

Delegated Report	Analysis sheet	Expiry Date:	20/03/2009
	N/A / attached	Consultation Expiry Date:	
Officer		Application Number(s)	
Barrington Bowie		2009/0122/C	
Application Address		Drawing Numbers	
<p>Twyman House 31 - 39 Camden Road London NW1 9LR</p>		<p>PLANS Existing: Prefix 1538:- 1 Basement Plan; 2 Ground Floor Plan; 3 First Floor Plan; 4 Second Floor Plan; 5 Third Floor Plan; 6 Fourth Floor Plan; Prefix 18434:- 01 Issue B Topographical Survey; 003E-03 Elevations (B, C, D, E, F, G, J) Issue A; 003E-05 Elevations (A, K, L, M) Issue A; 003E-06 Elevations (W, X) Issue A; Proposed: Site Plan (Existing) Prefix TWY/A (Plans - all Rev D):- 00 Basement Plan; 01 Lower Ground Floor Plan; 02 Ground Floor Plan; 03 1st Floor Plan; 04 2nd Floor Plan; 05 3rd Floor Plan; 06 4th Floor Plan; 07 5th Floor Plan; 08 6th Floor Plan; 09 7th Floor Plan; 10 8th Floor Plan; 11 9th Floor Plan; 12 10th Floor Plan; 13 11th Floor Plan; 14 12th Floor Plan; 15 Roof Plan; Prefix TWY/B (Sections - all Rev D):- 01 Section AA; 02 Section BB; 03 Section CC; 04 Section DD; 05 Section EE; Prefix TWY/C (Elevations - all Rev D):- 01 Elevation A - Camden Road; 02 Elevation B - Regent's Canal; 03 Elevations C & D - Rear Courtyard; 04 Elevation E - Bonny Street Other: Prefix 0764A:- P01/GA GA Plan; P02 Hardworks Plan; PP01 Planting Plan;</p>	

			SUPPORTING DOCUMENTS (Turley Associates, Dec 2008 unless otherwise stated): Acoustic Report (Sandy Brown Associates LLP, December 2008) Archaeological Report (Molas, December 2008) Affordable Housing Layouts (Chassay Last, December 2008) Affordable Housing Statement (RPS, December 2008) Demolition Statement (Keltbray, December 2008) Design & Access Statement Ecology Report (URS, December 2008) Energy Report (KUT, December 2008) Geotechnical Desktop Study Landscape Report (BBUK Landscape Architecture, December 2008) Planning Statement PPG15 Statement Private Housing Layouts (Chassay Last, December 2008) Statement of Community Involvement Secured by Design Report (Chassay Last, December 2008) Structural Strategy Report (Fluid Mechanics, December 2008) Sunlight/Daylight Report (gia, December 2008) Sustainability Report (KUT, December 2008) Townscape Report (Montagu Evans, December 2008) Transport Assessment (Savell Bird & Axon, December 2008) Tree Report (Geoffrey Bunyan Associates, December 2008)
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature
Proposal(s)			
Demolition of Twyman House and other buildings on site in connection with redevelopment to provide mixed-use development comprising 72 residential units (class C3), office (class B1) and retail/professional services/food and drink units (class A1/A2/A3). Associated hard and soft landscaping.			
Recommendation(s):	Refuse		
Application Type:	Conservation Area Consent		

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice					
Informatives:						
Consultations						
Adjoining Occupiers:	No. notified	00	No. of responses	00	No. of objections	00
			No. electronic	00		
Summary of consultation responses:	<p>Statutory Consultees <u>Greater London Authority (GLA):</u> The GLA takes the view that additional information to further inform the acceptability of the proposals should be provided. This additional information is required to satisfy the following strategic policy requirements: housing, ambient noise, urban design, inclusive design, play space, climate change mitigation & adaptation and transport.</p> <p>A summary is provided of the reasons for non-compliance with strategic policy:</p> <p>Housing: The application does not accord with London Plan policies 3A.9, 3A.10 and the London Plan Housing SPG in relation to tenure split and justification of the off-site affordable housing provision. Additionally, the scheme fails to provide adequate on-site amenity space for residents contrary to policies 3A.6 and 4B.10.</p> <p>Ambient noise: The proposal does not provide a good acoustic environment for some single aspect flats facing Camden Street, contrary to London Plan policy 4A.20 and the Mayor's Ambient Noise Strategy.</p> <p>Urban design: The proposed design is positive in many regards but the issues raised in paragraph 33-34 results in the proposal currently being inconsistent with London Plan policies 4B.1, 4B.10, 4B.16, 4B.17 and 4B.18.</p> <p>Inclusive design: The proposed residential development does not comply with London Plan policy 3A.5 in terms of 10% wheelchair accessible housing and policy 4B.5 for creating an inclusive environment.</p> <p>Play space: The development fails to make any provision of dedicated children's play space on site and is therefore contrary London Plan policy 3D.13.</p> <p>Climate change mitigation and adaptation: With regard to climate adaptation no BREEAM pre-assessment has been provided for the commercial elements and the building fails to include living walls where practical. In terms of mitigation the wall insulation is inadequate and the use of bio fuel CHP is questionable with no engine or fuel type indicated. Consequently, the proposal does not comply with the climate policies of the London Plan, particularly 4A.3, 4A.5, 4A.6, 4A.7 and 4A.11.</p> <p>Transport: The application fails to provide disabled parking, the location of shower and changing facilities, a pedestrian and bus stop audit and a concierge/delivery storage service and is therefore contrary to London Plan policies 3C.23, 3C.22 and 3C.20.</p> <p>The GLA considers that the following changes may remedy the above-mentioned deficiencies, and the scheme could thus be compliant with the London Plan:</p> <p>Housing: The applicant is requested to assess the social composition</p>					

surrounding both sites to determine whether the off-site provision would create mixed and balanced communities and therefore whether the principle of off-site provision is justifiable in the first instance in accordance with London Plan policy 3A.1 O. Furthermore, the applicant is requested to provide more on-site amenity space for residents.

Ambient noise: The applicant is requested to reconsider the internal layouts of the single aspect units facing the NEC D (night) Camden Road.

Urban design: The applicant is requested reduce the height of the flanking 7-storey block facing Camden Road by a single storey with the set back at the upper level retained. Additionally, a Qualitative Visual Assessment of the impact of the proposal on the relevant strategic views as required by the London View Management Framework should be provided.

Inclusive design: The applicant is requested to indicate on revised drawings and schedule showing 10% of the proposed residential units designed to be wheelchair accessible or adaptable, and address inclusive design issues raised.

Play space: The applicant is requested to indicate on revised drawings areas of dedicated children's play space, measuring 410 sq m, which reflects the child yield of the proposed scheme.

Climate change mitigation and adaptation: The applicant is requested to submit a BREEAM pre-assessment for the commercial elements and living walls should be incorporated where practical. A gas-fired CHP is recommended in the first instance and then the further 20% carbon emission reductions should be achieved by complementary renewable technologies.

Transport: One disabled parking space should be provided for the development, the total number of cycle parking spaces will need to be confirmed and a plan showing the location of the shower/changing facilities should be submitted. Clarification is also required to demonstrate how cyclists would access the basement cycle parking. A concierge/secure delivery storage service should be provided.

English Heritage:

Whilst English Heritage does not object to the loss of buildings on site, strong objections are raised to the proposal on the following grounds: the harmful impact of the 14-storey element on the character and appearance of the Regent's Canal Conservation Area and upon surrounding conservation areas (including Jeffrey's Street CA) by reason of its height, bulk, scale and detailed design. Refusal is recommended of the applications for both planning permission and *conservation area consent (*due to the lack of scheme of acceptable design).

External Consultees

British Waterways:

Supports the proposal, as it provides an opportunity to improve the canal environment. Proposed new towpath access (from Camden Road), introduction of commercial/A3 uses to canalside, and a consistent approach to landscaping where the site adjoins the canal towpath are particularly welcomed. Crime prevention measures suggested, and the developer's intention to utilise the canal for the deliveries/collection during demolition and construction is welcomed. No objections subject to a s.106 securing a(n unspecified) capital contribution towards improving the canalside environment, and conditions relating to the undertaking/submission of: risk assessments, full landscaping details, freight transport feasibility study and crime prevention and security/lighting details.

Transport for London:

No objections in principle subject to the following matters being satisfactorily addressed: provision of at least a single disabled space on site; a capital contribution of £50,000 towards Camden Road Station (where TfL has a scheme to improve access to it); an audit of all bus stops within a 400m radius of the site and where deficiencies identified, a capped capital contribution of £15,000 per bus stop; a concierge/delivery storage service for freight and servicing; and a fully-developed residential travel plan to augment the draft one contained in the submitted Transport Assessment.

Local Groups and Interests

Greater London Industrial Archaeological Society (GLIAS):

Objects on the grounds of adverse impact on the character of Regent's Canal.

Adjoining Occupiers

	<i>Twyman House</i>
No. of Letters Sent	258
No. of responses Received	143 (incl. petition of 75 signatories)
No. of electronic responses	
No. of Objections	124
No. of Supports	2
No. of comments	17

As a result of a full neighbour notification, a total of 124 objections were received, including a petition of 75 signatories. Grounds of objection:

Matters of principle:

- * Principle of proposals
- * Principle of demolition/redevelopment
- * Insufficient justification on policy grounds
- * Inappropriate housing mix/unit size
- * Social rented properties poorly located
- * Poor distribution of units
- * Proposals would set an undesirable precede

Design/conservation issues:

- * Inappropriate in its immediate context
- * Height/unsatisfactory layout/inappropriate materials
- * Inappropriate scale/bulk/height/massing, unsatisfactory layout/ inappropriate materials
- * Adverse impact upon character and appearance Regent's Park Conservation Area and nearby listed buildings
- * Adverse impact upon important local views and other conservation areas
- * Inappropriate layout, incompatible with immediate context
- * Overbearing/visual dominance
- * Architectural/visual intrusiveness
- * Overdevelopment, with insufficient site capacity for proposals
- * Too high-density
- * Too large a building footprint
- * Adverse impact on skyline

	<p>* Adverse impact on the character of the area generally</p> <p><i>Amenity matters:</i></p> <ul style="list-style-type: none"> * Loss of:- day/sunlight, outlook, privacy, mature trees * Overlooking, overshadowing, security, internal and external site safety. Proximity and sense of enclosure to nearby properties * Adverse impact on canalside and landscaped environment <p><i>Transport/traffic matters:</i></p> <ul style="list-style-type: none"> * Increased strain upon local highway and public transport network * Traffic generation/access problems arising from development * Proposal would exacerbate existing difficult parking conditions * Insufficient parking proposed * Inadequate pedestrian/vehicular access * Inadequate servicing/turning area * Insufficient/inadequate supporting social infrastructure, incl play provision * Proposals not accessible for all, e.e. cycle stores * Proposal would be detrimental to highway and pedestrian safety <p><i>Environmental health matters:</i></p> <ul style="list-style-type: none"> * Noise nuisance arising from demolition/construction development, with limited on-street capability to facilitate construction * Noise nuisance arising from occupation and use of proposed development, particularly A3 uses * Potential for balance of canal-side environment to be disturbed during development, creating environmental health hazards, * Related to above: sewage/refuse <p>2 letters of support</p> <p>The 17 letters of comment received indicate that among other things, the following should be taken into consideration:</p> <ul style="list-style-type: none"> * Ensuring that highways are not closed during the construction of proposals * Ensuring no construction works take place on Saturdays <p>Objection received from Cllr Patricia Callaghan on affordable housing and design grounds.</p>
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Site Description

The irregular shaped site is bounded by and has frontages to: Bonny Street to the north, Camden Road to the east, the Regent's Canal to the south and large vacant two-storey warehouse building to the west. The site is located within the Regent's Canal Conservation Area. Abutting the northern boundary of the application site are two rows of terraces, the Grade II listed 3-storey terraces at 2-8 Bonny Street and the new-build, pastiche terrace of 12-14a Bonny Street. Beyond these terraces, on the north side of Bonny Street, is the Grade II listed Camden Road Station (located within Jeffrey's Street Conservation Area). Other Grade II listed structures in the vicinity include the North Road Bridge over the Grand Union Canal at the site's south-east corner.

The area immediately surrounding the site comprises a mix of land uses and buildings of varying heights and periods, which include the 7-storey Shirley House, occupied by the British Transport Police, directly adjacent to the south across the canal, and a 7-storey residential building (Highstone Mansions) to the east of the site across Camden Road (located within Camden Broadway Conservation Area).

The Regent's Canal Conservation Area statement identifies this section of the canal running west-east between Camden Bridge to North Road Bridge as being flanked by some rather undistinguished 1950s and 60s office developments. However, those on the north bank of the canal have a reasonably defined edge. There is a low brick wall surmounted by chain link fencing completely screened by Virginia Creeper. With limited physical use, access points or focus, this section of the canal embraces a uniquely quiet character. Views and vistas are curtailed, lending only small sections of the corridor being visible at any one time. Furthermore, aside from being within the Regent's Canal Conservation area, it is close to the boundaries of Jeffery's Street (to the north) Camden Broadway (to the east) and Camden Town (to the southwest) Conservation Areas.

Relevant History

Planning history related to nearby sites

5 January 2009. App No 2009/0135/P. Planning application submitted for the: erection of two buildings (4-storeys and 6-storeys) to provide 73 (36 private and 37 affordable units) residential units (7 x 4-bedroom, 9 x 3-bedroom, 20 x 2-bedroom, and 37 x 1-bedroom) with 30 car parking spaces (20 underground and 8 surface level), 93 cycle parking spaces, and associated landscaping (following demolition of all existing buildings on site), at Guinness Court, St Edmund's Terrace. This application is currently being assessed by the Council.

Relevant policies

B7 Conservation areas (*proposal unacceptable*)

Assessment

Principle of development

As identified in the conservation area statement, the existing Twyman House at 31-39 Camden Road is not considered to be a positive contributor to the character or appearance of the conservation area. Its demolition and the redevelopment of the site are acceptable in principle, subject to an acceptable replacement for the site and its immediate surrounds. A PPG15 test would not be required.

The Regent's Canal Conservation Area was extended in March 1984 to include this site (part of Bonny Street and Camden Street), thus highlighting this as an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.

Canal-side frontage

Any canal-side development should positively address the canal, proposing a creative response to address the historic character and setting of the area, where historically canal side buildings tended to turn their back on the canal. As stated in the UDP, the Council will only grant planning permission for development that will maintain or enhance the character and vitality of Regent's Canal.

Scale, bulk and mass

The scheme does not respond to the relevant policy framework set out in the UDP and the guidelines outlined in the conservation area statement. The proposal does not address existing context. The proposed scale, bulk and mass is an overdevelopment on this site and is exacerbated by a lack of articulation. The junctions between each of the new building forms and the existing buildings have been disregarded, resulting in discontinuous building lines and poor relationships between across the site.

The prevailing scale of Bonny Street is 3 storeys. The proposal over-dominates the existing streetscape and particularly the Grade II listed terraces at 2-8 Bonny Street and Camden Road Station. The proposed projection of the building corner exacerbates the prominence of the corner block and furthermore the tower above.

Camden Road is generally lined with three to four storey Victorian terrace buildings creating a consistent building frontage line. The proposal does not re-establish a successful streetscape with neighbouring buildings. It sits proud of the building line set up by the existing period terrace along Camden Road which visually narrows the street and fails to contextualise the development to existing patterns and grains. The tower would be a dominant presence on long vistas, as well as an anomaly in this part of Camden. The tower would visually enclose and dominate the canal and would appear overbearing from the footway. It would be highly visible and overly dominant in views from neighbouring streets, having a harmful impact of the setting of the four Conservation Areas.

The proposed "stepping up" of the forms reinforces its bulk. The junction between the building blocks and tower are highly exposed and visible. The relationship and junctions between these two building forms is awkward and unresolved. On Camden Road, the proposed transition between the existing 4 storey frontages to the tower is considered inappropriate with little articulation to the side elevations and will be highly visible on approach. This is contrary to policy B1, where the proposal fails to respect the existing height, bulk and scale of neighbouring buildings. Furthermore, the tower fails to maintain or enhance the character of the Regent's Canal (policy RC1) and the setting of the conservation area (policy B7). The demolition of an unlisted building in a conservation area is only acceptable if the replacement proposals are satisfactory and preserve and enhance the conservation area. In this case, the proposals would not, hence refusal is recommended.

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