

Application No:	Consultees Name:	Received:	Comment:	Response:
2024/4953/P	Andrew Kennedy	16/12/2024 22:41:21	OBJ	

Full Planning permission . New Mixed Redevelopment
33-35 Jamestown Road,London , NW1 7BY . 2024/4953/P.

We wish to object to and to comment on the proposed redevelopment in Jamestown Road and Arlington Road, currently applying for full planning permission. Our comments and objections are as follows:

Our main objections are :

The height and design of the proposed development, which is inappropriate for the local character and setting
Much of the use being for student accommodation when student numbers in higher education are falling. We feel that the balance is incorrect between social housing and student housing.

The impact on traffic and road safety

The noise and disturbance to a residential area both during construction and in its use, including the commercial units.

Height and design of the proposed development

The height of the proposed development is such that it will dwarf many of the neighbouring buildings. This is mainly a residential area with relatively low-level buildings. In particular the public house on the corner of Jamestown Road and Arlington Road will remain in situ but the proposed 6 and 7 storeys plus plant at roof level, will be much higher than the pub itself as well as other adjacent and nearby buildings. We would suggest that the proposed buildings should be no higher than the existing pub, in order to retain the pub's landmark quality. In addition the redevelopment on Arlington Road will be opposite The Glass Building, an iconic architectural designed (Piers Gough) stylish 20th century building. The design, size and height of the proposed development are out of keeping with the existing neighbourhood.

We believe that the suggested design which is of solid building blocks of vertical flat facade, fails to reflect the wealth of architecture as represented by the houses in Gloucester Crescent, Jamestown Road, Gloucester Terrace, Arlington Road and Inverness Street. Outside of daylight hours, the sheer flat brick facades will present foreboding and intimidating environment for a residential area. Previous Camden responses to applications in this area have been rejected if not sensitive to the present character and setting of the area. The design fails to take into account the residential nature of the area between Jamestown Road and Inverness Street. The character and setting of this residential area will be lost by this massive construction.

2. Student Numbers

The overall design presupposes constant and possibly increased numbers of students living in Camden for tertiary education. We believe that this is an erroneous assumption:

Both the Government and the Tertiary and post graduate Education Sector have now accepted the October 2024 Report (report 179) from the Higher Education Policy Institute that
Reductions in student demand in England, which is already affecting the higher education sector will cause

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serious problems as the number of 18-year-olds in the population declines after 2030

In addition

More UK students are preferring alternative pathways to professional qualifications such as apprenticeships. More UK tertiary education students are living at a family home to reduce the escalating costs of tertiary education.

Increasing numbers of tertiary education students are learning from the 'covid' experience. Living further out of central London is less expensive if the student does not travel every day.

For the last thirty years universities have masked the impact of fewer UK students by recruiting significant numbers of overseas students. Vice chancellors now accept that far fewer overseas students will be undertaking tertiary education in the UK and particularly in London.

There is, therefore, considerable evidence, and acceptance by both government and Higher Education bodies, that overall student numbers are likely to reduce, both from UK applicants and from overseas students.

Recent articles both in the press (The "I" independent, 6.12.24) and in official reports (eg The Office of Students), report, that some universities are in 'crisis' and that some will likely close. This includes universities in London. We therefore question the need for this quantity of PBSA in this proposed redevelopment.

3. Inaccurate drawings

The existing drawings are inaccurate in that they do not show the entrance to the garage of The Glass Building (226 Arlington Road). This may be a problem in relation to the construction period when the site entrance on Arlington road is being used by heavy lorries etc. Traffic and congestion will worsen.

Loss of light

Such large buildings close to existing dwellings will reduce light in general and particularly sunlight to both nearby Arlington Road and Jamestown Road houses and their terraces. Camden Council has changed Jamestown Road traffic flows and is 'greening' the street to encourage more pavement style cafes, dining etc. The height of this proposal will plunge the area into becoming a non sunlit chasm. These two new buildings will also affect the privacy of existing housing, both adjacent and those opposite in Arlington Road

New uses of the proposed buildings

We welcome the social housing, and especially for social rent, in paragraph 2 above, we have questioned the proposal of 187 units for purpose built student accommodation (PBSA). and whether more of the site should be used for affordable housing. We suggest that there should be some certainty by legal or otherwise mechanism that such property cannot be converted into 'air bnb' or similar tourist accommodation if or when it is not used by students.

Flexible Commercial units.

We note the introduction of commercial units on the ground floor. There are other commercial units remaining vacant in Camden many months/years after their completion so we question their viability. One possibility is that they extend the array of restaurants and bars along Jamestown Road into the more residential area. This will affect the neighbourhood in terms of noise and disturbance, particularly late at night. We request that

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consideration be given to any licences awarded and that these would not be given late night, or without the requirement for 'doormen' as is the current licence for the Public House on the corner of Jamestown Road and Arlington Road.

Access for people with disabilities.

We accept that Camden should be encouraging fewer car drivers. No allowance is made, however, for parking for people with disabilities, either in the social housing or the student accommodation. This would appear to significantly disadvantage those with disabilities who depend on motorized transport for their every day life, whether for living or as visitors.

Impact of noise from plant equipment.

We welcome the proposal's inclusion of air source heat pumps as an energy source. However the plant equipment is planned for the top floor. This raises the question as to whether there is likely to be noise intrusion from plant to adjacent housing especially in the summer when windows will be open and people on their terraces. Experience is beginning to show that air source pumps installed above ground level has a higher noise impact on the neighbourhood. Given the size of the plot for development, would not ground based heat pumps be the correct answer?

Impact on traffic parking and road safety.

We recognise that the proposals provide no car parking and residents parking will not be available to the new residents. There is however very little opportunity for visitor parking, as the limited street parking is already congested.

Camden has introduced traffic calming measures which significantly challenge access to vehicles from Jamestown Road to Parkway. This development will worsen access for emergency vehicles, in particular during rush hours when the roads are already blocked.

The application has considerable 'supporting documents'.

Despite the vast number of supporting documents, many of these outline what the planning obligations suggest or the possibilities, but do not clearly state which are commitments in this proposed development. For example the sustainability documentation recognises training opportunities during construction but there do not appear to be concrete commitments by the developers to train local people, even though there are statistics included in the documentation that show that there is a higher proportion of non-working people in Camden. Equally the HIA is notably over 'optimistic', in its interration and assumptions.

During Construction.

Camden has for over twenty years been attempting to achieve a balance in the area for local people's transport requirements and that of through traffic required for people to access work opportunities to the south of the Borough. The area continues to be fairly congested of traffic and the construction related traffic will add considerably to this congestion at the junction of Jamestown Road and Arlington Road. This traffic will

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2024/4953/P	Oliver Refson	16/12/2024 22:56:41	COMMIT	<p>increase noise and air pollution.</p> <p>It is unclear which entrances to the site will be used as access points, for heavy lorries etc and deliveries. Turning space in the roads is limited. There is likely to be considerable disruption for local residents and supply vehicles for local businesses during the demolition and the construction phase.</p> <p>Learning from the Grenfell Inquiry We cannot see that the design reflects the lessons demonstrated in the Grenfell Inquiry Report. In particular to have multi occupancy of taller buildings, with only a single staircase / fire escape seems irresponsible.</p> <p>In consideration of all the above we are firmly of the belief that Camden must review its support to these proposals for social housing and to reflect on the lessons of the Grenfell inquiry, it does not need further student housing and the development should better reflect the character and setting of the area.</p> <p>In summary our overall main concerns are The design of the building especially its height. The character and setting of this residential area will be lost by this massive construction. The balance between social housing and student accommodation The impact on traffic and road safety The likely disturbance and noise for residents both during construction and once the development is in use</p> <hr/> <p>Full Planning permission . New Mixed Redevelopment</p> <p>33-35 Jamestown Road,London , NW1 7BY . 2024/4953/P.</p> <p>-Height</p> <p>The height of the proposed development is out of character for the height of most of the neighbouring buildings, cutting off of large portion of light to the surrounding buildings.</p> <p>-Inaccurate drawings</p> <p>The existing drawings do not show the entrance to the garage of The Glass Building (226 Arlington Road). This could be a problem in relation to the construction period when the site entrance on Arlington road is being used by heavy lorries etc.</p>

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2024/4953/P	Courtney Biles	16/12/2024 23:13:29	OBJ	<p>I wish to object to and to comment on the proposed redevelopment in 32-35 Jamestown Road and Arlington Road, currently applying for full planning permission. My comments and objections are as follows:</p>

My main objections are :

- The height and design of the proposed development, which is vastly larger and inappropriate for the local character and setting of the neighbourhood
- Lost of light and the right to light
- The negative impact on traffic and road safety for Arlington Road
- The noise and disturbance to a residential area both during construction and in its use.

1. Height and design of the proposed development

The height of the proposed development is such that it will dwarf the majority of the neighbouring buildings. This is mainly a residential area with relatively low-level buildings of 4-6 stories maximum. In particular the public house on the corner of Jamestown Road and Arlington The proposed up to 7 storeys plus plants at roof level, will be much higher than the pub itself as well as other adjacent and nearby buildings. I suggest the proposed buildings be no higher than the existing pub, in order to retain the pub's landmark quality and building heights. This redevelopment on Arlington Road will be opposite The Glass Building, an iconic architectural designed (Piers Gough) stylish Camden 20th century building. The proposed design, size and height of the proposed development are out of keeping with the existing neighbourhood buildings.

The proposed design fails to take into account the strong residential nature of the area between Arlington Road, Jamestown Road and Inverness Street. The character and setting of this residential area will be lost by this massive construction and flat facade.

2. Inaccurate drawings

The existing drawings are inaccurate in that they do not show the front door / entrance to the garage of The Glass Building (226 Arlington Road). This may be a significant problem in relation to the construction period when the site entrance on Arlington road is being used by heavy lorries etc. Traffic and congestion will worsen and access to / from Garage gate obstructed.

3. Loss of light

Such a large building so close to existing dwellings will significantly reduce light in general and particularly sunlight to both nearby Arlington Road and Jamestown Road houses and their terraces. Camden Council has changed Jamestown Road traffic flows and is 'greening' the street to encourage more pavement style cafes, dining etc. The height of this proposal will plunge the area into becoming a non sunlit chasm. These two new buildings will also affect the privacy and access to day light of existing housing, both adjacent and those opposite in Arlington Road.

4. Impact of noise from plant equipment.

I welcome the proposal's inclusion of air source heat pumps as an energy source. However the plant equipment is planned for the top floor. This raises the question as to whether there is likely to be noise

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				<p>intrusion from plant to adjacent housing especially in the summer when windows will be open and people on their terraces. Experience is beginning to show that air source pumps installed above ground level has a higher noise impact on the neighbourhood. Given the size of the plot for development, would a ground based heat pumps not be the correct answer?</p> <p>5. During Construction.</p> <p>Camden has for over twenty years been attempting to achieve a balance in the area for local people's transport requirements and that of through traffic required for people to access work opportunities to the south of the Borough. The area continues to be fairly congested of traffic and the construction related traffic will add considerably to this congestion at the junction of Jamestown Road and Arlington Road. This traffic will increase noise and air pollution.</p> <p>It is unclear which entrances to the site will be used as access points, for heavy lorries etc and deliveries. Turning space in the roads is limited. There is likely to be considerable disruption for local residents and supply vehicles for local businesses during the demolition and the construction phase.</p> <p>6. Learning from the Grenfell Inquiry We cannot see that the design reflects the lessons demonstrated in the Grenfell Inquiry Report. In particular to have multi occupancy of taller buildings, with only a single staircase / fire escape seems irresponsible.</p> <p>In summary our overall main concerns are</p> <ul style="list-style-type: none"> - The height and design of the proposed development, which is vastly larger and inappropriate for the local character and setting of the neighbourhood - Lost of light and the right to light - The negative impact on traffic and road safety for Arlington Road - The noise and disturbance to a residential area both during construction and in its use.

2024/4953/P	Lilah Vandenburg	16/12/2024 23:03:45	OBJ	<p>Height The height of the proposed development will cause a large loss of light to surrounding buildings and is out of character with the low level buildings in the neighbourhood. In particular the pub on the corner of Jamestown Road and residential houses and blocks along Arlington Road and Jamestown.</p> <p>Inaccurate drawings The existing drawings are inaccurate and do not show the entrance to the garage of The Glass Building (226 Arlington Road). This may be a problem in relation to the construction period when the site entrance on Arlington road is being used by heavy lorries etc. Traffic and congestion will worsen.</p>
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2024/4953/P	Nicholas Williams	16/12/2024 14:30:44	COMMNT	<p>I write to represent the views of the joint freeholders–leaseholders of the three apartments comprising 63 Jamestown Road. While welcoming local regeneration, we wish to express deep concern at the specific nature of the development of 33–35 Jamestown Road as currently put forward and to propose emendations of the plans, to counter the negative impact of the plans on the immediate area.</p> <p>The height of the building as proposed at seven storeys with rooftop plant, together with its character and construction, feels entirely inappropriate for the southern aspect of Jamestown Road, extending from landmark The Glass Building and public house on the junction of Jamestown and Arlington Roads to the junction of Jamestown and Oval Roads. This has always been a predominantly residential community, and historic in character, comprising a nineteenth-century terrace from No 61 to No 85 (Nos 61, 63 and 65 being tasteful modern facsimiles of Georgian style), and likewise Victorian commercial buildings at No 54. Condemning a venerable Camden streetscape of varied heritage and established residential character to become a gloomy canyon through the imposition of such a monolith is clearly a retrogressive step. Light will be blocked out, not only to the detriment of the adjacent residential properties, but also to those working at the commercial premises on the opposite side of the road, at numbers 32 and 34–36. Abutting at such an extreme height to within metres of the terrace houses from number 61 onwards, the proposed building will also infringe on the privacy of residents, both on their balconies forming the southern aspect of the terrace, and in the precious greenery of their gardens below.</p> <p>There are also significant issues with disturbance, under several heads. Air-source heat pumps are planned for the top floor. What will be the true noise impact on adjacent buildings, particularly the effect on residents at the eastern end of the terrace, not least in the summer months, when windows are thrown open? Also, has adequate consideration been given to the acoustic effect and noise pollution from the C-shaped rear façade of the building, potentially amplifying noise from the proposed gardens or from open windows, to the discomfort of residents at 61, 63 and 65 Jamestown Road especially?</p> <p>Disturbance from construction work over several years will diminish the quality of life of Jamestown Road residents, and employees in adjacent businesses, whatever precautions are implemented. How will construction be integrated with Camden Council’s ongoing plans for the reform of traffic flows, to cause minimal inconvenience to residents and road users in terms of congestion, access and road safety? And has the impact on other parameters, for example air pollution, been realistically assessed in this proposal?</p> <p>Regarding the primary function of the development, as student accommodation, the question of degree of disturbance in the vicinity, and likely saturation of its resources, by the numbers envisaged clearly remains a matter for scrutiny, and partly contingent upon the final permitted dimensions of the new building. However, simply from empirical evidence, we would question both the need and capacity for the area to absorb such an influx of temporary residents,</p> <p>Jamestown Road has also for many years maintained a delicate equilibrium between its residential, historic character, and the westward encroachment of commercial elements from the High Street and the nearby Camden Market. The proposal for flexible ground-floor business units in part of the development threatens to upset that balance. Though they are designated for Class E use, it is essential that there are in place safeguards prohibiting the extension of their use to that of late-night bars, nightclubs and other potential sources of noise and disturbance to local residents. Provision to protect residents from the disturbance of early morning deliveries to those units should likewise be considered. And the location of the commercial units</p>

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should be limited to the eastern end of the development, adjacent to the corner public house, rather than adjacent to the terrace, which would be negatively impacted by their proximity.

Among other considerations, we are concerned about the lack of clarity regarding the impact of the proposed development on issues of drainage and water supply, as reflected in the Thames Water report.

Furthermore, has the impact of the proposed excavations at the boundary with the terrace, and the historic buildings at No. 57, been adequately considered? Nos. 61, 63 and 65 Jamestown Road all have either bedrooms or separate apartments at basement level. We are understandably worried about the effect of major excavation only a few metres from our properties. According to the report, asset protection agreements will be agreed with each asset owner. This category should also include the owners of houses on Jamestown Road.

As a bare minimum to ameliorate the negative impact of the above, we therefore propose:

- A major reduction in the elevation and number of storeys of the building.
- Significant curtailment of the westward extent of the new building, as currently proposed up to the entry to the site of No 57, and the terminating eastern wall of the terrace beginning at No 61, to reflect a more suitable scale and design.
- Plants for heat pumps and other ancillary equipment to be located elsewhere in the building, and fully insulated to prevent noise disturbance.
- Effective and durable safeguards in place to prevent new ground-floor commercial units being a source of noise or other disturbance and disruption in the street environment, and confinement of their location to the eastern end of the development.
- Fundamental review of the need for such student numbers, in line with current authoritative forecasts, compared with demand for social housing, plus assurances to prevent purpose-built student units in due course being commercially exploited via Airbnb or similar tourist accommodation.
- Sustained oversight of construction work to minimise all aspects of environmental impact.

Kind Regards,

Nicholas Williams

Application No:	Consultees Name:	Received:	Comment:	Response:
2024/4953/P	Hitanshi Kamdar	16/12/2024 22:42:25	OBJ	

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Learning from the Grenfell Inquiry

We cannot see that the design reflects the lessons demonstrated in the Grenfell Inquiry Report. In particular to have multi occupancy of taller buildings, with only a single staircase / fire escape seems irresponsible.

In consideration of all the above we are firmly of the belief that Camden must review its support to these proposals for social housing and to reflect on the lessons of the Grenfell inquiry, it does not need further student housing and the development should better reflect the character and setting of the area.

In summary our overall main concerns are

The design of the building especially its height. The character and setting of this residential area will be lost by this massive construction.

The balance between social housing and student accommodation

The impact on traffic and road safety

The likely disturbance and noise for residents both during construction and once the development is in use
