

Address:	32 Jamestown Road London NW1 7BY		5
Application Number:	2013/8265/P	Officer: Jenna Litherland	
Ward:	Camden Town with Primrose Hill		
Date Received:	20/12/2013		
Proposal: Change of use from offices (Class B1) to mixed use comprising offices (Class B1) and 9 residential units (Class C3 - 4x1, 3x2, 2x3 bed), including erection of new fourth and fifth floors, provision of central atrium, installation and relocation of plant, and alterations to Jamestown Road and Canal Side facades.			
Drawing Numbers: P001/-; P099/-; P100/-; P101/-; P102/-; P103/-; P104/-; P105/-; P120/-; P121/-; P130/-; P199/-; 200/A; 0201/A; P203/A; P204/B; P205/C; P206/A; P400/B; P401/A; P500/B; P501/A; CS-0B-001-P01; Design and Access Statement by Ben Adams Architects dated December 2013; Amended Page 12 of Design and Access Statement received 10 February 2014; Lifetime Homes Statement by Bed Adams Architects dated January 2014; State C Report by Norman Disney & Young dated 21 June 2013; Transport Statement by Jacobs dated June 2013; Addendum to Transport Statement and Framework Plan by Jacobs dated December 2013; Daylight and Sunlight Study by Delva Patman Redler Chartered Surveyors dated August 2013; Consultation Statement by George Cochrane Associates Ltd dated December 2013; Structural Engineering Statement for Planning EXP 348 001 Rev 01 by expedition; Energy Assessment Report by Norman Disney & Young dated 14 August 2013; Planning Statement by Savills dated December 2013; Noise Assessment by WYG Planning & Environment dated December 2013; Un-named floorspace schedule.			
RECOMMENDATION SUMMARY: Grant conditional permission subject to S106 agreement.			
Applicant:		Agent:	
London and Regional properties c/o Agent		Savills 33 Margaret Street LONDON W1G 0JD	

ANALYSIS INFORMATION

Land Use Details:			
	Use Class	Use Description	Floorspace
Existing	B1 Business		7141 sqm GEA
Proposed	B1 Business C3 Dwelling House		7716 sqm GEA 982 sqm GEA

Residential Use Details:		
	Residential Type	No. of Habitable Rooms per Unit

		1	2	3	4	5	6	7	8	9+
Existing	<i>Flat/Maisonette</i>	0	0	0	0					
Proposed	<i>Flat/Maisonette</i>	4	3	2	0					

Parking Details:		
	Parking Spaces (General)	Parking Spaces (Disabled)
Existing	<i>11</i>	<i>0</i>
Proposed	<i>0</i>	<i>0</i>

OFFICERS' REPORT

Reason for Referral to Committee: The application is referred to the Development Control Committee as it is a Minor Development involving the creation of 5 or more residential flats. [Clause 3 (iii)].

1. SITE

- 1.1 The application site comprises a 5 storey building on the northern side of Jamestown Road. The building backs on to Regent's Canal. The building is located within the Regent's Canal Conservation Area, however, it is not identified as making a positive contribution to its character and appearance. The building was constructed in the 1980s and is now rather dated. However, it does have some positive qualities, for example the solidity and use of brickwork on the canal facing elevation.
- 1.2 The building sits amidst a group of buildings of a similarly large scale and bulk. Opposite, on the north side of the canal is the substantial and highly attractive Grade II listed Interchange warehouse, with the prominent 7 storey Grade II listed Gilbeys building further to the south west. The site is highly visible from the canal towpath opposite, with prominent long distance views available from Camden Lock to the north east.
- 1.3 The site is located just outside the Camden Town Centre which lies to the east. The northern and eastern side of Jamestown Road is predominantly in commercial use whereas on the southern side particularly east of the application site it is primarily residential.

2. THE PROPOSAL

- 2.1 Planning permission is sought for change of use from offices (Class B1) to a mixed use comprising offices (Class B1) and 9 residential units (Class C3 - 4x1, 3x2, 2x3 bed).
- 2.2 The residential units would be located above the office floorspace largely within a new 2 storey roof extension. The roof extension would be constructed of lightweight materials being largely glazed. The structure of the existing building would be retained, however, a central atrium would also be added to the building and the Jamestown Road and canal side facades would be remodelled. The proposal also includes the installation of plant at roof level and within the building.
- 2.3 The application is similar to a scheme that was submitted in 2013 (reference: 2013/4867/P). This application was withdrawn. Officers raised concern about the height and bulk of the proposed roof extension.
- 2.4 The key difference between the current scheme and the withdrawn scheme is as follows. The overall height of the building has been reduced by 600mm and the uppermost floor has been set further back from the Canal side by 1 metre. The layout of the roof terraces and provision of privacy screens has also been revised, through setting the roof terrace in from the eastern and western sides of the building and replacing this with green roof and setting the privacy screens away from the canal elevation. The canal elevation has also been amended to increase the solid to void ratio. Internally there has been a reduction in new B1 office floor space at fourth floor level from 650 sqm GEA to 618 sqm GEA and an increase in C3 residential floorspace from 308 sqm GEA to 341 sqm GEA, also at fourth floor level.

2.5 Overall the proposal would still result in an increase in B1 floorspace of 574 sqm GEA over what is currently onsite.

3. RELEVANT HISTORY

- 3.1 **2013/4867/P:** Change of use from offices (Class B1) to mixed use comprising offices (Class B1) and 9 residential units (Class C3 - 4x1, 3x2, 2x3 bed), including erection of new fourth and fifth floors, provision of central atrium, installation and relocation of plant, and alterations to Jamestown Road and Canal Side facades. **Application withdrawn.**
- 3.2 **PE9800095P:** The removal of condition 6 (which restricts use of the building to a pathology laboratory), of the planning permission PL8802609R2 to allow future use as general offices (B1(a)). **Granted permission 30/03/1998.**
- 3.3 **9401204:** Construction of new doorway in front elevation with steps and gate to existing access ramp. **Granted permission 09/09/1994.**
- 3.4 **8802609:** Redevelopment of the site by the erection of a four storey plus lower ground floor building for pathology laboratories with ancillary offices for use within Class B1. **Granted permission 23/02/1989.**
- 3.5 **8770096:** Demolition of the existing structure (unlisted building in a Conservation Area) as revised on 24th December 1987. **Granted permission 18/02/1988.**
- 3.6 **8700553:** The redevelopment of 32 (and 32A) Jamestown Road by the erection of a ground and part-four part-five storey building for light industrial studio workshop and other uses under B1. **Granted permission 18/02/1988.**

4. CONSULTATIONS

4.1 Councillor Callaghan

4.2 An objection has been received from Councillor Callaghan who raises the following concerns:

- The local area has already suffered considerable redevelopment in the last 5 years which impacts on quality of life due to noise, pollution and traffic build up.
- The small reduction in height is contrary to former planning judgements and if granted would set precedent for further application in surrounding properties.
- The proposal would harm the conservation area especially in extended out over the canal.
- The Council values local employment we don't need further highly priced accommodation at the price of losing jobs.
- The proposal will impact on traffic which is already bad in the local area.
- There has not been sufficient public consultation on this proposal.
- The application should be turned down.

Statutory Consultees

4.3 **Thames Water:** No objection in terms of impact of the development on waste or water subject to an informative in relation to water pressure.

4.4 **Environmental Agency:** No Objection

4.5 **Canal & River Trust:**

‘Design

We consider that the proposed design is an improvement to the canal side environment from the existing development, and the additional floors are set back enough that they should have no significantly adverse impact on the canal environment.

Lighting

We would request to see further details of the proposed lighting on the canal side elevation, and are keen to ensure that there is no, or very limited, light spill over the canal.

Heating and Cooling

It may be efficient for the building to make use of the canal water for cooling the building, particularly the office space.

Oversailing Balconies

We note that new balconies are proposed to oversail the Regent’s Canal. This will require approval from the Canal & River Trust. Should we consider that there is no adverse impact on the canal environment or navigation, then a commercial agreement will be required with our Estates team.

Canalside Improvements

The introduction of additional units, and residential properties, into a canalside location such as this, will place an additional burden on the Trust’s management of the waterspace and towpath environment. Residents, occupants of and visitors to the development will likely make use of the canal environment and its towpath, which will put additional pressure on this valuable open space.

We also experience increased complaints regarding windblown litter in the water (which there is much of in this area due to its busy nature) from new developments, where occupants have raised expectations of our waterspace management. We would therefore request a contribution towards canal environment improvements from the development, to include access improvements.

We are also interested in improvements to alternative routes for cyclists, who might otherwise use the towpath. The towpath through this area is particularly busy with pedestrians, with a fairly restricted towpath width, and we would like to see roads such as Jamestown Road enhanced to create a more attractive alternative route for cyclists than the towpath.

It may be beneficial for the applicant to consider waterborne freight for some of the development works. We would suggest an appropriate condition for the applicant to consider the practicalities of this further.

4.6 **Regents Canal Conservation Area Advisory Committee:** No reply to date.

Adjoining Occupiers

<i>Number of letters sent</i>	17
<i>Total number of responses received</i>	8
<i>Number in support</i>	0
<i>Number of objections</i>	7

- 4.7 A site notice was displayed from 15/01/2014 until 05/02/2014 and a press notice was placed in a local paper on 16/01/2014 (expired 06/02/2014). 17 letters were sent to adjoining occupiers. Seven letters of objection and one letter commenting on the application were received. Objections and comments are on the following grounds:

Design

- The additional height is inappropriate on this canal side building.
- The extension would be higher than the Iceworks building and the Holiday Inn.
- The design of the proposed balconies and associated screening should be secured by condition.
- The building should not project out over the canal.
- The balconies should not project out over the canal.
- The replacement of the grey brick with red brick is an improvement but the proposed floor to ceiling windows are inappropriate.
- The submitted CGIs do not take account of the solar panels.
- The canal side elevation would fail to relate successfully to the neighbouring properties of the conservation area.
- Samples of the proposed brick work should be secured.

Use

- High end apartments would not benefit the area.
- The additional residential units would put a stain on existing facilities.
- The properties will be sold to corporate renters and will not attract people from the local community.
- The proposal includes too many 1 bed flats
- The proposal should be for more employment space rather than residential.
- Object to loss of office floorspace.

Neighbour amenity

- Noise and pollution during construction.
- Loss of views, light and privacy to residential at the Iceworks (No. 36 Jamestown Road).
- The proposal would result in loss of light to the Iceworks, 36 Jamestown Road.

Transport

- Impact on traffic during construction.
- Impact on traffic from increased on street servicing.
- Traffic in the area has got much worse since the survey undertaken in June 2013 as a result of new retail units opening.
- The proposal includes no off street parking or servicing bays, this will put pressure on the surrounding highway network and parking.

Community engagement

- There has been very little public consultation on this application.
- The Planning department need to improve how neighbours are consulted.

5. POLICIES

5.1 National Planning Policy Framework 2012

5.2 **London Plan 2011**

5.3 **LDF Core Strategy and Development Policies 2010**

CS1 Distribution of growth
CS3 Other highly accessible areas
CS5 Managing the impact of growth and development
CS6 Providing quality homes
CS8 Promoting a successful and inclusive Camden economy
CS10 Supporting community facilities and services
CS11 Promoting Sustainable and efficient travel
CS13 Tackling climate change through promoting higher environmental standards
CS14 Promoting high Quality Places and Conserving Our Heritage
CS15 Protecting and Improving our Parks and Open Spaces & encouraging Biodiversity
CS18 Dealing with out waste and encouraging recycling
CS19 Delivering and monitoring the Core Strategy

DP1 Mixed use development
DP2 Making full use of Camden's capacity for housing
DP3 Contributions to the supply of affordable housing
DP5 Homes of different sizes
DP6 Lifetimes Homes and Wheelchair Housing
DP13 Employment premises and sites
DP15 Community and leisure uses
DP16 The Transport implications of development
DP17 Walking, Cycling and public transport
DP18 Parking standards and limiting the availability of car parking
DP20 Movement of Goods and Materials
DP22 Promoting Sustainable Design and Construction
DP23 Water
DP24 Securing High Quality Design
DP25 Conserving Camden's Heritage
DP26 Managing the impact of development on occupiers and neighbours
DP28 Noise and Vibration
DP29 Improving access
DP31 Provision of, and improvements to, open space and outdoor sport and recreation facilities
DP32 Air quality and Camden's Clear Zone

5.4 **Supplementary Planning Policies**

5.4.1 **Camden Planning Guidance 2011 (Updated 2013)**

CPG1 – Design
CGP2 – Housing
CPG3 – Sustainability
CPG5 – Town Centres Retail and Employment
CPG6 - Amenity
CPG7 – Transport
CPG8 – Planning Obligations

5.4.2 **Regent's Canal conservation area appraisal and management strategy -11 September 2008.**

6. ASSESSMENT

6.1 The principal considerations material to the determination of this application are summarised as follows:

- Land use (creation of B1 floorspace, creation of C3 floorspace);
- Design;
- Transport;
- Sustainability;
- Basement
- Amenity; and
- Other Matters.

6.2 Land Use

6.3 B1 Office floorspace

6.3.1 The building was original constructed for use as a laboratory with ancillary office space. More recently it has been used as solely as offices. The existing building has a floor area of 7141 sqm GEA in B1 Office use and the proposed development would result in an increase in this B1 Office floorspace to 7716 sqm GEA. This is an overall increase in office floorspace of 574 sqm GEA.

6.3.2 Policy CS8 (Promoting a Successful and Inclusive Camden Economy) seeks to ensure that the borough retains a strong economy. It seeks to do this by, amongst other things, safeguarding existing employment sites that meet the needs of modern industry and employers and provide facilities for small and medium sized enterprises.

6.3.3 Policy DP13 provides more detailed information as to how these objectives will be met. It states that the Council will retain land and buildings that are suitable for continued business use and resist a change to non-business use unless it can be demonstrated that the site or building is no longer suitable for its existing business use and that there is evidence that the possibility of retaining, reusing or redeveloping the site or building for similar or alternative business use has been fully explored over an appropriate period of time.

6.3.4 Local residents have raised concern that the proposal results in a decrease in office floorspace. This is not the case. The proposal actually results in an increase in office floorspace of 574 sqm GEA or 383 sqm GIA. This increase in employment floorspace is welcomed and will aid the Council in supporting the local economy and meeting the demand for office floorspace. There is a particular demand for facilities for small and medium sized enterprises. The proposal creates one contained office unit at ground floor with a separate level access. The other office floorspace at basement and upper floor levels has a reception area at ground floor level. The proposed building has large floorplates which give the building flexibility to be used either by one occupier or a number of smaller businesses. This flexibility is welcomed.

6.3.4 The building has a substantial depth of 53 sqm (maximum). The proposal includes creating a central lightwell in order to ensure all floors would have good levels of natural daylight. The office floorspace would be served by 3 lifts and two stair cores and would have toilet facilities on all floors. The improvements to the quality of the office floorspace are welcomed.

6.4 C3 Residential floorspace

- 6.4.1 Housing is a priority land use in the LDF. The principle of providing residential accommodation at the site is supported by policies CS6 and DP2.
- 6.4.2 Policy DP5 seeks to provide a range of unit sizes to meet demand across the borough. In order to define what kind of mix should be provided within residential schemes, Policy DP5 includes a Dwelling Size Priority Table. The Council expects any housing scheme to meet the priorities outlined in the table, or provide robust justification for not providing a mix in line with the table and the requirements outlined in paragraph 5.5 of the supporting text to the policy. The proposal includes the creation of 9 residential units: 2 x 3 bed unit, 3 x 2 bed units and 4 x 1 bed units. Local residents have expressed concern that the proposal includes too many 1 bed units, this is not considered to be the case. For market housing there is a requirement for 40% of the units to be 2 bed units. The proposed mix includes 33% 2 beds which given the overall number of units provided within the scheme is considered acceptable. Two family units are also proposed, the provision of family units is supported. If the proposal was amended to increase the number of 2 or 3 bed units further this would have a severe impact on layout as such the provision of four well proportioned and laid out 1 bed units is considered acceptable.

Affordable housing

- 6.4.3 Policy DP3 expects all developments with a capacity to provide 10 units or more to make a contribution to affordable housing. Any residential development in excess of 1000sqm is considered to have capacity to provide 10 units.
- 6.4.4 The current proposal is for 9 units with a total floor area of 982 sqm, as such the proposal is below the threshold for affordable housing. If the proposal were to be amended at a later date to take the floor area over 1000sqm or to increase the number of units to 10 or more affordable housing would be sought as part of that development as cumulatively the floorspace or overall number of units would trigger the affordable housing policy. This has been secured as a clause in the S106 legal agreement.

Residential development standards

- 6.4.5 Development Plan policy DP26 requires residential developments to provide an acceptable standard of accommodation in terms of internal arrangements, dwelling and room sizes, amenity space and an internal living environment which affords acceptable levels of sunlight, daylight, privacy and outlook.
- 6.4.6 The Council's residential development standards (CPG2- Housing 2011) provide general guidance on the floorspace and internal arrangements for all housing tenures. The London Plan SPG sets out residential space standards for new dwellings in London. Development should provide high quality housing that provides secure, well-lit accommodation that has well-designed layouts and rooms. With regard to daylight all habitable rooms should have access to natural daylight.
- 6.4.7 The units would be accessed by stairs and a lift from a separate residential entrance. This is compliant with policy. The 1 bed apartments range from 45sqm to 50sqm, 2 beds from 83sqm to 95sqm and the 3 bed units are 130sqm and 179sqm. Therefore the proposed residential units meet the overall internal space standards. Ceiling heights are also compliant with the standards. All units would be dual aspect and would have good internal light levels. The units would be naturally ventilated and all external facing rooms would have decent outlook. Each unit would have access to outdoor amenity space in the form of a roof terrace. The family units would have large terraces which would front onto the canal. Privacy screen would intersect the terraces to ensure they would not result in overlooking to the adjoining units. Privacy screens and planting would be installed within the lightwell at the residential floors to provide an appropriate level of privacy. This would be secured by condition. There would be a refuse and recycling store for the residential units at ground

floor. The bin store would have level access. The proposed development would provide good quality residential accommodation which complies with Council policies.

Lifetime Homes and Wheelchair Housing

- 6.4.8 Development Policy DP6 requires all housing development to meet lifetime homes standards. The planning statement and supplementary Lifetime Homes Statement, accompanying the application, appropriately demonstrate that the required lifetime homes standards would be achieved in accordance with policy DP6. A condition will be imposed to ensure that the residential accommodation is constructed to incorporate these measures.

6.5 **Design**

- 6.5.1 This application is for the remodelling of the existing building and the addition of a two storey roof extension. The building is located within the Regent's Canal Conservation Area, however, it is not identified as making a positive contribution to its character and appearance. The building dates from the 1980s and feels a bit dated. However, it does have some positive qualities, for example the solidity and use of brickwork on the canal facing elevation.

- 6.5.2 The building sits amidst a group of buildings of a similarly large scale and bulk. Opposite, on the north side of the canal is the substantial and highly attractive Grade II listed Interchange warehouse, with the prominent 7 storey Grade II listed Gilbeys building further to the south west. The site is highly visible from the canal towpath opposite, with prominent long distance views available from Camden Lock to the north east.

Roof extension

- 6.5.3 The proposal includes the addition of a 2 storey roof extension. Officers raised concern when the previous application (ref: 2013/4867/P) was submitted in relation to the height and bulk of the roof extension. The current scheme still includes a 2 storey roof extension, however, the overall height of the building has been reduced by 600mm and the uppermost floor has also been setback by 1m. Significant revisions have also taken place to the layout of the terraces and the position and height of the privacy screens at 4th and 5th floor level following suggestions by officers. This has reduced their prominence and thus their impact on the perceived height and bulk of the building. Photomontages from significant public realm vantage points (including the key view from Camden Lock) have been submitted which show the visual impact of the proposed 4th and 5th floor. The 4th floor would be set back from the building line by c.7.25 metres and the 5th floor by c.11.75 metres. This ensures that in long views the height of the proposed extension would generally align with the adjacent buildings and is far less dominant than previously proposed. As such, the proposed roof extension is considered to be sensitively designed and would respect the character and appearance of the canal setting and the wider conservation area.

Plant and solar panels

- 6.5.4 The proposal includes plant and solar panels at roof level. The plant enclosure is located on the western side of the building at 4th floor level. The plant enclosure would be no higher than the structure of the 5th floor. Details of the appearance of the plant enclosure would be secured by condition. The plant enclosure is sufficiently sized to accommodate additional plant should there be need for it in the future. The solar panels would be located on the roof of the fifth floor and would be set at a 45 degree angle. The plant enclosure and solar panels are set away from the canal side of the building. Local residents have expressed concern that the solar panels would be visible in long views of the building however, given their set back location this is not the case. The solar panels and plant are set sufficient in from the building lines to ensure they would not be visible in views from the public realm.

Elevational treatment

- 6.5.5 The proposed remodelling of the building's elevations is welcomed. The design is considered appropriate as it makes reference to the historic and architectural characteristics of traditional canal side buildings. The proposed use of brickwork and the introduction of more solidity at ground floor level adjacent to the canal reinforces the historic character of the area.
- 6.5.6 The façade has brickwork vertical columns with concrete spandrels between floors. This subdivision helps break down the large expanses of glazing. The solid to void ratio on the canal fronting façade is sufficiently contextual with the surrounding historic character of masonry facades with repetitive punched openings. The use of red brick is contextual and will allow the building to sit comfortably with its neighbours.
- 6.5.7 Several objectors have raised concerns regarding the projecting balconies on the canal fronting façade as they consider them to be an inappropriate and out of character design feature. However, balconies (including those that project over the canal) are a feature on many surrounding buildings such as 30 Oval Road and the listed Gilbeys building.
- 6.5.8 On the Jamestown Road elevation where the character is mixed and where the sensitivity of the canal side context is absent the introduction of a masonry framework is considered to be an improvement over and above the existing highly glazed façade
- 6.5.9 The proposed roof extension and elevational treatment would enhance the character and appearance of the Regent's Canal Conservation Area. Full details of all facing materials, including a sample panel of brickwork, and new windows and doors, and would be secured by condition.

6.6 Transport

Car Free

- 6.6.1 The proposed works would create 9 new self-contained units. The area has excellent access to public transport and the controlled parking zone is constrained. Therefore the new units would be secured as car free by a S106 legal agreement. This is in accordance with policies CS11 and DP18.

Removal of on-site car parking

- 6.6.2 The existing building has an off-street car parking area at basement level with 11 spaces which is accessed by means of a crossover from Jamestown Road. This is infrequently used at present and servicing and deliveries occur on-street. The removal of this car parking area is in line with policy, and will reduce the number of car borne trips in the locality. As the cross over will become redundant its removal and repaving would be secured via a S106 agreement.

Cycle parking

- 6.6.3 The proposal includes cycle storage for the residential units and office space at basement level which would be accessible via the lift. Whilst it would be preferable for the cycle parking to be located at ground floor level as the cycle parking is accessible by lift this is acceptable.
- 6.6.4 For a development of this scale and this nature the following cycle parking facilities are required: 11 cycle parking spaces required for residential element of the development – calculated at 1:1 for the 1 and 2 bed units and 2:1 for the 3 bed units (in accordance with London Plan standards) and to cater for the 7,716 sqm of B1 proposed 52 cycle storage spaces are required for staff and visitors. In total 63 cycle parking spaces are proposed, this is in line with Council policy and therefore is acceptable.

- 6.6.5 The Council welcomes the residential and B1 use cycle stores being separate. However, the layout of the proposed residential cycle store, as set out on Drawing Number A199/A in the Transport Statement, is unclear. However, as the overall size and location is considered acceptable full details of the layout and type of cycle parking proposed can be secured by condition.

Travel Plan

- 6.6.6 To ensure the development does not have an adverse impact on the transport system and to aid traffic reduction and improve air quality a Travel Plan is required. This is considered necessary for both the commercial and residential floorspace. The Transport Statement submitted with the application suggests that the residential element of the development will be omitted from the Travel Plan. Whilst a residential Travel Plan would not normally be required for a single development of 9 residential units, this residential element does form part of a larger, mixed use, development. Therefore it should be included in the Travel Plan document. A draft Travel Plan should be submitted prior to implementation and a full Travel Plan, with achievable and measurable targets, prior to occupation.

Construction Management Plan (CMP)

- 6.6.7 DP21 seeks to protect the safety and operation of the highway network. The proposal includes substantial alterations to the facades of the building as well as a two storey roof extension. The construction is likely to result in disruption to the local highway network and may require skips or equipment to be placed on the highway. As such, a Construction Management Plan would be required. This would be secured through a S106 legal agreement. The submitted Transport Statement does not address the possibility of using the canal for transportation of construction materials and waste from the site. This was raised with the applicant prior to the application being submitted and has been raised by local residents during the course of the application. The S106 agreement will require this option to be explored.

Servicing Management Plan (SMP)

- 6.6.8 There is a single yellow line outside the application site therefore, it is possible for servicing to take place from the street. However, in order to ensure there is no adverse impact on the local transport network a Servicing Management Plan would be secured by S106 agreement. Local residents have suggested that a servicing bay is provided within the site. However, it is not considered that the servicing demands of the proposed uses would be so significant as to warrant this.

Highway Contribution

- 6.6.9 The Council would be likely to secure a S106 financial contribution for resurfacing the footway adjacent to the site. This would mitigate any harm caused to this part of the site during the construction stage and tie the development into the surrounding streetscape. This will also include the removal of the existing cross over.

Environmental Improvements

- 6.6.10 A financial contribution would be required for additional pedestrian, cycle and environmental improvements in the wider area in order to help mitigate the impact of increased trips to and from this site as a result of the development. This would be secured through a S106 agreement. This could be used towards cycle improvement schemes or other public realm improvements in the local area.

6.7 Sustainability

- 6.7.1 Policy DP22 (Promoting sustainable design and construction) states that the Council will require development to incorporate sustainable design and construction measures. All

developments are expected to reduce their carbon dioxide emissions by following the steps in the energy hierarchy (be lean, be clean and be green) to reduce energy consumption. Policy DP22 expects all developments of more than 500 sqm of commercial floorspace or above to achieve 'very good' in an BREEAM assessment. In accordance with CPG3 – Sustainability 60% of the un-weighted credits should be achieved in Energy and Water categories and 40% in Materials category. For new build residential development scheme are expected to meet Code for Sustainable Homes level 4 and achieve 50% of the unweighted credits in the fields of Energy, Water and Materials.

- 6.7.2 The application is accompanied by a Sustainability Report which confirms that the proposal will meet Very Good in a BREEAM assessment and Code Level 4 in a Code for Sustainable Homes assessment. A S106 legal agreement should ensure that these targets are maintained at design stage and post construction.
- 6.7.3 The application is also accompanied by an Energy Assessment which follows the London Plan energy hierarchy of Be lean, Be clean, and Be green. In accordance with the London Plan and CPG3- Sustainability development should make a 40% improvement of the current 2010 Building Regulations with regard to carbon dioxide reduction targets. The following measures have been incorporated:
 - 6.7.4 Be lean: Be lean measures include improvements to building fabric insulation, passive shading on the south elevation, provision of thermal mass, solar control blinds for the offices, high efficiency boilers, lighting controls and high efficiency lighting.
 - 6.7.5 Be clean: In order to achieve be clean measures the applicant has looked at the possibility of connecting the building to a local Combined Heat and Power network, however there are no existing networks within the vicinity of the site. The heat demand for the site is not enough to make a CHP at the site viable or efficient. However, the applicant confirmed that service routes will be considered from the public road to the plant rooms to facilitate retrofitting of the building to a district heating network and cooling energy network in the future. This is welcomed and would be secured via the S106 agreement.
 - 6.7.6 Be green: The proposal includes 39sqm of roof mounted solar thermal panels and 62sqm of roof mounted photovoltaic panels.
 - 6.7.8 The report demonstrates that the proposal would result in a 51% reduction in carbon emissions. This exceeds the policy standard which is welcomed.
 - 6.7.9 On the whole the development is considered to be highly sustainable and will bring an existing building up to current day standards.

6.8 **Amenity**

- 6.8.1 Core Strategy policy CS5 and Development Policy DP26 seek to ensure that the existing sensitive residential amenities of neighbouring properties are protected, particularly with regard to visual privacy, outlook, daylight and sunlight, noise and air quality.

Privacy and Overlooking

- 6.8.2 The closest residential properties are located at The Iceworks, No. 36 Jamestown Road to the west of the site. The building to the east of the site is a hotel. Although the amenity of hotel occupiers are not protected by policy in the same way as it is for residential building the proposal have been designed to protect the privacy of the occupiers of the hotel rooms by separating the terraces of the residential units from the boundary with the hotel with an area of green roof and the addition of privacy screens which will also protect the privacy of the further occupiers.

- 6.8.3 The windows of the flats at the Iceworks, No. 36 Jamestown Road do not face towards the application site. Residential windows are located on the canal elevation or the Jamestown Road elevation. As such, the proposal would not result in an overlooking into habitable room windows.
- 6.8.4 Local residents have expressed concern that there would be overlooking from the projecting balconies back toward the flats in The Iceworks, No. 36 Jamestown Road. There are two balconies at 1st and 2nd floor level which extend over the canal. These balconies have a minimal projection of 1.3 metres and are located at distance of 20 metres from the Iceworks building. This is considered to be sufficient distance to ensure that any views back would not harm neighbour amenity in terms of privacy.
- 6.8.5 The residential units at the upper most floor of No. 36 Jamestown Road have roof terraces which adjoin the application site. In order to ensure the privacy of these terraces are protected the proposal leaves an area of green roof 5 metres wide between the existing roof terrace at No. 36 Jamestown Road and the proposed roof terrace serving the flats at the application site. Furthermore, a privacy screen would be erected on the boundary of the terrace. Details of the privacy screen would be secured by condition. The design, location and the addition of privacy screen will ensure that the proposal would have no impact on the privacy of the occupiers of the uppermost floor residential units at No. 36 Jamestown Road.

Daylight and Sunlight and outlook.

- 6.8.6 Local residents have raised concern that the canal façade of the building will extend further over the canal than the current building line and will result in loss of light and outlook to the flats at the Iceworks, No. 36. Jamestown Road. This is not the case, the canal elevation building line will remain consistent with the existing building build line.
- 6.8.7 An independent daylight and sunlight assessment, based on the guidance and methods contained in the Building Research Establishment (BRE) report “Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice” (October 2011), accompanies the application. This guidance outlines the sequential tests including the Vertical Sky Component (VSC), the Average Daylight Factor (ADF) and the Annual Probable Sunlight Hours (APSH).
- 6.7.8 The report confirms that the proposal would have no impact on the residential units at No. 36 Jamestown Road. This is owing to the fact that none of the windows at No. 36 Jamestown Road face towards the application site. As such, the proposed roof extension would not block light to these windows.
- 6.8.9 The proposed roof extension is 1.4 metres higher than the Iceworks building. However, this height (at the upper most level) is set back from the Canal elevation by 12.2 metres and from the upper most floor of the Iceworks building by 4.6 metres. The floor below this is set back from the Canal elevation by 8 metres and set back from the Iceworks building line by 1.1 metres. As the extensions do not project forward of the windows and balconies at the Iceworks there will be no impact on light enjoyed by the occupiers of these flats.
- 6.8.10 The report does assess daylight received to windows at other surrounding residential building including 61, and 63 Jamestown Road and 30 Oval Road. All windows tested at these properties would exceed the criteria for VSC test. The VSC results demonstrate that the development would not materially harm any neighbouring daylight. In terms of light all windows tested would also exceed the criteria for APSH. As such, there would be in noticeable decrease in daylight or sunlight to any neighbouring property.

Noise

- 6.8.11 The application is accompanied by a Noise Assessment Report. A noise survey has been carried out in accordance with the criteria set out in Policy DP28 to obtain the lowest background noise level. Details of proposed plant have not been specified at this stage. The report recommends noise emission limits which ensure compliance with the Council's noise standards and assist in determining what plant would be suitable. The plans detail a plant enclosure at roof level. This location is considered acceptable. However, any plant or mechanical equipment enclosed would still need to be assessed by the Council in order to ensure that it would not harm the amenity of occupiers of the nearest residential and office buildings. As such, any permission would include a condition requiring the submission of plant details and an acoustic report to demonstrate compliance with the Council's noise standards.

6.9 Other matters

Open space

- 6.9.1 Policies CS15 and DP31 seek to secure the provision of adequate public open space to meet local needs. CPG6 states that 9sqm of outside amenity space per bedspace is an appropriate contribution. For a site of this nature, the current unit mix would generate an open space requirement of 148.2sqm. As a payment in lieu (including all capital costs, maintenance and design/admin) the Council would expect £11,814 as financial contributions for the absence of the provision of open space for the 9 residential units. This would be secured via a S106 agreement.

Education contribution

- 6.9.2 A scheme of this nature, comprising 3 x 2-bed dwellings and 2 x 3-bed dwellings would attract a requirement for £19,283 [3 (2-beds) x £2213 = £6,639 + 2 (3-beds) x £6322 = £12,644 = £19,283] as a contribution towards provision of education facilities in the borough, for which there is a pressing need in the locality. This is in accordance with the calculations in CPG8. This would be secured via a S106 agreement should permission be granted.

CIL

- 6.9.3 This proposal will be liable for the Mayor of London's Community Infrastructure Levy (CIL) as the additional floorspace exceeds 100sqm or one unit of residential accommodation. Based on the Mayor's CIL charging schedule and the information given on the plans, the charge for this scheme is likely to be £77,800 (£50 x 1556 sqm). This will be collected by Camden after the scheme is implemented and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, and subject to indexation in line with the construction costs index.

7. CONCLUSION

- 7.1 The creation of additional high quality employment space and residential units is welcomed and will help support the borough's economy and will provide much needed homes. The proposed roof extension and elevational treatment would enhance the character and appearance of the Regent's Canal Conservation Area and improve the sustainability of the building whilst protecting the amenity of adjoining neighbours. The proposal would have no detrimental impact on the transport network and would provide an appropriate financial contributions towards local facilities such as schools and open space.
- 7.2 Planning Permission is recommended subject to a S106 Legal Agreement covering the following Heads of Terms:-

- Car Free;
- Construction Management Plan (including feasibility of using the canal);
- Servicing Management Plan;
- Travel Plan;
- Sustainability Plan (CfSH and BREEAM – design stage and post construction assessment);
- Energy Plan (including potential link to future local energy network);
- Public open space contribution;
- Education contribution;
- Environmental improvements / public realm contribution;
- Associated highways contribution;
- Affordable Housing should further residential floorspace come forward at the site or the overall number of units be increased.

8. LEGAL COMMENTS

8.1 Members are referred to the note from the Legal Division at the start of the Agenda.

Conditions and Reasons:

- 1 The development hereby permitted must be begun not later than the end of three years from the date of this permission.

Reason: In order to comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans P001/-; P099/-; P100/-; P101/-; P102/-; P103/-; P104/-; P105/-; P120/-; P121/-; P130/-; P199/-; 200/A; 0201/A; P203/A; P204/B; P205/C; P206/A; P400/B; P401/A; P500/B; P501/A; CS-0B-001-P01.

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

- 3 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 before the relevant part of the work is begun:

a) details of all windows and external doors; and

b) details of all facing materials (to be submitted to the Local Planning Authority) and samples of those materials (to be provided on site); and

c) details of the plant enclosure at roof level (materials).

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.

Reason: To safeguard the appearance of the premises and the character of the

immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 and DP25 of the London Borough of Camden Local Development Framework Development Policies.

- 4 A sample panel of the facing brickwork demonstrating the proposed colour, texture, face-bond and pointing 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: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 (Promoting high quality places and conserving our heritage) of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 (Securing high quality design) and DP25 (Conserving Camden's heritage) of the London Borough of Camden Local Development Framework Development Policies.

- 5 Prior to occupation of the residential units privacy screens for the roof terraces and in the lightwell at fourth and fifth floor levels, details of which have been submitted and approved in writing by the local planning authority, shall be constructed. The screen shall be permanently retained and maintained thereafter.

Reason: In order to prevent unreasonable overlooking of neighbouring premises in accordance with the requirements of policy CS5 (Managing the impact of growth and development) of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 (Managing the impact of development on occupiers and neighbours) of the London Borough of Camden Local Development Framework Development Policies.

- 6 Prior to the commencement of the relevant part of the development details of the green roof including species, planting density, substrate and a section at scale 1:20 showing that adequate depth is available in terms of the construction and long term viability of the green roof, and a programme for a scheme of maintenance shall be submitted to and approved in writing by the local planning authority. The green roof shall be provided in accordance with the approved details prior to first occupation and thereafter retained and maintained in accordance with the approved scheme of maintenance.

Reason: To ensure that the green roof is suitably designed and maintained in accordance with the requirements of policies CS13, CS14, CS15 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22, DP23, DP24 and DP32 of the London Borough of Camden Local Development Framework Development Policies.

- 7 Noise levels at a point 1 metre external to sensitive facades shall be at least 5dB(A) less than the existing background measurement (LA90), expressed in dB(A) when all plant/equipment (or any part of it) is in operation unless the plant/equipment hereby permitted will have a noise that has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or if there are distinct

impulses (bangs, clicks, clatters, thumps), then the noise levels from that piece of plant/equipment at any sensitive façade shall be at least 10dB(A) below the LA90, expressed in dB(A).

Reason: To safeguard the amenities of the [adjoining] premises and the area generally in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP28 of the London Borough of Camden Local Development Framework Development Policies.

- 8 Full details of any plant, including details of sound attenuation and an acoustic report shall be submitted to and approved in writing by the local planning authority. The development shall not be carried out otherwise than in accordance with any approval given and shall thereafter be maintained in effective order to the reasonable satisfaction of the local planning authority.

Reason: To safeguard the amenities of the neighbouring premises and the area generally in accordance with the requirements of policies CS5 and CS7 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26, DP28 and DP12 of the London Borough of Camden Local Development Framework Development Policies.

- 9 The lifetime homes features and facilities, as indicated on the drawings and documents hereby approved shall be provided in their entirety prior to the first occupation of any of the new residential units.

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 (Providing quality homes) of the London Borough of Camden Local Development Framework Core Strategy and policy DP6 (Lifetime homes) of the London Borough of Camden Local Development Framework Development Policies.

- 10 Prior to commencement on the relevant part of the development, details of the secure cycle storage area for the residential units located at basement level shall be submitted to and approved by the local planning authority in writing. The approved facility shall thereafter be provided in its entirety prior to first occupation of the development and permanently retained thereafter.

Reason: To ensure the development provides adequate cycle parking facilities in accordance with the requirements of policy CS11 of the London Borough of Camden Local Development Framework Core Strategy and policies DP17 and DP18 of the London Borough of Camden Local Development Framework Development Policies.

- 11 Prior to commencement of development details of a sustainable urban drainage system and a rainwater harvesting system shall be submitted to and approved in writing by the local planning authority. The system shall be implemented as part of the development and thereafter retained and maintained.

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 CS13 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22, DP23 and DP32 of the London Borough of Camden Local Development Framework Development Policies.

- 12 Prior to commencement of the relevant part of the development hereby approved, details of all external lighting to include location, design, specification, fitting and fixtures shall be submitted to and approved in writing by the local planning authority. The building shall not be occupied until the relevant approved details have been implemented. These works shall be permanently retained and maintained thereafter.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 (Promoting high quality places and conserving our heritage) of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 (Securing high quality design) and DP25 (Conserving Camden's heritage) of the London Borough of Camden Local Development Framework Development Policies.

- 13 Before the relevant part of the development is first used, the refuse and recycling storage facilities, as shown on the drawings hereby approved, shall be provided. All refuse and recycling facilities shall be permanently retained and maintained thereafter.

Reason: To ensure that sufficient provision for the storage and collection of waste has been made in accordance with the requirements of policy CS18 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP28 of the London Borough of Camden Local Development Framework Development Policies.

Informative(s):

- 1 Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts which cover aspects including fire and emergency escape, access and facilities for people with disabilities and sound insulation between dwellings. You are advised to consult the Council's Building Control Service, Camden Town Hall, Argyle Street WC1H 8EQ, (tel: 020-7974 6941).
- 2 Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You are advised to consult the Council's Compliance and Enforcement team [Regulatory Services], Camden Town Hall, Argyle Street, WC1H 8EQ (Tel. No. 020 7974 4444 or on the website <http://www.camden.gov.uk/ccm/content/contacts/council-contacts/environment/contact-the-environmental-health-team.en> or seek prior approval under Section 61 of the Act if you anticipate any difficulty in carrying out construction other than within the hours stated above.

- 3 The Mayor of London introduced a Community Infrastructure Levy (CIL) to help pay for Crossrail on 1st April 2012. Any permission granted after this time which adds more than 100sqm of new floorspace or a new dwelling will need to pay this CIL. It will be collected by Camden on behalf of the Mayor of London. Camden will be sending out liability notices setting out how much CIL will need to be paid if an affected planning application is implemented and who will be liable.

The proposed charge in Camden will be £50 per sqm on all uses except affordable housing, education, healthcare, and development by charities for their charitable purposes. You will be expected to advise us when planning permissions are implemented. Please use the forms at the link below to advise who will be paying the CIL and when the development is to commence. You can also access forms to allow you to provide us with more information which can be taken into account in your CIL calculation and to apply for relief from CIL.

<http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil>

We will then issue a CIL demand notice setting out what monies needs to be paid when and how to pay. Failure to notify Camden of the commencement of development will result in a surcharge of £2500 or 20% being added to the CIL payment. Other surcharges may also apply for failure to assume liability and late payment. Payments will also be subject to indexation in line with the construction costs index.

Please send CIL related documents or correspondence to CIL@Camden.gov.uk

- 4 Thames Water will aim to provide customers with a minimum pressure of 10m head (approximately 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.
- 5 Your attention is drawn to the fact that there is a separate legal agreement with the Council which relates to the development for which this permission is granted. Information/drawings relating to the discharge of matters covered by the Heads of Terms of the legal agreement should be marked for the attention of the Planning Obligations Officer, Sites Team, Camden Town Hall, Argyle Street, WC1H 8EQ.
- 6 You are reminded that this decision only grants permission for permanent residential accommodation (Class C3). Any alternative use of the residential units for temporary accommodation, i.e. for periods of less than 90 days for tourist or short term lets etc, would constitute a material change of use and would require a further grant of planning permission.
- 7 If a revision to the postal address becomes necessary as a result of this development, application under Part 2 of the London Building Acts (Amendment) Act 1939 should be made to the Camden Contact Centre on Tel: 020 7974 4444 or Environment Department (Street Naming & Numbering) Camden Town Hall, Argyle Street, WC1H 8EQ.

