

<b>Delegated Report (Members Briefing)</b>		<b>Analysis sheet</b>	<b>Expiry Date:</b>	<b>20/03/2007</b>
		N/A / attached	<b>Consultation Expiry Date:</b>	<b>01/03/2007</b>
<b>Officer</b>			<b>Application Number(s)</b>	
Neil McDonald			2007/0429/P	
<b>Application Address</b>			<b>Drawing Numbers</b>	
Star Wharf & Pratt Wharf, 38 - 40 St Pancras Way, London NW1 0QG			10934_PL_00 revA; 01 revB; 02 revD; 03 revB; 04 revB; 05 revB; 06 revB; 07 revB; 10 revB; 11 revB; 12 revB; 13 revE; 14 revC; 10934_30_04- C; 10934_30_05-D; 10934_90_01 revD; Design and Access Statement dated 19 January 2007.	
<b>PO 3/4</b>	<b>Area Team Signature</b>	<b>C&amp;UD</b>	<b>Authorised Officer Signature</b>	
<b>Proposal(s)</b>				
Amendment during the course of construction, relating to the detailed design of elevations; minor remodelling of building footprint within site envelope; reconfigured 5th floor and 4th floor set-backs; and reduced basement parking from 36 to 26 car spaces, pursuant to planning permission 2004/4848/P (granted on 25/02/2005) for: Redevelopment of the site by a new residential building comprising a total of 64 residential units including 28 for affordable housing, with basement car parking providing for 36 car parking spaces including 2 disabled car parking spaces, to be accommodated within a part 3, part 4 and part 5 storey building.				
<b>Recommendation(s):</b>		<b>Granted Subject to a Section 106 Legal Agreement (Deed of Variation)</b>		
<b>Application Type:</b>		<b>Full Planning Permission</b>		
<b>Conditions or Reasons for Refusal:</b>		<b>Refer to Draft Decision Notice</b>		
<b>Informatives:</b>				

## Consultations

<b>Adjoining Occupiers:</b>	No. notified <b>18</b>	No. of responses <b>02</b> No. Electronic <b>00</b>	No. of objections <b>02</b>
<b>Summary of consultation responses:</b>	<p>2 objections received relating to:</p> <p>Parking –reduction in car parking spaces (together with the planned development nextdoor at No. 22-24 St Pancras Way) will be likely to result in more parking pressure on Elm Village;  <i>Officer response: The scheme is car capped so no parking permits will be issued in respect of the development</i></p> <p>Height – The development is already under construction and already blocking sunlight from the rear garden of nos 1-19 Rossendale Way. The objector does not feel that the particular sunlight issues to these north-west facing gardens was adequately considered, given that they are reliant on late afternoon sunshine from the south-west sky, which will be blocked by the development.  <i>Officer response: The height will not materially change as a result of the proposed changes. The reduced setbacks at top floor level will make only a marginal difference to the skyline of the development as viewed from the objectors property which is 35m from the development. All standard BRE sunlight and daylight tests for the houses on Rossendale Way would continue to be complied with.</i></p>		
<b>CAAC/Local groups* comments:</b> <small>*Please Specify</small>	<p>British Waterways – Whilst not objecting BW have raised a number of matters which they would wish to see embodied within the development. These relate to: freight transport, mooring opportunities, boundary treatment to the canal, brown roofs, contributions for canalside enhancements. Conditions relating to landscaping details; survey of waterway wall; risk assessment prior to demolition and details of lighting/CCTV on the canalside are requested.  <i>Officer response: Most of the above raise new issues which are not relevant to the scope of changes. These points also do not recognise that the development is now well underway. However some of BW's comments can still be taken into account in the approval of landscape details which have yet to be submitted.</i></p> <p>Met Police Crime Prevention Design Advisor – Concerns raised regarding defensible space along the front of the development, with particular need to address recesses and dead areas which may be used for late night toilets etc. It appears that the development (including the affordable housing) will not be qualifying for Secured by Design accreditation.  <i>Officer response: defensible space issues can be addressed by a line of 1800mm railings in front of the development (full details to be included as part of the landscaping condition). Other issues relate to non-planning matters such as door/glazing thickness and internal connectivity with bin-stores.</i></p>		

## Site Description

This is a former industrial canal-side site fronting St Pancras Way. Building works are currently underway for a 5/6-storey residential development pursuant to planning permission granted in February 05. The site lies on the south-western side of the canal. Immediately to the north is Grays Inn Bridge and the Grays Inn Public House. On the southern side is another canalside site 22-24 St Pancras Way; and on the opposite side of the canal is Elm Village, a residential development of mainly 2-3 storey houses and flats. Opposite the site on St Pancras Way is a 1970s development of small industrial units and a 6-storey residential development on the corner of Pratt Street.

## Relevant History

25/02/05 – Planning permission and conservation area consent granted for redevelopment of the site by a new residential building comprising a total of 64 residential units including 28 for affordable housing, with basement car parking, to be accommodated within a part 3, part 4 and part 5 storey building. Accompanying S106 relating to car-capping, affordable housing, contributions for education and highway works. (2004/4848/P)

Submissions of details regarding conditions 6 (site investigation) and 7 (noise insulation) have already been partly satisfied. However the noise insulation report would require updating to apply to the amended building proposal, and mitigation against possible carbon-dioxide ingress to the basement requested previously is still awaited. These conditions would therefore both need to be carried forward in any amended permission.

## Relevant policies

London Borough of Camden Replacement Unitary Development Plan –Adopted June 2006

**Note –only the policies relating to the proposed changes are listed here:**

SD2 – Planning obligations, SD6 – Amenity for occupiers and neighbours, B1 – General design principles, B3 – Alterations and extensions, B7 – Conservation areas, N2B – Development bordering public and private open space, N3B – Metropolitan walks and green corridors, T3 – Pedestrians and cycling, T7 – Off-street parking, city car clubs and bike schemes, T8 – Car-free housing, T12 – Works affecting highways, RC1 - Character and vitality of Regents Canal.

## Assessment

Since the grant of planning permission 2 years ago, the site has been sold to new owners, community housing, who are to be the developers in partnership with Barrett Homes and social landlord of the affordable housing accommodation.

The proposed changes have arisen in the first instance from construction issues arising from the detailed site survey and the need to build behind the canal wall. Combined with some minor discrepancies which have since become apparent in the originally approved plans it has become necessary to review the detailed form of the building envelope and alter some aspects of the elevations to accommodate a scheme of an equivalent specification and unit mix.

These changes have been the subject of extensive pre-application discussions with officers, in order to ensure that the changes do not compromise the key design features carefully negotiated for the approved scheme in order to take account of its canalside setting and minimise its impact.

A Section 106 agreement relating to affordable housing, car capped housing and financial contributions for highway works, community safety and education, has already been signed in connection with the previous permission and this would be transferred to the amended scheme by way of a Deed of Variation if granted.

Since construction is now well under way in pursuance of the original permission, this application for amendments during the course of construction can be assessed only in terms of being proposed alterations to an existing building. Unlike if this were a revised application for an alternative scheme, the assessment cannot re-open matters of principle such as height and bulk, renewable energy, lifetime homes etc or reassess these under new policies. Such matters can only be assessed in as far as they might be affected by the changes themselves.

The proposed changes entail the following:

- Reduced basement due to logistics of working behind the canal wall. This has made it necessary to reduce the parking from 36 to 26 spaces. The car-capping agreement already included in the section 106 would mean that this reduction in parking would not be objectionable in terms of UDP transport policies.
- Overall reduced gross floorspace, which was 6,437sqm (not including basement) as approved, and proposed is now 6,205sqm. This floorspace reduction mainly impacts upon the market housing, leaving the affordable block and its internal layout largely unchanged.
- The market housing mix changes from (approved) 5x1bed, 22x2bed, 9x3bed; to proposed mix of 8x1bed, 23x2bed, 5x3bed. The affordable mix does not change; neither does the total number of units which stays at 64. The revised mix for the market housing is still considered acceptable. The inclusion of 2 wheelchair accessible units is noted as was the case previously.
- Some increase in bulk has been necessary at top (fifth) floor level. This has been to accommodate stairwells and lift risers, with no significant change to net internal flat areas. This has had the effect of reducing the setback of this floor from the canal side by between 1 and 2 metres. The setbacks however would still be at least 3.5-4.0 metres from the main canalside elevation.
- The fourth floor is advanced an additional 0.8m in plan-form towards the northern end of the site thereby reducing the step-down of the building at the end of the development adjacent to Grays Inn Bridge.
- The staggered building footprint to the canal side has been revised to a more straightened form with setbacks, but in general, to be slightly further back from the canalside to avoid interference with the canal wall. On the street side, the ground floor plan has been amended to provide a single integrated refuse area for the market housing and reconfigured entrances.
- The facades have been generally revised on both the canal and St Pancras Way elevations to reflect altered window arrangements and stairwells.
- A marginal height increase of 260mm has been necessary due to the very low floor to ceiling heights and inadequate floor thicknesses shown in the approved scheme drawings. The height increase has been mitigated by setting down the basement slab level and head-height to a minimum.

The main outstanding issues arising from the above amendments are considered to relate to the changes in bulk, perceived height and massing on account of the external alterations, and in particular, the extent to which these would affect the visual amenity of the Regents Canal and Conservation Area.

### **Building Height & Setbacks**

A series of sections through the building from the tow path, illustrate sightlines from the furthest point standing away from the building. These demonstrate that the top floor will not be visible from the tow path and that the appearance of the building as proposed will be no bulkier than the approved scheme. It would appear that there will be a reduction in the apparent bulk of the scheme through the removal of the roof terrace and balustrading above the fourth floor at the Grays Bridge end of the development. This, combined with a narrowing of the rounded end of the building at this point is likely

to counteract the effect of the 0.8m advancement of the fourth floor and indeed give rise to a modest decrease in apparent bulk at this end of the development.

The 0.26m increase in height of the overall building is only a 1.5% increase on the original and is therefore not considered to have a material affect.

### **Elevations**

The essence of the Canal Elevation which was carefully negotiated for the approved scheme has been maintained. Each of the three northern blocks retain relief in their overall composition. The facades are still articulated by balconies, overhangs and panels, which have been layered to provide visual interest. The balustrading and glazing frames are expressed in more detail on the proposed elevations when compared to the approved drawings. More specifically, the balance of solid (wall) to void (glazing) ratio of Block A (closest to the bridge) has been refined and improved. There are minor changes proposed for the opening patterns within the feature timber louvre elements (Blocks A, B & C) and the amended brick elevations on Block C –the affordable block (albeit with a slightly amended fenestration pattern), indicate the detail of the approved scheme for both the brick and stone patterns proposed. These revisions are considered acceptable.

### **Building Footprint**

The proposed remodelling of the building footprint within the site envelope is considered minor – namely modifications to the entrance ways and external spaces, to improve security, access and refuse arrangements. The most notable change in this regard is that of the canal side, especially Block A (NW end of the site). However such changes maintain the essence of the approved scheme in terms of an overall recessed building footprint and facades above (ie. retaining gaps between blocks) and as such are deemed acceptable.

### **Materials**

A similar palate of materials is proposed as for the previous scheme, namely – blockglazed curtain walling, off-white/cream render and timber panelled screening; and predominantly brickwork for the more traditionally designed affordable block.

As previously, the proposed materials of the scheme should be conditioned to ensure the highest possible quality, along with details of windows, glazing, balconies, stairs, doors, and landscaping including fencing.

### **Other Issues**

Officers are satisfied that other issues including community safety, rubbish storage and collection, traffic and pedestrian safety, have not been compromised by the amendments to the St Pancras Way elevations.

Other outstanding issues would be covered as previously by imposition of conditions and the signing of a deed of variation to the Section 106 agreement to ensure proper measures of control are in place. Additional cycle parking has been indicated for the proposal and an additional condition should be attached requiring this to be provided and retained in accordance with full details to be submitted and approved. The condition regarding slab levels would not now be required as these are clearly shown in the submitted section drawings.

On the basis of the above assessment, it is considered that the proposed amendments are acceptable and do not compromise the original architectural integrity or any other matters relating to this scheme.

Approval is recommended subject to the necessary deed of variation.

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