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**FAO: Laura Hazelton & Rose Todd**

8 March 2021

**Our ref: LJW/AKG/KFO/U0006860**

**Your ref: 2019/2773/P & 2019/2790/L / PP-09493866**

Dear Laura

**Space House, 1 Kemble Street and 43-59 Kingsway, London, WC2B 4TE  
Town and Country Planning Act 1990 (as amended) – Section 73  
Planning (Listed Buildings and Conservation Areas) Act 1990 – Section 19  
Applications for variation to refs. 2019/2773/P and 2019/2790/L**

On behalf of our client, SLQR Trustee No.1 Limited SLQR Trustee No.2 Limited as co-trustees of SQLR Trustee No.3, we write further to the formal pre-application meetings held recently (refs: 2020/2733/PRE and 2020/4002/PRE), enclosing two applications (a section 73 and a section 19 application) in respect of planning permission ref: 2019/2773/P and the associated listed building consent ref: 2019/2790/L both dated 26 November 2019 at Space House, 1 Kemble Street and 43-59 Kingsway, London, WC2B 4TS ('the Site').

The proposed amendments for which approval is sought under these s73 and s19 applications are the result of detailed design development. The proposals seek to improve the design, safety, function and operation of the completed development whilst also continuing to ensure that the special interest of the Grade II listed building is preserved and enhanced. The proposals have been subject to thorough pre-application discussion with Camden planning, transport and conservation officers.

### **Relevant Planning History**

On 26 November 2019 planning permission (ref: 2019/2773/P) and the associated listed building consent (ref: 2019/2790/L) were approved at the site for the following:

**“Removal of existing roof plant equipment at 1 Kemble Street and erection of a single storey facsimile floor plus one setback floor; removal of roof plant from 43-59 Kingsway and erection of a single storey set-back extension; removal and replacement of the glazing to the existing enclosure of the southern external stair on Kingsway and new glazing at ground floor level across the site; enclosing the redundant petrol filling station area with slimline glazing; façade cleaning; new landscaping and public realm works and internal alterations to both buildings in connection with their refurbishment and change of use from Class B1 offices to Class A1/A3 and flexible Class B1 office / Office and events space (sui generis) at part ground and basement levels.”**

The planning permission and listed building consent were implemented on 1 March 2021.

Pending applications for planning permission and listed building consent (refs: 2021/0351/P and 2021/0318/L respectively) which seek approval for demolition works in line with those presented within this amendment application are due for determination by Camden officers on 23 March 2021.

### **Pre-Application Advice**

Pre-application advice on the proposals was received from Camden planning, conservation and transport officers (refs: 2020/2733/PRE, dated 3 September 2020 and 2020/4002/PRE, dated 23 September 2020).

The advice received stated that the proposed changes were acceptable in principle and were supported by officers.

### **Local Development Framework**

The London Borough of Camden's Local Development Framework comprises of the following planning policy documents: The National Planning Policy Framework (2019), the London Plan (2021) and the Camden Local Plan (2017).

### **Statutory Legislation**

Statute regarding the heritage environment is relevant to this application. The surrounding environment has been carefully considered in the development of the proposals having regard for the statutory legislation set out below.

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 sets out that local planning authorities should pay special regard to the desirability of preserving a listed building or its setting or any features of historic or architectural interest which it possesses when considering applications.

Section 72 of the same Act states that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of conservation areas.

### **Proposals**

The proposed amendments to the scheme are considered in the following categories:

1. External and internal design changes to the approved scheme (ground and upper floors);
2. Revisions to basement layouts;
3. Relocation of approved car parking spaces, associated realignment of short stay cycle parking and landscaping;
4. Increase in number and diversification of the cycle parking spaces at basement level 1 and associated increase in shower and locker provision at basement levels 1 and 2;
5. Variation of existing listed building consent condition;
6. Regularising the application red line;
7. Revised Areas; and
8. Planning Permission and Listed Building Consent Conditions requiring variation.

The proposed amendments result in an overall reduction in the volume of listed fabric to be demolished at the site by 460 m<sup>2</sup> (see DAS section 8.0), which was welcomed by officers at pre-application stage.

## 1. External and internal design changes to the approved scheme (ground and upper floors)

The Squire and Partners Design Document sets out in detail the minor design amendments proposed across the site above ground level. The below summarises the elements of the scheme where amendments are sought:

- a) Tower extension (internal and external);
- b) Building Maintenance Unit Strategy;
- c) Tower Ground Floor (internal layout and external changes);
- d) Bridge Link (internal and external) including planters to the roof;
- e) Kingsway extension (internal and external), including biodiverse roof;
- f) Kingsway ground floor, including revised treatment to FM office façade and refurbishment of southern stair enclosure;
- g) Tower core;
- h) Kingsway office layout and core arrangement;
- i) Rhythm of openable windows across the site; and
- j) Scree removal and like-for-like replacement.

All the changes for which formal approval is sought will improve the function and operation of the completed development for use by future occupiers whilst continuing to preserve and enhance the character and appearance of the listed building. All the changes are set out in detail within the submitted Design and Access Statement Addendum, prepared by Squire and Partners. The Design and Access Statement Addendum also includes updated CGIs of the development, incorporating the proposed changes to the extensions. The CGIs demonstrate that the proposed amendments are not visible in the long views of the site.

The DAS confirms that the UKPN areas are not appropriate locations for green walls, it is therefore requested that listed building consent condition 3(L) is amended to remove reference to green walls. The revised design now incorporates a biodiverse green roof, which will include invertebrate, bat and swift boxes, to the roof of the Kingsway extension. An excerpt from a report prepared by Ashgrove, included at DAS paragraph 7.2.5 concludes that the proposed measures will result in a beneficial impact on biodiversity at the site. The location of the proposed green roofs has been assessed and the proposed location is the most appropriate. Maintenance details have been provided within the DAS section 7.0. The size of the proposed biodiverse roof will contribute to the Applicant's aspiration to achieve BREEAM Outstanding rating. Camden officers stated at the pre-application stage that they were supportive of this, as long as there was a sufficient setback to ensure it is not visible in longer views. The DAS provides views of the proposed biodiverse roof, which demonstrate that it would not be visible in longer views.

The rhythm of openable windows across the site has been reviewed. In section 6.0 of the DAS, Squire and Partners present a proposed rhythm for the openable windows, which has been derived from the existing rhythm on site. Approval of the final details of the location of the openable windows will be sought via the submission of an approval of details application pursuant to listed building consent condition 3c.

Atelier 10 have prepared a revised Retail Ventilation Strategy, which reflects the proposed scheme amendments. The report confirms that no commercial kitchen extract ductwork has been proposed for the retail units and that external louvres have been provided for future tenants to fit to the ventilation system.

Pell Frischmann have reviewed the approved drainage strategy against the proposed amendments and in the context of the Applicant's aspirations to target BREEAM Outstanding. Although the

attenuation methodology has changed as a result of the revised proposals, Pell Frischmann have confirmed that the details approved under planning permission condition 15 (ref: 2020/1817/P, dated 20 May 2020) will be unchanged.

As part of a structural due diligence check Pell Frischmann discovered that the existing reinforced concrete transfer slab, at the north end of the Tower at 1st floor level, had less structural capacity than expected. They have provided a letter, dated 5 March 2021, setting out how this area will be reinforced with to deliver the required of structural integrity but with minimal intervention to the existing building fabric.

Caneparo Associates have also considered the proposed amendments across the site in respect of trip generation, deliveries and servicing. The servicing strategy remains unchanged from the approved scheme. The change in the floor areas proposed will lead to minor reduction in the number of deliveries to the development per day (-1) as set out in Table 2 of the Transport Statement (TS) Addendum. Therefore the assessment within the approved TS remain robust. In terms of trip generation there is predicted to be an increase in the total number of person trips due to a proposed combined uplift of 144sqm (GIA) in the provision of commercial office and events space (sui generis) (see Revised Areas below). Caneparo Associates have assessed the predicted increase in the trip generation to be negligible and largely within that which was agreed under the approved TS. Therefore, the proposed amendments will not cause any material impact to the road network in terms of trip generation or deliveries and servicing. Caneparo Associates have confirmed that Servicing Management Plan (July 2020), which was approved pursuant to the S106 obligation clause 4.12, will require re-discharge to reflect the revised basement layout. Aecom have also reviewed the approved Operational Waste Management Strategy and have concluded that although the proposed revisions to the approved development will change the waste and recycling arisings from the development and subsequent storage requirements, this will not significantly influence the management of waste and recycling materials originally approved.

Donald Insall Associates (DIA) have reviewed the proposed changes and have provided an addendum to the approved Heritage Report to support this application. Their report states that, in terms of the NPPF tests, the proposals would cause some minor and 'less than substantial harm'. This identified less than substantial harm is balanced by the fact that where demolition is proposed, this is in areas of lesser significance and those that do not contribute to the special interest of the listed building. Furthermore, the proposals will result in a reduction in the overall quantum of listed fabric demolished at the site when compared to the approved scheme, meaning that more listed fabric will be preserved. Page 13 of the report sets out the benefits from the proposed revisions which are over and above those of the approved scheme, summarised as follows:

- i. Creation of more active Kingsway frontage;
- ii. Alterations to the northern Kingsway façade which preserve the character of the Kingsway Conservation Area;
- iii. Like for like replacement of the southern stair enclosure frame, improving the appearance of the curtain walling and providing a cleaner profile as viewed from the Kingsway Conservation Area;
- iv. Reduction of flues above the consented planning datum of the Tower from two to one; and
- v. removal of the consented curved wall in the Tower reception, allowing for the curve of the Tower and it's interior to be more readily understood

Overall DIA consider that the proposed works would preserve the special interest of the listed building and the conservation area in accordance with Sections 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act. The proposals would comply with the policy of the NPPF and

all other relevant strategic policies of the Camden's Local Plan, notably D2 Heritage and the London Plan (2021) Policy CH1 insofar as they relate to the historic environment.

Overall, Camden officers confirmed that they had no objection to the external and internal amendments proposed to the scheme above ground (presented to them at the meeting on 17 June 2020) and that the impact of the proposals on the significance of the listed building was minimal in their formal pre-application feedback, dated 3 September 2020. Further details including views were requested for the changes to the extensions and link bridge and these have been provided under this application.

## 2. Revisions to basement layouts

Revisions are sought to the approved layouts of basement levels 1 and 2. All the proposed changes at basement levels will improve the function and operation of the completed development for use by future occupiers, whilst continuing to preserve and enhance the character and appearance of the listed building. All the changes are demonstrated in detail within Section 3.0 of the submitted Design and Access Statement Addendum, prepared by Squire and Partners.

DIA have reviewed the proposed amendments to the basement and consider that they would cause no harm to the special interest of the listed building. DIA also consider that the reduction in the volume of listed fabric to be demolished throughout the basement would be a benefit over the approved scheme.

Camden officers confirmed in their formal pre-application response, dated 23 September 2020, that the proposed amendments to the basement layouts were supported.

## 3. Relocation of approved car parking spaces and landscaping

This application seeks approval for the relocation of the 4 approved car parking spaces from basement level 1 to the ground floor in front of the UKPN substation. The layout details for the no. 4 car parking spaces and the associated landscape layout changes have been shown in the Design and Access Statement Addendum, prepared by Squires and Partners.

The proposed relocation of the car parking spaces would maintain the approved reduction in car parking spaces at the site overall at 4 (a reduction of 44 from the existing 48 spaces at the site). The retained ramp to the basement would become 'cycle only' which would improve safety for cyclists and remove the requirement for cyclists and drivers to share the same access ramp. The short stay cycle parking has also been realigned to accommodate the relocation of the approved car parking spaces.

The approved electric vehicle charging points would also be relocated to the ground floor (exact location unknown at this stage). As a result, condition 7 of the planning permission would require updating:

**“The development shall not be occupied until 2 electric vehicle charging points are provided adjacent to the 4 car parking spaces at upper basement-ground floor level, and 1 electric vehicle charging point is provided adjacent to the 3 loading bays at ground level.**

**The electric vehicle charging points shall be permanently retained and maintained thereafter.”**

The design document demonstrates that the vehicle swept paths and the operation of the approved loading bay area would not be affected by the proposed relocation of the car parking spaces (see

Appendix B of the TS Addendum, prepared by Caneparo Associates). Gustafson Porter and Bowman's Landscape Design and Access Statement Addendum confirms that the landscaping design will remain true to the approved designs as a result of the proposed relocation of the approved 4 car parking spaces to the ground floor. Final landscaping design details will be subject to approval under condition 18 of the planning permission.

Donald Insall Associates (DIA) have reviewed the proposed reconfiguration of the existing car parking spaces at ground floor. They consider the relocation of the car parking spaces would have a neutral impact on the setting of the listed building and the Kingsway Conservation Area.

Camden confirmed in the pre-application advice (ref 2020/4002/PRE, dated 23 September 2020) that they had no objection to the proposed relocation of the car parking spaces as servicing and delivery vehicles already access the proposed parking area, and the changes would be safer for cyclists. Furthermore, officers did not express a preference to the layout of the car parking spaces at ground level.

In terms of amendments to hard landscaping, the refurbishment of the 'kidney bean' structure is proposed to house a fuel cabinet which is required within the public realm. DIA consider that as the appearance of the listed 'kidney bean structure' would be maintained and the existing mosaic would be cleaned and any damage to it would be made good, the proposed refurbishment works associated with housing a fuel cabinet would be a minor benefit.

#### 4. Increase and diversification of long-stay cycle parking and increase in showers and lockers

The proposed amendments would lead to the following changes in the approved cycle spaces at basement level 1:

Cycle Parking Type	Approved no.	Proposed no.	Uplift
Back to back Josta 2-Tier Racks	-	294	+294
Josta 2-Tier Racks	420	220	-200
Sheffield Stands	8	22(spaces for accessible cycles)	+14
Space for accessible cycle	1		+21
<b>Total</b>	<b>429</b>	<b>536</b>	<b>+107</b>

The following uplift in shower and locker facilities is proposed:

	Approved	Proposed	Uplift
<b>Showers</b>	14	65 (inc. 3 accessible shower rooms)	+51
<b>Lockers</b>	Total not provided at planning	536	n/a

Pre-application advice from Camden’s planning and transport officers, dated 23 September 2020, welcomed the significant increase in cycle parking provision and associated shower changing facilities.

The increase in the approved long-stay cycle parking spaces and locker and shower facilities is a significant public benefit of the proposed amendments. Caneparo Associates have confirmed that the proposed uplift to the long stay cycle parking provision is over and above London Plan policy requirements.

The number of short stay cycle parking spaces is unchanged. Caneparo Associates have confirmed that the proposal to maintain the same number of short-stay spaces as indicated within the Approved Scheme will actively support cycle travel by visitors to the Site and is therefore acceptable.

#### 5. Variation of existing listed building consent condition 3

The applicant is also seeking the addition of new ‘parts’ to listed building consent (ref: 2019/2790/L) condition 3 in order to allow for the submission and approval of details in respect of:

- i. MEP services and all builder’s work in connection with the works;
- ii. Bat boxes;
- iii. Extent and methodology of screed removal and replacement;
- iv. Details of planters to the link bridge roof; and
- v. Details of greening to the Kingsway building roof.

The suggested wording for the additional part of condition 3 is as follows:

**“Detailed drawings, or samples of materials as appropriate, in respect of the following shall be submitted to and approved in writing by the local planning authority before the relevant part of the work is begun:**

- xx) all new services, including BWIC, risers, pipework, cabling, air handling equipment, extracts, louvres, sprinklers, health and safety equipment, and communications technology equipment;**
- xx) all new bat boxes;**
- xx) the extent and methodology of screed removal and replacement;**
- xx) planters to the Link Bridge roof; and**
- xx) Details of the biodiverse roof to the Kingsway building, including maintenance strategy**

**The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved”**

The addition of the new ‘part’ to listed building consent condition 3 in respect of the MEP servicing details is considered appropriate as it would ensure that when this level of detail has been developed for the building either by the landlord or tenants, information can be submitted to Camden officers for approval via an approval of details application and would not require either an amendment to the extant listed building consent or a separate, new listed building consent application. This part of the condition should allow for the required details to be submitted in part as and when areas of the building are designed. This will be especially important when tenants look to fit out their demises which will likely happen at different times. The principle of adding this ‘part’ to listed building consent condition 3 was agreed during pre-application discussions with officers.

## 6. Regularising the application red line

As discussed at the pre-application meeting on 17 June 2020, since the receipt of planning permission and listed building consent, it has become apparent that the approved application red line (drawing ref: 18077-SQP-ZZ-ZZ-DP-A-PL00001\_Rev A) did not encompass parts of basement levels 1 and 2 which extend under the pavement along Kingsway.

The applicant is formally regularising this under this application by submitting a corrected red line plan (drawing ref: 18077-SQP-ZZ-ZZ-DP-A-PL00001). This approach has been agreed by officers.

### Revised Areas

The proposed scheme amendments result in the following floor area changes:

Land Use	Existing (sqm GIA) (inc. mezz)	Approved (sqm GIA)	Approved (sqm GIA) (inc. mezz)	Proposed (sqm GIA)	Net Change (approved vs proposed) (sqm GIA)
Office (inc. BOH areas)	33,198.3	31,050	31,283	32,607	+1,557
Flexible Retail/Restaurant	0	1,125	1,125	967.7	-157.3
Flexible Commercial/Commercial and events space (sui generis)	0	1,952	1,952	1,480.5	-471.5
UKPN	1,122	1,122	1,122	1083.2	-38.8
<b>TOTAL</b>	<b>34,320.3</b>	<b>35,249</b>	<b>35,482</b>	<b>36,138.4</b>	<b>+889.4</b>

The proposed areas have changed since the approval of the planning permission and listed building consent for the following reasons:

- i. Design changes, including the retention of a greater amount of the existing listed fabric and additional risers within the tower extension;
- ii. Change of area mix to allow for 25% increase to cycle parking provision and increased shower facilities;
- iii. A review of the vacated building has led to discovery of additional area at mezzanine level in both the Tower and Kingsway buildings (390sqm GIA);
- iv. Revisions to the approved basement level layouts; and
- v. Correcting the measurements of the office floorplates in the area schedule that was submitted at planning application stage.



### Planning Permission and Listed Building Consent Conditions

As a result of the internal and external changes proposed, several planning and listed building conditions require variation. Conditions which have been approved by Camden via approval of details applications also require updating to reflect those decisions.

The table below summarises the conditions which require amendment and updating:

<b>Condition no.</b>	<b>Amendment / Update Required</b>
<b>Planning Permission (ref: 2019/2773/P)</b>	
2 – Approved Drawings	Updated to refer to revised drawings, including corrected red line (see submitted drawing schedule prepared by Squire and Partners)
3 – Approved Documents	Updated to refer to the Design Note, prepared by Squire and Partners
5 – Long Stay Cycle Spaces	Updated to refer to the provision of 536 long-stay cycle parking spaces.
7 – Electric Vehicle Charging Points	Updated to refer to ground floor level in respect of the 2 electric vehicle charging points for the car parking spaces.
10 – Asbestos	Updated to reflect the approval of details ref: 2020/1622/P, dated 23 April 2020
14 – Solar PV feasibility	Part (a) Updated to reflect the approval of details ref: 2020/1816/P, dated 8 June 2020.  Part (b) removed to reflect the approval of details ref: 2020/1816/P, dated 8 June 2020.
15 – Sustainable urban drainage	Updated to reflect the approval of details ref: 2020/1817/P, dated 20 May 2020
16 – Air Quality	Updated to reflect the approval of details ref: 2020/0906/P, dated 8 July 2020
<b>Listed Building Consent (ref: 2019/2790/L)</b>	
2 – Approved Drawings	Updated to refer to revised drawings (see submitted drawing schedule prepared by Squire and Partners)
3 – Details	Part 'L' updated to reflect that green walls are not feasible at the UKPN facades, as demonstrated by the documents submitted under this amendment application.  Updated to include new parts, requiring the final details of the following to be submitted prior to the commencement of works on the relevant part: <ul style="list-style-type: none"> <li>i. MEP service details</li> <li>ii. Bat boxes</li> <li>iii. Extent and methodology of screed removal and replacement</li> <li>iv. Details of planters to the link bridge</li> </ul>

	v. Details of the biodiverse green roof to the Kingsway building
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## Conclusion

The proposed amendments to the approved development will deliver the following benefits to the site:

- i. Improving the design, safety, function and operation of the completed development;
- ii. Enhancing the character and appearance of the Kingsway Conservation Area through the alterations proposed to the northern façade of the Kingsway building and the refurbishment work proposed to the Kingsway building southern stair;
- iii. Enabling the increase in number of long stay cycle spaces and shower provision within the basement;
- iv. Encouraging and enabling a greater number of users to use sustainable transport means to travel to the site;
- v. Enabling the diversification of the type of cycle stand to be provided;
- vi. Separating the vehicles and cycles within the scheme through sensitive design, improving the safety of circulation;
- vii. Maintaining the approved number of electric vehicle charging points;
- viii. Enabling the scheme to continue to aspire to a BREEAM Outstanding rating (noting that the scheme is required to achieve an 'Excellent' rating pursuant to s106 Clause 2.34(b)).
- ix. Introducing biodiversity to the site; and
- x. Demolition of a lower volume of listed fabric.

Therefore, the scheme amendments proposed under this Section 73 and Section 19 application accord with relevant national and local planning policy and meeting the relevant statutory tests and should be approved accordingly.

## Submission Documents

The following documents have been submitted in support of this application via planning portal (ref: PP-09493866):

- Completed application form and certificates;
- Updated CIL Form;
- Updated site red line plan;
- Approved plan, section and elevation drawings, prepared by Squire and Partners;
- Updated Demolition plan, section and elevation drawings, prepared by Squire and Partners;
- Proposed plan, section and elevation drawings, prepared by Squire and Partners;
- Proposed landscaping drawings, prepared by Gustafson Porter and Bowman;
- Design and Access Statement Addendum (including updated floor area schedule and updated CGI views), prepared by Squire and Partners;
- Transport Statement Addendum, prepared by Caneparo Associates;
- Heritage Statement Addendum, prepared by Donald Insall Associates;
- Revised Retail Ventilation Strategy, prepared by Atelier 10;
- Landscape Design and Access Statement Addendum, prepared by Gustafson Porter and Bowman;
- Operational Waste and Recycling Management Plan Strategy Addendum, prepared by Aecom;

- Structural Note, prepared by Pell Frischmann, dated 5 March 2021; and
- Drainage Note, prepared by Pell Frischmann.

The application fee of **£234** has been made concurrent to the submission of this application.

We would be grateful if you could confirm receipt and validation of this application. In the meantime, please contact Anna Gargan (020 7518 7240) of this office should you have any questions.

Yours faithfully



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