

2024/4662/P – 1 Museum Street

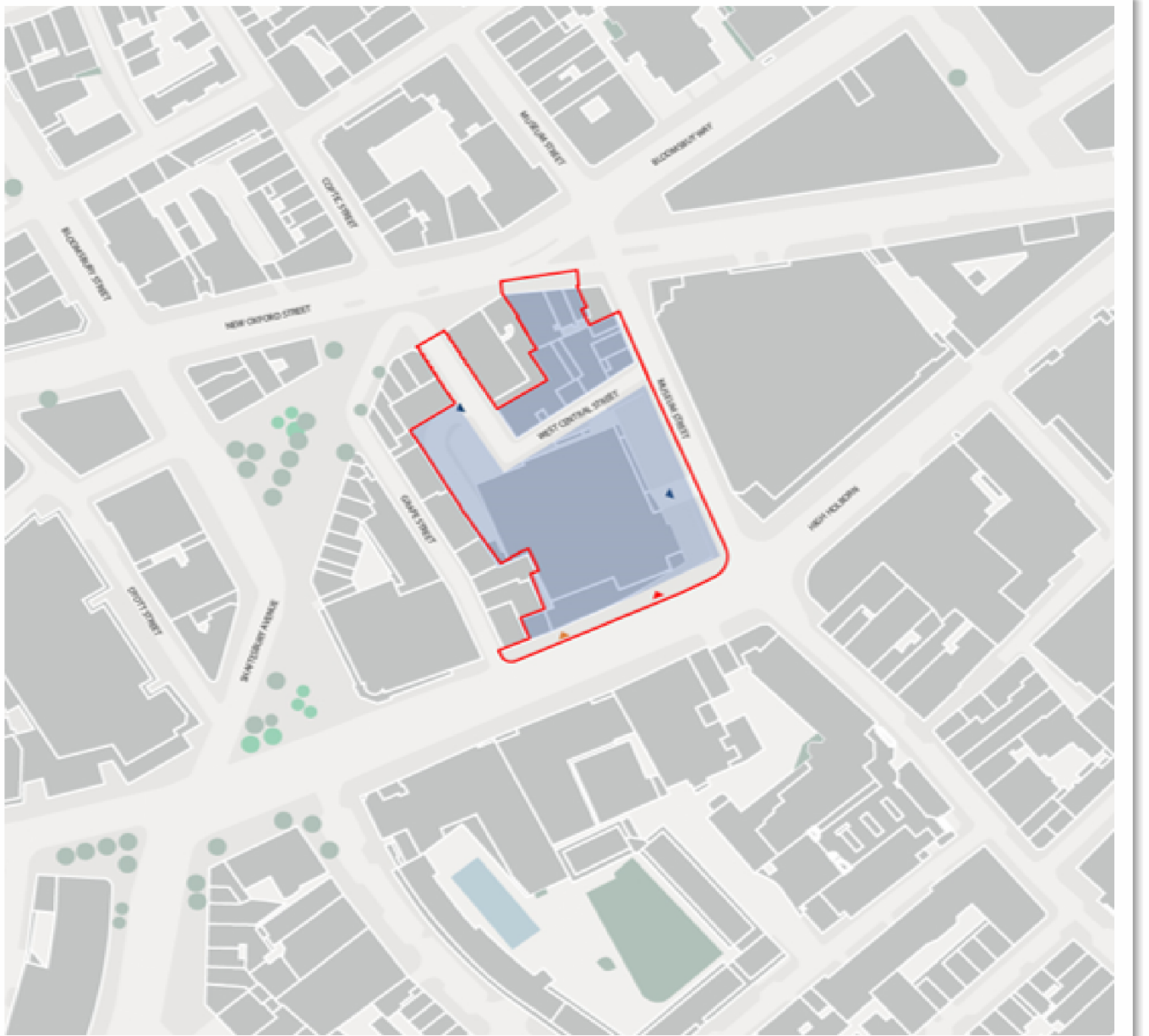


Image 1 – bird's eye view of the site

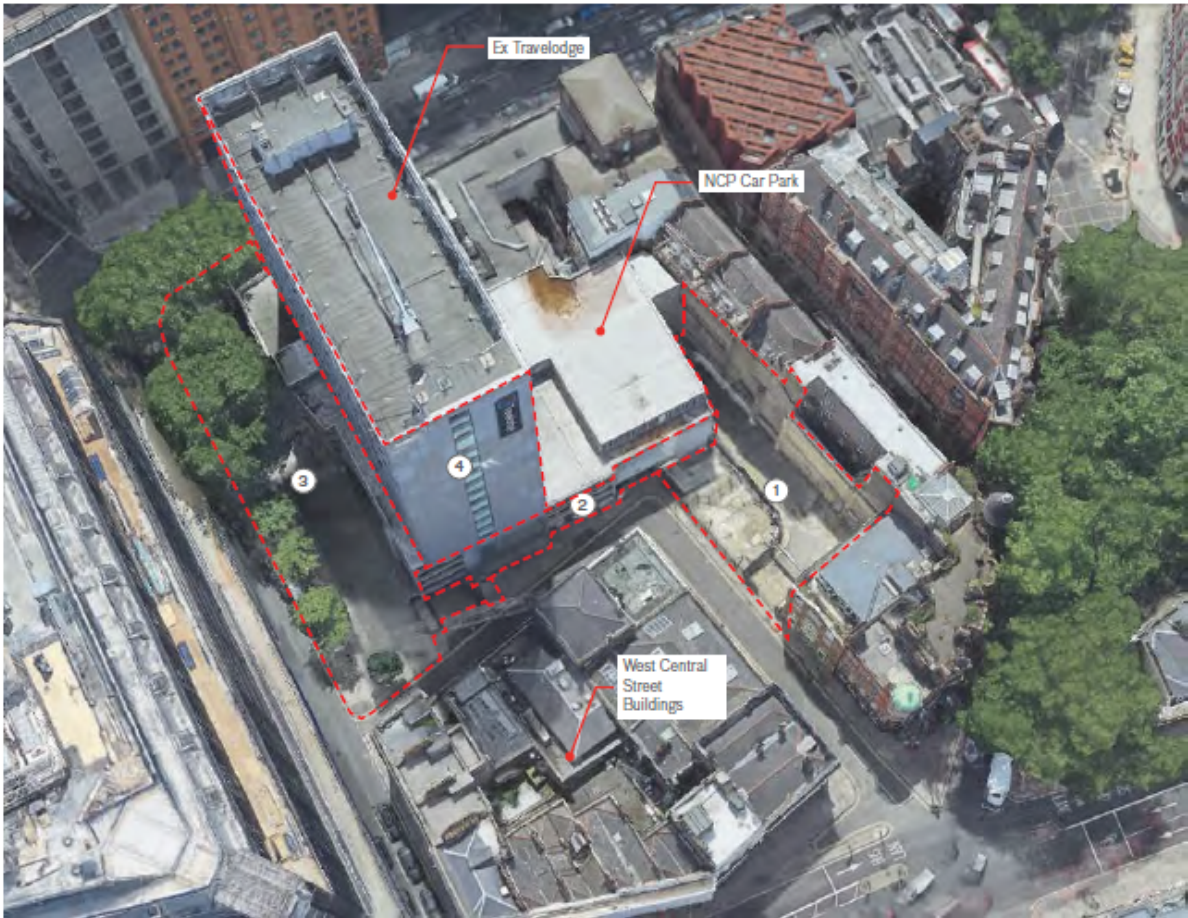


Image 2 – Existing travel Lodge, Selkirk House, 1 Museum Street



Image 3 – Approved scheme – 1 Museum Street in light orange



Image 4 – Approved and proposed ground floor, loading on the southern side, from High Holborn



Approved - Ground Floor Plan



Proposed - Ground Floor Plan

Image 5 – Approved and proposed view from High Holborn



Delegated Report (Members Briefing)		Analysis sheet		Expiry Date:	20/12/2024
		N/A		Consultation Expiry Date:	22/12/2024
Officer			Application Number(s)		
David Fowler			2024/4662/P		
Application Address			Drawing Numbers		
1 Museum Street London WC1A 1JR			See Draft Decision Notice		
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature		
Proposal(s)					
Variation of Condition 2 (Approved Plans) of planning permission reference 2023/2510/P dated 07/03/24, namely: to reflect proposed changes to the ground floor and basement (levels 1 and 2) layout, including a revised servicing strategy and associated alterations to entrances; alterations to core layout at upper floors; and changes to the elevations across the upper floors of 1 Museum Street including changes to the floor levels, additional glazing to the facade, introduction of inset terraces at levels 7, 10 and 15 and openable vent panels and revised BMU layout at roof level.					
Recommendation(s):		Grant conditional planning permission subject to a section 106 agreement			
Application Type:		Section 73 – Minor Material Amendment			

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice			
Informatives:				
Consultations				
Adjoining Occupiers:	No. of responses	15	No. of objections	15
Summary of consultation responses:	<p>Site notices were displayed from 20/11/2024 (expiring on 14/12/2024) and a press notice was published on 28/11/2024 (expiring on 22/12/24).</p> <p>15 objections were received from occupants of neighbouring properties, including properties on:</p> <ul style="list-style-type: none"> - Grape Street - Bury Place - Betterton Street - Shorts Gardens - St Giles High Street - West Central Street - Stukeley Street - Montague Street - Brighton <p>The following objections were raised:</p> <p>Transport/refuse</p> <ul style="list-style-type: none"> - The submitted Delivery, Servicing and management Plan states that it “is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party”. - Proposals pay no regard to traffic, parking, noise, residents’ amenities. - Inconvenience to locals, tourists and cyclists, blocked pavements - Off-street servicing should be provided, mis-use of public realm - Servicing area has been reduced, servicing arrangements poorly thought-out, only desk-based assessment, insufficient, two lifts should have been provided to basement - Excessive times for servicing (7am to 10pm) - Unrealistic expectations for capacity of loading bay/turntable. It must be demonstrated by the applicant that their servicing proposals are workable. - Traffic and safety concerns - Waste storage should be on-site, not on public realm, refuse bags should not be left out on the street, unhygienic <p><i>Officer response: Officers believe that the transport and servicing strategy is safe and workable. The extension of hours of servicing is not likely to result in any material amenity issues or issues with regards road safety and traffic movement. See section on ‘Transport and refuse’ for further details.</i></p> <p>Process</p> <ul style="list-style-type: none"> - A new planning application should be submitted - The Chair of the planning committee promised full consideration of servicing at a later date. - Insufficient discussion of servicing at the original committee meeting. - Inappropriate use of a Section 73 application, amendments are more than ‘minor material’ - Application should go to committee 			

- Lack of consultation on revised servicing

Officer response: See section on 'Conclusion'. Servicing was discussed at the planning committee. The Chair of the planning committee said that the servicing would be dealt with and assessed under the normal procedure, but did not mention bringing servicing back to the committee.

Amenity

- Noise and nuisance (from extended/insufficient loading)
- Impact on air quality from traffic congestion caused by inadequate servicing

Officer response: See section on 'Amenity'

<p>Councillor Vincent</p>	<p>Process</p> <ul style="list-style-type: none"> - At planning committee, it was confirmed that servicing details would go back to committee <p><i>Officer response: See section on 'Conclusion'. The Chair of the planning committee said that the servicing would be dealt with and assessed under the normal procedure, but did not mention bringing servicing back to the committee.</i></p>
<p>Save Museum Street</p>	<p>Transport</p> <ul style="list-style-type: none"> - When the application was considered by Committee on 16 November 2023 the deputation was assured by the committee chair that the servicing arrangements would be fully assessed and issues that were raised by the deputation would be considered and the servicing plan as submitted by the applicant would be reviewed. This revised servicing plan substantially worsens the arrangements for servicing the proposed development. - The service area has been substantially reduced in that there is no basement dedicated space for storage of refuse or servicing. The idea that a single loading bay at ground floor is sufficient to service the entire development is demonstrably inadequate and it represents a substantial step backwards from the original inadequate proposals. - The two lifts that were in the draft proposals have been replaced with a turntable arrangement that will have to operate at 100% capacity in order to meet the demands of deliveries and refuse disposal of the whole development and we understand that it will have to operate from 7am until 10pm every day. This is infeasible not least because of the unpredictable journey time reliability in the centre of London. The absolute maximum that might be achieved is 80% usage. To suggest a 100% usage is clearly unrealistic and the suggestion that servicing is to occur up to 10pm every night is unacceptable, but the current revised Servicing Strategy is predicated on this time period. - The latest proposal has dispensed with the unified collection point for the commercial uses and now suggests that all retail units, including large restaurant and entertainment facilities, are to leave their refuse in plastic bags on the street. This 'solution' to the future servicing of the development is unrealistic for its scale. We cannot believe that it is being suggested that plastic bags are to be left outside all the commercial premises along Vine Lane and this method of disposal has officers' support. - Unresolved problems around servicing <p><i>Officer response: The Chair of the planning committee said that the servicing would be dealt with and assessed under the normal procedure, but did not mention bringing servicing back to the committee. Officers believe the servicing proposals are adequate. See section on 'Transport and refuse' for further details.</i></p>
<p>South Bloomsbury Tenants and Residents' Association</p>	<p>Transport/Refuse</p> <ul style="list-style-type: none"> - Rubbish left on street contributes to mess, noisy traffic, congestion and pollution - Servicing should be better-designed - Extended hours will create noise nuisance <p><i>Officer response: See section on 'Transport and refuse' for further details. A condition has been attached to ensure no rubbish is left on street, in</i></p>

	<p><i>response to residents' concerns.</i></p>
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<p>Bloomsbury Residents Action Group (BRAG)</p>	<p>Transport/refuse</p> <ul style="list-style-type: none"> - Deliveries and servicing were only minimally discussed at the committee debate, not properly debated. - How will one turntable lift and a single ground floor level bay actually manage to handle all deliveries and waste collection? - Waste storage should be on-site – the retail units would leave their bags on the street for collection - Increased traffic problems - Issues with seagulls and rats <p><i>Officer response: See section on ‘Transport and refuse’. The Chair of the planning committee said that the servicing would be dealt with and assessed under the normal procedure, but did not mention bringing servicing back to the committee.</i></p> <p>Amenity</p> <ul style="list-style-type: none"> - The demolition and building process at One Museum Street will cause residents undue stress and anxiety during the years of construction - Amenity issues resulting from poor design of servicing, noise <p><i>Officer response: See section on ‘Amenity’</i></p> <p>Land use</p> <ul style="list-style-type: none"> - The affordable workspace has been reduced from 186 sqm to 137 sqm which is a reduction of 49 sqm. It is suggested that the offer of 30% for the working hours are now offered for free (an extra 10%). But if the space to use is too small to be useful in practice, then the fact it may be “free” is irrelevant. <p><i>Officer response: See section on ‘Land use’</i></p> <p>Process</p> <ul style="list-style-type: none"> - The delivery and servicing issues should be discussed at committee, not through delegated powers - Too many changes to be decided through a Section 73 application <p><i>Officer response: See section on ‘Conclusion’</i></p>
<p>Covent Garden Community Association (CGCA)</p>	<p>Transport/refuse</p> <ul style="list-style-type: none"> - Servicing proposals not feasible, do not allow for efficient delivery of goods - A condition should be attached limiting deliveries to no more than 40 day - Vehicles will have on-street to wait when the loading bay is occupied, impact on road network and safety, servicing should be on-site - Insufficient loading capacity, delivery strategy is unfeasible - The required times for using the loading bay have increased from 07:00-16:00 to 06:00-22:00. - Refuse bags should not be left out on the highway. <p><i>Officer response: Officers consider the servicing proposals are adequate. A condition is attached to prohibit refuse being left on the street, in response to residents’ concerns. See section on ‘Transport and refuse’.</i></p> <p>Process</p> <ul style="list-style-type: none"> - Substantial changes from the original application. <p><i>Officer response: See section on ‘Conclusion’</i></p>

Site Description

- 1.1 The site is located in the area historically known as St. Giles, which is located between Covent Garden, Holborn and Bloomsbury. The site consists of the majority of one urban block and parts of another adjacent urban block, which have West Central Street running between them.

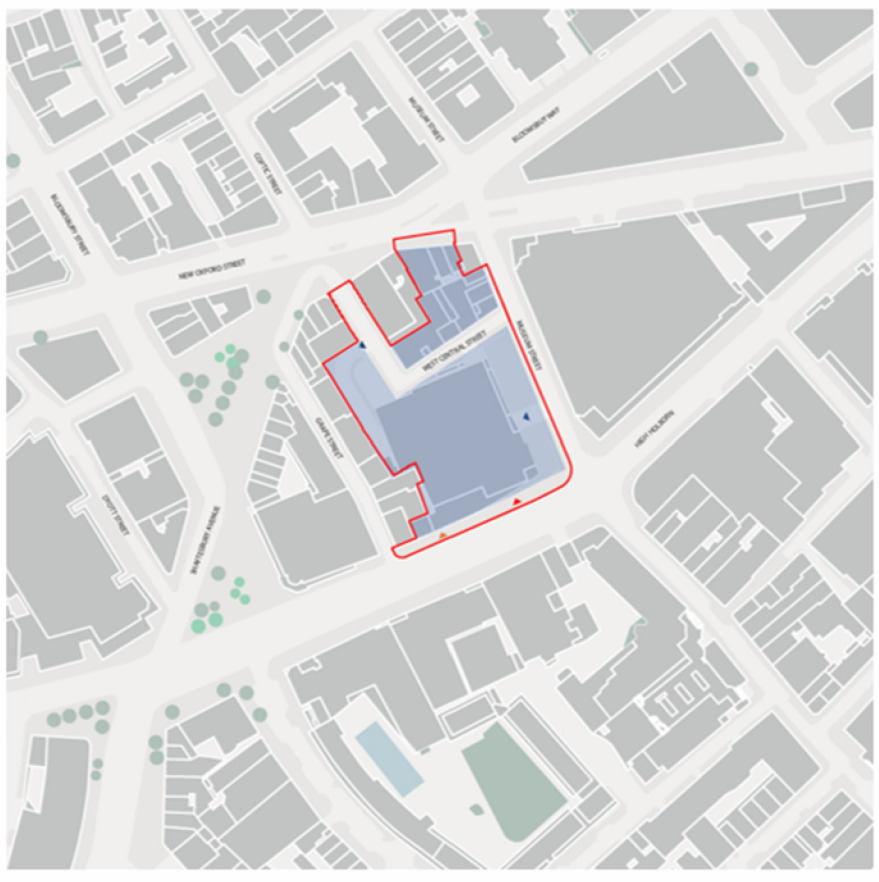


Figure 1 – The site

- 1.2 The southern block is occupied by Selkirk House, which consists of 17 storeys (53.6m above ground, 78.6m AOD) plus two basement levels and a further partial basement level and is vacant at present. Selkirk House was built in the 1960s for office purposes, with an NCP car park on the lower floors. The building was last used as a Travelodge Hotel, with self-contained Class C3 flats at the top on the 14th and 15th floors and the NCP car park (which has come back in to use recently), which occupied the basement floors up to the second floor. This block includes an area of redundant hardstanding on the corner of West Central Street. The Selkirk House block is bounded by West Central Street to the north, Museum Street to the east, High Holborn to the south and the rear of properties fronting Grape Street, to the west. This block includes a large area of public realm on Museum Street.
- 1.3 The northern block, referred to as the West Central Street (WCS) block from hereon, consists of three buildings fronting New Oxford Street, the southern part of the block fronting Museum Street and the southern portion of West Central Street. The ground floors of the WCS block are predominantly in Class E use, mainly retail. The basement, first and second floors of 39-41 New Oxford Street are in office use. The upper floors of 35-37 New Oxford Street are in residential use. The rest of the northern block, outside of the application site, feature a mixture of commercial and residential, including the Old Crown pub on the corner of Museum Street and New Oxford Street.
- 1.4 To the east of the site, across Museum Street, lies the Post Building (see History). To the south, across High Holborn, the uses are predominantly commercial, plus student accommodation. To the west, the buildings along Grape Street are predominantly commercial at ground floor with a

mixture of residential and commercial on the upper floors. Beyond Grape Street, public realm works are being carried out at Princes Circus, in connection with the West End Project. To the north, on New Oxford Street, there are commercial uses at ground floor with a mixture of commercial and residential on the upper floors.

- 1.5 The northern block on the site (the West Central Street block) lies within the Bloomsbury Conservation Area, which borders the western part of the whole site also.
- 1.6 The site lies within the Tottenham Court Road Growth Area and is the last big development site in the area, following other substantial developments including Central St Giles, Post Building, Outernet/Denmark Street and Castlewood House.
- 1.7 On a key axis taking people from Covent Garden to the British Museum, it is identified in the emerging Holborn Vision and Urban Strategy as a site that can deliver improved public realm and facilitate increased footfall in the area due to the arrival of the Elizabeth Line.
- 1.8 The site is easily accessible by public transport with a Public Transport Accessibility Level (PTAL) rating of 6b (excellent). Holborn (London Underground) and Tottenham Court Road (London Underground and Elizabeth Line) stations are located approximately 350 metres east and 470 metres west of the site (circa 5-10 minute walk). Other London Underground stations are located nearby, including Covent Garden which is located 660 metres to the southwest. In addition, bus stops serving various bus routes are located nearby on Bloomsbury Street, Great Russell Street, Kingsway, and New Oxford Street.

Relevant History

Application site

2023/2510/P – Planning permission granted for:

“Redevelopment of Selkirk House, 166 High Holborn and 1 Museum Street following the substantial demolition of the existing NCP car park and former Travelodge Hotel to provide a mixed-use scheme, providing office, residential, and town centre uses at ground floor level. Works of part-demolition and refurbishment to 10-12 Museum Street, 35-41 New Oxford Street, and 16A-18 West Central Street to provide further town centre ground floor uses and residential floorspace, including affordable housing provision. Provision of new public realm including a new pedestrian route through the site to link West Central Street with High Holborn. Relocation of cycle hire docking stations on High Holborn.”

- Dated 07/03/2024

Relevant policies

National Planning Policy Framework 2024

NPPG

The London Plan 2021

- GG1 Building strong and inclusive communities
- GG2 Making the best use of land
- GG3 Creating a healthy city
- GG4 Delivering the homes Londoners need
- GG5 Growing a good economy
- GG6 Increasing efficiency and resilience

- SD1 Opportunity Areas
- SD4 The Central Activities Zone
- SD5 Offices, other strategic functions and residential development in the CAZ
- D2 Infrastructure requirements for sustainable densities
- D3 Optimising site capacity through the design led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- D8 Public realm
- D9 Tall buildings
- D11 Safety, security and resilience to emergency
- D12 Fire safety
- D14 Noise
- H1 Increasing housing supply
- H4 Delivering affordable housing
- H5 Threshold approach to applications
- H6 Affordable housing tenure
- H8 Loss of existing housing and estate redevelopment
- H9 Ensuring the best use of stock
- H10 Housing size mix
- S4 Play and informal recreation
- E1 offices
- E2 Providing suitable business space
- E3 Affordable workspace
- E9 retail, market and hot food takeways
- E10 Visitor infrastructure
- E11 Skills and opportunities for all
- HC1 Heritage conservation and growth
- HC2 World Heritage sites
- HC3 Strategic and local views
- HC4 London views management framework
- G4 Open space

- G5 Urban greening
- G6 Biodiversity and access to nature
- G7 Trees and woodland
- SI1 Improving air quality
- SI2 Minimising greenhouse gas emissions
- SI3 Energy infrastructure
- SI4 Managing heat risk
- SI5 Water infrastructure
- SI6 Digital connectivity infrastructure
- SI7 Reducing waste and supporting the circular economy
- SI12 Flood risk management
- SI13 Sustainable drainage
- T1 Strategic approach to transport
- T2 Healthy Streets
- T3 Transport capacity, connectivity and safeguarding
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T7 Deliveries, servicing and construction
- T9 Funding transport infrastructure through planning
- FF1 Delivery of the plan and planning obligations

Mayor's Supplementary Planning Guidance

Camden Local Plan (2017)

- G1 Delivery and location of growth
- H1 Maximising housing supply
- H2 Maximising the supply of housing from mixed use schemes
- H3 Protecting existing homes
- H4 Maximising the supply of affordable housing
- H6 Housing choice and mix
- H7 Large and small homes
- H10 Housing with shared facilities
- C5 Safety and security

- C6 Access for all
- E1 Economic development
- E2 Employment premises and sites
- E3 Tourism
- A1 Managing the impact of development
- A2 Open space
- A3 Biodiversity
- A4 Noise and vibration
- A5 Basements
- D1 Design
- D2 Heritage
- CC1 Climate change mitigation
- CC2 Adapting to climate change
- CC3 Water and flooding
- CC4 Air quality
- CC5 Waste
- TC1 Quantity and location of retail development
- TC2 Camden's centres and other shopping areas
- TC4 Town centre uses
- TC5 Small and independent shops
- T1 Prioritising walking, cycling and car-free development
- T2 Parking and car-free development
- T3 Transport infrastructure
- T4 Sustainable movement of goods and materials
- DM1 Delivery and monitoring

Supplementary Planning Policies

Camden Planning Guidance

Access for all

Air quality

Amenity

Basements

Biodiversity

Design

Employment sites and business premises

Energy efficiency and adaptation

Housing

Planning for health and wellbeing
Public open space
Transport
Trees
Water and flooding

Draft Holborn Vision and Urban Strategy (2019)

Draft Site Allocations Plan (2020)

Bloomsbury Conservation Area Appraisal and Management Strategy (2011)

Seven Dials Conservation Area Statement (1998)

National First Homes Policy (Written Ministerial Statement May 2021)

Camden Planning Statement on the Intermediate Housing Strategy and First Homes (March 2022)

Assessment

1. Proposal

This application is a Section 73 minor material amendment application. The amendments proposed are all to the proposed tower at 1 Museum Street, and are as follows:

- External changes to the ground and first floor of the approved tower (1 Museum Street – 1MS)
 - Internal changes to the ground, first and basement floors of the approved tower (1MS)
 - Revised servicing strategy
 - Relocation of cycle entrance
 - Revisions to approved floor areas/land uses
 - Revisions to the Fire Strategy
- 1.1. The permitted scheme for One Museum Street focused on improving the experience of the urban block from the street and enhancing the public realm around the site. The approved scheme creates an open, publicly accessible, mixed use ground plane with active ground floor frontages, newly shaped public spaces and a new route connecting West Central Street and High Holborn.
- 1.2. Key design principles included introducing a finer grain of units and uses at ground floor to enliven and enhance the character of the streets around the site; increasing the number of entrances at ground floor to improve safety of the streets in and around the site; and enhancing the architectural quality of Selkirk House and the High Holborn corridor.

2. Assessment

The following issues are relevant to the determination of this application:

- Design
- Transport and refuse
- Amenity
- Land use
- Fire Safety
- Conclusion

3. Design

Policy

- 3.1. Key policy drivers and context include:

Design quality (Camden Local Plan, 2017)

The Council's design policies aim to achieve the highest standard of design in all developments, including where alterations and extensions are proposed. Policy D1 of the Local Plan requires development to be of the highest architectural and urban design quality to improve the function, appearance and character of the area; and Policy D2 states that the Council will preserve, and where appropriate, enhance Camden's rich and diverse heritage assets and their settings, including conservation areas and listed buildings.

Holborn Vision (Draft 2019)

One Museum Street is identified within the emerging 'Holborn Vision and Urban Strategy' as a 'Key Project' for potential redevelopment - it's location makes it ideally situated to benefit from increased transport capacity and wider connectivity due to the opening of Crossrail.

Site Allocations Local Plan (Draft, March 2020)

The site is the subject of an updated Site Allocation in the draft Camden Site Allocation Local Plan 2020 (Policy HCG3). The site is allocated for mixed-use development including hotel, self-contained homes, retail, and creative workspace, cultural and public uses.

Particularly development must be of excellent architectural quality, provide active ground floor uses, and include new open space and routes to significantly improve the public realm around the site.

Tottenham Court Road Growth Area Policy (Camden Local Plan, 2017)

The Tottenham Court Road growth area includes parts of both Camden and Westminster and is centred around Tottenham Court Road station. Para 2.29 states that development within the TCR growth area should deliver: an excellent public realm, with an improved network of safe and attractive places and routes for pedestrians and cyclists, that successfully links to neighbouring areas and reduces the dominance of traffic in the area.

Tall Buildings (London Plan, 2021)

The London Plan's Tall Buildings Policy D9 requires new tall buildings to contribute to the surrounding townscape through consideration of long range and local townscape views, paying particular attention to the tops of buildings, and to the base to create a human scale to the streetscape. Development proposals should be of exemplary architectural and quality and reinforce the spatial hierarchy of the local and wider context.

Ground floor



Approved - Ground Floor Plan

Proposed - Ground Floor Plan

Figure 1 – approved and proposed ground floor

- 3.2. The approved scheme distributed different uses across the ground floor of the building in order to make the ground floor engaging and characterful. Further design development has resulted in some changes to the ground floor layout in these proposals to accommodate core requirements, fire escape routes and changes to the servicing strategy. The flexible use class has been relocated to the west side of the building and is divided into two spaces and the northern retail unit has been moved to the north-eastern corner on Museum Street. Office entrance locations have been positioned further north to align with revised plan arrangement. The office cycle entrance has been relocated centrally along the Museum Street colonnade providing direct access to basement cycle parking. Both fire escape routes from the upper floors are repositioned to exit onto Vine Lane. The South-West retail unit entrance has shifted one bay south along Vine Lane, which will help activate the Vine Lane - High Holborn corner improving visibility from the west and drawing visitors into Vine Lane.
- 3.3. Commercial units continue to be located at building corners to provide a positive contribution to the public realm. Overall, the proposals achieve a significant degree of active

frontage established in the approved scheme, and the proposed alterations are therefore acceptable.

- 3.4. The relocation of ground floor entrances has resulted in some changes to ground floor facades. The overall treatment and architectural language remains as previously approved: to the east an open colonnade treatment that engages with Museum Street public, and on the western facade an active retail frontage. This provides a sense of generosity and connectivity to the street and responds to the human scale, in line with Tall Building policies (D9, London Plan).

Servicing strategy

- 3.5. The main servicing provision remains on High Holborn. The vehicular lift to the basement is proposed to be replaced by a loading bay at grade with turntable. This has been located more centrally within the High Holborn façade providing more generous retail spaces either side on the southern corners of the building facing High Holborn, which is a positive change to this elevation.

Basement layout

- 3.6. The loading bay and vehicular lift have been removed at both basement levels - as part of the development of a more efficient servicing strategy for the building. Minor adjustments to the long stay cycle parking and shower facilities are compliant with London Plan requirements and present no design concerns.

Façade design

- 3.7. There are some minor changes proposed to the building's facades, which do not undermine the architectural quality or intent of the approved scheme.

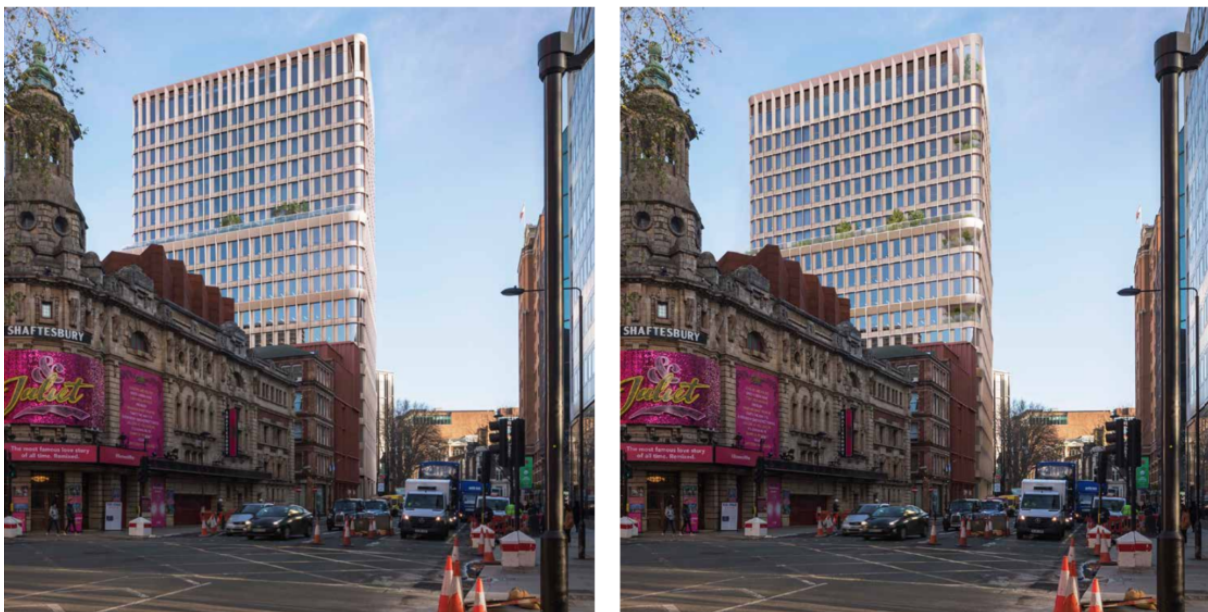


Figure 2 – Consented High Holborn view and proposed High Holborn view

- 3.8. Inset terraces are proposed at level 7, 10 and 15. The provision of additional amenity space for the building users is supported and will add interest to the building façade, through the additional activation and permeability of the building's corners.
- 3.9. The building crown has been adjusted to accommodate changes to floor levels, whilst not increasing the overall height of the building. There is an increased height of solid plant

screen (+1.5m), expressed as a solid metal panel 'shadow gap' at the top of the crown. This elongated expression of the building crown builds in depth and results in a confident definition to terminating the building.

- 3.10. On the western elevation there are minor changes as a result of the revised core layout. The core length has been reduced by 4m overall and a revised structural system has increased the number of opaque panels to the upper floors to conceal the core. However, the proportion of blanked panels across the west upper elevation has only increased from 9.2% to 9.5%. Façade changes also include improvements to the façade appearance including replacing vent panels to openable windows, which also improve building performance.
- 3.11. The northern façade sees an increased glazing ratio to improve daylighting to the office floors. The approved scheme has a glazing ratio of circa 46%, while the proposed S73 scheme has glazing ratio of circa 51% (a 5% increase). This is a minor increase and does not undermine the overall architecture.

Conclusion

- 3.12. Taken together the revised proposals do not represent any material worsening in design quality and uphold the design principles established in the approved scheme. These are therefore acceptable in design terms.

4. Transport and refuse

- 4.1. The servicing strategy for the consented scheme (2023/2510/P) was centred around an on-site service yard at basement level which would be accessed via 2 vehicle lifts located adjacent to High Holborn. The majority of servicing activities would take place from this location with additional on-street options available from the existing loading bays on Museum Street and Shaftesbury Avenue, and from the kerbside on West Central Street. General servicing activities from the kerbside on High Holborn would not be permitted.
- 4.2. The revised proposals subject to this S73 application include the relocation of the service yard to ground floor level. This has the benefit of easier and more efficient access from street level and vehicle lifts would no longer be required. The revised design includes a loading bay turntable that can accommodate one vehicle up to 8m in length, accessed from High Holborn. This will allow vehicles to enter and exit the service yard in a forward gear without the need for any potentially dangerous reversing movements on the public highway adjacent to the site.
- 4.3. The proposals also include the relocation of the goods lift and the refuse store to be closer to the loading bay area. This will make refuse collections and the transfer of goods within the property easier and more efficient.
- 4.4. A revised Delivery, Servicing and Management Plan (DSMP) was submitted with the S73 application. Much of the detail remains unchanged from the consented scheme. The DSMP sets out how deliveries, refuse collections, and other servicing activities will be managed to mitigate the impacts of such activity on local residents, businesses, and road users.
- 4.5. The majority of the servicing trips to the site will be made by 6 metre-long transit vans, with the remainder of the deliveries to be made by 8 metre long and 10-metre-long vehicles. There will also be cycle courier deliveries throughout the day. Table 2 in the DSMP, represented below, shows the likely service vehicle type including typical turnaround times. Officers expect average turnaround times to be between 12 and 15 minutes for most deliveries.





Vehicle Type	Vehicle	Characteristics	Turnaround Time (minutes)
LGV – Light Goods Vehicle		3.5 Tonne, vehicle length 6m	15
MGV – Medium Goods Vehicle		7.5 Tonne, vehicle length 8m	20
HGV – Heavy Goods Vehicle		17 Tonne, vehicle length 10m	30
Refuse Collection Vehicle		Vehicle length up to 10m	15-20

Figure 3 – Likely vehicle servicing type

4.6. Table 3 in the DSMP, represented below in figure 4, shows the anticipated number of delivery and servicing trips for the development. This shows a total of 70 daily deliveries across the site with a peak of seven deliveries per hour. Officers are of the view that the number of daily deliveries to the service yard could be reduced significantly through the adoption of consolidated deliveries in accordance with Transport for London guidance. This would also help to reduce traffic congestion and improve air quality in the local area. Officers therefore consider that the proposed strategy is workable.

Building	Use Class	GIA (m ²)	Average Daily Trip Rate per 100 m ² GIA	Number of Daily Deliveries	Peak Hour
Museum Street	Office E(g)i	22,796	0.18	42	4
	Retail (Non-Food)	259.5	0.52	2	
	Retail (Food)	259.5	1.80	5	
	Subtotal	23,315	-	49	
Vine Lane	Market residential (C3)	1,579	0.07	2	1
	Retail (Non-Food)	160	0.52	1	
	Retail (Food)	160	1.80	3	
	Subtotal	1,899	-	6	
High Holborn	Retail (Non-Food)	12	0.52	1	1
	Retail (Food)	12	1.8	1	
	Residential (Private)	426	0.07	1	
	Subtotal	450	-	3	
West Central Street	Retail (Non-Food)	346	0.52	2	1
	Retail (Food)	346	1.8	8	
	Residential (Market, LCR, Intermediate)	1,987	0.07	2	
	Subtotal	2,679	-	12	
Total		28,343		70	7

Figure 4 – Anticipated number of delivery and servicing trips for the development

- 4.7. Deliveries to the Museum Street office and retail units will be managed through the internal ground floor loading bay area. The service yard will operate 16 hours per day from (0600-2200) each day and will generate 49 of the 70 daily deliveries. The service yard will have shutters or barriers that can be closed to minimise any noise disruption. Any other necessary measures for managing noise from both the internal and external servicing areas can be implemented, in line with the TfL Code of Practice for Quieter Deliveries.
- 4.8. Meanwhile, the on-street loading bays will be used primarily for residential and retail deliveries to the High Holborn, Vine Lane and West Central Street blocks. The DSMP anticipates 21 of the 70 daily deliveries being accommodated from these locations, 15 from the Museum Street loading bay and 6 from the Shaftesbury Avenue loading bay. Officers acknowledge that the Museum Street loading bay is used by the occupiers of the building on the opposite side of the street. However, it is not dedicated solely for their use and is available to other nearby properties. This also applies to the Shaftesbury Avenue loading bay.
- 4.9. The Council commissioned a utilisation survey relating to the Shaftesbury Avenue loading bay with a view to converting part of the loading bay to an E-Scooter & Cycle Hire parking bay. The results of this survey indicate that the loading bay is intensively used for deliveries and servicing activity throughout a typical weekday. However, it also indicates some spare capacity. Officers have decided not to proceed with the proposal to convert part of the loading bay to an E-Scooter & Cycle Hire parking bay. However, Officers feel that the survey results help to confirm the Shaftesbury Avenue loading bay being a suitable location for deliveries relating to the New Oxford Street block, as per the existing situation.
- 4.10. The DSMP explains that the facilities management team will be responsible for managing

the service yard, including bookings, vehicle arrivals and departures, transfer of goods through the building to their destination, transfer of refuse containers from the refuse store to collection vehicles, and reducing or consolidating the number of suppliers by identifying opportunities to share the same supplier base among the different tenants of the development. A robust booking system as proposed and delivery consolidation will be essential to ensure the service yard operates efficiently.

- 4.11. The DSMP explains that an on-site operative will assist drivers entering and exiting the service yard. This is common practice and will help to ensure the safety of other road users, particularly pedestrians, wheelchair users, and cyclists. Once a vehicle has been turned and parked in the loading bay, the driver will offload the goods and operatives will transfer the goods to the end destination using the goods lift. The driver will then return to their vehicle and egress the site. The DSMP includes a swept path diagram indicating that 8m long van would be able to enter and exit the site efficiently and safely in a forward gear.
- 4.12. The waste storage and servicing strategy is consistent with that for the consented scheme. However, one key difference is that the main refuse store will be located closer to the service yard and will therefore make refuse collections easier. Another key difference is that refuse containers will be provided for the 4 commercial units on Vine Lane. This will be a condition of consent and will help to address concerns raised by local stakeholders.
- 4.13. The DSMP will be a 'live document' and makes provisions, unchanged from the consented proposals, for regular monitoring and updating. The facilities management team will be responsible for keeping a record of servicing activity, monitoring the effectiveness of the scheduling strategy, and making amendments to the plan where necessary. The facilities management team (on behalf of the building owner) will conduct the first review within 12 months after occupation and reviews will be conducted as necessary thereafter on an annual basis. Any amendments that the building owner may wish to make to the DSP shall be submitted to the Council for approval and no amendments shall come into force until they have been approved.
- 4.14. The revised proposals are unlikely to have a significant impact on road safety or traffic congestion in the local area, subject to a robust DSMP being adhered to. The submitted DSMP is a draft document at this stage and will not form part of the approved plan if planning permission is granted. Rather, a more detailed plan will be secured via a Section 106 Legal Agreement for approval prior to the first occupation of the site.
- 4.15. A condition has been added requiring details of the doors of the loading bay.
- 4.16. A condition has been added ensuring that no refuse bags are left on street. Waste collection would need to happen directly from the unit.

5. Amenity

- 5.1. Camden Local Plan policies A1, A4 and A5 are relevant with regards to the impact on the amenity of residential properties in the area.
- 5.2. There are no significant increases in bulk and massing and therefore there would be no material difference in terms of impact on daylight and sunlight. There are no significant changes in terms of fenestration and therefore no material difference in terms of overlooking. The new inset terraces are sufficiently far from residential properties and will be serving offices. Therefore, there would be no material loss of privacy from these.
- 5.3. Transport officers have assessed the amendments and consider they are sufficient. The proposed changes would not lead to significant changes in terms of noise and disturbance, when compared to the approved scheme.

6. Land use

Introduction

- 6.1. Under the proposed amendments, there would be an increase of 146sqm of Class E office use and a loss of 114sqm Class E retail and flexible use. There would be an increase of 32sqm (GIA) overall due to changes to the façade thickness and building core layout optimisation, but with no increase in bulk or massing.

Land Use	Existing GIA sqm	Approved GIA sqm (under ref: 2023/2510/P)	Now Proposed GIA sqm	Change (+/-) (Approved vs Proposed) GIA sqm
Office (Class E)	624	22,650	22,796	+146
Hotel	9,292	0	0	-
Car Park	8,037	0	0	-
Hot Food Takeaway (Sui Generis)	190	0	0	-
Flexible Use (Class E excluding E(g))	502	1,481	1,416	-65 ¹
Flexible Use (Class E unrestricted)		186	137	-49
Nightclub (sui generis)	994	0	0	--
HMO (C4)	97	0	0	-
Residential (Market)	1,817	0	2,299	-
Residential (LCR)	0	0	1,025	-
Residential (Intermediate)	0	0	668	-
Total	21,553	28,309	28,341	+32

Figure 3 – existing, approved and proposed land use (sqm GIA)

Loss of retail use

- 6.2. Camden Local Plan policy TC1 encourages shopping and related uses in Camden's designated growth areas, such as the Tottenham Court Road growth area.
- 6.3. The approved scheme would deliver a substantial increase of retail/flexible uses at ground floor level, from 502sqm to 1,667sqm. Under the proposed amendments application, this would be reduced by 114sqm to 1,553sqm. There would still be a substantial increase of retail floor area and the ground floor would still be well-activated, so this change is acceptable.

Increase in office use

- 6.4. Camden Local Plan policy E1 seeks to secure a successful and inclusive economy and encourages economic growth. Policy E2 encourages the provision of employment premises and sites. London Plan policy SD4 supports the enhancement and intensification of offices, to meet demand for a range of types and sizes of occupier and rental values, especially in the CAZ. The supporting text of policy G1 (Delivery and location of growth) seeks a balanced mix of uses, including housing and affordable housing, significant provision of offices and other employment opportunities in the Tottenham Court Road growth area.
- 6.5. There would be a moderate increase of 146sqm in office use from 22,650sqm to

22,796sqm. This increase in employment floorspace is welcomed.

Affordable workspace

- 6.6. Policies E2 and E3 are relevant with regards affordable workspace. It does not set out the amount of affordable workspace that is required or the terms on which it should be secured, it recognises that what is secured will vary according to a number of factors. Camden Planning Guidance Employment sites and Business Premises (2021) also acknowledges that it should be considered on a case-by-case basis through discussions with the Inclusive Economy team.
- 6.7. The approved application included 649sqm of affordable retail at 50% discount on market rent for 25 years and 186sqm of flexible use ancillary workspace. This space formed part of the overall amenity workspace offer to One Museum Street occupiers. This space would serve 'wider Camden small business, social enterprise and charitable sector' by being made available free of charge, which was secured on a bookable basis for 20% of the time during core building hours (8am-6pm) and additionally at evenings and weekends. The space was designed to be flexible to enable a range of uses such as meetings, training, product launches, presentations, networking events, workshops, large gatherings, the uses all being within planning Use Class E.
- 6.8. A minor increase of 20sqm of affordable retail space is proposed. With regards the flexible space, this would be reduced from 186sqm to 137sqm, but the free usage time would be increased by 50% (from 20% of the bookable time to 30%).
- 6.9. Inclusive Economy were consulted and state there is not a material difference in the affordable offer, but it is slightly better than the approved offer. Given the above, the amendments to affordable workspace are acceptable.

Housing payment-in-lieu

- 6.10. Camden Local Plan policies H1, H2, H3, H4, H6, H7, H10 and Camden Planning Guidance 2 (Housing) are relevant with regard to the provision of housing, including affordable housing. Policy H2 is the mixed use development policy and that requires 50% of all additional floorspace to be residential in the Central London Area. The site is within the Central London Area. Policy H1 of the London Plan sets housing targets for local authorities in London, for Camden the target is 1038 per year for the ten-year period. In order to ensure that housing targets are met Policy H1 states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites through development plans and planning decisions. The amount of housing payment in lieu required is unchanged.

7. Fire Safety

- 7.1. Policy D12 of the London Plan also requires the application to be accompanied by a fire statement, prepared by a suitably qualified third-party assessor. London Plan Policy D5 seeks to ensure that developments incorporate safe and dignified emergency evacuation for all building users.
- 7.2. An addendum to the approved Fire Strategy has been submitted as part of the application, which demonstrates the ability to comply with Building Regulations. This statement has been prepared and approved by a suitably qualified consultant and addresses the requirements of London Plan policy D12(B). The revisions in terms of fire safety are minor and would improve upon fire safety in terms of access and escape.

8. Conclusion

- 8.1. Taken together the revised proposals do not represent any material worsening in design quality and uphold the design principles established in the approved scheme. These are therefore considered acceptable in design terms. The transport and servicing is considered to be sufficient without creating amenity or transport issues.
- 8.2. Given the scale and nature of the changes, the proposals are considered a minor material amendment. The proposed changes can therefore be approved under a Section 73 minor material amendment application.

9. Recommendation

- 9.1. Grant conditional planning permission subject to a section 106 agreement deed of variation.

DISCLAIMER

The decision to refer an application to Planning Committee lies with the Director of Regeneration and Planning. Following the Members Briefing panel on Monday 24th February 2025, 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: 2024/4662/P
Contact: David Fowler
Tel: 020 7974 2123
Date: 20 February 2025

Development Management
Regeneration and Planning
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Gerald Eve
One Fitzroy
6 Mortimer
London
W1T 3JJ

Dear Sir/Madam

DRAFT
FOR INFORMATION ONLY - THIS IS NOT A FORMAL DECISION
Town and Country Planning Act 1990 (as amended)

DECISION SUBJECT TO A SECTION 106 LEGAL AGREEMENT

Address:

1 Museum Street
London
WC1A 1JR

Proposal:

DECISION
Variation of Condition 2 (Approved Plans) of planning permission reference 2023/2510/P dated 07/03/24 to reflect proposed changes to the ground floor and basement (levels 1 and 2) layout, including a revised servicing strategy and associated alterations to entrances; alterations to core layout at upper floors; and changes to the elevations across the upper floors of 1 Museum Street including changes to the floor levels, additional glazing to the facade, introduction of inset terraces at levels 7, 10 and 15 and openable vent panels and revised BMU layout at roof level.

Drawing Nos: Plans:

295_P20.003 Revision C, 295_P20.098 Revision C, 295_P20.099 Revision C, 295_P20.100 Revision D, 295_P20.101 Revision F, 295_P20.102 Revision E, 295_P20.103 Revision E, 295_P20.104 Revision E, 295_P20.105 Revision D, 295_P20.106 Revision C, 295_P20.107 Revision C, 295_P20.108 Revision C, 295_P20.109 Revision C, 295_P20.110 Revision C, 295_P20.111 Revision D, 295_P20.112 Revision D, 295_P20.113 Revision D, 295_P20.114 Revision D, 295_P20.115 Revision D, 295_P20.116 Revision D, 295_P20.117 Revision D, 295_P20.118 Revision D, 295_P20.121 Revision C, 295A_P20.130 Revision D, 295A_P20.131 Revision D, 295A_P20.132 Revision C, 295A_P20.133 Revision C, 295A_P20.134 Revision C, 295A_P20.135 Revision C, 295A_P20.136 Revision C, 295A_P20.137 Revision C, 295A_P20.138 Revision C, 295A_P20.139 Revision C, 295A_P20.140 Revision C, 295A_P20.141 Revision D, 295A_P20.142 Revision D, 295A_P20.143 Revision D, 295A_P20.144 Revision D, 295A_P20.145 Revision D, 295A_P20.146 Revision D, 295A_P20.147 Revision D, 295A_P20.148 Revision D, 295A_P20.151 Revision C, 295_P30.100 Revision C, 295_P30.101 Revision E, 295_P30.102 Revision C, 295_P30.103 Revision E, 295_P30.104 Revision E, 295_P30.105 Revision E, 295_P30.106 Revision E, 295A_P30.110 Revision E, 295A_P30.111 Revision E, 295A_P30.112 Revision E, 295A_P30.113 Revision E, 295_P40.001 Revision E, 295_P40.002 Revision E, 295A_P40.101 Revision E, 295A_P40.102 Revision E.

Supporting documents:

- Drawings - see drawing register from DSDHA February 2025
- Air Quality Note (04 November 2024) by ARUP
- S73 Design Statement, October 2024, prepared by DSDHA
- Design and Access Addendum February 2025 by DSDHA
- Addendum to BIA (18.10.24) by A-squared Studio
- Arboricultural Memo (18.10.24) by TMA
- Fire Statement Addendum (03.10.24) by OFR
- Covering Letter (22.10.24) by Gerald Eve
- Embodied Carbon Letter of comfort (14.10.24) by Hoare Lea
- Transport Assessment Addendum (10.10.24) by ARUP
- CIL additional information form, dated 15.10.24
- Delivery and Servicing Management Plan, (21.10.24) by ARUP.

The Council has considered your application and decided to grant permission subject to the conditions and informatives (if applicable) listed below **AND** subject to the successful conclusion of a Section 106 Legal Agreement.

The matter has been referred to the Council's Legal Department and you will be contacted shortly. If you wish to discuss the matter please contact **Aidan Brookes** in the Legal Department on **020 7 974 1947**.

Once the Legal Agreement has been concluded, the formal decision letter will be sent to you.

Condition(s) and Reason(s):

1 Three years from the date of this permission

This development must be begun not later than three years from the date of this permission.

Reason: In order to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).

2 Approved drawings

The development hereby permitted shall be carried out in accordance with the following approved plans:

Existing plans:

Site-wide

Location Plan 295_P10.001 B, Existing Site Plan 295_P10.002 B.

1MS

Existing Second Basement Floor Plan 295_P10.098 B, Existing First Basement Floor Plan 295_P10.099 B, Existing Ground Floor Plan 295_P10.100 B, Existing First Floor Plan 295_P10.101 B, Existing Second Floor Plan 295_P10.102 B, Existing Third Floor Plan 295_P10.103 B, Existing Fourth Floor Plan 295_P10.104 B, Existing Fifth Floor Plan 295_P10.105 B, Existing Sixth Floor Plan 295_P10.106 B, Existing Seventh Floor Plan 295_P10.107 B, Existing Eighth Floor Plan 295_P10.108 B, Existing Ninth Floor Plan 295_P10.109 B, Existing Tenth Floor Plan 295_P10.110 B, Existing Eleventh Floor Plan 295_P10.111 B, Existing Twelfth Floor Plan 295_P10.112 B, Existing Thirteenth Floor Plan 295_P10.113 B, Existing Fourteenth Floor Plan 295_P10.114 B, Existing Fifteenth Floor Plan 295_P10.115 B, Existing Sixteenth Floor Plan 295_P10.116 B.

West Central Street

Existing Basement Plan 295B_P10.179 B, Existing Ground Floor Plan 295B_P10.180 B, Existing First Floor Plan 295B_P10.181 B, Existing Second Floor Plan 295B_P10.182 B, Existing Third Floor Plan 295B_P10.183 B, Existing Fourth Floor Plan 295B_P10.184 B, Existing Roof Plan 295B_P10.185 B.

Site-wide elevations

Existing West Central Street Elevation North 295_P10.200 B, Existing West Central Street Elevation South 295_P10.201 B, Existing West Central Street Elevation West 295_P10.202 B, Existing West Central Street Elevation East 295_P10.203 B, Existing Museum Street Elevation 295_P10.204 B, Existing High Holborn Elevation 295_P10.205 B, Existing New Oxford Street Elevation 295_P10.206 B.

Demolition drawings

Demolition Site Plan 295_P10.300 B, Demolition Plan - Basement Floor 295B_P10.300 B, Demolition Plan - Ground Floor 295B_P10.301 B, Demolition Plan - First Floor 295B_P10.302 B, Demolition Plan - Second Floor 295B_P10.303 B, Demolition Plan - Third Floor 295B_P10.304 B, Demolition Plan - Fourth Floor 295B_P10.305 B, Demolition Plan - Roof 295B_P10.306 B, Demolition Elevations - Museum Street & New Oxford Street 295B_P10.400 B, Demolition Elevations - West Central Street 295B_P10.401 B, Demolition Elevations - Courtyard 295B_P10.402 B.

Proposed plans:

Site-wide

Proposed Site Plan 295_P20.003 B, Proposed Landscape GA Plan 295_P20.006 C, Proposed Landscape Paving Plan - Kerb Types 295_P20.010 C, Proposed Levels and Drainage Intent Plan 295_P20.011 C, Proposed Furniture Plan 295_P20.012 C, Proposed Second Basement Plan 295_P20.098 B, Proposed First Basement Plan 295_P20.099 B, Proposed Ground Floor Plan 295_P20.100 C, Proposed First Floor Plan 295_P20.101 D, Proposed Second Floor Plan 295_P20.102 C, Proposed Third Floor Plan 295_P20.103 C, Proposed Forth Floor Plan 295_P20.104 C, Proposed Fifth Floor Plan 295_P20.105 B, Proposed Sixth Floor Plan 295_P20.106 B, Proposed Seventh Floor Plan 295_P20.107 B, Proposed Eighth Floor Plan 295_P20.108 B, Proposed Ninth Floor Plan 295_P20.109 B, Proposed Tenth Floor Plan 295_P20.110 B, Proposed Eleventh Floor Plan 295_P20.111 B, Proposed Twelfth Floor Plan 295_P20.112 B, Proposed Thirteenth Floor Plan 295_P20.113 B, Proposed Fourteenth Floor Plan 295_P20.114 B, Proposed Fifteenth Floor Plan 295_P20.115 B, Proposed Sixteenth Floor Plan 295_P20.116 B, Proposed Seventeenth Floor Plan 295_P20.117 B, Proposed Eighteenth Floor Plan 295_P20.118 B, Proposed Roof Plan 295_P20.121 B.

1MS

1MS - Proposed Ground Floor Plan 295A_P20.130 C, 1MS - Proposed First Floor Plan 295A_P20.131 C, 1MS - Proposed Second Floor Plan 295A_P20.132 B, 1MS - Proposed Third Floor Plan 295A_P20.133 B, 1MS - Proposed Fourth Floor Plan 295A_P20.134 B, 1MS - Proposed Fifth Floor Plan 295A_P20.135 B, 1MS - Proposed Sixth Floor Plan 295A_P20.136 B, 1MS - Proposed Seventh Floor Plan 295A_P20.137 B, 1MS - Proposed Eighth Floor Plan 295A_P20.138 B,

3 Detailed drawings/samples - 1 Museum Street

Prior to commencement of the above ground works on the new building, 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:

- a) Details including sections at 1:10 of all windows (including jambs, head and cill), ventilation grills and external doors and canopies
- b) Plan, elevation and section drawings, of all ground floor facades at a scale of 1:10;
- c) Typical plan, elevation and section drawings of balustrading to terraces and balconies;
- d) Manufacturer's specification details of all facing materials (to be submitted to the Local Planning Authority) and sample panels at a minimum of 1mx1m of those materials (to be provided on site).
- e) Details of cladding and façade treatment/louvres to any mechanical plant or machinery enclosures at roof terrace levels;
- f) Typical elevation (minimum 2m x 2m in size) of each building including a glazed opening showing reveal and header detail and facing materials
- g) Details of relevant gates, railings, doors and louvres on all parts of the building which face the public realm.

The relevant part of the works shall be carried out in accordance with the details thus approved and all approved samples shall be retained on site during the course of the works for the relevant building.

Reason: In order to safeguard the appearance of the buildings and the character and appearance of the wider area in accordance with the requirements of Policies D1 and D2 of the Camden Local Plan 2017.

4 Detailed drawings/samples - West Central Street block

Prior to commencement of the above ground works on the new building, and in the case of extensions to existing buildings prior to the commencement of the approved extensions, 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:

- a) Details including sections at 1:10 of all windows (including jambs, head and cill), ventilation grills and external doors and canopies
- b) Plan, elevation and section drawings, of all ground floor facades at a scale of 1:10;
- c) Typical plan, elevation and section drawings of balustrading to terraces and balconies;
- d) Manufacturer's specification details of all facing materials (to be submitted to the Local Planning Authority) and sample panels at a minimum of 1mx1m of those materials (to be provided on site).
- e) Details of cladding and façade treatment/louvres to any mechanical plant or machinery enclosures at roof terrace levels;
- f) Typical elevation (minimum 2m x 2m in size) of each building including a glazed opening showing reveal and header detail and facing materials
- g) Details of relevant gates, railings, doors and louvres on all parts of buildings which face the public realm.

The relevant part of the works shall be carried out in accordance with the details thus approved and all approved samples shall be retained on site during the course of the works for the relevant building.

Reason: In order to safeguard the appearance of the buildings and the character and appearance of the wider area in accordance with the requirements of Policies D1 and D2 of the Camden Local Plan 2017.

5 Detailed drawings/samples - Vine Lane Building

Prior to commencement of the above ground works on the new building, 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:

- a) Details including sections at 1:10 of all windows (including jambs, head and cill), ventilation grills and external doors and canopies
- b) Plan, elevation and section drawings, of all ground floor facades at a scale of 1:10;
- c) Typical plan, elevation and section drawings of balustrading to terraces and balconies;
- d) Manufacturer's specification details of all facing materials (to be submitted to the Local Planning Authority) and sample panels at a minimum of 1mx1m of those materials (to be provided on site).
- e) Details of cladding and façade treatment/louvres to any mechanical plant or machinery enclosures at roof terrace levels;
- f) Typical elevation (minimum 2m x 2m in size) of each building including a glazed opening showing reveal and header detail and facing materials

g) Details of relevant gates, railings, doors and louvres on parts of the building which face the public realm.

The relevant part of the works shall be carried out in accordance with the details thus approved and all approved samples shall be retained on site during the course of the works for the relevant building.

Reason: In order to safeguard the appearance of the buildings and the character and appearance of the wider area in accordance with the requirements of Policies D1 and D2 of the Camden Local Plan 2017.

6 Detailed drawings/samples - High Holborn Building

Prior to commencement of the above ground works on the new building, 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:

- a) Details including sections at 1:10 of all windows (including jambs, head and cill), ventilation grills and external doors and canopies
- b) Plan, elevation and section drawings, of all ground floor facades at a scale of 1:10;
- c) Typical plan, elevation and section drawings of balustrading to terraces and balconies;
- d) Manufacturer's specification details of all facing materials (to be submitted to the Local Planning Authority) and sample panels at a minimum of 1mx1m of those materials (to be provided on site).
- e) Details of cladding and façade treatment/louvres to any mechanical plant or machinery enclosures at roof terrace levels;
- f) Typical elevation (minimum 2m x 2m in size) of each building including a glazed opening showing reveal and header detail and facing materials
- g) Details of relevant gates, railings, doors and louvres on parts of the building which face the public realm.

The relevant part of the works shall be carried out in accordance with the details thus approved and all approved samples shall be retained on site during the course of the works for the relevant building.

Reason: In order to safeguard the appearance of the buildings and the character and appearance of the wider area in accordance with the requirements of Policies D1 and D2 of the Camden Local Plan 2017.

7 Bay panel - 1 Museum Street

A full scale sample panel of one whole bay for the tower element shall be provided on site and approved in writing by the local planning authority before the relevant parts of the works are commenced and the development shall be carried out in accordance with the approval given. The approved panel shall be retained on site until the work has been completed.

Reason: In order to safeguard the appearance of the buildings and the character and appearance of the wider area in accordance with the requirements of Policies D1 and D2 of the Camden Local Plan 2017.

8 External fixtures

No lights, meter boxes, flues, vents or pipes, and no telecommunications equipment, alarm boxes, television aerials or satellite dishes shall be fixed or installed on the external face of the buildings, without the prior approval in writing of the Council.

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

9 Refuse and recycling

Prior to first occupation of the residential units in each new residential block, the refuse and recycling storage areas shall be completed and made available for occupants of that block.

The development of each block shall not be implemented other than in accordance with such measures as approved. All such measures shall be in place prior to the first occupation of any residential units in the relevant plot and shall be retained thereafter.

Reason: To safeguard the amenities of the future occupiers and adjoining neighbours in accordance with the requirements of Camden Local Plan policy CC5.

10 Roof terraces

a) No flat roofs within the development shall be used as terraces unless marked as such on the approved plans, without the approval in writing of the Local Planning Authority.

b) Details of the proposed screen on the fourth floor, including the planted buffer zone, of the Vine Lane building shall be submitted to and approved in writing by the Local Planning Authority, prior to occupation of the Vine Lane building. The screen shall be built in accordance with the approved details and retained throughout the use of the development.

Reason: To safeguard the amenities of the future occupiers and adjoining neighbours in accordance with the requirements of policy A1 of the Camden Local Plan.

11 Living roofs

Prior to commencement of above ground development of each block, further details of the green roofs (design, sections, species and maintenance) for that block are to be submitted to and approved in writing by the Council. The green roofs shall thereafter be constructed in accordance with the approved details prior to occupation of the relevant block, and they shall thereafter be retained and maintained in accordance with those details.

Reason: To ensure the development is sustainable and promotes biodiversity in line with Camden Local Plan policies CC1, CC3 and A3.

12 Suitable qualified engineer

The development hereby approved shall be inspected, checked for compliance with the design (as approved by the local planning authority and building control body) and monitored with regards the critical elements of both permanent and temporary basement construction works throughout their duration in accordance with permission reference 2024/5676/P.

Any subsequent change or reappointment shall be confirmed forthwith for the duration of the construction works.

Reason: To ensure proper consideration of the structural stability of neighbouring buildings and to safeguard the appearance and character of the immediate area in accordance with the requirements of policies D1, D2 and A5 of the London Borough of Camden Local Plan 2017.

13 Water efficiency

The development hereby approved shall achieve a maximum internal water use of 105litres/person/day, allowing 5 litres/person/day for external water use. Prior to occupation of each Plot, evidence demonstrating that this has been achieved shall be submitted and approved by the Local Planning Authority.

Reason: To ensure the development contributes to minimising the need for further water infrastructure in an area of water stress in accordance with Camden Local Plan policy CC3.

14 Non-road mobile machinery

No non-road mobile machinery (NRMM) shall be used on the site unless it is compliant with the NRMM Low Emission Zone requirements (or any superseding requirements) and until it has been registered for use on the site on the NRMM register (or any superseding register).

Reason: To safeguard the amenities of the adjoining occupiers, the area generally and contribution of developments to the air quality of the borough in accordance with the requirements of Camden Local Plan policies A1 and CC4.

15 Sound insulation

All habitable rooms exposed to external road traffic noise in excess of 55 dBA Leq 16 hour [free field] during the day [07.00 to 23.00 hours] or 45 dBA Leq 8 hour [free field] at night [23.00 to 07.00 hours] shall be subject to sound insulation measures to ensure that all such rooms achieve an internal noise level of 35 dBA Leq 16 hour during the day and 30 dBA Leq 8 hour at night. The submitted scheme shall ensure that habitable rooms subject to sound insulation measures shall be able to be effectively ventilated without opening windows.

No dwelling shall be occupied until the approved sound insulation and ventilation measures have been installed to that property in accordance with the approved details. The approved measures shall be retained thereafter in perpetuity.

Reason: To ensure that the amenities of future occupiers are protected in accordance with the requirements of policies A1 and A4 of the London Borough of Camden Local Plan 2017

16 Plant noise

The external noise level emitted from plant, machinery or equipment at the development with specified noise mitigation hereby approved shall be lower than the typical existing background noise level by at least 10dBA, by 15dBA where the source is tonal, as assessed according to BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise from mechanical installations/ equipment in accordance with the requirements of policies A1 and A4 of the London Borough of Camden Local Plan 2017.

17 Anti-vibration

Prior to use, machinery, plant or equipment at the development shall be mounted with proprietary anti-vibration isolators and fan motors shall be vibration isolated from the casing and adequately silenced and maintained as such.

Reason: To ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by vibration in accordance with the requirements of policies A1 and A4 of the London Borough of Camden Local Plan 2017.

18 Cycle parking

Prior to first occupation of each relevant building, the following bicycle parking shall be provided in its entirety:

- secure and covered parking for 345 bicycles for the office building at 1 Museum Street
- secure and covered parking for 37 resident's bicycles for the West Central Street block
- secure and covered parking for 8 resident's bicycles for the High Holborn building
- secure and covered parking for 28 resident's bicycles for the Vine Lane building
- Secure and covered parking for 11 bicycles for the ground floor flexible Class E retail uses

All such facilities shall thereafter be permanently maintained and retained.

Reason: To ensure that the scheme makes adequate provision for cycle users in accordance with Camden Local Plan policies T1 and T2, the London Plan and CPG Transport.

19 Part M4 (2)

The units indicated as such on the plan numbers hereby approved shall be designed and constructed in accordance with Building Regulations Part M4 (2), evidence demonstrating compliance should be submitted to and approved by the Local Planning Authority prior to occupation of the relevant unit.

Reason: To ensure that the internal layout of the building provides flexibility for the accessibility of future occupiers and their changing needs over time, in accordance with the requirements of policy CS6 of the London Borough of Camden Local Development Framework Core Strategy and policy DP6 of the London Borough of Camden Local Development Framework Development Policies.

20 Part M4 (3)

The units indicated as such on the plan numbers hereby approved shall be designed and constructed in accordance with Building Regulations Part M4 (3). Evidence demonstrating compliance should be submitted to and approved by the Local Planning Authority prior to occupation of the relevant unit.

Reason: To ensure that the wheelchair units would be capable of providing adequate amenity in accordance with policies: CS6 & DP6 of Camden's Local Development Framework 2010.

21 Landscaping

Full details of landscaping, including native species and species identified within the Royal Horticultural Society's plants for pollinators lists, shall be submitted to and approved in writing by the Local Planning Authority, prior to commencement of work on the new buildings excluding the cores and substructures. The landscaping scheme shall include details of replacement tree planting. The landscaping details thus approved shall thereafter be carried out in full prior to first occupation of the buildings.

All hard and soft landscaping works shall be carried out in accordance with the approved landscape details [by not later than the end of the planting season following completion of the development or any phase of the development]. Any trees or areas of planting (including trees existing at the outset of the development other than those indicated to be removed) 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.

Reason: To ensure that the landscaping is carried out within a reasonable period and to maintain a high quality of visual amenity in the scheme in accordance with the requirements of policies A2, A3, A5 D1 and D2 of the London Borough of Camden Local Plan 2017.

22 Landscaping - replacement planting

All hard and soft landscaping works shall be carried out in accordance with the approved landscape details by not later than the end of the planting season following completion of the development or any phase of the development. Any 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.

Reason: To ensure that the landscaping is carried out within a reasonable period and to maintain a high quality of visual amenity in the scheme in accordance with the requirements of policies A2, A3, D1 and D2 of the London Borough of Camden Local Plan 2017.

23 Tree Protection Strategy

Prior to the commencement of the relevant part of construction/demolition works on site, full details of tree protection measures shall be submitted to and approved in writing by the Local Planning Authority. The works shall commence in accordance with approved details and the protection shall then remain in place for the duration of works on site, unless otherwise agreed in writing by the local authority.

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 policies A2 and A3 of the London Borough of Camden Local Plan 2017.

24 Bird and bat boxes

Prior to commencement of work on the new buildings excluding the cores and substructures, a plan detailing bird and bat box locations and types shall be submitted to and approved in writing by the local planning authority. The boxes shall be installed in accordance with the approved plans prior to the occupation of the development and thereafter permanently retained.

Reason: In order to secure appropriate features to conserve and enhance wildlife habitats and biodiversity measures within the development, in accordance with the requirements of the London Plan and policy A3 of the Camden Local Plan 2017.

25 Lighting

Details of the proposed lighting scheme, to include a lux levels plan, (including any mitigation for expected light spill, especially during the active period for bats between November - May), shall be submitted to and approved in writing by the Local Planning Authority. The approved lighting scheme and mitigation measures should be implemented in accordance with the approved details prior to occupation and retained and maintained as such thereafter.

Reason: In the interest of ecology, visual amenity and promoting a safe and secure environment in accordance with policies A1, A2, A3 and C5 of the Camden Local Plan.

26 SuDS: Further details

Prior to commencement of work on the new buildings excluding the cores and substructures, full details of the sustainable drainage system including 158.1m³ of attenuation tanks and 117.1m³ of blue roof storage and additional green roofs, shall be submitted to and approved in writing by the local planning authority. Such a system should be designed to accommodate all storms up to and including a 1:100 year storm with a 40% provision for climate change such that flooding does not occur in any part of a building or in any utility plant susceptible to water or on any part of the entire development site for up to and including a 1:30 year storm. The details shall demonstrate a site run-off rate conforming to the greenfield run-off rate or other rate of 10 l/s approved by the Local Planning Authority. An up to date drainage statement, SuDS pro-forma, a lifetime maintenance plan and supporting evidence should be provided including:

- The proposed SuDS or drainage measures including storage capacities
- The proposed surface water discharge rates or volumes

Further details of exploration to reduce the reliance on the pumped tank shall also be submitted.

The approved systems shall be implemented prior to occupation of the development and thereafter retained and maintained in accordance with the approved details.

Reason: To reduce the rate of surface water run-off from the buildings and limit the impact on the storm-water drainage system in accordance with policies CC2 and CC3 of the London Borough of Camden Local Plan Policies and Policy SI 13 of the London Plan 2021.

27 SuDS: Evidence of installation

Prior to occupation, evidence that the system has been implemented in accordance with the approved details as part of the development shall be submitted to the Local Planning Authority and approved in writing. The systems shall thereafter be retained and maintained in accordance with the approved maintenance plan.

Reason: To reduce the rate of surface water run-off from the buildings and limit the impact on the storm-water drainage system in accordance with policies CC2 and CC3 of the London Borough of Camden Local Plan Policies and Policy SI 13 of the London Plan 2021.

28 Piling

The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with TfL Infrastructure Protection and Thames Water) have been submitted to and approved in writing by the local planning authority which:

1. Provide details of below ground works at 1 Museum Street, 10-12 Museum Street, 35-41 New Oxford Street and 16A-18 West Central Street.
2. Identify and accommodate London Underground (LU) structures and tunnels.
3. Details of any changes in loading to LU's infrastructure considering sequence of temporary and permanent works.
4. Provide staged ground movement impact assessment arising from temporary works and permanent works during demolition and construction stages to be undertaken.
5. Accommodate ground movement arising from the development construction thereof.
6. Provide risk assessment and method statement for the proposed demolition and construction works including temporary works, use of mobile cranes as well as tower cranes.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2021, draft London Plan policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

29 Archaeology

The development shall take place in accordance with permission reference 2024/4676/P.

Reason: Important archaeological remains may exist on this site. Accordingly the Local planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development in accordance with the requirements of policy D2 of the London Borough of Camden Local Plan 2017.

30 Feasibility Study for photo-voltaic cells

Prior to work commencing on the roof structures of the 1 Museum Street and High Holborn buildings, a feasibility assessment for the location of photovoltaic panels on the approved development shall be submitted to and approved by the Local Planning Authority in writing. If feasible the measures shall include the installation of a meter to monitor the energy output from the approved renewable energy systems. The cells shall be installed prior to occupation of the relevant buildings in full accordance with details that have first been approved by the Local Planning Authority and permanently retained and maintained thereafter.

Reason: To ensure the development provides adequate on-site renewable energy facilities in accordance with the requirements of Policy G1, CC1 and CC2 of the London Borough of Camden Local Plan 2017.

31 Removal of permitted development rights

Notwithstanding the provisions of Part 3 of the Schedule of the Town and Country Planning (Use Classes) Order, 2015, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, the following restrictions will apply to the development:

The 22,650 sqm of floorspace approved as Class E (g) office space cannot be used for any other use outside of that specified in the Order;

The 1,667 sqm of flexible Class E use at ground floor level cannot be used as Class E (g) offices.

Reason: To ensure that the uses approved come forward in line with the permission in accordance with policies TC1, TC2, T1, E1 and E2 of the London Borough of Camden Local Plan 2017.

32 Fire Statement

The development shall be constructed in accordance with, and at all times occupied and managed in strict compliance with, the approved Fire Statement.

Reason: To ensure the development incorporates the necessary fire safety measures in accordance with policies D5 and D12 of the London Plan.

33 Full fibre connectivity

Prior to occupation of each block, detailed plans demonstrating the provision of sufficient ducting space for full fibre connectivity infrastructure within the development, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure full connectivity in line with policy SI6 of the London Plan 2021.

34 Urban Greening Factor (UGF)

The development shall achieve a UGF Score of 0.3, prior to occupation and shall be retained as such in perpetuity.

Reason: To ensure that the development achieves a high quality of landscaping which contributes to the visual amenity, character and biodiversity of the area in accordance with the requirements of policies A2, A3 and D1 of the London Borough of Camden Local Plan 2017 and policy G5 of the London Plan 2021.

35 Diesel back-up generators

Prior to commencement of above ground works details of the proposed Emergency Diesel Generator Plant and any associated abatement technologies including make, model and emission details shall have been submitted to and approved by the Local Planning Authority in writing. Generators should be appropriately sized for life saving functions only, alternatives to diesel fully considered and testing minimised. The maintenance and cleaning of the systems shall be undertaken regularly in accordance with manufacturer specifications and details of emission certificates by an accredited MCERTS organisation shall be provided following installation and thereafter every three years to verify compliance with regulations made by the Secretary of State.

Reason: To safeguard the amenity of occupants, adjoining premises and the area generally in accordance with the requirements of policies A1 and CC4 of the London Borough of Camden Local Plan 2017.

36 Emergency Generator flues

Unless otherwise agreed in writing by the local planning authority, all combustion flues must terminate at least 1m above the highest roof of the building and any other within a 20m radius, in order to ensure maximum dispersion of pollutants, and must be located away from ventilation intakes and accessible roof gardens and terraces.

Reason: In order to ensure the proposed development does not have a detrimental impact on occupiers of residential premises within the area and to maintain local air quality and ensure that exhaust does not contribute to local air pollution, particularly nitrogen dioxide and particulates PM10 and PM2.5, in accordance with policy CC4 of the London Borough of Camden Local Plan 2017 and London Plan policy SI 1.

37 Sealed windows

All the windows at first floor level on New Oxford Street and High Holborn shall be fixed shut and maintained as such in perpetuity.

Reason: To safeguard the amenity of future occupiers in accordance with the requirements of policies A1 and CC4 of the London Borough of Camden Local Plan 2017.

38 Whole Life-Cycle Carbon Assessment

Prior to the occupation of the development:

The post-construction tab of the GLA's Whole Life-Cycle Carbon Assessment template shall be completed in line with the GLA's Whole Life-Cycle Carbon Assessment Guidance. The post-construction assessment shall be submitted to the GLA at ZeroCarbonPlanning@london.gov.uk along with any supporting evidence as per the guidance.

Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation of the development.

Reason: To ensure the development minimises its effects on climate change as far as possible in accordance with policies CC1 and CC2 of the London Borough of Camden Local Plan and Policy SI 7 of the London Plan 2021.

39 GLA Circular Economy Report

Prior to commencement of demolition / pre-implementation, an updated Circular Economy Statement shall be submitted to and approved in writing by the Council. The Circular Economy Statement should include further information on the design approach including measures which go beyond standard practice, an updated Pre-Demolition Audit with material type, quantities and destination, reused and recycled content and recycling and waste reporting calculations, an updated Operational Waste Management Strategy, along with commitments and details of the end of life strategy.

Prior to occupation of each building, a post-construction monitoring report and spreadsheet shall be completed in line with the GLA's Circular Economy Statement Guidance. The post-construction monitoring report shall be submitted to the GLA (by email to: circulareconomystatements@london.gov.uk), along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation of the buildings.

Reason: To ensure sustainable waste management and to maximise the re-use of materials in accordance with policy CC5 of the Camden Local Plan 2017, and Policy SI 7 of the London Plan 2021.

40 Waste Water Heat Recovery:

Prior to commencement of development other than site clearance & preparation, a feasibility assessment into waste water heat recovery with the aim of maximising the energy efficiency of the development should be submitted to the local planning authority and approved in writing. The buildings shall not be occupied until the approved details have been implemented and these works shall be permanently retained and maintained thereafter.

Reason: To ensure the development contributes to minimising the effects of, and can adapt to a changing climate in accordance with policies CC1 and CC2 of the London Borough of Camden Local Plan 2017.

41 Low carbon heat network feasibility study

a) Prior to commencement of work on the new buildings excluding the cores and substructures, a detailed feasibility study of potential district heat network, ground, sewer source, waste source heat and any other potential low or zero carbon heat network options, (including evidence of confirmation or otherwise from the network operator that the network has the capacity to serve the new development, together with supporting estimates of the CO2 emission factor to meet the limit set out in Part L 2021, installation cost and timescales for connection) should be submitted and approved in writing by the Local Planning Authority. Prior to occupation, evidence demonstrating that the approved measures have been implemented shall be submitted to and approved in writing by the Local Planning Authority.

- b) Prior to commencement of work on the new buildings excluding the cores and substructures, details shall be submitted to and approved by the Local Planning Authority demonstrating that the development is suitably designed for district heat network connection (as above) or future connection. Such details shall include:
- o Drawings/schematics demonstrating the routes of the block-level heat networks linking all buildings/uses on the site and connection into a single site-wide network;
 - o Demonstration of a single point of connection for DHN connection;
 - o Demonstration that the on-site heat network / ambient loop system will be compatible for DHN connection. The applicant set out that detailed schematics will be provided at the point of discharging the condition.

Reason: To ensure the development contributes to minimising the effects of, and can adapt to a changing climate in accordance with policies CC1 and CC2 of the London Borough of Camden Local Plan 2017 and London Plan Policy SI 3.

42 Air Source Heat Pump

Prior to commencement of above ground works, details, drawings and data sheets showing the location, Seasonal Performance Factor of at least 2.5 (or SCOP of 3.4) and Be Green stage carbon saving of the air source heat pumps and associated equipment to be installed on the building, shall have been submitted to and approved by the Local Planning Authority in writing. The measures shall include the installation of a meter to monitor the energy output from the approved renewable energy systems. A site-specific lifetime maintenance schedule for each system, including safe access arrangements, shall be provided. The equipment shall be installed in full accordance with the details approved by the Local Planning Authority and permanently retained and maintained thereafter.

Reason: To ensure the development provides adequate on-site renewable energy facilities in accordance with the requirements of policy CC1 of the London Borough of Camden Local Plan 2017.

43 Rainwater/ greywater harvesting:

Prior to commencement of development other than site clearance & preparation, a feasibility assessment for rainwater/greywater recycling should be submitted to and approved in writing by the local planning authority. If considered feasible, details shall be submitted to the local authority and approved in writing. The development shall thereafter be constructed in accordance with the approved details.

Reason: To ensure the development contributes to minimising the need for further water infrastructure in an area of water stress in accordance with policies CC2 and CC3 of the London Borough of Camden Local plan 2017 and Policy SI 13 of the London Plan 2021.

44 Reuse and recycling of demolition waste

The demolition hereby approved shall divert at least 95% of demolition waste from landfill and comply with the Institute for Civil Engineer's Demolition Protocol and either reuse materials on-site or salvage appropriate materials to enable their reuse off-site. Prior to occupation, evidence demonstrating that this has been achieved shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the development contributes to reducing waste and supporting the circular economy in accordance with the requirements of Policy CC1 of the London Borough of Camden Local Plan 2017, Camden Planning Guidance, and Policy SI 7 of the London Plan 2021.

45 Construction related impacts - monitoring

Air quality monitoring should be implemented on site. No development shall take place until

1. prior to installing monitors, full details of the air quality monitors have been submitted to and approved by the local planning authority in writing. Such details shall include the location, number and specification of the monitors, including evidence of the fact that they will be installed in line with guidance outlined in the GLA's Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance;
2. a confirmation email should be sent to airquality@camden.gov.uk no later than one day after the monitors have been installed with photographic evidence in line with the approved details.
3. prior to commencement, a baseline monitoring report including evidence that the monitors have been in place and recording valid air quality data for at least 3 months prior to the proposed implementation date shall be submitted to the Local Planning Authority and approved in writing.

The monitors shall be retained and maintained on site in the locations agreed with the local planning authority for the duration of the development works, monthly summary reports and automatic notification of any exceedances provided in accordance with the details thus approved. Any changes to the monitoring arrangements must be submitted to the Local Planning Authority and approved in writing.

Reason: To safeguard the amenity of adjoining premises and the area generally in accordance with the requirements of policies A1 and CC4 of the London Borough of Camden Local Plan 2017.

46 Mechanical Ventilation and NO2 Filtration

Prior to occupation evidence that an appropriate NO2 filtration system on the mechanical ventilation intake for the first floor flats on New Oxford Street and High Holborn has been installed and a detailed mechanism to secure maintenance of this system should be submitted to the Local Planning Authority and approved in writing.

Reason: To safeguard the amenity of the premises in accordance with the requirements of policies A1 (Managing the impact of development) and CC4 (Air quality) of the London Borough of Camden Local Plan 2017.

47 Housing

The development hereby approved shall provide 44 residential units (Class C3), 25 market units and 12 social rented units and 7 intermediate units.

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

48 Active cooling units

It shall be demonstrated, prior to occupation, that the active cooling units have a minimum set point of 26 degrees, limiting energy demand.

Reason: To ensure the development contributes to minimising the effects of, and can adapt to a changing climate in accordance with policies CC1 and CC2 of the London Borough of Camden Local Plan 2017 and London Plan Policy SI 3.

49 Play space

Details of all children's play spaces and equipment shall be submitted and approved in writing by the Local Planning Authority, prior to commencement of work on the new buildings excluding the cores and substructures. Details shall include the interrelationship with children's play spaces and equipment with the proposed landscape scheme. The play space details thus approved shall thereafter be carried out in full prior to first occupation of the buildings and retained in perpetuity.

Reason: To ensure the development provides sufficient facilities for young people to play in line with Camden Local Plan policy A2.

50 Detailed drawings - loading bay doors

Prior to first occupation of any uses within 1 Museum Street, detailed drawings of the proposed loading bay doors shall be submitted to and approved in writing by the local planning authority.

The relevant part of the works shall be carried out in accordance with the details thus approved.

Reason: In order to safeguard the appearance of the buildings and the character and appearance of the wider area in accordance with the requirements of Policies D1 and D2 of the Camden Local Plan 2017.

51 Refuse storage - Vine Lane

At no time shall refuse from the approved building/uses be stored on the street.

Reason: To safeguard the amenities of the future occupiers and adjoining neighbours in accordance with the requirements of Camden Local Plan policy CC5.

Informative(s):

- 1 Waste comments (Thames Water)

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. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.

As you are redeveloping a site, there may be public sewers crossing or close to your development. If you discover a sewer, it's important that you minimize the risk of damage. We'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

The proposed development is located within 15m of our underground waste ater assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planningyour-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.

Should you require further information please refer to our website. <https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewaterservices>

Thames Water would advise that with regard to waste water network and waste water process infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

2 Water Comments (Thames Water)

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 Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

3 London Underground

The applicant is advised to contact London Underground Infrastructure Protection in advance of assessment of impact to London Underground assets, submission of method statement of the demolition and preparation of final design and associated method statements, in particular with regard to: demolition; excavation and construction methods.

4 Non-road mobile machinery

Non-road mobile machinery (NRMM) is any mobile machine or vehicle that is not solely intended for carrying passengers or goods on the road. The Emissions requirements are only applicable to NRMM that is powered by diesel, including diesel hybrids. For information on the NRMM Low Emission Zone requirements and to register NRMM, please visit "<http://nrmm.london/>".

5 Cadent Gas

Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions.

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

6 Archaeology

The written scheme of investigation will need to be prepared and implemented by a suitably professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

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.](https://www.gov.uk/appeal-planning-decision)

Yours faithfully

Supporting Communities Directorate