heritage assets that frame the square and is not considered to result in harm. The proposal will be taller in the setting of the Town Hall, but the removal of the stair tower opens up the setting of the heritage asset, revealing its eastern façade. Overall the proposal is considered to enhance the setting of the Town Hall. Although visible from Argyle Street and Square, the proposed change has limited visual effect, is appropriate to of the wider context seen beyond the northern boundaries of Bloomsbury and is not considered to result in harm to their setting. The opening up of the rear gardens as a public route and the removal of the stair tower are positive townscape benefits and enhance the character and appearance of the conservation areas.

- 7.63 English Heritage support the proposal, stating that it “adds interest to a roof that is now let down by its unresolved form. The increase in height to the building means that views towards the site from within the conservation areas nearby will change, but we do not believe that equates to harm. In addition, whilst the new roof form changes the settings of some nearby listed buildings in certain views, we do not believe that harm is caused”. The SE Design Panel gives support stating that “this is a well-considered and fundamentally sound proposal”. Officers also consider that the proposal has addressed the design aspirations of the planning brief, including those which are challenging to deliver when working with a retained building, such as improving pedestrian permeability and revealing a new view of St Pancras Chambers.

Listed building application – removal of staircase (2014/7876/L)

- 7.64 The removal of the staircase and bridge link will bring benefits to the grade II listed Town Hall, by reinstating the masonry and window opening/s at second floor level on the east elevation which currently was removed to create a doorway to the bridge link in the 1970s.
- 7.65 As with the porch removal above, it is essential that the materials, finishes and detailed design of the reinstated façade works match the original and adjacent work. Conditions on the following are therefore suggested:

- large scale plans, sections and elevations at a scale of 1:10 minimum fully labelled with materials and finishes, illustrating the new window and opening, cills, jambs, reveals and surrounding masonry work
- a sample of the proposed matching stone on site ahead of relevant works commencing.

8 Impact on neighbouring amenity

8.1 The considerations on the impact on the amenity of neighbouring properties are as follows:

- Policy review
- Daylight and sunlight
- Overlooking
- Outlook/loss of view
- Noise and disturbance – hotel
- Noise and disturbance – plant
- Noise and disturbance – opening up Tonbridge Walk
- Impact on school

Policy review

8.2 Policies CS5, DP26 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

8.3 Objections have been received on the grounds of loss of light from neighbouring properties.

8.4 The nearest residential properties to the site are as follows:

- 12 Argyle Street, c.13m to the south-east
- Queen Alexandra Mansions/47 Tonbridge Street, c. 28m to the south-west
- 23-27 Euston Road, c. 32m to the east/north-east
- St Pancras Chambers, c. 54m to the north/north-west

8.5 A Daylight/Sunlight Report has been submitted as part of this application.

8.6 12 Argyle Street has no windows on its flank elevation facing the site and there would therefore not be a material impact in terms of loss of daylight. Given this property's orientation to the south of the application site there would be no impact in terms of loss of sunlight.

8.7 23-27 Euston Road are the nearest residential properties to the east. The report assessed this property and concludes that all windows would retain at least 27% vertical sky component (VSC), and that there would only be very small losses in terms of sunlight in line with BRE guidelines.

8.8 Queen Alexandra Mansions/47 Tonbridge Street lies to the south of the application site and would therefore not be affected in terms of sunlight. The report assessed this property and concludes that all windows would retain at least 27% vertical sky component (VSC), in line with BRE guidelines.

8.9 St Pancras Chambers was not assessed in the original report. Officers requested that these properties be assessed and an analysis was undertaken. This analysis concluded that any impact would not be significant.

- 8.10 Given the distances involved, the orientation and the findings of the Daylight/Sunlight Report, officers consider that there would not be a material impact in terms of loss of daylight or sunlight.

Overlooking

- 8.11 Objections have been raised on the grounds of overlooking from the hotel, including from the proposed rooftop terrace. The distance of the nearest residential properties from the proposed hotel is detailed in the Daylight and sunlight section above. The building would not be extended closer to any of the existing residential properties in the area, under the proposals. It is however acknowledged that overlooking impact from a hotel would be very different to offices, with more impact at night and less during the day, although this would still be less impact than from a residential proposal where people would be more likely to spend time at home. Nevertheless, the impact is not considered to be significant given the distances involved.

Outlook/loss of view

- 8.12 Objections have been received from residents of St Pancras Chambers with regards to loss of outlook and impact on views. Given the distance of these properties from the proposal, there would not be a material overbearing impact in terms of sense of enclosure. The loss of view is not a planning issue.

Noise and disturbance - hotel

- 8.13 Officers note that a hotel use may result in noise from visitors coming and going, which could result in noise and disturbance to residents on Argyle Street. Given the busy nature of Euston Road, it is not considered that there would be any noise and disturbance issues to residents on this street. A Hotel Management Plan would be secured via section 106, requiring measures to be put in place such as signage/information to promote customer and staff awareness of the need to come and go quietly during night-time and early morning, plus members of staff to be assigned as duty monitors to ensure adherence to the plan and act as an on-call contact point for any complaints from residents arising.
- 8.14 Objections have been raised to noise emanating from the bar and the proposed rooftop terrace. To mitigate any issues from the terrace, an hours of use condition is suggested, limiting hours of use between 8am and 11pm except for residents and their guests. A condition is suggested, which is commonly used for bar and restaurant uses, stating that no amplified music shall be played so as to be audible from adjoining premises. A Hotel Management Plan would be secured via section 106 which would include details of how the terrace would be managed and what strategies the hotel would use to avoid noise and disturbance. It should also be noted that any noise or disturbance would also be covered by environmental health legislation. It is considered that the above conditions and the Hotel Management Plan would address noise and disturbance issues.

Noise and disturbance - plant

- 8.15 Plant is proposed on the roof of the building. An acoustic report was submitted as part of the application. All of the plant that does not need to be outside is proposed in the basement. The rooftop plant is proposed on the centre of the roof. Given the distances from the nearest residential properties, it is not considered that there would be a material impact in terms of noise. Nevertheless, a standard noise condition is suggested.

Noise and disturbance – opening up Tonbridge Walk

- 8.16 Concerns have been raised by residents with regards to traffic noise from Euston Road on residential properties to the south, as a consequence of opening up Tonbridge Walk with the removal of the stair core. Whilst it is noted that the stair core may reduce some of the noise

coming through from Euston Road, given the narrowness of the walkway (before and after) and the size of the stair core structure, it is not considered that there would be a significant difference in noise terms.

Impact on School

- 8.17 The school playground is located 12m from the south elevation of the THX, with the main school building located 55m away.
- 8.18 Given the orientation of the school to the south of the site, there would be no loss of daylight or sunlight.
- 8.19 A concern was raised from a resident with regards to overlooking of the school playground. The playground would be overlooked from any use that operated from the THX and there would be no material worsening of the situation under the proposals. Most schools in Central London do experience a degree of overlooking. Furthermore, overlooking can improve security with natural surveillance.

9 Air quality

- 9.1 Policies CS16 and DP32 are relevant with regards to air quality.
- 9.2 An Air Quality Assessment has been submitted as part of this application.
- 9.3 The site has been assessed to be at 'medium risk' of dust pollution during the construction stage. Mitigation measures as set out in the Mayors sustainable design and Construction SPG would be secured within the CMP.
- 9.4 The applicant has confirmed that sealed windows are not proposed and that hotel users will be able to open windows should they wish to for purge ventilation. This is preferable in sustainability terms to sealed windows. Openable windows on Euston Road would not be considered acceptable for residential properties on air quality grounds, but given the temporary nature of the stay of hotel guests, is considered acceptable. Mechanical ventilation would also provide continuous ventilation. The Council's Air Quality Officer has been consulted and considers this approach acceptable.
- 9.5 Air inlet locations are proposed at various locations across the roof, some very close to the CHP flue. The Council's Air Quality Officer has raised concerns regarding the potential contamination of incoming air and a condition is suggested requiring plans to showing their relocation away from the CHP flue. A condition is also suggested requiring details of CHP emissions to ensure this meets the Mayor's standards.
- 9.6 An Energy Centre and CHP are proposed in the basement/sub-basement.
- 9.7 Objections have been raised with regards to the removal of the stair core and the increase in pollution to residential properties and Argyle Primary School to the south. The Council's Air Quality officer has no concerns on these grounds, given that there is already an opening in this location and that the opening would remain relatively narrow under the proposals. Furthermore, NO₂ levels reduce significantly after 3-4m and it is therefore considered that there would not be a significant impact.

10 Sustainable design and construction

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

- Policy review
- The site and proposal
- Decentralised energy
- CO2 policy targets
- Conclusion

Policy review

- 10.2 Pursuant to London Plan policies 5.2, 5.3, 5.6m, 5.7, 5.9, 5.10, 5.11, 5.12, 5.13, 5.14, 5.15 and 5.17, Core Strategy policy CS13 and Development Policies DP22 and DP23 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.
- 10.3 Policy DP22 encourages non-domestic developments in excess of 500sqm to achieve “very good” (58%). The minimum scores in the following categories must also be achieved: Energy 60%; Water 60%; and Materials 40%.

The site and the proposal

- 10.4 The proposed re-use of the existing building is welcomed in sustainability terms. The site is located in close proximity to excellent public transport links (PTAL6b). Given the above, in principle, the scheme is highly sustainable.

Decentralised energy

- 10.5 Previous studies that have been carried out in this area and recent borough-wide heat mapping work demonstrates high potential for a future heat network. The feasibility of developing/connecting to such a network must therefore be considered.
- 10.6 London Plan and Camden Policy both require developments to explore potential of exporting heat to nearby sites. The energy statement submitted includes a basic feasibility assessment looking into provision of the following three possible heating & electrical supply scenarios:
- Hotel only – Base Case, (Thermal & Electrical)
 - Hotel & Town Hall via the basement (Thermal)
 - Hotel, Town Hall, Argyle Primary School & Estates (Thermal)
- 10.7 In the absence of a technical assessment demonstrating whether the proposed hotel could connect to a heat network, officers are unable to accept the conclusion that the it would be unfeasible for the hotel to connect. As such, a section 106 head of term is included for the applicant to contribute a sum of £5,000 towards the cost of carrying out a ‘decentralised energy feasibility assessment’ (see definition below) to investigate feasibility of a shared heat network between the town hall, town hall extension and the other nearby developments (currently London School of Hygiene and Tropical Medicine, Camden Housing and Argyle Primary School and a nearby development currently undergoing pre-application discussions). Given the limitations for siting a large energy centre in the THX basement (ceiling heights and floor slab thicknesses etc), this study will look at alternative locations for siting an energy centre, as well as various commercial models for delivery of a network.
- 10.8 The applicant has agreed that the development will be future-proofed for connection to a heat network should one arise in the development. This commitment should be secured by S106 within the energy efficiency plan wording.

CO2 policy targets

- 10.9 The energy statement states that the new build element of the scheme will achieve a 28% reduction and the refurbishment element will achieve a 36% reduction. An Energy Efficiency Plan is required via section 106 to ensure that CO2 reduction targets are hit and to ensure further savings.

Conclusion

- 10.10 The retention of the building is welcomed in sustainability terms. The Council's Sustainability Officer has reviewed the proposals and has no objections subject to conditions and section 106 Heads of Terms.

11 Flood risk and drainage

- 11.1 Policies CS13 and DP23 are relevant with regards to flood risk and drainage.
- 11.2 The site is located within Flood Risk Zone 1 where there is a low probability of flooding.
- 11.3 Flood risk and drainage is covered in the submitted Sustainability Statement.
- 11.4 Thames Water has been consulted and has no objections to the proposal subject to conditions on a drainage strategy and impact piling.
- 11.5 The development proposes to utilise grey water harvesting a 'blue roof' system which stores water to mitigate water run-off during heavy rain and SUDS (Sustainable Urban Drainage System).
- 11.6 Given the low flood risk and the proposed mitigation measures, there are no concerns with regards to flood risk and drainage subject to conditions of the provision of further details on SUDS.

12 Trees

- 12.1 It is proposed to remove 3 trees as part of the development, all of which are located in the rear garden. All three trees have been categorised as category C in line with BS5837:2012 – 'Trees in relation to Design, Demolition and Construction', which means they should not pose a barrier to development. The Council's Tree Officer has been consulted on the proposals and considers that the proposed tree removals (T5, T6 and T7) are considered to be acceptable as the trees are of low quality and do not significantly contribute to the character of this part of the conservation area.
- 12.2 T1, T2, T3, T4 and T8 are high quality trees which are proposed to be retained. The tree protection measures proposed are considered to demonstrate that the trees to be retained will be adequately protected during development.
- 12.3 Conditions are suggested regarding protecting trees during building works. A condition is also suggested requiring a full detailed landscape plan. An uplift in the number of trees/quality of trees on site would be secured via this plan.

13 Transport

- 13.1 The following transport considerations are covered below:
- Policy review
 - The site
 - Trip generation
 - Travel planning

- Car parking
- Coach parking
- Cycle parking
- Deliveries and servicing
- Management of Construction Impacts on the Public Highway in the local area
- Highway and Public Realm Improvements in the vicinity of the site
- Proposed Alterations to the Public Highway on Argyle Street
- Proposed Alterations to the Public Highway on Euston Road
- Public Realm Improvements within the site
- Pedestrian, Cycling, Environmental and Public Realm Improvements

Policy review

- 13.2 Policies CS11, DP16, DP17, DP18, DP19, DP20, DP21 and CPG7 (Transport) are relevant with regards to transport issues.

The site

- 13.3 The site is located on the northwest corner of the junction of Argyle Street and Euston Road (A501) in the Kings Cross Ward. The site is located within the Kings Cross Area (CA-D) controlled parking zone (CPZ) which operates between 0830 and 1830 hours on Monday to Friday and between 0830 and 1330 on Saturday. Our records suggest that the CPZ suffers from a significant level of parking stress with a ratio of parking permits to parking spaces of 1.15 (i.e. 105 parking permits have been issued for every 100 parking spaces).

- 13.4 The site has a PTAL score of 6b (Excellent), which indicates that it has the highest level of accessibility by public transport. King's Cross and St Pancras International Stations (Eurostar, National Rail and London Underground) are located directly to the north of the site on the other side of Euston Road. Bus stops serving a variety of routes are located nearby on Euston Road, Pentonville Road, Gray's Inn Road and York Way.

Trip generation

- 13.5 The transport assessment submitted in support of the planning application suggests that the proposed development would generate significantly less trips when compared with the previous use when the property was occupied by Camden Council. The principal of this suggestion is accepted. However, the proposed development would generate additional trips in the local area, given that trips associated with the previous use are still taking place following the relocation of Camden Council services to 5 Pancras Square.
- 13.6 The majority of trips associated with the development would be made by public transport. The site is ideally located in this regard being directly opposite King's Cross and St Pancras stations, while also benefiting from the bus stops located on Euston Road. The proposal would generate some trips by motor vehicle but these would mainly involve taxis dropping off and picking up customers. There would also be a small number of trips associated with deliveries and servicing activity. The level of motor vehicle trips predicted would have a negligible impact on the operation of the public highway in the local area.
- 13.7 The proposal would generate significant pedestrian movements when it is considered that the majority of arrivals and departures would be on foot. A high proportion of such movements are associated with the aforementioned public transport trips as these would require a short walk between the site and the nearby public transport interchanges.
- 13.8 The distribution of predicted trips to the various modes of transport indicates that the proposed development would not have a significant impact on the operation of the transport network in the local area. The level of additional walking trips associated with the proposal

could have an impact on pedestrian comfort levels on pedestrian routes in the vicinity of the site. However, such impacts could be mitigated via minor highway and public realm improvement works.

- 13.9 The Council wants to work with the Developer to ensure that staff and customers/visitors are encouraged to walk and cycle to and from the site as well as using public transport as much as possible. It is therefore recommended that a financial contribution be secured to allow the Council to introduce pedestrian, cycling and environmental improvements in the general vicinity of the site. This would typically involve public realm improvements, upgrades to bus stop infrastructure, pedestrian crossing improvements, introduction of additional Cycle Hire facilities and Legible London signage, and improvements on routes to the site for cyclists and pedestrians. An appropriate financial contribution would need to be secured as a section 106 planning obligation if planning permission is granted.

Travel planning

- 13.10 A draft travel plan has been submitted in support of the planning application. This is welcomed as it will help to encourage trips by sustainable modes of transport such as cycling, walking and public transport, rather than by motor vehicles.
- 13.11 Camden would require a strategic level workplace and visitor Travel Plan to satisfy Camden Development Policy DP16 and Camden Planning Guidance document CPG7 (Transport). CPG7 includes references to TfL and DfT guidance. The travel plan would need to be secured by a Section 106 planning obligation if planning permission is granted.
- 13.12 A financial contribution of £5,902 would need to be secured to cover the costs of monitoring and reviewing the travel plan over a 5 year period. This would also need to be secured by a Section 106 planning obligation if planning permission is granted.
- 13.13 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 would seek to secure the necessary after surveys and results by Section 106 agreement as part of the Travel Plan review and monitoring process.

Car parking

- 13.14 The site currently has 38 car parking spaces within the basement, 2 of which are fully accessible by disabled users. These spaces were accessed via a service ramp which was accessed from Argyle Street.
- 13.15 The proposal would essentially constitute a car free development as general car parking spaces would not be provided. The proposal would provide 2 fully accessible car parking spaces for disabled users. These spaces would be available to staff and customers with a registered disability. The access arrangements would remain the same as the existing situation.
- 13.16 The proposal would result in a reduction of 36 car parking spaces within the site. This is welcomed as it will encourage staff and customers to use sustainable modes of transport.

Coach parking

- 13.17 The transport assessment suggests that the boutique hotel is highly unlikely to attract coach parties. This is accepted by officers. The applicant has expressed a willingness to accept a

section 106 planning obligation to restrict or prevent coaches from accessing the site. This is welcomed by Camden given the variety of public transport interchange facilities located in close proximity to the site.

Cycle parking

- 13.18 Cycle parking proposals are generally assessed against the minimum requirements of the Camden Development Policies (Appendix 2) and the London Plan (Further Alterations to the London Plan which were published as being adopted on 10th March 2015).
- 13.19 The proposal would provide 64 covered, secure and fully enclosed cycle parking spaces within the basement. This would include a store room with 32 cycle parking spaces for staff. A separate facility would provide 32 cycle parking spaces for customers. The proposed level of provision is acceptable.
- 13.20 The basement cycle parking facilities would be accessed from Argyle Street via the service ramp. This is the same as the previous access arrangements when Camden Council occupied the property. The proposed access arrangements are acceptable.
- 13.21 The proposal would provide changing facilities, lockers and showers for staff. This is welcomed as it would help to encourage staff to commute to and from the site by bicycle.
- 13.22 It is unclear at this stage what type of cycle parking facilities would be provided. It is recommended that 2-tier 'Josta' racks (or something similar) be provided as this would represent the most efficient use of available space.

Deliveries and servicing

- 13.23 A draft delivery and servicing management plan (SMP) was submitted in support of the planning application. This suggests that the majority of deliveries and servicing activity would be accommodated within the site. Swept path diagrams have been provided to demonstrate that 7.5T rigid trucks would be able to enter and exit the basement servicing area in a forward gear.
- 13.24 Some types of vehicle would not be able to enter the basement due to a 3.0m height restriction. This would include refuse and recycling vehicles. These vehicles would reverse into the site from Argyle Street and refuse and recycling bins would be collected from the bottom of the service ramp. The access arrangements for refuse and recycling vehicles would remain the same as the existing situation.
- 13.25 Some types of vehicle would service the site from Argyle Street. This would include any unusual deliveries in vehicles which would be too large to enter and exit the basement servicing area in a forward gear. It would also include taxi pick up and drop off activity, and ad-hoc deliveries such as couriers and post.
- 13.26 The proposed arrangements for deliveries and servicing activity are acceptable on transport grounds. However, a more detailed SMP would need to be secured as a section 106 planning obligation if planning permission is granted.

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

- 13.27 Camden Development Policy DP20 states that Construction Management Plans should be secured to demonstrate how a development will minimise impacts from the movement of goods and materials during the construction process (including any demolition works). Camden Development Policy DP21 relates to how a development is connected to the highway network. For some development this may require control over how the

development is implemented (including demolition and construction) through a Construction Management Plan (CMP).

- 13.28 The proposal would generate a large number of construction vehicle movements during the overall construction period. Officers' primary concern is public safety but also the need to ensure that construction traffic does not create (or add to existing) traffic congestion in the local area. The proposal is also likely to lead to a variety of amenity issues for local people (e.g. noise, vibration, air quality). The Council needs to ensure that the development can be implemented without being detrimental to amenity or the safe and efficient operation of the highway network in the local area. A CMP must therefore be secured as a Section 106 planning obligation.
- 13.29 A draft CMP has been submitted in support of the planning application. This provides some useful information which suggests that the proposed works could be constructed without being overly detrimental to the safe and efficient operation of the highway network in the local area. The CMP generally adheres to the guidance provided in Camden Planning Guidance document CPG6 (Amenity).
- 13.30 A more detailed CMP would need to be approved by the Council prior to any works commencing on site. It is acknowledged that further detail would typically be provided once a Principal Contractor has been appointed.

Highway and Public Realm Improvements in the vicinity of the site

- 13.31 The summary page of Development Policy DP21 states that 'The Council will expect works affecting Highways to repair any construction damage to transport infrastructure or landscaping and reinstate all affected transport network links and road and footway surfaces following development'. In addition to this, the public realm directly adjacent to the site is currently of a poor quality.
- 13.32 The public highway in the general vicinity of the site is likely to sustain significant damage as a result of the proposed works. The proposal suggests that the applicant is willing to cover the costs associated with repaving the footways on the public highway directly adjacent to the site on Argyle Street and Euston Road. This is welcomed as it would improve the quality of the public realm directly adjacent to the site. It would also allow the Council to repair any damage to the public highway which may result directly from the development.
- 13.33 A financial contribution for highway and public realm improvement works would therefore need to be secured as a section 106 planning obligation if planning permission is granted. This would allow the proposal to comply with Development Policy DP21. A cost estimate will be prepared by the Highways Delivery Team. It should be noted that any highway and public realm improvement works on the public highway would be arranged by the Highways Delivery Team and undertaken by the Highways Term Contractor.
- 13.34 TfL would require the applicant to enter into a Section 278 agreement under Highways the Act 1980 to repave the footway along the site's Euston Road frontage (from building boundary to carriageway kerb) which would be secured as a Section 106 planning obligation.

Proposed Alterations to the Public Highway on Argyle Street

- 13.35 The applicant has asked the Council to consider removing the 2 disabled parking bays located on the public highway directly adjacent to the Argyle Street frontage. The proposal would be to replace the parking bays with a single yellow line. This would facilitate any large deliveries while providing informal facilities for coaches and taxis to pick up and drop off

customers. A parking occupancy survey was undertaken in support of the proposal. The results suggest that the disabled parking bays were largely used by people visiting the former Camden Council offices.

- 13.36 The replacement of these bays in the basement is considered acceptable, however, the Council needs to be mindful that the disabled parking bays are not tied to the property, and are a resource available to anyone in possession of a blue badge. The applicant has agreed to undertake further surveys with a view to demonstrating that the disabled parking bays are no longer required. The applicant has also agreed to investigate options for relocating the disabled parking bays elsewhere in the local area.
- 13.37 The proposal would require the Council to undertake a separate public consultation exercise under the Highways Act 1980. This would involve the Council advertising intent to amend existing traffic management orders on the public highway, in order to facilitate the applicant's proposal. The Council cannot guarantee that the proposal would be implemented at this stage. It would require any material objections to be carefully considered. However, the proposal is likely to be acceptable if a way can be found to relocate the disabled parking bays elsewhere in the local area.
- 13.38 A financial contribution of £2,523 to cover the Council's costs associated amending existing traffic orders would need to be secured as a section 106 planning obligation if planning permission is granted.

Proposed Alterations to the Public Highway on Euston Road

- 13.39 The existing building overhangs the footway on the south side of Euston Road at first floor and above. The proposal as originally submitted would have involved the infilling of the overhang. This would have involved a loss of 107 square metres of public realm and the effective width of the footway would have been reduced by 3.1 metres. The resulting footway would be 6.2 metres wide. However, the effective footway width for pedestrian movement would be significantly less than this (say 4 metres). This is due to an existing street furniture zone along the kerbside on Euston Road where pedestrians do not generally walk.
- 13.40 A Pedestrian Comfort Assessment has been undertaken in line with TfL's 'Pedestrian Comfort Guidance for London' to consider the impact the proposal would have on pedestrian facilities and pedestrian amenity. The results of the assessment suggest that pedestrian comfort levels would remain as 'comfortable'. This is the highest rating achievable. However, it does acknowledge that the actual level of comfort would be reduced.
- 13.41 TfL raised a material objection to the proposal on the grounds that it would involve a significant loss of public realm. TfL noted that footways have a place function as well as facilitating pedestrian movements. TfL noted the importance of safeguarding land for existing and future transport needs in line with London Plan policy 6.2 'Providing public transport capacity and safeguarding land for transport'. TfL also referenced emerging proposals to transform the public realm on Euston Road. Proposals are currently being developed through the Euston Road Corridor Study and the project is referenced on page 239 of the Further Alterations to the London Plan which were published following adoption on 10th March 2015. The project is specifically referenced in Table 6.1 under the heading 'Re-imagined street and places'. The proposal to infill the overhang would compromise these emerging proposals which TfL is developing in partnership with Camden.
- 13.42 The proposal to infill the overhang would require a stopping up order to be processed. This is a separate process from granting planning permission. The applicant would need to

submit an application to Camden for assessment. TfL has made it clear that they would lodge a strong objection to any such application. A stopping up application would be unlikely to be acceptable to the Council on this basis.

13.43 The applicant has considered the above points and has decided to amend the planning application by removing the proposal to infill the overhang at this point in time. However, the revised proposal would retain plans to provide an external lift on the Euston Road façade of the building. This would result in a minor loss of public realm on the Euston Road footway. It is unclear at this stage if this would be acceptable to TfL. However, it should be noted that a stopping up order would still be required.

13.44 Whilst the infilling of this area would be a positive in terms of design and activating the frontage, the proposal has been amended to remove the infilling. Retail units ancillary to the hotel were proposed in this location which would have been accessed direct off Euston Road, as well as direct from within the hotel. The infilling of the recessed area was necessary for these units to have level access from Euston Road, in accordance with the Equalities Act and the removal of this area from the proposal means that stepped access would be the only means of entering the units from Euston Road, which would not accord with the Equalities Act. Given the above, there would be no access from Euston Road. The treatment of this frontage will be covered in the conservation and design section of this report.

Public Realm Improvements within the site

13.45 The proposal would include the removal of the lift core, stairwell, and bridge link to the Old Town Hall at the northwest corner of the property and also the removal of the adjacent entrance to the Camden Centre. In addition, a roof slab would be installed to cover the large lightwell adjacent to the Old Town Hall would be covered.

13.46 The proposal would then involve repaving the public realm on Tonbridge Walk in high quality materials (e.g. 'Yorkstone' paving slabs or granite blocks). There would also be opportunities to make improvements to street furniture.

13.47 Tonbridge Walk has historically been maintained as public highway. It is an established right of way for pedestrians which would need to be maintained. The proposals would make Tonbridge Walk a more pleasant environment for pedestrians. The removal of these structures would also improve permeability in the area and would increase public open space. The proposals for Tonbridge Walk would include the provision of a light-well roof slab above the currently exposed basement light-well. This is welcomed as it would contribute towards an increased and improved public realm adjacent to the western façade of the site. It is unclear how this would be done at this stage. A concrete slab with or without glass blocks might be appropriate. However, officers would resist any proposal which would be uncomfortable or unsafe for people to walk on and a condition is suggested requiring full details.

13.48 The proposal also includes the provision of new public open space adjacent to the southern façade of the building. This would consist of a mixture of hard and soft landscaping features. The new public open space would have an area of 534sqm. A high quality landscaped public realm is envisaged. Full details of landscaping of this area are required by condition. The provision of this space would be beneficial to an area lacking in public open space, in an area that is busy with vehicular and pedestrian traffic. The shared use path would most likely be constructed in the same materials to be used on Tonbridge Walk. It would provide a useful link for cyclists and pedestrians between Argyle Street and Tonbridge Walk. This would increase the permeability of the site for pedestrians and cyclists while also

contributing towards a wider route between Gray's Inn Road to the east and Tottenham Court Road to the west. The existing vehicular ramp leading down to the basement from Argyle Street would be narrowed to increase the size of this area. This part of the proposal complies with the Council's core strategies CS11 & CS19 and our development policies DP17 & DP21 and is therefore acceptable in transport terms. The Camden Cycling Campaign support the creation of this route.

- 13.49 The enhanced public realm on Tonbridge Walk and the shared use path adjacent to southern façade of the building is likely to remain in private ownership and would need to be managed, maintained and cleaned by the owner. However, it would perform a similar function to footpaths maintained as part of the public highway network. These areas of public realm would need to be designed and constructed to adoptable standards.
- 13.50 It is unclear at this stage if the Council would want to formally adopt Tonbridge Walk and the new shared use path adjacent to the southern façade of the building as public highway. This can be addressed outside of planning. However, it is recommended that the proposed public realm paving and street furniture works should be implemented by the Council. This would ensure that the same quality of design, materials and construction would be provided for all public realm improvements in the vicinity of the site.
- 13.51 Details of the proposals for hard and soft landscaping within the site boundary would be secured by condition if planning permission is granted. This would include material specifications, street lighting details and detailed layout arrangements which should be developed through further discussion with the Transport Strategy Service. Our primary concern is to ensure that the internal public realm proposals can be tied into the external highway and public realm proposals to be delivered by Camden.
- 13.52 A public realm management plan would be secured as a Section 106 planning obligation if planning permission is granted. This would describe arrangements for management and maintenance of all areas of public realm within the site boundary.
- 13.53 A walkways agreement would also be secured as a Section 106 planning obligation if planning permission is granted.

Pedestrian, Cycling, Environmental and Public Realm Improvements

- 13.54 The summary page of Camden Development Policy DP17 states:

The Council will promote walking, cycling and public transport use. Development should make suitable provision for pedestrians, cyclists and public transport and, where appropriate, will also be required to provide for interchanging between different modes of transport. Provision may include:

- a) Convenient, safe and well-signalled routes including footways and cycleways designed to appropriate widths.
- b) Other features associated with pedestrian and cycling access to the development, where needed, for example seating for pedestrians, signage, high quality cycle parking, workplace showers and lockers.
- c) Safe road crossings where needed.
- d) Bus stops, shelters, passenger seating and waiting areas, signage and timetable information.

- 13.55 The Council has been investigating ways of encouraging walking, cycling and public transport as the primary modes of transport for trips to and from the site (including short distance trips to and from the nearest public transport interchanges). We can do this by making improvements to walking and cycling routes in the local area (e.g. between the site

and the nearest public transport interchanges or local amenities). A number of improvements have been identified which would improve the pedestrian experience on routes to the site. These include:

- Legible London signage in the local area (endorsed by TfL)
- Bus stop improvements on Euston Road (endorsed by TfL)
- Road safety improvements in the local area (e.g. improved pedestrian crossing facilities, traffic calming measures and junction improvements)
- Quietway cycle routes in the local area

13.56 The Council is currently working with TfL to improve the public realm in the Kings Cross area. This would transform the public realm in the area bounded by and including Euston Road, Gray's Inn Road and Argyle Street. The proposed development would benefit from this as routes to and from the site for cyclists and pedestrians would be more attractive, safer, and less dominated by motor vehicles. The proposals would also create new pocket plazas in the local area which could be enjoyed by staff and customers.

13.57 The Council would therefore seek to secure a financial contribution (to be reported at a later date) towards Pedestrian, Cycling, Environmental and Public Realm Improvements as a section 106 planning obligation if planning permission is granted.

Conclusion

13.58 The proposals have been reviewed by the Council's Transport Officer and given the excellent public transport links and the car-free nature of the proposals, they are considered acceptable on transport grounds subject to various conditions and Section 106 planning obligations as follows.

14 Accessibility

14.1 London Plan policies 4.5 and 6.7 and Camden policies CS14 and DP29 seek to promote inclusive access. The London Plan (para 4.27) requires hotel accommodation that is genuinely accessible to all with at least 10 percent wheelchair accessible.

14.2 London Plan policy 4.5 seeks 10% of hotel rooms to be wheelchair accessible. Under the proposals, 7 accessible rooms are proposed with 21 capable of adaption, should there be a demand for these rooms in the future. 28 rooms out of 270 rooms calculates as 10.4% and is therefore considered acceptable.

14.3 The proposed entrance ramp has been amended over the course of the application, in line with the advice of the Council's Accessibility Officer, and is now therefore considered acceptable.

14.4 Under the proposals, the existing on-street disabled parking spaces would be removed and 2 private disabled parking spaces for the hotel would be provided in the basement. A Head of Term is included within the section 106 to ensure that these bays are allocated to and for use only by blue badge holders.

15 Security

15.1 Policy CS17 and CPG1 (Design) are relevant with regards to secure by design.

15.2 The Designing Out Crime officer was consulted prior to the application being submitted and was involved in the design process.

- 15.3 The proposals have been designed to minimise crime. There would be natural surveillance around the perimeter of the hotel at ground floor level. The opening up of Tonbridge Walk and the garden to the south will improve permeability and remove places where anti-social behaviour could take place or that people could hide. A concierge would be on the premises 24 hours a day. The ramp to the basement would be gated off. Conditions are suggested requiring details of CCTV cameras and lighting.
- 15.4 The above arrangements are considered to meet the requirements of Secured by Design and are therefore acceptable.

16 Refuse and recycling

- 16.1 Policies CS18, DP26 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.
- 16.2 Refuse and recycling would be stored in the basement, close to the bottom of the ramp exit. Under the proposals there would be 2 private collections, 6 days a week (Sundays excluded).
- 16.3 The Council's Environmental Services Officer has been consulted and has no objections to the proposal. Given the above, the proposed quantity, location and strategy of the refuse and recycling storage are considered acceptable.

17 Planning obligations

- 17.1 Based upon the formulae outlined in CPG8 (Planning obligations), the following contributions are required to mitigate the impact of the development upon the local area, including on local services.

Contribution	Amount (£)
Employment	57,557.50
Housing (Mixed use policy)	644,700
Pedestrian, Cycling, Environmental and Public Realm Improvements	To be confirmed
Highways Works	To be confirmed
Travel Plan Monitoring	5,902
Contribution towards a 'decentralised energy feasibility assessment'	5,000
Amending existing traffic orders	2,523
TOTAL	715,682.50 (to date)

18 Mayor of London's Crossrail CIL

- 18.1 The proposal will be liable for the Mayor of London's Community Infrastructure Levy (CIL) as it includes an uplift of floor area of more than 100m. Based on the Mayor's CIL charging schedule and the information provided as part of the application, the charge for this scheme, should it be approved would likely be **£112,362** (proposed floorspace uplift 1,842sqm x 61 = £112,362). 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.

19 Camden CIL

19.1 The proposal will be liable for the Mayor of London's Community Infrastructure Levy (CIL) as it includes an addition of over 100sqm commercial floorspace. Hotels in the central area (Zone A) are charged at £40/sqm. Therefore the CIL charge would be **£73,680** (£1842 x 40).

20 CONCLUSION

20.1 It is considered that the hotel use on the site is acceptable given its highly accessible and sustainable location and the benefits of bringing a vacant building back into use. Whilst the proposed hotel would employ less people than the Council offices, the proposal would bring 450 FTE jobs and significant training opportunities. Section 106 Heads of Terms are included to ensure that the opportunities and benefits for local people are maximised. The Council's Economic Development Section is strongly supportive.

20.2 The proposed roof extension is considered high quality architecture in terms of materials, proportion to its host and elevational treatment. The scale of the proposal is considered appropriate in this location on Euston Road. The proposal would not significantly obscure views of St Pancras and would not harm this building or the other heritage assets in the area. The proposal is supported by English Heritage and the South-East Design Review Panel.

20.3 Given the distances and orientation of the proposal to residential properties in the area, officers consider that there would not be a material impact in terms of loss of light or privacy. A Hotel Management Plan would be secured via section 106 to ensure that the hotel had measures in place to mitigate and resolve any potential amenity issues.

20.4 The proposal is considered acceptable in terms of sustainable design and construction.

20.5 Given the highly accessible location and the car-free nature of the proposal, it is considered acceptable on transport grounds, subject to conditions and section 106 Heads of Terms.

21 RECOMMENDATION

21.1 **Planning Permission is recommended subject to conditions and a S106 Legal Agreement covering the following Heads of Terms:-**

Land use

- A Full Hotel Management Plan, requiring measures to be put in place such as signage/information to promote customer and staff awareness of the need to come and go quietly during night-time and early morning, plus members of staff to be assigned as duty monitors to ensure adherence to the plan and act as an on-call contact point for any complaints from residents arising.
- Provision of off-site housing (DP1 Mixed use policy) £664,700

Employment

The following Heads of Terms would be included in the section 106, to maximise benefit and opportunities to local residents and businesses with regards to the build phase of the development:

- Employment and training contribution of 57,557.50.
- The applicant recruit a specified number (to be agreed) of local people to construction vacancies on the development site.

- The applicant advertise all construction vacancies and work placement opportunities exclusively with the Kings Cross Construction Skills Centre for a period of 1 week before marketing more widely.
- The applicant provide a specified number (to be agreed) of construction work placement opportunities of not less than 2 weeks each, to be undertaken over the course of the development, to be recruited through the Council's Kings Cross Construction Skills Centre.
- If the build costs of the scheme exceed 3 million the applicant must recruit 1 construction apprentice per £3million of build costs, and pay the council a support fee of £1,500 per apprentice as per clause 8.17 of CPG8. Recruitment of construction apprentices should be conducted through the Council's Kings Cross Construction Skills Centre.
- If the value of the scheme exceeds £1million, the applicant must also sign up to the Camden Local Procurement Code, as per section 8.19 of CPG8
- The applicant provide a local employment, skills and local supply plan setting out their plan for delivering the above requirements in advance of commencing on site.
- The applicant should deliver at least 1 supplier capacity building workshop/Meet the Buyer event to support Camden SMEs to tender for construction contracts in relation to the development.

The following Heads of Terms would be included in the section 106, to maximise benefit and opportunities to local residents and businesses with regards to the occupation phase of the development:

- That the hotel operator works with the Council and its partners to promote employment opportunities locally
- A specified number of end-use apprenticeships at the hotel, to be recruited through the Camden Apprenticeships service.
- A specified number of work experience placements at the hotel following the completion of the building. Work experience placements can be organised through the council's Economic Development service.
- That the applicant commits to working with the Council and a local training provider, such as, Westminster Kingsway College, to develop a package of training measures to support the recruitment and operational activities of the hotel
- That the operator promotes tendering opportunities to local businesses.

Sustainability

- A sum of £5,000 towards the cost of carrying out a 'decentralised energy feasibility assessment' to investigate feasibility of a shared heat network between the town hall, THX and the other nearby developments.
- The Energy Efficiency Plan should include "details of measures to enable connection to a future heat network".
- The requirement to connect to a future heat network should also be secured by S106, subject to viability.
- If the decentralised energy feasibility study demonstrates that there is an alternative location for an energy centre which could effectively serve the wider area, to secure the costs required for provision of the shared energy centre between the THX and the town hall to be put towards delivery of a wider energy network.

Transport

- Restrict or prevent coaches from accessing the site.
- A detailed Servicing Management Plan
- A detailed CMP

- A public realm management plan - this would describe arrangements for management and maintenance of all areas of public realm within the site boundary.
- A walkways agreement – to ensure that developer would not build on this land/take away public right of way
- Pedestrian, Cycling, Environmental and Public Realm Improvements contribution (to be confirmed)
- Full Travel Plan (TP), including a TRICS survey and to provide Camden and TfL with a copy of the results as part of the travel plan review and monitoring process
- A financial contribution of £2,523 to cover the Council's costs associated amending existing traffic orders
- The applicant shall enter into a Section 278 agreement under Highways the Act 1980 to repave the footway along the site's Euston Road frontage (from building boundary to carriageway kerb)
- A financial contribution to cover the cost of highway works in the vicinity of the site. The exact level of financial contribution is yet to be determined. The Highway Authorities (Camden and TfL) reserve the right to construct the adjoining Public Highway (carriageway, footway and/or verge) to levels they consider appropriate
- Disabled bays are allocated to and for use only by blue badge holders.

22 LEGAL COMMENTS

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

APPENDIX 1

Condition(s) and Reason(s):

2014/7874/P	
1	<p>Three years from the date of this permission 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 The development hereby permitted shall be carried out in accordance with the following approved plans:</p> <p>Drawing Numbers: 1996_X_GA(B1)01_PL P02, 1996_X_GA(B2)01_PL P02, 1996_X_GA(00)01_PL P02, 1996_X_GA(01)01_PL P02, 1996_X_GA(TY)01_PL P02, 1996_X_GA(07)01_PL P02, 1996_X_GA(08)01_PL P02, 1996_X_GA(09)01_PL P02, 1996_X_GA(10)01_PL P02, 1996_X_GA(11)01_PL P02, 1996_X_GS(AA)01_PL P02, 1996_X_GS(DD)01_PL P02, 1996_X_GE(NO)01_PL P02, 1996_X_GE(S0)01_PL P02, 1996_X_GE(WE)01_PL P02, 1996_X_GE(EA)01_PL P02,</p> <p>Documents:</p> <ul style="list-style-type: none"> • Design and Access Statement, prepared by Orms (December 2014) • Planning Statement, prepared by GVA (December 2014) • Air Quality Assessment, prepared by Peter Brett Associates • Daylight and Sunlight Report, prepared by GVA Schatunowski Brooks • Noise, Vibration and Ventilation Assessment revision 1, prepared by Scotch and Partners (12 December 2014)

	<ul style="list-style-type: none"> • Officer and Hotel Study, prepared by CBRE (October 2014) • Statement of Community Involvement, prepared by LCA • Sustainability Statement, prepared by Arup • Transport Assessment, prepared by RGP (December 2014) • Hotel Management Plan, prepared by GVA and The Standard (December 2014) • Construction Management Plan, prepared by Knight Harwood • Waste Storage and Collection, prepared by Orms • Tree Report, prepared by ACD (18 December 2014)
3	<p>Sample panels A Sample Panel of the following shall be provided on site and shall be approved in writing by the local planning authority before the relevant parts of the works are commenced:</p> <ol style="list-style-type: none"> a. Brickwork (minimum 1.5m x 1.5m in size) including glazed opening, cill and integrated louvred panel showing reveal detail and demonstrating the proposed colour, texture, face-bond and pointing b. all facing materials including coping, soffits, windows and doors. c. The canopy <p>The approved panels shall be retained on location until the work has been completed.</p> <p>The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.</p> <p>Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.</p>
4	<p>Landscaping No development shall take place until full details of hard and soft landscaping and means of enclosure of all un-built, open areas have been submitted to and approved by the local planning authority in writing. [Such details shall include details of any proposed earthworks including grading, mounding and other changes in ground levels.] The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.</p> <p>Reason: To ensure that the development achieves a high quality of landscaping which contributes to the visual amenity and character of the area in accordance with the requirements of policy CS14 [if landscape details], [CS15 if trees only and/or in CA] of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 [if landscape details] of the London Borough of Camden Local Development Framework Development Policies.</p>
5	<p>Trees retention Prior to the commencement of any works on site, details demonstrating how trees to be retained shall be protected during construction work shall be submitted to and approved by the Council in writing. Such details shall follow guidelines and standards set out in BS5837:2012 "Trees in Relation to Construction". All trees on the site, or parts of trees growing from adjoining sites, unless shown on the permitted drawings as being removed, shall be retained and protected from damage in accordance with the</p>

	<p>approved protection details.</p> <p>Reason: To ensure that the development will not have an adverse effect on existing trees and in order to maintain the character and amenity of the area in accordance with the requirements of policy CS15 of the London Borough of Camden Local Development Framework Core Strategy.</p>
6	<p>Timing of landscaping works</p> <p>All hard and soft landscaping works shall be carried out to a reasonable standard in accordance with the approved landscape details by not later than the end of the planting season following completion of the development. Any newly planted trees or areas of planting which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased, shall be replaced as soon as is reasonably possible and, in any case, by not later than the end of the following planting season, with others of similar size and species, unless the local planning authority gives written consent to any variation.</p> <p>Reason: To ensure that the landscaping is carried out within a reasonable period and to maintain a satisfactory standard of visual amenity in the scheme in accordance with the requirements of policies CS14, and CS15 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.</p>
7	<p>External lighting</p> <p>Prior to commencement of any works of landscaping and in any event prior to the commencement of the use, a lighting strategy, shall be submitted to and approved in writing by the Local Planning Authority. Such strategy shall provide details of all external lighting fixtures and fittings and shall demonstrate how their design, location and specification has taken account of community safety & security and reducing light spillage.</p> <p>The development shall not be occupied until the relevant approved details have been implemented. These works shall be permanently retained and maintained thereafter.</p> <p>Reason: To safeguard the appearance of the premises and the character of the immediate area, to ensure community safety and to conserve biodiversity by minimise light pollution in accordance with the requirements of policies CS14, CS15 and CS17 of the London Borough of Camden LDF Core Strategy and DP24 of the London Borough of Camden LDF Development Policies.</p>
8	<p>CCTV</p> <p>Full details of any external CCTV and security monitors/fixtures shall be submitted to and approved by the Local Planning Authority prior to commencement of the use and retained thereafter.</p> <p>Reason: In order to ensure a safe and secure environment in accordance with policy CS17 of the London Borough of Camden Local Development Framework Core Strategy.</p>
9	<p>Air inlet locations</p> <p>Before the relevant parts of the works are commenced full details of the roof level air inlet locations relative to the CHP flue should be provided to show how these have been located to avoid contamination of incoming air.</p>

	Reason: To protect the amenity of the building users in line with DP26
10	<p>CHP emissions</p> <p>Before the relevant parts of the works are commenced of the proposed CHP specification confirming compliance with the Mayors 'Band B' NOx emissions standards (max. 95mg/Nm3) should be provided to the Council and approved in writing.</p> <p>Reason: To comply with GLA sustainable design and construction SPG. To reduce impact on air quality.</p>
11	<p>SUDS</p> <p>Before the relevant parts of the works are commenced, full details of the sustainable urban drainage system shall be submitted to and approved in writing by the local planning authority. Such a system should be designed to accommodate all storms up to and including a 1:100 year storm with a 30% provision for climate change, and shall demonstrate a 45% reduction in run off rate. The system shall include blue-green roofs as per the approved application. Details shall include a programme of maintenance.</p> <p>Prior to occupation, evidence that the system has been implemented as part of the development shall be submitted to the Local Authority and approved in writing. The systems shall thereafter be retained and maintained.</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 CS13 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22, DP23 and DP32 of the London Borough of Camden Local Development Framework Development Policies.</p>
12	<p>Impact piling</p> <p>No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.</p> <p>Reason: To safeguard the existing public sewer infrastructure and to protect the structural stability of the neighbouring buildings and structures, in accordance with policies CS5 and CS14 of the London Borough of Camden Local Development Framework Core Strategy and policies DP24, DP26 and DP27 of the London Borough of Camden Local Development Framework Development Policies.</p>
13	<p>Drainage strategy</p> <p>Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.</p> <p>Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community. Should the Local Planning Authority consider the above recommendation is inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Control Department (telephone 0203 577 9998) prior to the Planning Application approval.</p>

14	<p>Plant equipment Noise levels at a point 1 metre external to sensitive facades shall be at least 5dB(A) less than the existing background measurement (LA90), expressed in dB(A) when all plant/equipment (or any part of it) is in operation unless the plant/equipment hereby permitted will have a noise that has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or if there are distinct impulses (bangs, clicks, clatters, thumps), then the noise levels from that piece of plant/equipment at any sensitive façade shall be at least 10dB(A) below the LA90, expressed in dB(A).</p> <p>Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP28 of the London Borough of Camden Local Development Framework Development Policies.</p>
15	<p>Plan of terrace A plan showing the limits of the roof terrace shall be submitted to and approved by the Council. Only the part of the roof marked as terrace on the approved plan shall be used as such, with no other part of the roof being used for the enjoyment of staff or patrons of the hotel.</p> <p>Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP28 of the London Borough of Camden Local Development Framework Development Policies.</p>
16	<p>Use of terrace The roof terrace shall not be used outside of the following times: 8am to 11pm Mondays to Saturdays and 9am to 10pm on Sundays, with the exception of hotel staff, residents and their guests.</p> <p>Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies CS5 and CS7 [if A3/A4/A5 use] of the London Borough of Camden Local Development Framework Core Strategy and policy DP26, DP28 [and DP12 if A3/A4/A5] of the London Borough of Camden Local Development Framework Development Policies.</p>
17	<p>Rooftop clutter No structures should be erected on the roof that are not shown on the approved drawings, without planning permission.</p> <p>Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.</p>
18	<p>Accessible rooms The development shall be constructed in complete accordance with the details demonstrating that a total of 7 bedrooms will be provided to full wheelchair standard, with 21 capable of adaption and retained thereafter.</p> <p>Reason: To ensure that the internal layout of the building makes sufficient provision for the needs of people with disabilities in accordance with the requirements of policy 4.5 of the London Plan and policy DP29 of the London Borough of Camden Local</p>

	Development Framework Development Policies.
19	<p>Service and parking area The development shall not be occupied until the whole of the service and parking area has been provided and marked out as shown on the approved drawings. No parking shall occur on site except for the 2 blue badge holder spaces at any one time within the approved car parking spaces which shall be provided to full wheelchair standards and shall be permanently retained and maintained for the parking of registered disabled vehicles only unless otherwise agreed by the local planning authority in writing.</p> <p>Reason: To ensure the proper provision of servicing for the development and that the use of the premises does not add to parking pressures in surrounding streets which would be contrary to policy CS5 and CS11 of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 of the London Borough of Camden Local Development Framework Development Policies.</p>
20	<p>Cycle parking Before the development commences, details of the proposed cycle storage area for 32 cycles shall be submitted to and approved by the Council. The approved facility shall thereafter be provided in its entirety prior to the first occupation of the development and thereafter permanently maintained and retained.</p> <p>Reason: To ensure that the scheme makes adequate provision for cycle users in accordance with policy CS11 of the London Borough of Camden Local Development Framework Core Strategy and policies DP16, DP18, DP19 and DP26 of the London Borough of Camden Local Development Framework Development Policies.</p>
21	<p>Details of Tonbridge Walk surfacing Detailed plans of the surfacing and landscaping of Tonbridge Walk shall be submitted to and approved in writing by the Local Planning Authority before development commences.</p> <p>Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.</p>
22	<p>Details of Euston Road ground floor elevation Detailed plans of the ground floor elevation on Euston Road at 1:10 shall be submitted to and approved in writing by the Local Planning Authority before development commences.</p> <p>Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.</p>
23	<p>Windows uncovered The glazing on the Euston Road ground floor elevation shall remain at least 80% uncovered at all times.</p> <p>To maintain an open frontage to safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and</p>

	policy DP24 of the London Borough of Camden Local Development Framework Development Policies.
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2014/7875/L (Camden Centre)	
1	<p>Three years from the date of this permission 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>Large scale plans</p> <p>Large scale plans, sections and elevations at a scale of 1:10, which are fully labelled with materials and finishes, illustrating all new building components shall be approved in writing by the local planning authority before the relevant parts of the works are commenced.</p> <p>Reason: To safeguard the appearance of the premises and the character of the listed building in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.</p>
3	<p>Sample</p> <p>A sample of the proposed matching stone shall be provided on site ahead of relevant works commencing.</p> <p>Reason: To safeguard the appearance of the premises and the character of the listed building in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.</p>
4	<p>Details of Tonbridge Walk surfacing</p> <p>Detailed plans of the surfacing and landscaping of Tonbridge Walk shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To safeguard the appearance of the premises and the character of the listed building in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.</p>

2014/7876/L (stair core)	
1	<p>Three years from the date of this permission 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>Large scale plans</p>

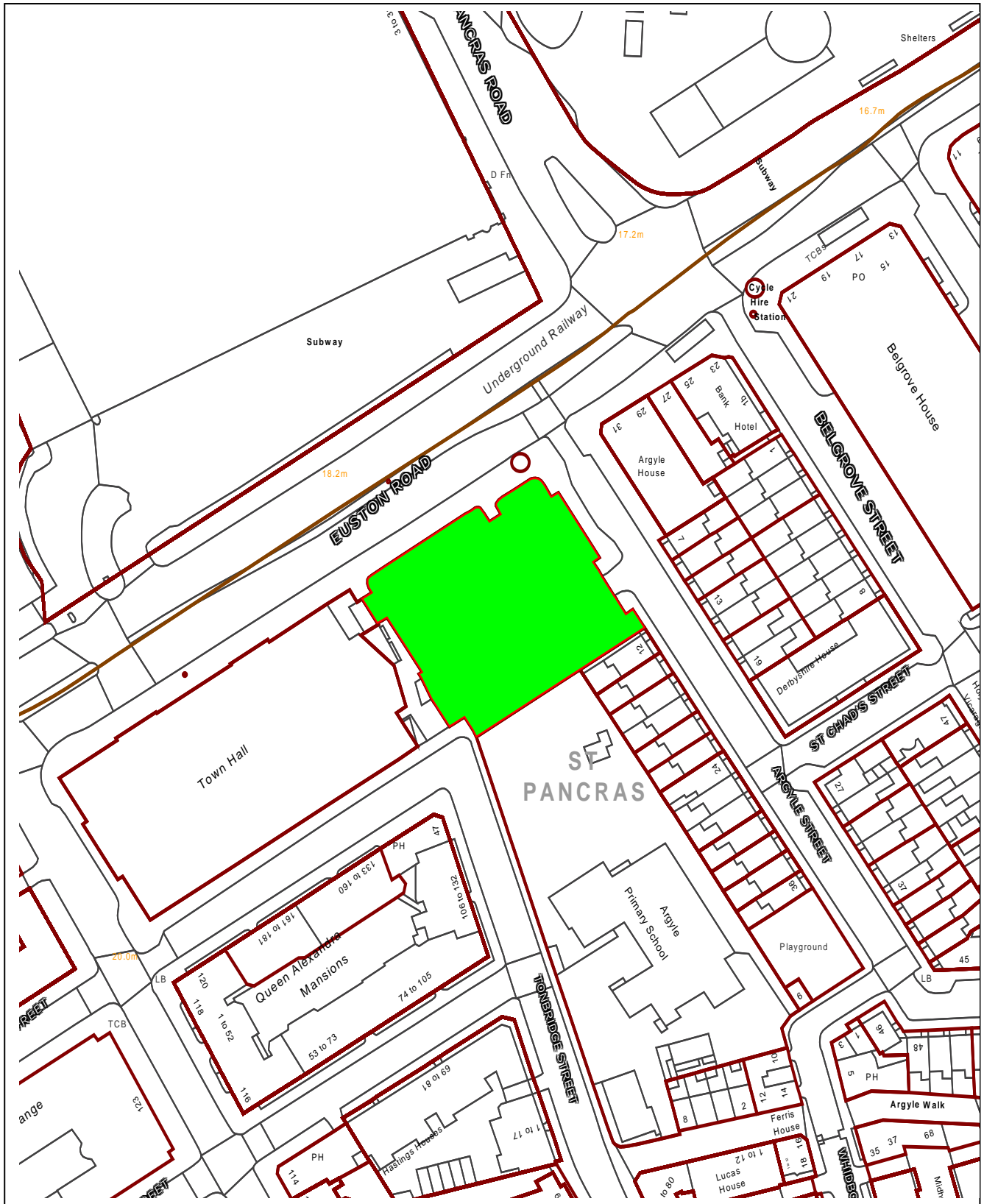
	<p>Large scale plans, sections and elevations at a scale of 1:10, which are fully labelled with materials and finishes, illustrating all new building components shall be approved in writing by the local planning authority before the relevant parts of the works are commenced.</p> <p>Reason: To safeguard the appearance of the premises and the character of the listed building in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.</p>
3	<p>Sample</p> <p>A sample of the proposed matching stone shall be provided on site ahead of relevant works commencing.</p> <p>Reason: To safeguard the appearance of the premises and the character of the listed building in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.</p>
4	<p>Details of Tonbridge Walk surfacing</p> <p>Detailed plans of the surfacing and landscaping of Tonbridge Walk shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To safeguard the appearance of the premises and the character of the listed building in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.</p>


2014/7874/P Informatives	
1	<p>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).</p>
2	<p>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.</p>
3	<p>You are advised that this proposal will be liable for the Mayor of London's Community Infrastructure Levy (CIL) and the Camden CIL as the additional floorspace exceeds 100sqm GIA or creates additional units of accommodation. Based on the information given on the plans, the Mayor's CIL Charging Schedule and the Camden Charging Schedule, the charge is likely to be £112,362 (1,842sqm uplift x £50) for the Mayor's CIL and £73,680 (1,842sqm uplift x £40 for the Camden CIL.</p>

	<p>This amount is an estimate based on the information submitted in your planning application. The liable amount may be revised on the receipt of the CIL Additional Information Requirement Form or other changes in circumstances. Both CIL's will be collected by Camden after the scheme has started and could be subject to surcharges for failure to assume liability or submit a commencement notice PRIOR to commencement and/or for late payment. We will issue a formal liability notice once the liable party has been established. CIL payments will also be subject to indexation in line with the construction costs index.</p>
4	<p>You are advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.</p>
	<p>Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.</p>
5	<p>Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.</p>
6	<p>Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.</p>
7	<p>Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.</p>
8	<p>Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Water's pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>
9	<p>Thames Water require a site drainage strategy and specifies connection points, historic and proposed discharge rates for both foul and surface water flows into the combined sewer system. Surface Water reduction does not meet the London Plan requirement. We are concerned that the proposed surface water reduction is less than the proposed foul water increase, which could yield an overall net increase in flow into the combined sewer system.</p>
10	<p>The Council has a CMP pro-forma which must 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 works commencing on site. The CMP pro-forma</p>

	<p>is available on the Camden website at the hyperlink below:</p> <ul style="list-style-type: none"> • http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-applications/making-an-application/supporting-documentation/planning-agreements/ <p>The CMP would need to include the following key elements:</p> <ul style="list-style-type: none"> • Construction vehicle movements would need to be scheduled to avoid peak periods including the school run in the morning and afternoon during term time. • Details to describe how the cumulative impacts of various developments being constructed concurrently would be mitigated. • All Contractors would be required to adhere to the 'Manual for Contractors Working in Camden'. • The project would need to be registered with the Considerate Constructors Scheme - http://www.ccscheme.org.uk/ • The CMP would need to provide evidence of consultation on a draft CMP with the local community, including details to describe how any problems and issues would be addressed. • A Construction Working Group involving representatives of the local community would need to be set up prior to any works commencing on site. • The site would need to be registered with the Considerate Constructors Scheme. We would 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: <ul style="list-style-type: none"> • http://www.clocs.org.uk/standard-for-clocs/
11	<p>Some highway licenses would be required to facilitate the proposed works. This might include the following:</p> <ul style="list-style-type: none"> • Temporary footway closure directly adjacent to the Argyle Street frontage (needs specific discussion with Engineering Services) • Temporary parking bay suspension • Skip licence • Hoarding licence • Scaffolding licence • Crane licence (needs specific discussion with Engineering Services) <p>The applicant would need to obtain such highway licences from the Council prior to commencing work on site. Any such licence requirements should be discussed in the CMP. Details for the highway licences mentioned above are available on the Camden website at the hyperlink below:</p> <ul style="list-style-type: none"> • http://www.camden.gov.uk/ccm/content/business/business-regulations/licensing-and-permits/licences/skips-materials-and-building-licences/building-licences/
12	<p>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 always subject to further public consultation, detailed design, and approval by the Highway Authorities (Camden and TfL).</p>
13	<p>London Underground Limited has requested that you continue to work with LU engineers.</p>
14	<p>You are required to seek prior agreement/ consent from TfL over tree protection for during construction of the proposal. Failure to do so may result in enforcement action being taken against the developer, or/ and a significant amount of compensation being</p>

	sought against damage to Tfl's green estate.
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	<p>Application No: 2014/7874/P, 2014,4644/L & 2014/5973/A</p> <p>Town Hall Extension Argyle Street London WC1H 8NN</p>	<p>Scale: 1:1250</p> <p>Date: 1-Apr-15</p>	<p>N</p> 
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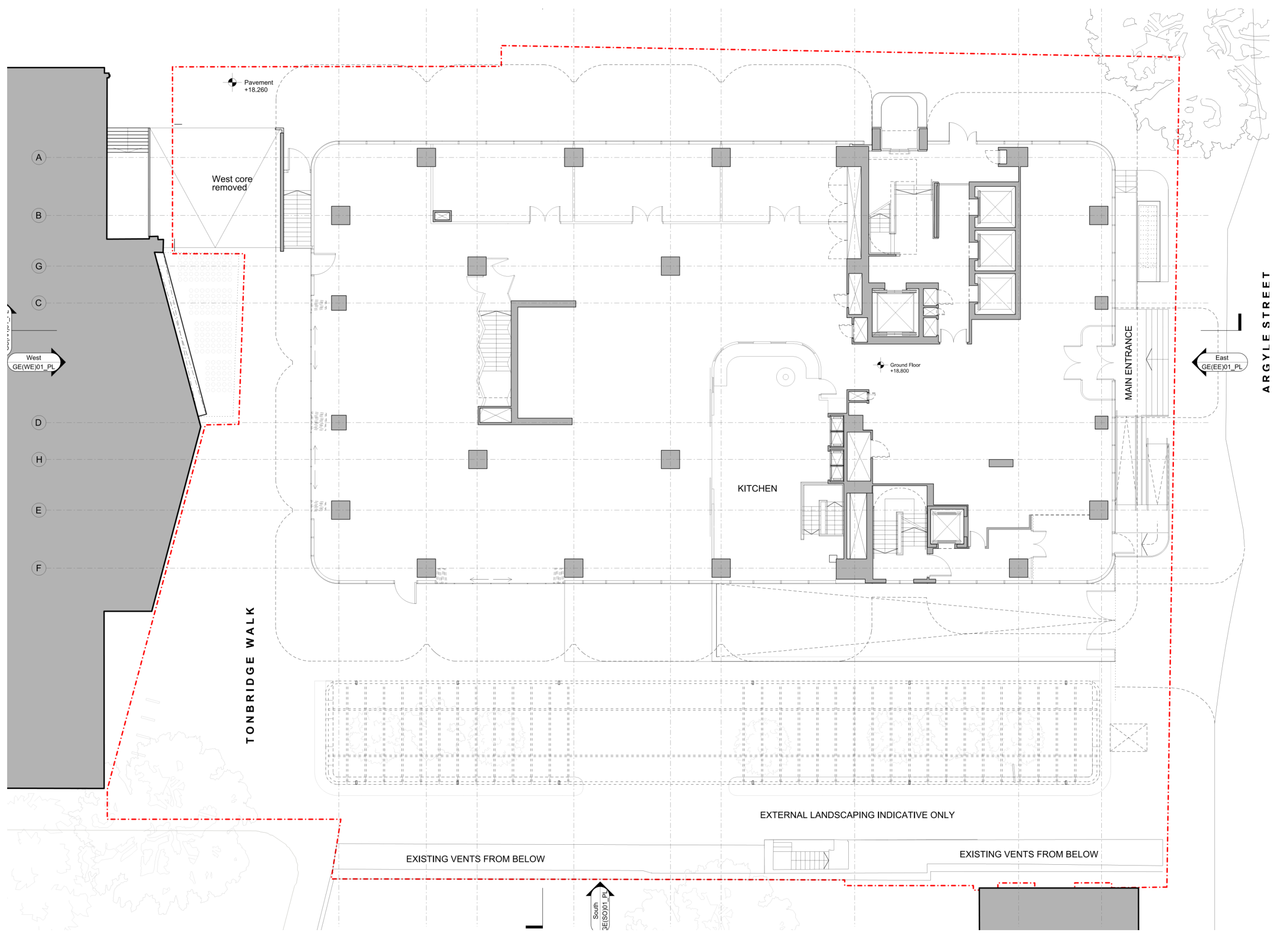
Town Hall Extension Euston Road

2014/7874/P

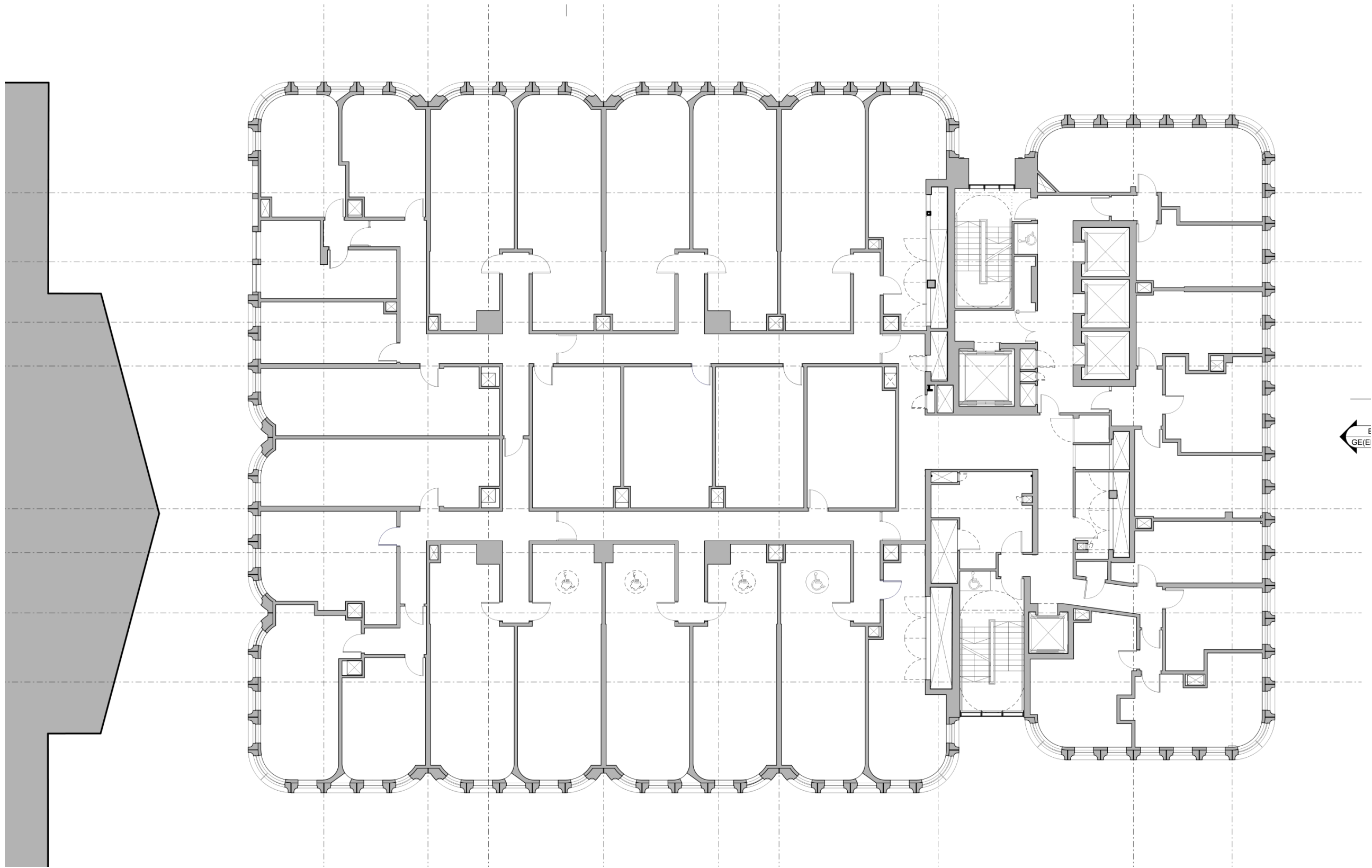
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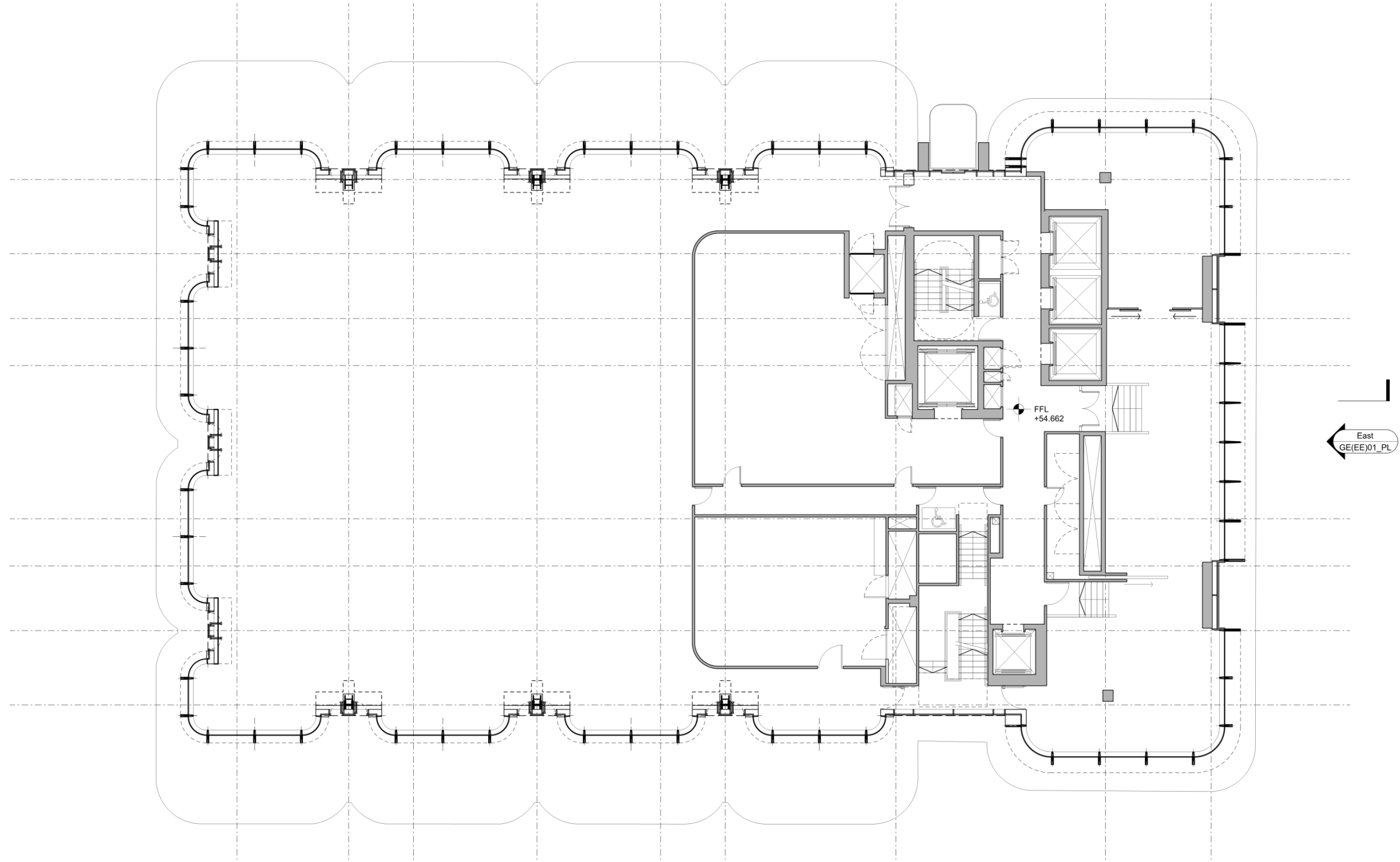
Proposed ground floor plan



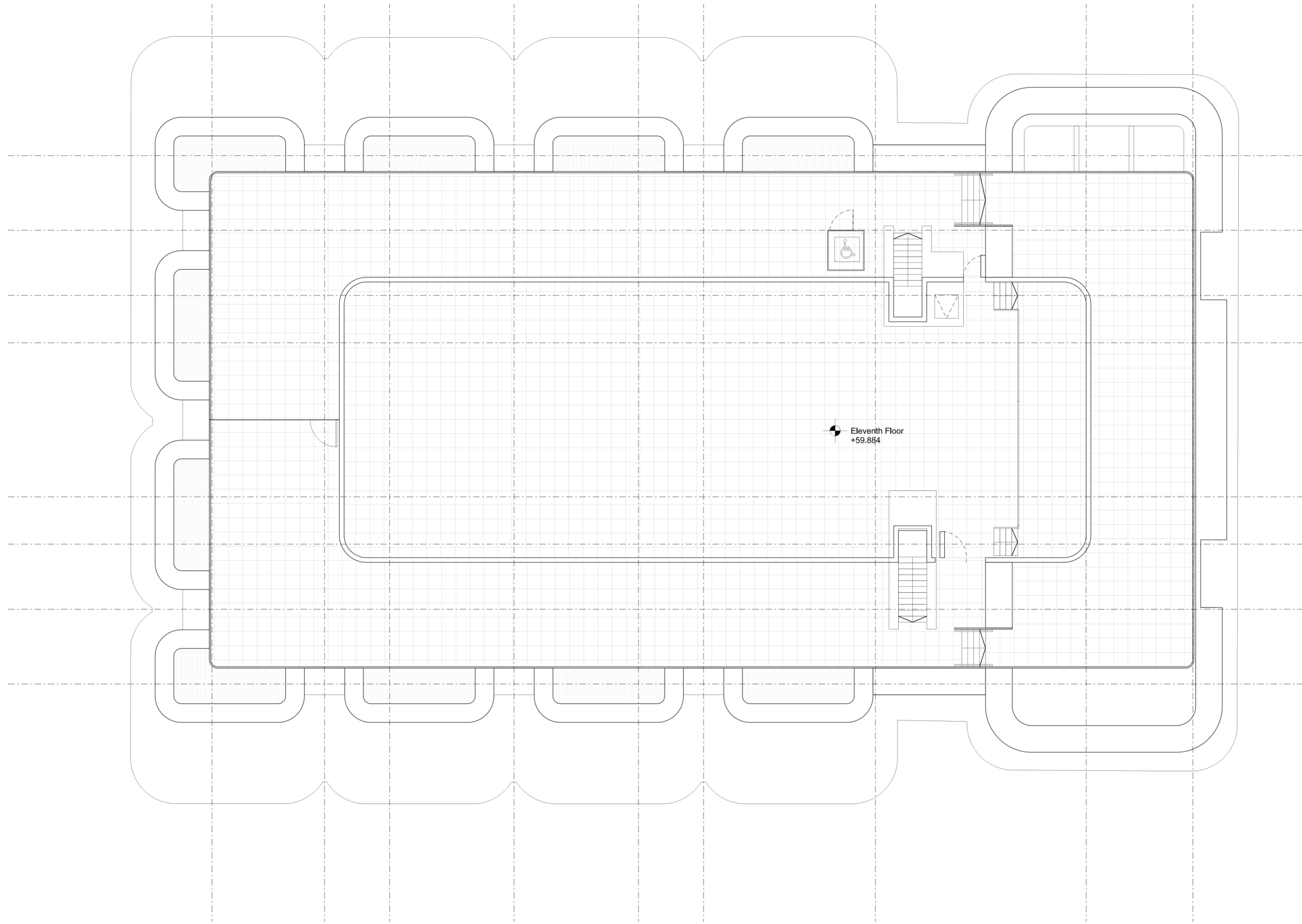
Proposed typical floor plan



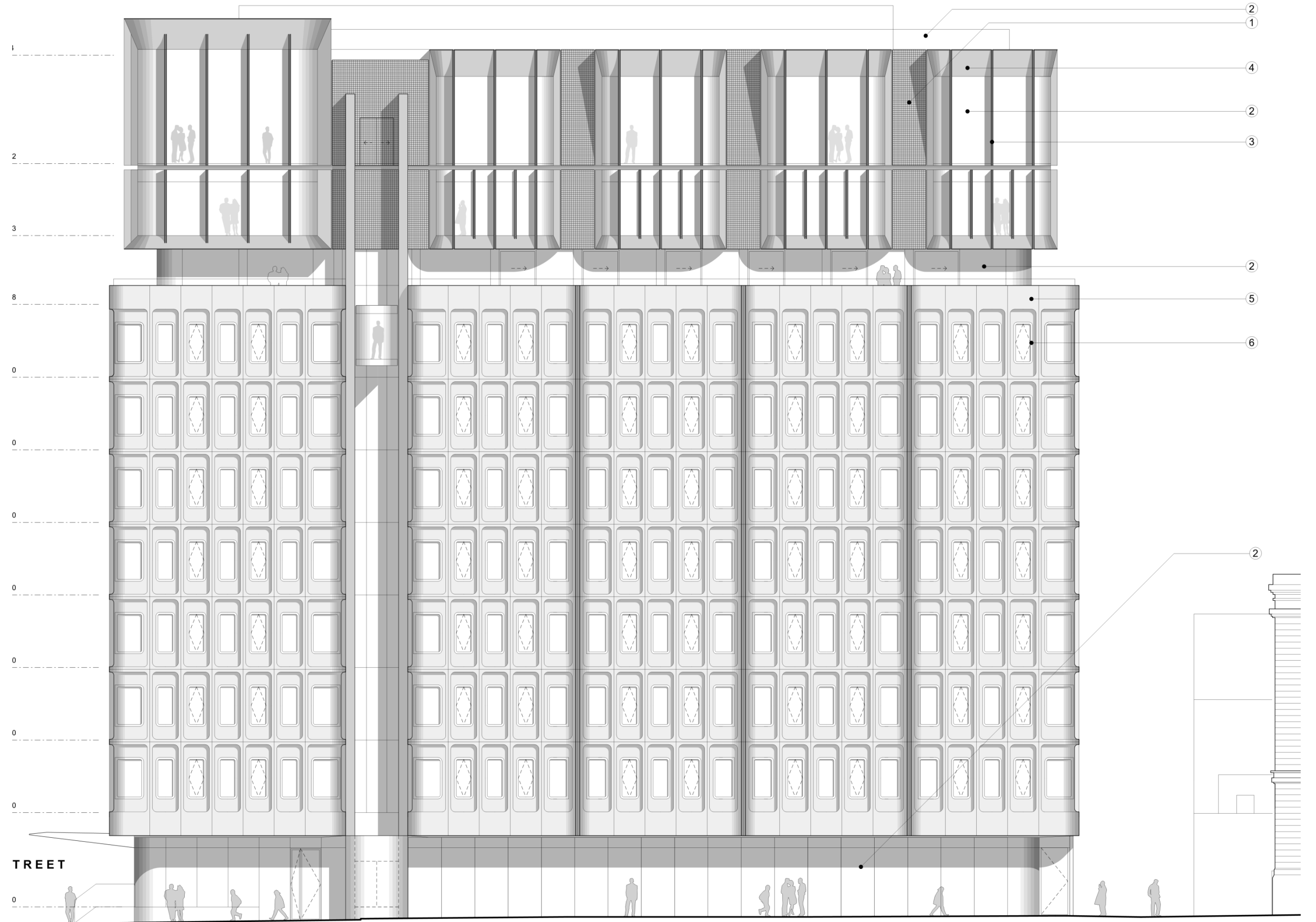
Proposed tenth floor plan



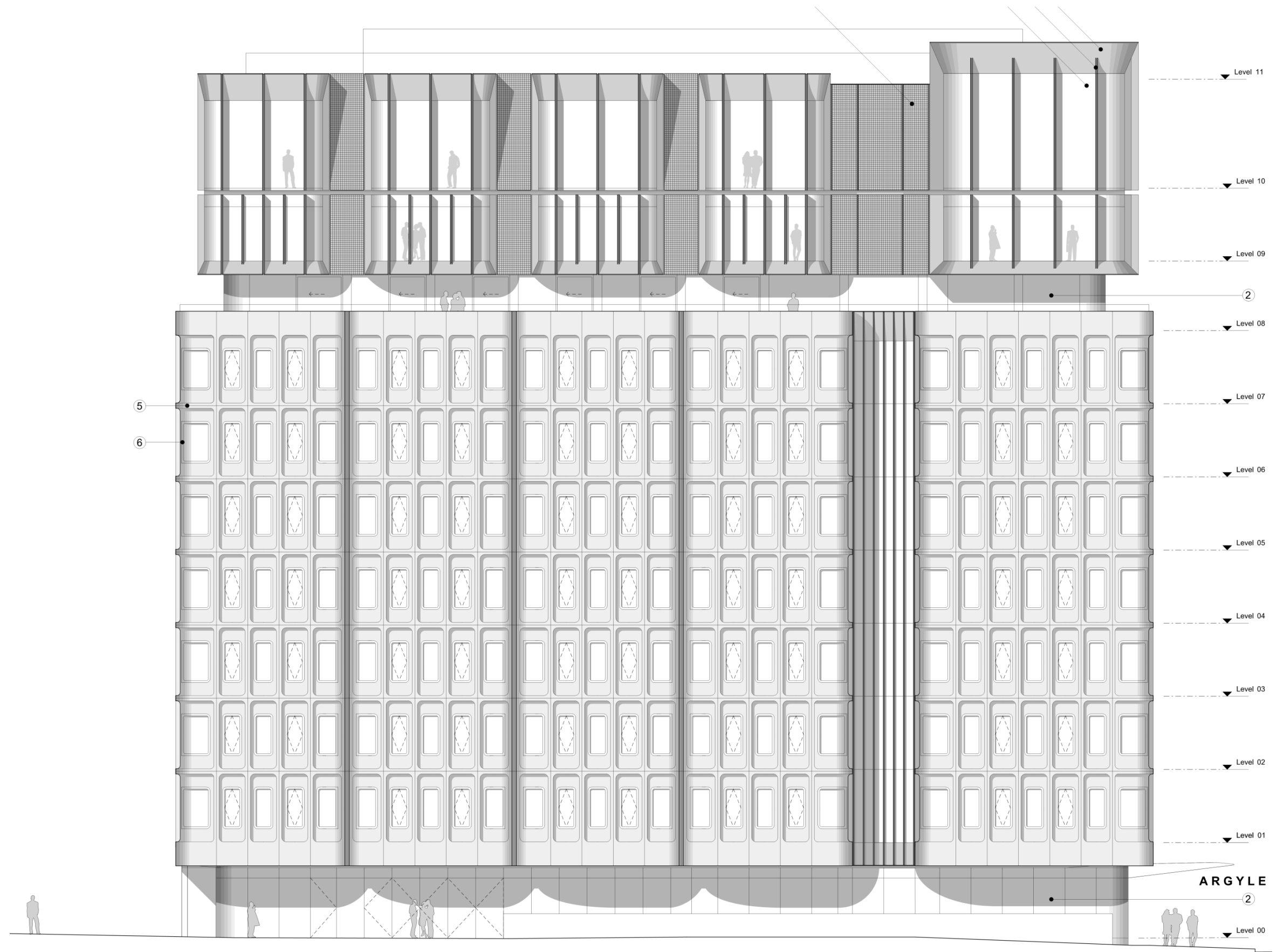
Proposed roof plan



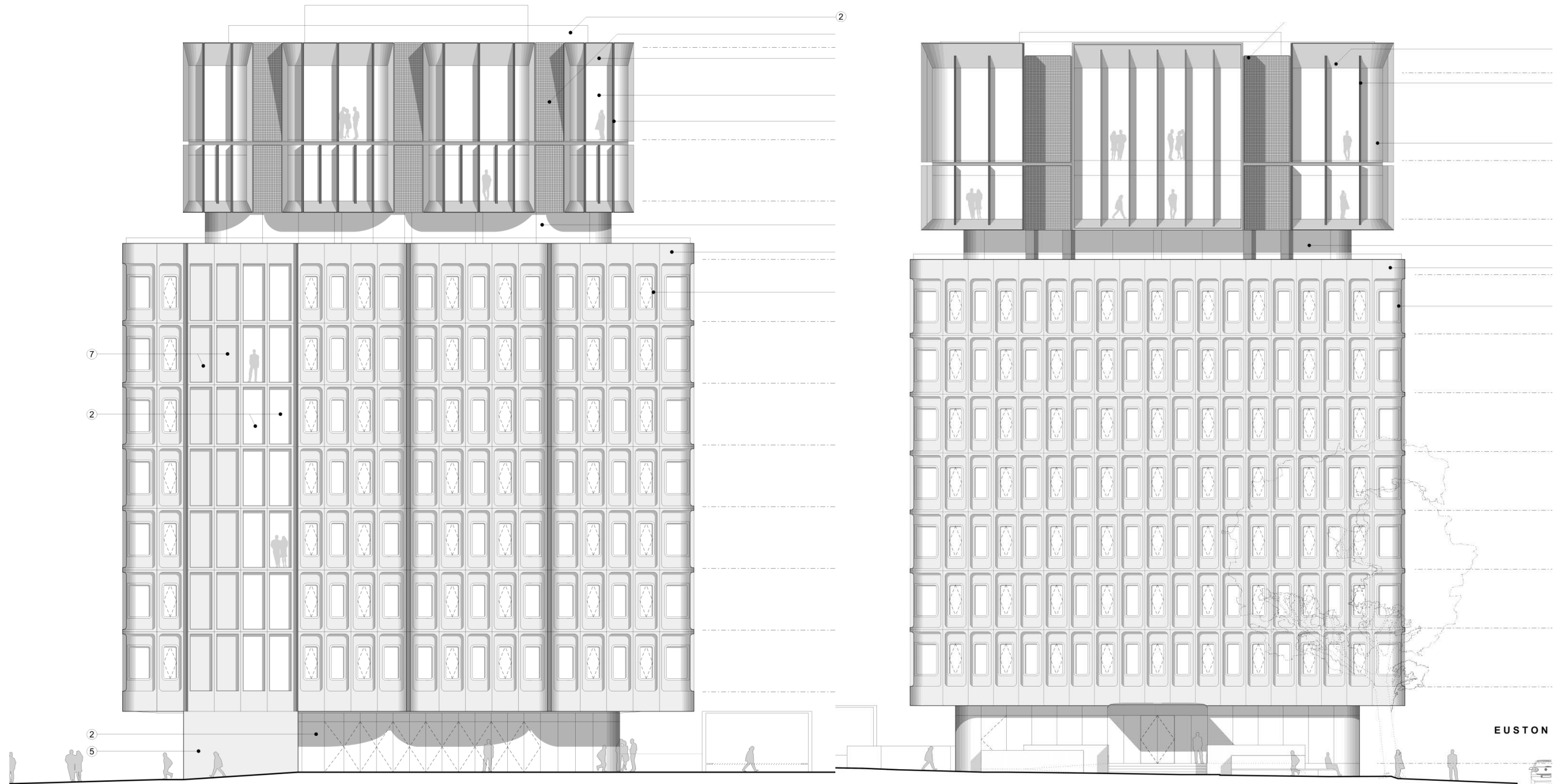
Proposed north elevation



Proposed south elevation



Proposed west and east elevations



Close up images

Close-up Image of the North West Corner Façade Design



Close-up Image of the North-South Façade Design

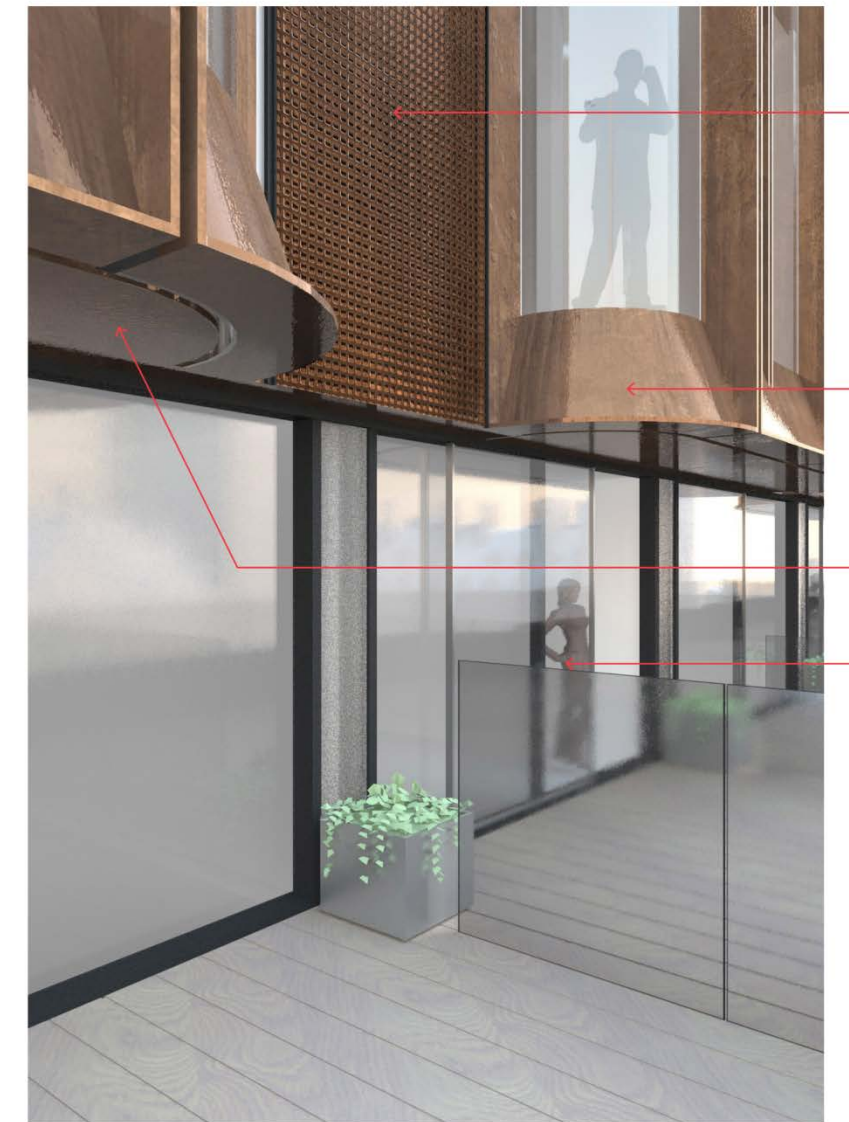


Close-up Image of the North-South Façade Design



Bar / Restaurant

Close-up Image of the North-South Façade Design



Close-up images

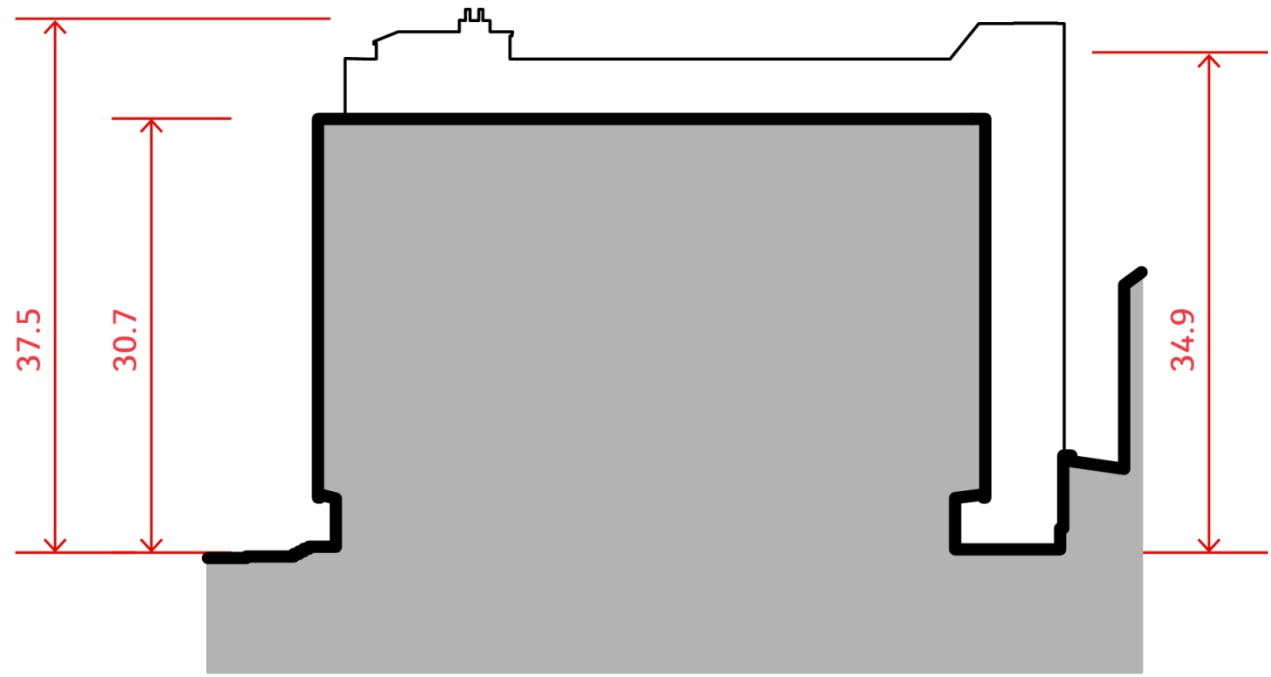
Close-up Image of the North West Corner Façade Design



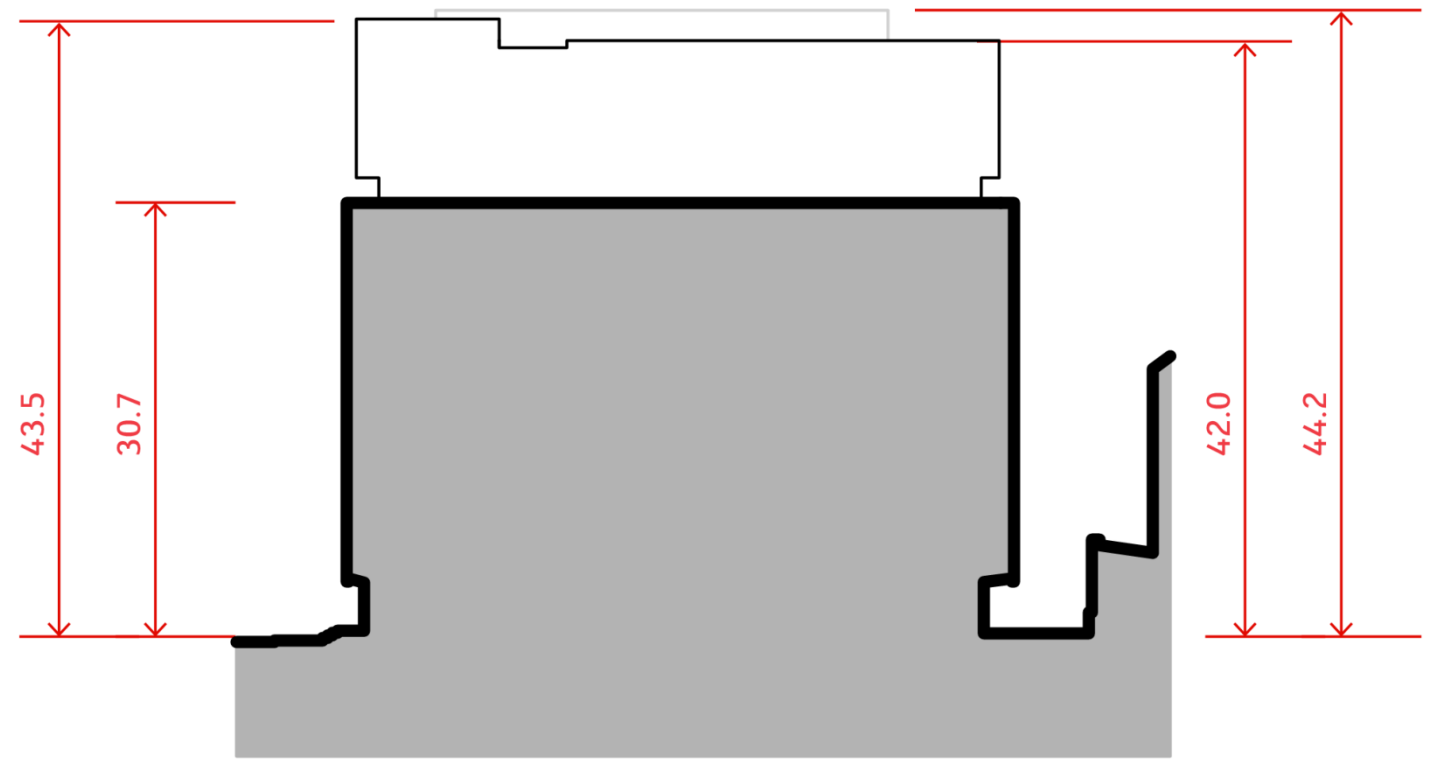
Close-up Image of the North-South Façade Design



Relative heights



Existing



Proposed

Entrance - before and after

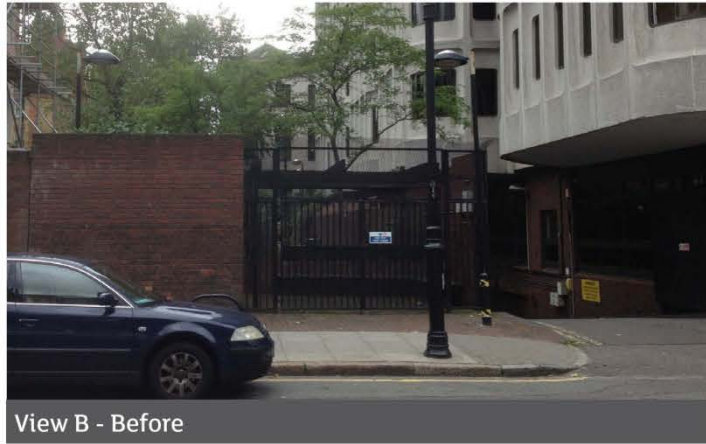


View A - Before



View A - After

Rear walkway – before and after

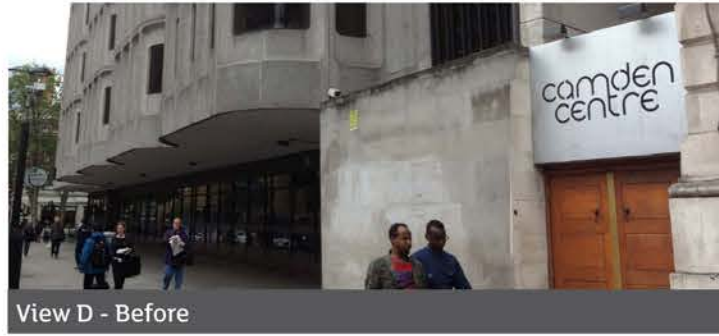


View B - Before



View B - After

Tonbridge Walk – before and after



View D - Before



View D - After

View from King's Cross Square – before and after (day)



KING'S CROSS SQUARE

- King's Cross Station →
- St. Pancras International →
- Euston Station →
- Euston Road →
- Taxis →
- King's Boulevard →
- Granary Square →
- Pancras Road →
- Bus information
- York Way
- Kings Place

View from King's Cross Square – before and after (night)



View from Tonbridge Street – before and after



View eastwards along Euston Road – before and after



View from Argyle Square – before and after



View from Whidborne Street – before and after



View from Argyle Street – before and after (day)



View from Argyle Street (night)



View down Tonbridge Walk– before and after

