

Land adjacent to 12A Mornington Crescent and to rear of
Nos. 1-12 Mornington Crescent and 247-263 Hampstead
Road, London, NW1
Ref. 2021/4110/P

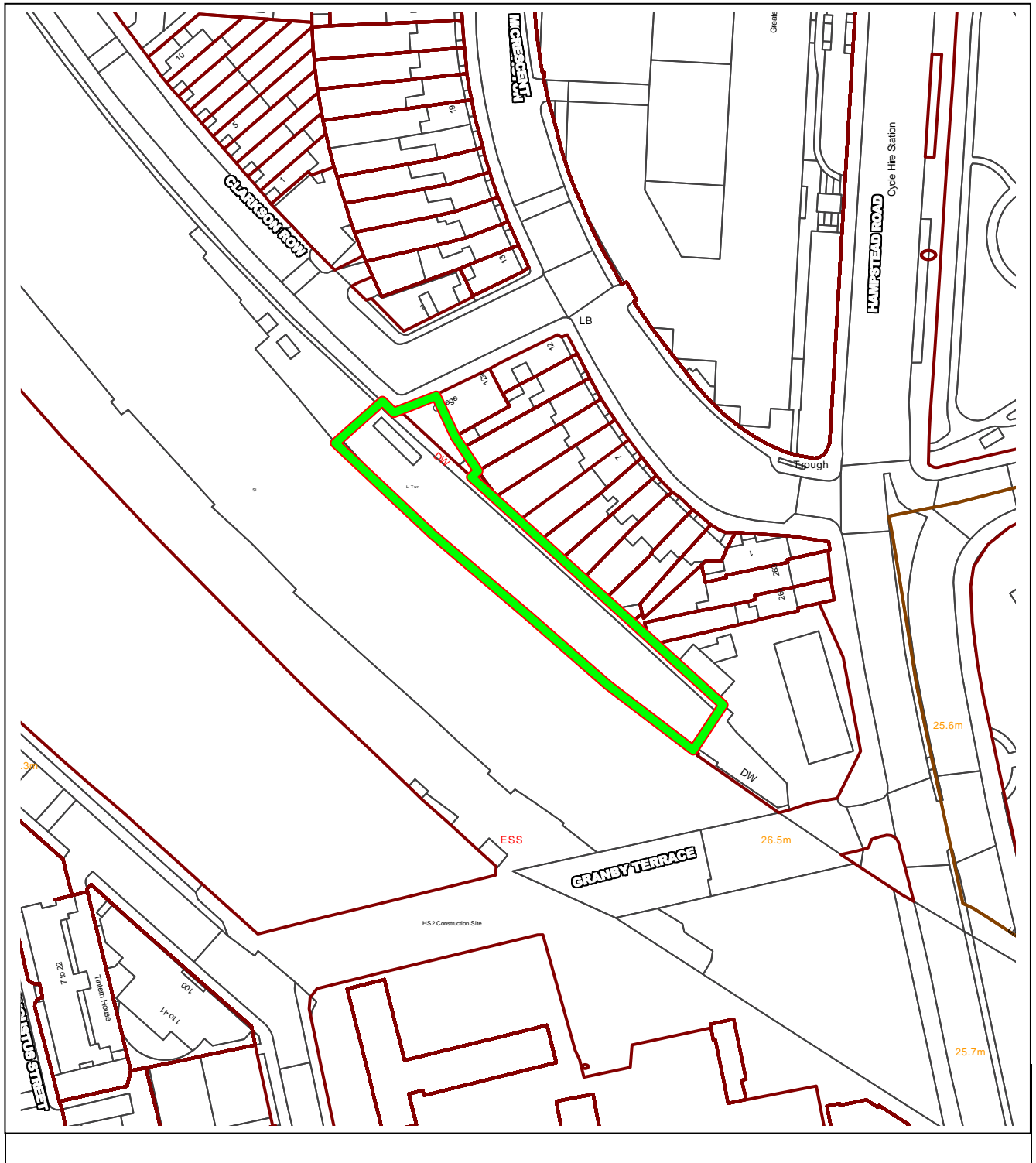




Photo 1 (above) and 2 (below): Front of garage (to be demolished) [Source: Google Maps]

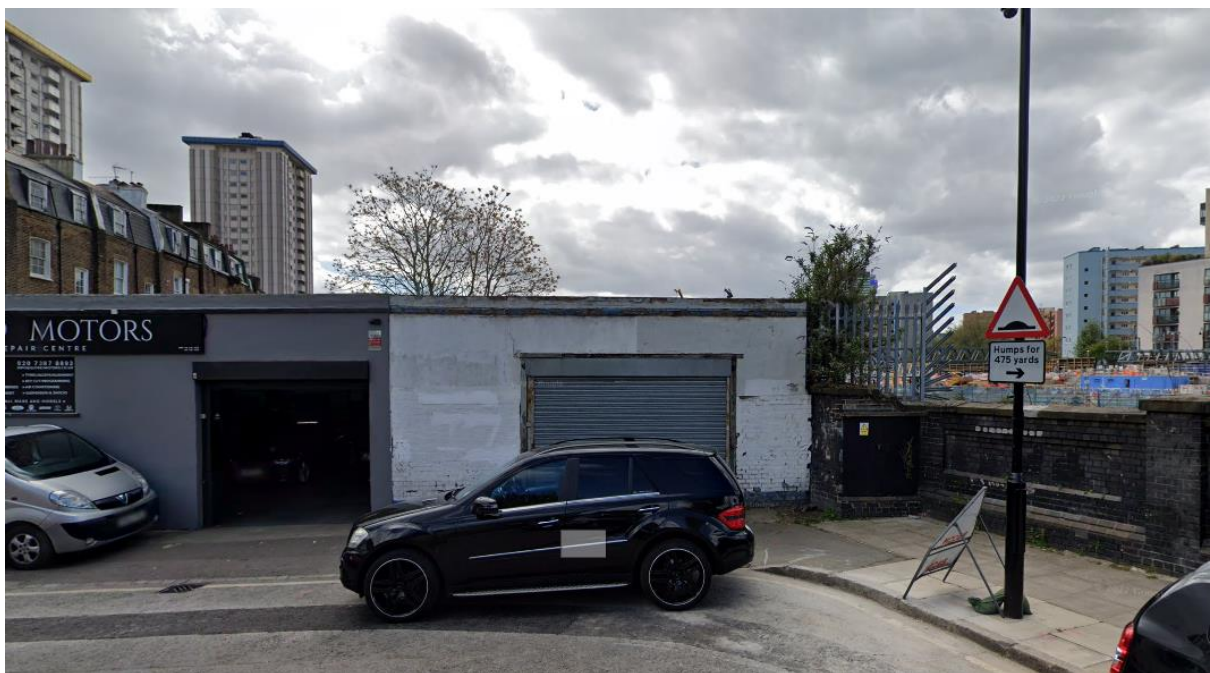




Photo 3 (above): Aerial view [Source: Design & Access Statement]

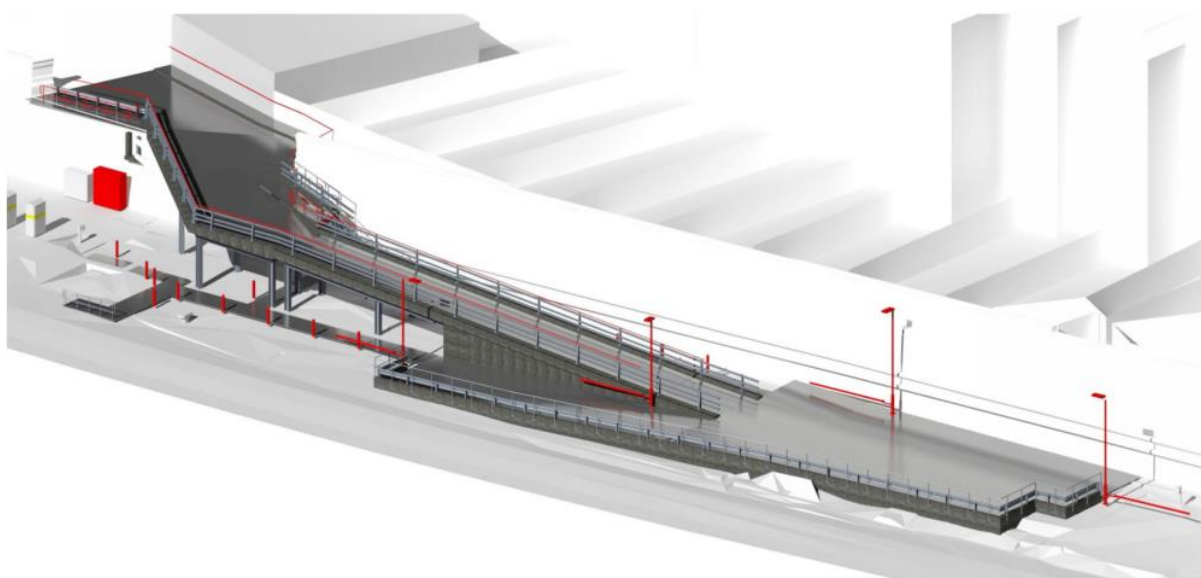
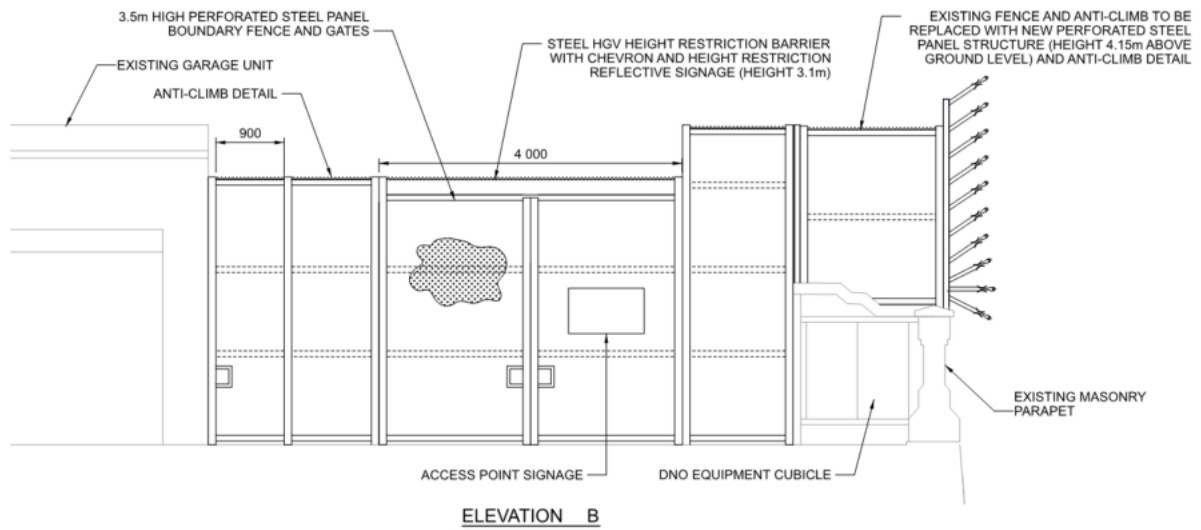


Image 1 (above): Visualisation [Source: Design & Access Statement]

Proposed gate design



Proposed materials [Source: Design & Access Statement]



Figure 3-5 – Proposed materials: fence/gate perforated sheet, anti-trespass spikes, precast ramp, painted steel columns



Figure 3-6 - Proposed materials: painted steel stairs, yellow tread nosing, crash barrier

Delegated Report		Analysis sheet		Expiry Date:	20/10/2021
(Members Briefing)		N/A / attached		Consultation Expiry Date:	12/07/2022
Officer			Application Number(s)		
Brendan Versluys			2021/4110/P		
Application Address			Drawing Numbers		
Land adjacent to 12A Mornington Crescent and to rear of Nos. 1-12 Mornington Crescent and 247-263 Hampstead Road London NW1			Please refer to draft decision notice		
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature		
Proposal(s)					
Demolition of existing garage structure and construction of vehicular access ramp with pedestrian footpath and steps from Clarkson Row into the rail corridor; erection of vehicle gates at Clarkson Row entrance; associated works.					
Recommendation(s):		Grant conditional planning permission			
Application Type:		Full Planning Permission			

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice					
Informatives:						
Consultations						
Adjoining Occupiers:	No. notified	00	No. of responses	4	No. of objections	4
Summary of consultation responses:	<p>Site notices were displayed on 08/09/2021 (consultation expiry date 02/10/2021) and a notice was placed in the local press on 09/09/2021 (consultation expiry date 03/10/2021).</p> <p>4 letters of objection have been received from local residents, summarised as follows:</p> <ul style="list-style-type: none">• Non-support of the demolition of the garages and associated removal of the garage business.• Concern that the works will undermine the viability of the garage business on Clarkson Road and request that requirements are imposed to minimise disruption to the business operations.• Works will disrupt surrounding residents for months to come.• The works are unnecessary and disruptive to the wellbeing of local residents.• The facility will involve the regular movement of heavy vehicles along residential streets (namely Mornington Terrace and Clarkson Row), creating a hazard to other road users, and generating unwelcome noise. The Council should require further information regarding the flow of traffic relating to the project and ways of minimising it.• The application drawings are not accurate and do not show the correct location of Globe Motors garage.• Concerns relating to the demolition of the garage damaging adjoining properties, need for assurances that demolition of the garage will undermine the stability of the adjoining supporting wall to the garden of 10 Mornington Crescent and not cause damage to the adjoining garden and property.• Concerns that the removal of the garage will raise safety and security issues between the adjoining railway and residential properties on Mornington Crescent.• The new ramp needs to be designed to ensure that vehicles and pedestrian traffic using the ramp cannot look into the garden of 10 Mornington Crescent and that traffic should not be visible from the property or garden.• The works should ensure that the same level of security afforded to 10 Mornington Crescent from the garage, is retained after the demolition of the garage.• The materials used for the proposed ramp need to take into account noise from pedestrian and vehicular traffic using the ramp.• The proposed gate needs to be designed to minimise noise pollution to the local area.• Lighting should only be in operation when the ramp is in use, to minimise light pollution.• Network Rail have not visited the property to review the concerns raised by 10 Mornington Crescent.• The planning regime included in the Hybrid Bill has not been complied with. An Environmental Impact Assessment on both construction and operation is required. The Environmental Impacts					

must be consulted on. The application does not include sufficient information to determine impacts on residents.

Officer comment:

Please refer to sections 5 (Heritage and design), 7 (Impact on neighbours) and 8 (Impact on road safety and the road network) in the officer's report below.

The part of the garage building adjoining residential properties on Mornington Crescent is not proposed to be demolished.

Network Rail is the owner of the site and reserves the right to make decisions at any time relating to any existing and future tenancies of the site, unrelated to planning legislation.

The works have been designed to minimise temporary and permanent impacts on neighbours, Clarkson Row, and the surrounding neighbourhood. Further information and design amendments have been made (as outlined in section 2 Revisions) to address some of the amenity concerns raised by local residents.

Camden Town CAAC

Camden Town CAAC originally **objected**, summarised as follows:

- The open palisade gate is completely inappropriate in this location. The gate itself is aggressive in its design and materiality, and it neither enhance nor preserves the Conservation Area.
- Lower gate makes security protection on adjacent wall more prominent.
- The long brick wall on the western side of Mornington Terrace reinforces the area's C19th character and the street is characterised by simple boundary treatments, which act as a positive foil to the change of scale and detail provided by the houses on the Crescent and the Black Cat factory behind.
- The removal of the solid boundary wall and garage behind, and the creation of a new view through the proposed palisade gate into the railway cutting with its complex infrastructure and artificial lighting are not seen as a positive addition to the Conservation Area, nor to the setting of the rear of the listed houses on the Crescent. The CAAC disagrees with the suggestion that the opening up of this view can in any way be considered an enhancement.
- Proposed materials are alien to the conservation area and setting of the listed buildings.
- Concern about lighting.

In response to the revised plans, the CAAC make the following comments (summarised):

- The revised entrance gate design with perforated mesh screening is considered acceptable on condition that the perforations have the solid / void ratio shown in the detail on the elevation drawing and the screening is set flush to the frame surface on the pavement-side.
- The bright yellow height restriction sign and other information signage is not contextual and ask that the graphic colours are toned down (in particular the yellow strip) to ensure that the visual amenity of the Conservation Area is not negatively impacted.
- Strongly support Clarkson Row TRA's request for camera coverage in this corner to deter ASB, a contribution to additional planting in the vicinity and careful ongoing control of vehicle numbers and operative behaviour. To this end a condition should be imposed to ensure that operational impacts are minimised.

Officer comment:

Please see sections 5 (Heritage and design), 6 (Archaeology) and 7 (Impact on neighbours) in the officer's report below.

The impact of signage is specifically addressed in section 5 (Heritage and design) of the report below.

The proposed structures are not considered to impact on anti-social activity in the area and therefore security cameras are not considered necessary

Conditions 1 and 3 requires the applicant to construct the structures in accordance with the approved plans.

<p>Clarkson and Mornington TRA</p>	<p>The Clarkson and Mornington TRA commented as follows:</p> <ul style="list-style-type: none"> • The design of the gate is acceptable. However, the luminous yellow strip does not seem in keeping with the black fencing. • As a community we would like Network Rail to submit and have agreed an Operational Service plan for the site in use. This should cover the need to turn lights off when not occupied, to restrict numbers of vehicles to the minimum and to prevent any parking on the street unless in a major emergency, and for operatives to be inducted in quiet arrival and leaving. • We also note that none of the requests for greening have been detailed on the plans despite meetings between NR and Camden Greening department. This is an opportunity for either/both a tree within the pavement or a planter maintained by NR. • As this is an area which is often used for fly tipping and ASB, we would like for NR to provide a security camera to minimise such activity. Making sure that fly tipping is kept to a minimum will also maintain access to the NR site. <p>Officer comment:</p> <p><i>An Operational Service Plan is beyond what we consider necessary for this type of activity. Impacts of lighting and traffic have been assessed in sections 7 (Impact on neighbours) and 8 (Impact on road safety and the road network) in the officer's report below.</i></p> <p><i>The provision of planting is not considered necessary or practical for the activity proposed.</i></p> <p><i>The provision of security cameras is not considered necessary as the proposed works do not provide for improved access for the general public (on Clarkson Row) to the railway cutting. Network Rail can install security cameras as they see fit.</i></p> <p><i>Please see section 5 (Heritage and design) and 7 (Impact on neighbours) in the officer's report below.</i></p>
<p>Metropolitan Police</p>	<p>Recommendations provided, to be repeated in the informative to the applicant (see draft decision notice).</p> <p>Recommendations are as follows:</p> <ul style="list-style-type: none"> • The main vehicle gate to be LPS 1175 SR2 (or above) or STS 202 BR2 (or above). The pedestrian gate should also be to the same security rating. • The fencing at this location to be LPS 1175 SR2 security rated. • Consider inverting the top section of the fence/railing at this location. This is to mitigate against persons using a vehicle or ladder to access the high fence. • Any hostile toppings in use should have appropriate warning signage. • Access control has not been mentioned but is of vital importance. It is recommended that encrypted key fobs be used with data logging to record usage. This means that contractors could be issued with a fob and when the work is complete they either hand in the fob or it is

	<p>remotely taken off the system. This would be more secure and cost effective than replacing the locks when the keys are not returned. Keys can also be copied also providing another vulnerability.</p> <ul style="list-style-type: none"> • If encrypted key fobs are not to be used in this scenario then I recommend a padlock (if this is the chosen method of security) to sold secure diamond standard or above.
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**Historic England
Greater London
Archaeology
Advisory (GLAAS)**

The development could cause harm to archaeological remains. However, it is considered the significance of the asset and scale of harm to it is such that the effect can be managed using a planning condition.

Site Description

The main part of the site (referred to as the Wide Cess Area) is located between and runs parallel to the eastern side of the railway line, within the existing railway cutting, and to the west of the retaining wall supporting Clarkson Road. The northern end of the site is located immediately off and at grade with Clarkson Road, being raised above the railway cutting, and is occupied by single-level commercial buildings (previously used as vehicle garages). The garage buildings are currently unoccupied. A Distribution Network Operator (DNO) equipment cubicle adjoins the garage building to the west between the retaining wall, and is to be retained.

The site is accessible from Clarkson Row and the railway cutting, but there is currently no access between these two sections of the site. The railway section of the site runs for a length of approximately 54m and has a width of approximately 10-15m off the railway cutting retaining wall.

The part of the site occupied by the garage is within the Camden Town Conservation Area. The parapet wall atop the Clarkson Road retaining wall is also within the Conservation Area and is locally listed. All properties within the locality, as well as roads (including the parapet brick wall adjoining the railway cutting) east of the railway cutting, are also located within Conservation Area. The terrace houses to the east of the site fronting onto Mornington Place are Grade II listed.

Relevant History

Globe Motors, 12A Mornington Crescent

2018/6384/P - Single storey rear extension (ancillary office and WC) to replace existing. – **Granted 2019**

Relevant policies

National Planning Policy Framework (2021)

London Plan (2021)

Camden Local Plan (2017)

G1 Delivery and location of growth

C5 Safety and security

A1 Managing the impact of development

A4 Noise and vibration

D1 Design

D2 Heritage

CC4 Air quality

T4 Sustainable movement of goods and materials

DM1 Delivery and monitoring

Camden Planning Guidance

Air Quality (2021)

Amenity (2021)
Biodiversity (2018)
Design (2021)
Transport (2021)

Camden Town Conservation Area Appraisal and Management Strategy (2007)

Assessment

1. The proposal

1.1. Planning permission is sought for the following:

- Demolition of the existing garage building, and demolition of a section of the parapet wall; and
- Construction of a vehicle access ramp and pedestrian footpath with stairs, and boundary fencing and access gate, including installation of associated lighting control cubicle and lighting equipment.

1.2. As part of the works, existing cable routes mounted on the railway cutting side of the retaining wall will be relocated. The cable trough at the base of the wall is to be relocated. Existing structures at the base of the retaining wall would also be removed.

1.3. Network Rail has agreed to a condition of consent that the access ramp must be removed after a period of 5 years from the date of the decision notice. This condition of consent is recommended due to the uncertainty as to whether the access ramp would unduly restrict the delivery of new homes, open space, community facilities or improved pedestrian and cycle links above the existing tracks to the north of Hampstead Road, as part of the required comprehensive development of the area identified as the 'Camden Cutting' in the Euston Area Plan (EAP) 2015.

2. Revisions

2.1. The following revisions have been made during the course of the application:

- Revised gate design (perforated steel design)
- Further information regarding interface with neighbouring properties on Mornington Terrace
- Archaeology Written Scheme of Investigation updated at request of Historic England Greater London Archaeology Advisory (HE GLAAS)

3. Planning considerations

3.1. The key considerations material to the determination of this application are as follows:

- Principle of development
- Heritage and design
- Archaeology
- Impact on neighbours

4. Background

4.1. The proposed works are part of the wider High Speed 2 Limited (HS2) infrastructure works occurring within the London Borough of Camden. The applicant has summarised the background and necessity of the proposed works as follows:

“Due to the migration of assets from the west side to the east side of Euston corridor to vacate the footprint of High Speed 2 Limited (HS2) construction works, there is a need for improved maintenance access point on the eastern side of the existing tracks approaching Euston

Conventional Station. This will be from street level to track level to provide access for vehicles and staff to undertake maintenance, inspections and intervention work in a safe manner. Additionally, HS2 will be re-providing the west side railway access which is presently located in the footprint of the former Euston Power Signal Box however this is not the subject of this application.

Preliminary studies are currently being undertaken by HS2 and will be the subject of a future planning application as required.”

4.2. Whilst the new access point is required because of the HS2 project, it is partially located outside the area designated by the High Speed Rail Act 2017. The applicant has stated the project is essential for the existing railway operations as well as for future extensions.

4.3. Network Rail has explored the possibility of alternative locations for the access point (mainly from Granby Terrace), however these alternative site locations were disregarded due to the large amount of additional disruption (namely disruption and increased safety risks to the transport network and noise from night time construction), cost and carbon emissions from constructing the access ramp at these locations.

4.4. The proposed site location at Clarkson Row is preferable to the applicant, compared to alternative locations, as:

- the construction works would result in less disruption to existing Network Rail operations;
- the site is more easily accessible to construction vehicles, workers and equipment,
- the site will allow Network Rail to respond to faults in this area more quickly and reduce perturbation for passengers.

4.5. In summary, there is a functional need for the proposed works and the selected site location is has been considered against a number of alternative locations, and found to be the most appropriate location for the applicant in terms of minimising cost, disruption to the rail network and road network, Rail, light pollution, carbon emissions, while fully realising benefits to Network Rail

5. Heritage and design

5.1. The Council's design policies are aimed at achieving the highest standard of design in all developments. The following considerations contained within policy D1 are relevant to the application: development should respect local context and character; comprise details and materials that are of high quality and complement the local character; and respond to natural features. Policy D2 'Heritage' states that in order to maintain the character of Camden's conservation areas, the Council will not permit development within conservation area that fails to preserve or enhance the character and appearance of that conservation area.

5.2. The access ramp and staircase would be located within the railway embankment and would be largely screened from view (from Clarkson Row and nearby properties on Clarkson Row and Mornington Crescent) by the proposed gate and fencing on Clarkson Row, and the existing garage building which is to remain. Therefore, the access ramp and staircase structures would not be considered to cause material visual harm to Clarkson Row and the wider surrounding area east of the railway cutting .

5.3. The access ramp and staircase would additionally be separated a generous distance from streets and public spaces to the west and south, including Park Village East and Granby Terrace. The context of the existing railway cutting and railway structures is also important, with the proposed structures being located with the existing railway cutting where railway utility structures are not uncommon and an anticipated element of the environment. The structures have a low profile and sit below the heritage buildings within the backdrop of Clarkson Row

and Mornington Crescent, and would appear as a relatively minor structure within the railway embankment area as viewed from the surrounding western and southern areas. Overall, these structures would not appear as out of place or incongruent within the existing environment. For these reasons, the structures would preserve the character and appearance of the Conservation Area nor the setting of neighbouring listed buildings.

- 5.4. The access ramp specifically will be located within the railway cutting for a temporary period of up to 5 years, meaning there will be no long-term visual effect of the access ramp as viewed from the surrounding area.
- 5.5. The demolition of the garage would have neutral effects on the special character of the Conservation Area as it is a non-character contributing building.
- 5.6. The proposed painted steel fence on the Clarkson Row boundary varies in height between 3500mm and 4150mm high with a 900mm wide pedestrian gate and a 4000 mm wide double leaf vehicle gate. The gate would be constructed from polyester powder coated metal sheet which is perforated with small diameter holes. Fence panels, posts and mountings would be polyester powder coated in a black.
- 5.7. The fencing is designed with high-quality materials, which are recessive in colour and complement the utilitarian nature of the adjoining garage building which is to remain. The small diameter holes would enable views into the ramp area and railway embankment, providing for positive streetscape outcomes.
- 5.8. The height of the fencing would remain consistent with the other existing garage building to remain and the existing garage which is to be demolished, allowing for visual consistency with the immediate adjoining building and not appearing more visually dominant compared to the existing situation.
- 5.9. The signage attached to the fencing is a necessary element for the activity and would overall be small in scale, not atypical of a utility structure associated with and near to a railway line, and not out of scale with the signage on the existing commercial tenancy of the garage building to remain and other signage on Clarkson Row.
- 5.10. It is considered that the proposed access ramp, staircase and fencing would not cause a detrimental impact upon the character and appearance of the streetscene and would preserve the character and appearance of the conservation area. The impact on the setting of adjacent listed buildings is also considered to be acceptable.

6. Archaeology

- 6.1. The site is not located within an area of archaeological interest or within a London Borough of Camden Archaeology Priority Area, and as such, the proposed development is not considered to result in harm to the archaeological interest of the site.
- 6.2. Potential loss of unrecorded archaeology or the foundations of the mid-19th century buildings that formerly occupied the south side of Clarkson Row would be compensated by preservation in accordance with the Written Scheme of Investigation which has been provided with the application and agreed with the Greater London Archaeological Advisory Service. On balance, all archaeology disturbed as part of the proposed works will be appropriately recorded, and where practical and appropriate, preserved at the site, or removed and preserved offsite. The methodology outlined in the WSI is considered suitable mitigation for the potential disturbance and loss of unrecorded archaeology and remains of historic buildings.

7. Impact on neighbours

- 7.1. Policy A1 seeks to protect the quality of life of occupiers and neighbours by only granting permission to development that would not unacceptably harm the amenity of residents. This includes factors such as privacy, outlook, implications to natural light, artificial light spill, odour

and fumes as well as impacts caused from the construction phase of development.

- 7.2. The height of the fencing would remain consistent with the other existing garage building to remain and the existing garage to building to be demolished, ensuring the fencing does not appear as any more visually dominant than the existing building. In addition, the fencing would be finished with a recessive polyester powder coated black colour, minimising the visual prominence of the fencing as viewed from surrounding properties.
- 7.3. As the fencing does not exceed the height and occupies the same road frontage of the existing garage building (to be demolished) and the other structures otherwise have a low profile, the proposed structures would not have a materially greater impact on sunlight, daylight or outlook of surrounding properties, than the existing situation.
- 7.4. With regard to lighting of the ramp area, proposed lighting is designed (using low level fixtures with shields where appropriate and by locating light columns behind the existing structures of the walls and fences) to prevent light pollution by minimising light spill towards residential properties nearby and glare affecting train operations. Light spillage to nearby residential properties would be minimised by the wall of the garage to remain, and fences along the property boundary. The lamps at the top of the lighting columns are below the top of the parapet wall located on top of retaining wall and are designed as downlighters to minimise impact on adjacent properties. All lighting circuits from the Clarkson Row lighting control cubicle would be controlled by a photocell mounted on top of lighting column, and will fall within accepted levels for an urban residential environment, being below 70 lux.
- 7.5. The Council's lighting specialist has reviewed the lighting strategy provided with the application and considers that the adjacent terrace houses would be shielded from light spillage by the garage wall and fences along the property boundary. The lighting in the cutting would be below the top of the parapet wall located on top of the retaining wall and are designed as downlighters to minimise the impact on adjacent properties. Overall, it is considered that light pollution would be adequately controlled. Network Rail have specific lux necessities based on Health and Safety requirements.
- 7.6. With regard to noise, it is expected that vehicles accessing the site from Clarkson Row would only temporarily park on Clarkson Road or at the top of the ramp when entering or exiting the site, and any noise generating activities would otherwise occur within the railway cutting, not materially affecting the amenity of surrounding residents. The development would only generate low levels of traffic, even less so at night time, and noise from vehicles entering/exiting the site is not expected to be noticeable beyond background noise levels.
- 7.7. The proposed fencing and access ramp are not considered to cause significant amenity impacts on residential occupiers.

8. Impact on road safety and the road network

- 8.1. Policy T3 seeks to protect existing and proposed transport infrastructure, particularly routes and facilities for walking, cycling and public transport, from removal or severance. With regard to traffic impacts on Clarkson Row and the wider road network, associated with service/maintenance vehicles accessing the proposed facility, the Council's Highways department raises no objection to the development. Specifically, the Highways department have commented that the traffic generated from the site would not affect the Arlington Low Traffic Neighbourhood (LTN) significantly.
- 8.2. Furthermore, sufficient space is made available at the base of the ramp to allow for vehicles to manoeuvre and make a three-point turn, avoiding the need for vehicles to reverse onto Clarkson Row (which would compromise pedestrian safety).
- 8.3. With regard to construction traffic impacts, the Council's Highways department consider that

as many of the construction works are undertaken either onsite or otherwise avoid vehicles or machinery needing to be parked or stored on Clarkson Row or on surrounding streets, traffic disruption to the surrounding neighbourhood would be more limited and a Construction Management Plan (CMP) is not necessary.

9. Recommendation

Grant conditional Planning Permission.

The decision to refer an application to Planning Committee lies with the Director of Regeneration and Planning. Following the Members Briefing panel on Monday 14th November 2022, nominated members will advise whether they consider this application should be reported to the Planning Committee. For further information, please go to www.camden.gov.uk and search for 'Members Briefing'.

Application ref: 2021/4110/P
Contact: Kate Henry
Tel: 020 7974 3794
Email: Kate.Henry@camden.gov.uk
Date: 9 November 2022

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Network Rail Infrastructure Ltd.
One Eversholt Street.
London
NW1 2FL

DRAFT

Dear Sir/Madam

DECISION

Town and Country Planning Act 1990 (as amended)

Full Planning Permission Granted

Address:

**Land adjacent to 12A Mornington Crescent and to rear of Nos. 1-12 Mornington Crescent and 247-263 Hampstead Road
London
NW1**

DECISION

Proposal: Demolition of existing garage structure and construction of vehicular access ramp with pedestrian footpath and steps from Clarkson Row into the rail corridor; erection of vehicle gates at Clarkson Row entrance; associated works

Drawing Nos: HS2_158085-16610-LEC1-ZN18-DDR-C-510101 Rev B01; HS2_158085-16610-LEC1-ZN18-DDR-C-510102 Rev B02; HS2_158085-16610-LEC1-ZN18-DDR-C-510103 Rev B01; HS2_158085-16610-LEC1-ZN18-DDR-C-530011 Rev B01; HS2_158085-16610-LEC1-ZN18-DDR-C-550006 Rev B02; HS2_158085-16610-LEC1-ZN18-DDR-E-601002 Rev A01; Design and Access Statement (reference 158085-ATK-REP-EAR-000001-A03) (revision A03), dated 17/06/2022; Written Scheme of Investigation for Archaeological Watching Brief (reference 158085-ATK-REP-EEN-000001) (revision A01), dated 09/11/2021.

The Council has considered your application and decided to grant permission subject to the following condition(s):

Condition(s) and Reason(s):

- 1 The access ramp hereby granted is limited to a period of no more than 5 years from the date of this decision notice. After such time, the access ramp shall be removed from the site and the retaining wall be reinstated to its original condition.

Reason: The applicant has failed to demonstrate that the proposed development, by virtue of its location, design and access, would not be significantly prejudicial to the delivery of new homes, open space, community facilities or improved pedestrian and cycle links above the existing tracks to the north of Hampstead Road, as part of the required comprehensive development of the area identified as the 'Camden Cutting' in the Euston Area Plan (EAP) 2015. The proposals are therefore contrary to the aims of comprehensive redevelopment within the EAP area and the supporting policies of the Euston Area Plan, and policies H1 Maximising Housing Supply, C2 Community Facilities, A2 Open Space and T1 Prioritising walking, cycling and public transport of the Camden Local Plan 2017, and is therefore permitted on a temporary basis.

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans: HS2_158085-16610-LEC1-ZN18-DDR-C-510101 Rev B01; HS2_158085-16610-LEC1-ZN18-DDR-C-510102 Rev B02; HS2_158085-16610-LEC1-ZN18-DDR-C-510103 Rev B01; HS2_158085-16610-LEC1-ZN18-DDR-C-530011 Rev B01; HS2_158085-16610-LEC1-ZN18-DDR-C-550006 Rev B02; HS2_158085-16610-LEC1-ZN18-DDR-E-601002 Rev A01; Design and Access Statement (reference 158085-ATK-REP-EAR-000001-A03) (revision A03), dated 17/06/2022; Written Scheme of Investigation for Archaeological Watching Brief (reference 158085-ATK-REP-EEN-000001) (revision A01), dated 09/11/2021.

Reason: For the avoidance of doubt and in the interest of proper planning.

- 3 All new external work shall be carried out in materials that resemble, as closely as possible, in colour and texture those outlined on the approved plans, unless otherwise specified in the approved application.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of Policies D1 and D2 of the London Borough of Camden Local Plan 2017.

- 4 Written Scheme of Investigation (Archaeology)

(A) The approved works shall accord with the Written Scheme of Investigation (WSI) (reference 158085-ATK-REP-EEN-000001) (revision A01), dated 09/11/2021, hereby approved.

(B) If heritage assets of archaeological interest are identified by the evaluation under Part A, then before works on the relevant part of the development commence the applicant shall secure the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.

(C) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (B).

D) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (B), and the provision for analysis, publication and dissemination of the results and archive deposition has been secured.

Reason: In order to ensure the identification of and minimise damage to important archaeological remains which may exist on this site, in accordance with the requirements of Policy D2 of the London Borough of Camden Local Plan 2017.

Informative(s):

- 1 Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts that cover aspects including fire and emergency escape, access and facilities for people with disabilities and sound insulation between dwellings. You are advised to consult the Council's Building Control Service, Camden Town Hall, Judd St, Kings Cross, London NW1 2QS (tel: 020-7974 6941).
- 2 This approval does not authorise the use of the public highway. Any requirement to use the public highway, such as for hoardings, temporary road closures and suspension of parking bays, will be subject to approval of relevant licence from the Council's Streetworks Authorisations & Compliance Team, 5 Pancras Square c/o Town Hall, Judd Street London WC1H 9JE (Tel. No 020 7974 4444). Licences and authorisations need to be sought in advance of proposed works. Where development is subject to a Construction Management Plan (through a requirement in a S106 agreement), no licence or authorisation will be granted until the Construction Management Plan is approved by the Council.
- 3 All works should be conducted in accordance with the Camden Minimum Requirements - a copy is available on the Council's website (search for 'Camden Minimum Requirements' at www.camden.gov.uk) or contact the Council's Noise and Licensing Enforcement Team, 5 Pancras Square c/o Town Hall, Judd Street London WC1H 9JE (Tel. No. 020 7974 4444)

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 must secure the approval of the Council's Noise and Licensing Enforcement Team prior to undertaking such activities outside these hours.

- 4 The applicant's attention is drawn to the comments made by the Metropolitan Police Designing Out Crime Officer (available to view online with the application documents).

In dealing with the application, the Council has sought to work with the applicant in a positive and proactive way in accordance with paragraph 38 of the National Planning Policy Framework 2021.

You can find advice about your rights of appeal at:

<https://www.gov.uk/appeal-planning-decision.>

Yours faithfully

Chief Planning Officer

DRAFT

DECISION