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| Address: | 32 Jamestown Road London NW1 7BY | | 8 |
| Application Number: | 2015/2575/P | Officer: Jennifer Chivers | |
| Ward: | Camden Town with Primrose Hill | | |
| Date Received: | 29/05/2015 | | |
| Proposal: Internal reconfiguration and alterations for refurbishment of existing offices (class B1), provision of central atrium, installation and relocation of plant, alterations to Jamestown and Canal Side facades and erection of new fourth and fifth floors to provide additional office floor (class B1) | | | |
| Drawing Numbers: P001; P099; P100; P101; P102; P103; P104; P105; P120; P121; P130; P131; P199B; P200/B; P201/B; P203/B; P204/C; P205/E; P206/C; P400/C; P401/C; P500/E; P501/B; Design and Access Statement prepared by Ben Adams Architects; Acoustic Report (dated April 2015) prepared by White Young Green; BREEAM Pre-assessment (dated April 2015) prepared by Norman Disney & Young; Daylight and Sunlight Assessment (dated August 2013) and Addendum Letter (dated April 2015) prepared by Delva Patman Redler; Energy Statement (dated April 2015) prepared by Norman Disney & Young; Stage C Report (dated April 2015) prepared by Norman Disney & Young; Structural Engineering Statement for Planning (dated April 2015) prepared by Expedition; Transport Statement (dated April 2015) prepared by Royal Haskoning DHV. | | | |
| 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 | <i>B1 Business</i> | | <i>7141 sqm GEA</i> |
| Proposed | <i>B1 Business</i> | | <i>8174 sqm GEA</i> |

Parking Details:

| | Parking Spaces (General) | Parking Spaces (Disabled) |
|----------|--------------------------|---------------------------|
| Existing | 11 | 0 |
| Proposed | 0 | 0 |

OFFICERS' REPORT

Reason for Referral to Committee: The application is referred to the Development Control Committee as it is a Major Development involving the creation of more than 1000 square metres of non residential floorspace. [Clause 3 (i)].

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.
- 1.4 Currently, demolition and construction works are taking place on site under the extant permission.

2. THE PROPOSAL

- 2.1 Planning permission is sought for the erection of an additional fourth and fifth floor to provide additional office floorspace.
- 2.2 The application is very similar to the previous scheme approved by Development Control Committee in 2014 (2013/4867/P). This scheme involved the change of use from offices to a mixed use comprising offices and 9 residential units (Class C3 – 4x1, 3x2 and 2x3 bed). The residential units were proposed to be located above the office floorspace largely within a new 2 storey roof extension.
- 2.3 The key difference between the current scheme and the previously approved scheme is the removal of the residential units and the creation of additional office space within this area. The external design of this element would remain as previously approved.
- 2.4 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.

- 2.5 Overall the proposal would result in an increase in B1 office floorspace of 1,448 sqm GIA.

3. RELEVANT HISTORY

- 3.1 **2013/8265/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. **Granted permission 06/08/2014**
- 3.2 **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.**
- 3.3 **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.**
- 3.4 **9401204:** Construction of new doorway in front elevation with steps and gate to existing access ramp. **Granted permission 09/09/1994.**
- 3.5 **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.**
- 3.6 **8770096:** Demolition of the existing structure (unlisted building in a Conservation Area) as revised on 24th December 1987. **Granted permission 18/02/1988.**
- 3.7 **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 Statutory Consultees

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

- 4.3 **Environmental Agency:** No Objection

- 4.4 **Canal & River Trust:** No Objection

4.5 **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> | 4 |
| <i>Number in support</i> | 0 |
| <i>Number of objections</i> | 4 |

4.6 A site notice was displayed from 12/06/2015 until 03/07/2015 and a press notice was placed in a local paper on 18/06/2015 (expired 03/07/2015). 17 letters were sent to adjoining occupiers. Four letters of objection were received. Objections and comments are on the following grounds:

Design

- The proposal appears to reconfigure and enlarge the plant area on top of the 5th floor roof. This will have a further impact on the amenity of the adjacent buildings.
- The additional height is inappropriate on this canal side building.
- The extension would be higher than the Iceworks building and the Holiday Inn.
- Removal of the top two floors would result in the office element being maintained and simplifying the building in accordance with the developers intentions.

Use

- The previously proposed residential units were approved to meet residential housing target. This should be a deliverable intention.
- There is no requirement for such an increase in B1 space within Camden town. The increase of space in one building would result in the building becoming to dense an office building for Jamestown Road.
- There have already been large increases in B1 office space within Camden town.

Neighbour amenity

- Noise and pollution during construction.
- Increase in noise from additional employees.
- Loss of views, light and privacy to residential at the Iceworks (No. 36 Jamestown Road).
- The proposal would result in loss of light to 30 Oval Road

Transport

- Impact on traffic from increased on street servicing.
- Increase in two way traffic trips and increase in footfall.

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

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 our waste and encouraging recycling

CS19 Delivering and monitoring the Core Strategy

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

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 similar to those already considered under 2013/8265/P, and are summarised as follows:

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

6.2 Land Use

6.2 B1 Office floorspace

6.2.1 The building was originally constructed for use as a laboratory with ancillary office space. More recently it has been used 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 8,848 sqm GEA. This is an overall increase in office floorspace of 1,707 sqm GEA (1,448 GIA).

6.2.2 Policy CS1 (Distribution of Growth) seeks to focus Camden's growth in the most suitable locations specifically in highly accessible locations, in particular Central London and the town centres of Camden Town, Finchley Road/Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead.

6.2.3 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.

6.2.4 DP1 (Mixed use development) states that in the town centres of Camden Town, Finchley Road/Swiss Cottage and Kilburn High Road, where more than 200 sqm (gross) additional floorspace is provided, the Council will require up to 50% of all additional floorspace to be housing. In this respect, the subject site is located outside of the Camden Town Centre boundary as defined within Map 1 of CPG 5 Town centres, retail and employment. The town centre boundary terminates at the adjacent site, 30 Jamestown Road.

6.2.5 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.

- 6.2.6 The proposal includes the redevelopment of the existing building to provide modernised office spaces. The increase in office space creates 1,448sqm of additional employment floor space. The proposed increase in office space will be situated in a suitable location, easily accessible, well related to nearby uses and with the ability to provide a range of uses and sizes in accordance with Policy CS8
- 6.2.7 This further 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.
- 6.2.8 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 and the increase in employment floorspace are welcomed.
- 6.2.9 Local residents have raised concern that the proposed increase in office space is large and unnecessary. Camden is seeking to retain and protect office space within Camden town, as evidenced in the recent article four directions being applied within the area. These article four directions will come in to force on the 19th October, and the Council are proceeding on the basis that these directions will be implemented on this date. The article four direction will cover the subject site and the whole of Camden Town; including Highgate Road, Kentish Town Road, St Pancras Road, Eversholt Street, Prince Albert Road, Regents Park Road and Prince of Wales Road.
- 6.2.10 Over recent years a significant proportion of office floorspace has been lost to residential use. The following statistics detail losses of office floorspace to residential in the borough.
- Between 1st April 2011 and 31st March 2014 total of 88 permissions involved proposed loss of office floorspace (34,382 sqm) and gain of 294 self contained homes in Bloomsbury, Holborn and Covent Garden and King's Cross wards.

| Year | Number of permissions involving net loss of office floorspace and net gain of C3 units | Proposed loss of B1(a) floorspace | Proposed gain of C3 units |
|-------------|---|--|----------------------------------|
|-------------|---|--|----------------------------------|

| | | | |
|--------------|-----------|----------------|------------|
| 2011/12 | 34 | -12,714 | 115 |
| 2012/13 | 25 | -12,369 | 95 |
| 2013/14 | 29 | -9,299 | 84 |
| Total | 88 | -34,382 | 294 |

- Between 1st April 2011 and 31st March 2014 total of 50 permissions involved proposed loss of office floorspace (11, 486sqm) and gain of 159 self-contained homes in wards north of Euston Road (where the subject site is located).

| Year | Number of permissions involving net loss of office floorspace and net gain of C3 units | Proposed loss of B1(a) floorspace | Proposed gain of C3 units |
|--------------|---|--|----------------------------------|
| 2011/12 | 20 | -5,513 | 84 |
| 2012/13 | 16 | -3,727 | 47 |
| 2013/14 | 14 | -2,246 | 28 |
| Total | 50 | -11486 | 159 |

- A further 55,000sqm of employment floorspace could be lost if all prior approvals granted for change of use from B1a Office to C3 residential are implemented.

6.2.11 Policy DP1 supports a mix of uses in development where appropriate. As demonstrated above there is viable demand for additional office space in prime locations, especially Camden town, however there is little capacity to meet this demand outside of the central activity zone. Additionally office floorspace is considered appropriate in this location and as such the proposal is considered to be in accordance with Policy DP1.

6.3 Design

6.3.1 The design of the proposal is largely consistent with the approved scheme, with minimal elevational changes to the Jamestown Road elevation.

6.3.2 The approved scheme incorporated 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.

6.3.3 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

- 6.3.4 The approved scheme includes a 2 storey roof extension. 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. As such, the proposed roof extension was considered to be sensitively designed and would respect the character and appearance of the canal setting and the wider conservation area. The current scheme maintains this approved design.

Elevational treatment

- 6.3.5 The proposed remodelling of the building's elevations was welcomed as part of the approved scheme. The design was considered appropriate as it makes reference to the historic and architectural characteristics of traditional canal side buildings. The use of brickwork and the introduction of more solidity at ground floor level adjacent to the canal reinforces the historic character of the area.
- 6.3.6 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.
- 6.3.7 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. The principle changes to this façade over that previously approved are limited to the replacement of the doors to the ground level left with full glazing. This would be a discrete change.

Plant and solar panels

- 6.3.8 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 new proposal appears to increase the height of the plant room. This is not the case and the plant room is the same as previously approved.
- 6.3.9 This application does not propose any further changes to the proposed roof extension above previously approved and elevational treatment would be limited. The proposal would therefore 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.

6.4 Transport

Car Free

- 6.4.1 The proposal would create a further increase in office space. The area has excellent access to public transport and the controlled parking zone is constrained. Therefore the development would be required to be car free required by a S106 legal agreement. This is in accordance with policies CS11 and DP18.

Removal of on-site car parking

- 6.4.2 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

- 6.4.3 The proposal includes 102 cycle spaces provided in the form of Josta two tier stands 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. The cycle parking meets with the requirements set out for B1 office in Inner London in the London Plan 2015 which requires the provision of 1 space per 90sqm for long stay (staff) and 1 space per 500sqm for short stay visitors for the first 5000 sqm.
- 6.4.4 The overall size and location of the proposed cycle parking is considered acceptable, however the implementation will be secured via condition.

Travel Plan

- 6.4.5 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 the commercial use. 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)

- 6.4.6 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.

Highway Contribution

6.4.7 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.

6.5 Sustainability

6.5.1 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.

6.5.2 The application is accompanied by a Sustainability Report which confirms that the proposal will meet Very Good in a BREEAM assessment.

6.5.3 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 were incorporated in the extant application and will be retained:

6.5.4 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.

6.5.5 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.

6.5.6 Be green: The proposal includes 39sqm of roof mounted solar thermal panels and 62sqm of roof mounted photovoltaic panels.

6.5.8 The report demonstrates that the proposal would result in a 54% reduction in carbon emissions (above the 51% in the previous application). This exceeds the policy standard which is welcomed.

6.5.9 On the whole the development is considered to be highly sustainable and will bring an existing building up to current day standards.

6.6 Amenity

6.6.1 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

6.6.2 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 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.

6.6.3 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.

6.6.4 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. In addition, the building would be occupied within office hours, therefore its likely impact is further limited to periods of the day the flats are more likely to be vacant.

6.6.5 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.

6.6.6 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).

- 6.6.7 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.
- 6.6.8 The approved 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.
- 6.6.9 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

- 6.6.10 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.

6.7 **Other matters**

CIL

- 6.7.1 This proposal will be liable for the Mayor of London's Community Infrastructure Levy (CIL) and the Camden CIL as the additional floorspace exceeds 100sqm. Based on the Mayor's CIL charging schedule and the information given on the plans, the charge for this scheme is likely to be £72,400 (£50 x 1448 sqm) for mayoral CIL and £36,500 (£25 x 1448) for Camden CIL. 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 is welcomed and will help support the borough's economy. The proposed roof extension and elevational

treatment are similar to the previous approval and 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.

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);
- Travel Plan;
- Sustainability Plan (CfSH and BREEAM – design stage and post construction assessment);
- Energy Plan (including potential link to future local energy network);
- Associated highways contribution;

8. LEGAL COMMENTS

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

Condition(s) and Reason(s):

- 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; P131; P199B; P200/B; P201/B; P203/B; P204/C; P205/E; P206/C; P400/C; P401/C; P500/E; P501/B

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;

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 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.

- 5 Prior to occupation of the building privacy screens for the roof terraces and in the lightwell at fourth and fifth floor levels, details of which have been submitted to and approved in writing by the local planning authority, shall be constructed. The screens 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 of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 of the London Borough of Camden Local Development Framework Development Policies.

- 6 Prior to the first occupation of the building a plan showing 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 fully 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 Policies.

- 9 The proposed cycle parking, as indicated on drawings and documents provided, shall be provided in its entirety prior to the first occupation of the building, 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 policy DP17 of the London Borough of Camden Local Development Framework Development Policies.

- 10 Prior to commencement of development details of a sustainable urban drainage system and 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.

- 11 Prior to the 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.

- 12 Before the development is occupied, 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 Noise and Licensing Enforcement Team, 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 London Borough of Camden introduced the Community Infrastructure Levy (CIL) on the 1st of April 2015 to help pay for local infrastructure. This is in addition to the Mayoral CIL which helps fund the Crossrail introduced 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 the CIL charge.

The proposed CIL charge will be calculated in accordance with the regulations set out in Part 5 of the Community Infrastructure Levy Regulations 2010 (as amended). For further information on the Camden CIL or Mayoral CIL charge please refer to the information on the Camden website which may be accessed via the following link: http://www.camden.gov.uk/ccm/cms-service/stream/asset/?asset_id=3298006

You are required to assume liability and notify the CIL team on commencement using the forms that can be downloaded from the planning portal; <http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil>

We will issue an assumption of liability setting out the calculation and CIL demand notice setting out the method of payment accordingly. 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 queries 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.



Application No: 2015/2575/P

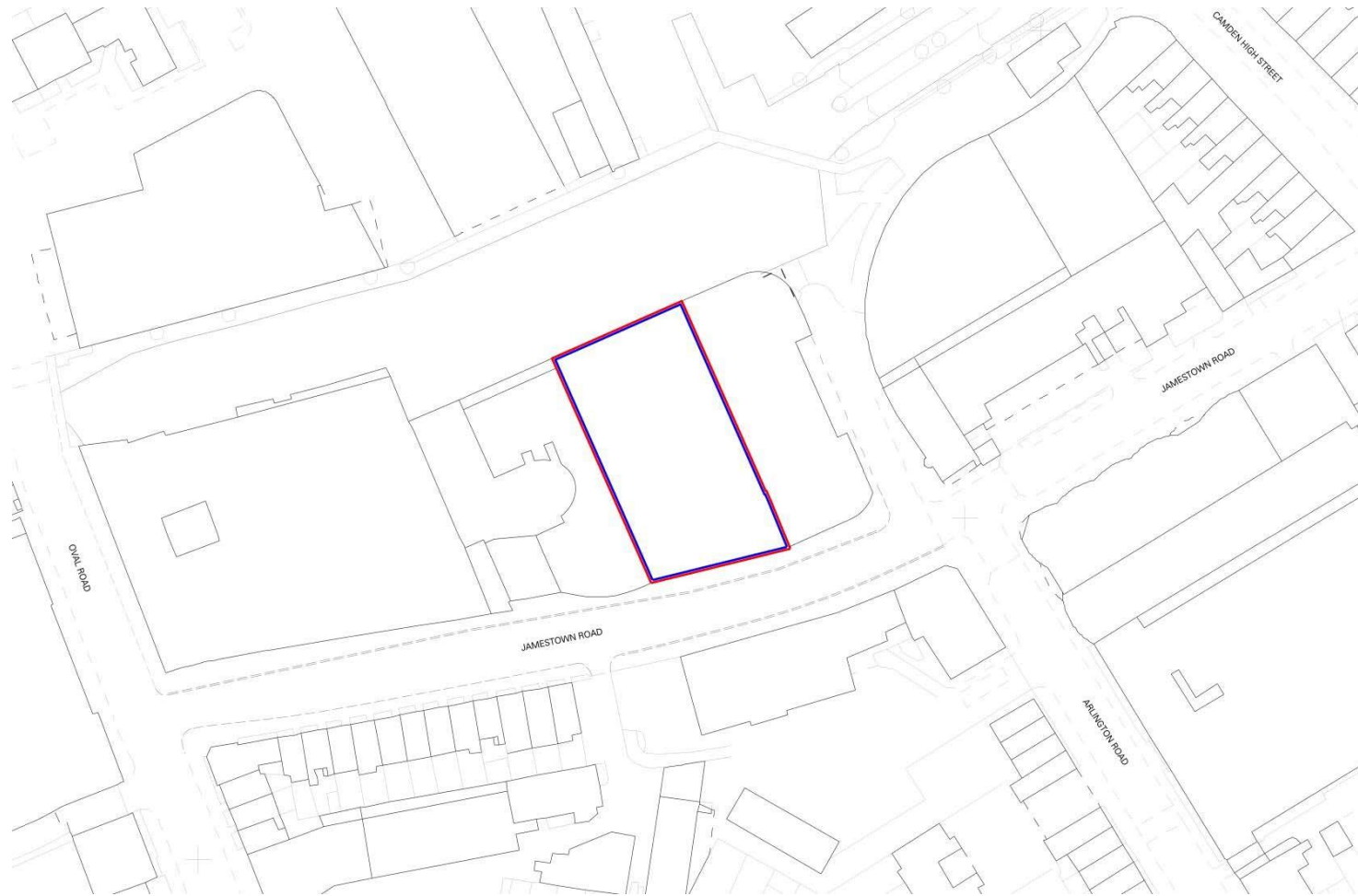
**32 Jamestown Road
London
NW1 7BY**

**Scale:
1:1250
Date:
19-Aug-15**



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32 Jamestown Road – 2015/2575/P



Location Plan

32 Jamestown Road – 2015/2575/P



View of application site from Camden High Road

32 Jamestown Road – 2015/2575/P



View from Camden High Street/ Lock Market

32 Jamestown Road – 2015/2575/P



View from Canal towpath

32 Jamestown Road – 2015/2575/P



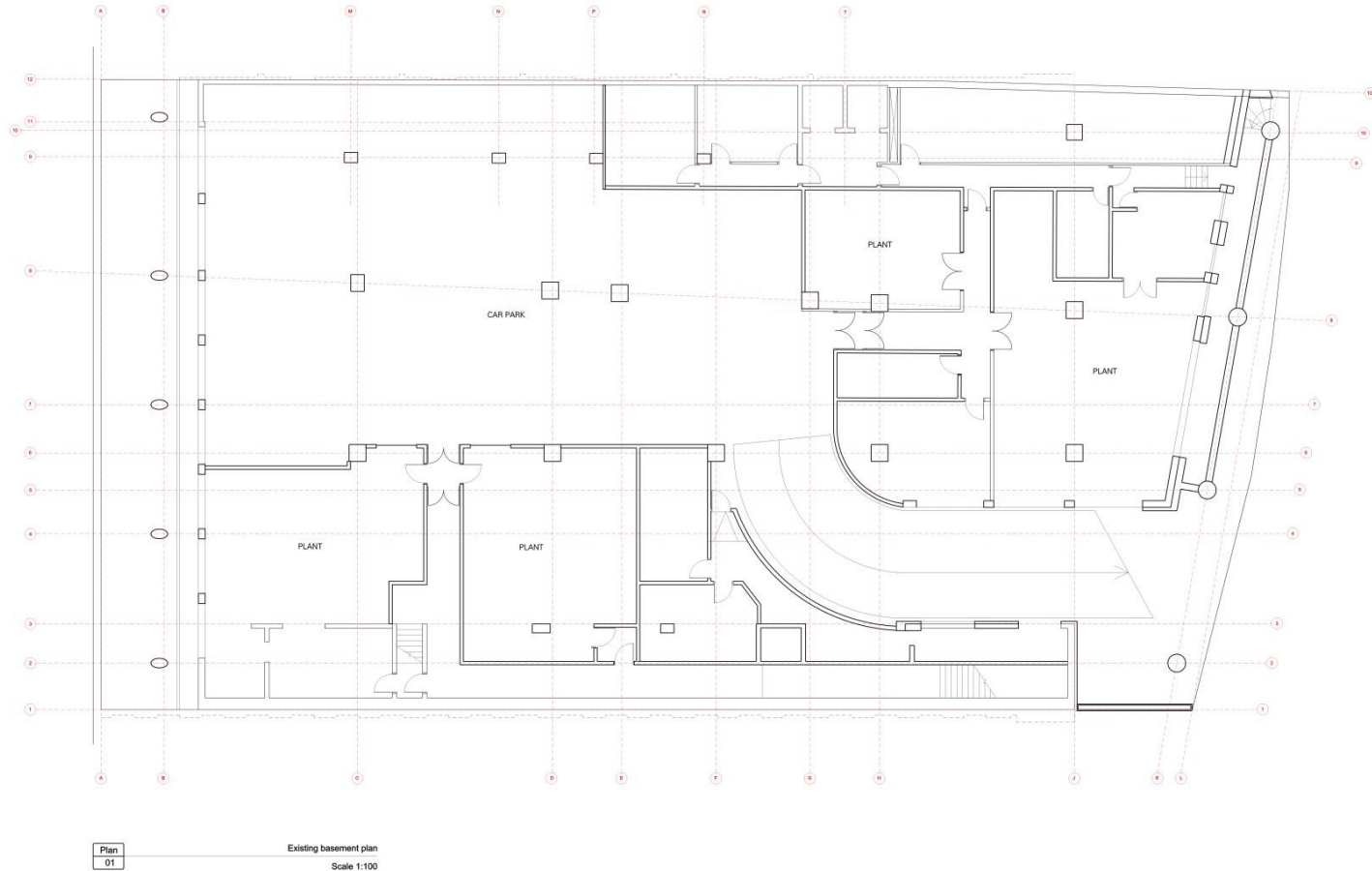
View from Jamestown Road

32 Jamestown Road – 2015/2575/P



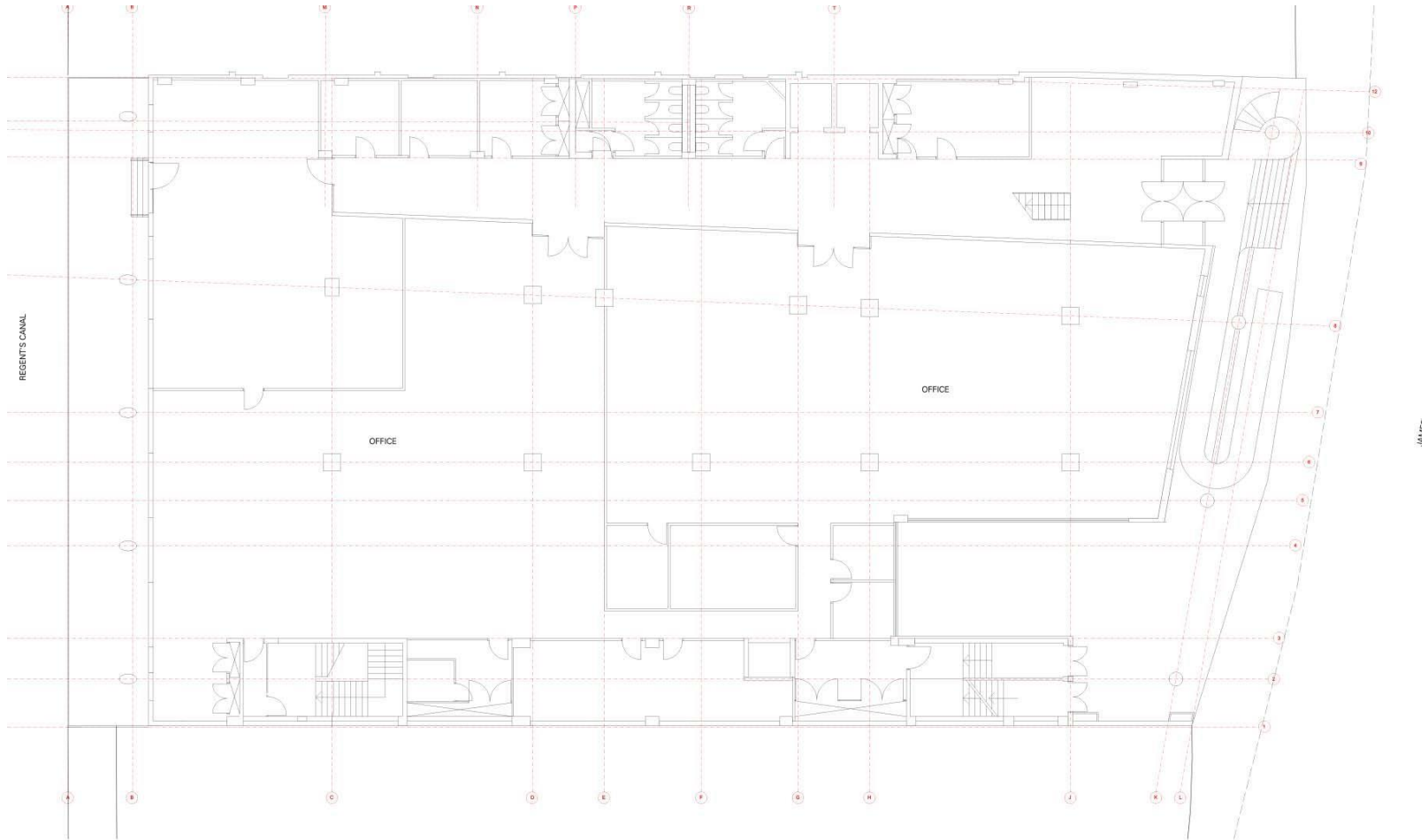
View from Site currently under construction

32 Jamestown Road – 2015/2575/P



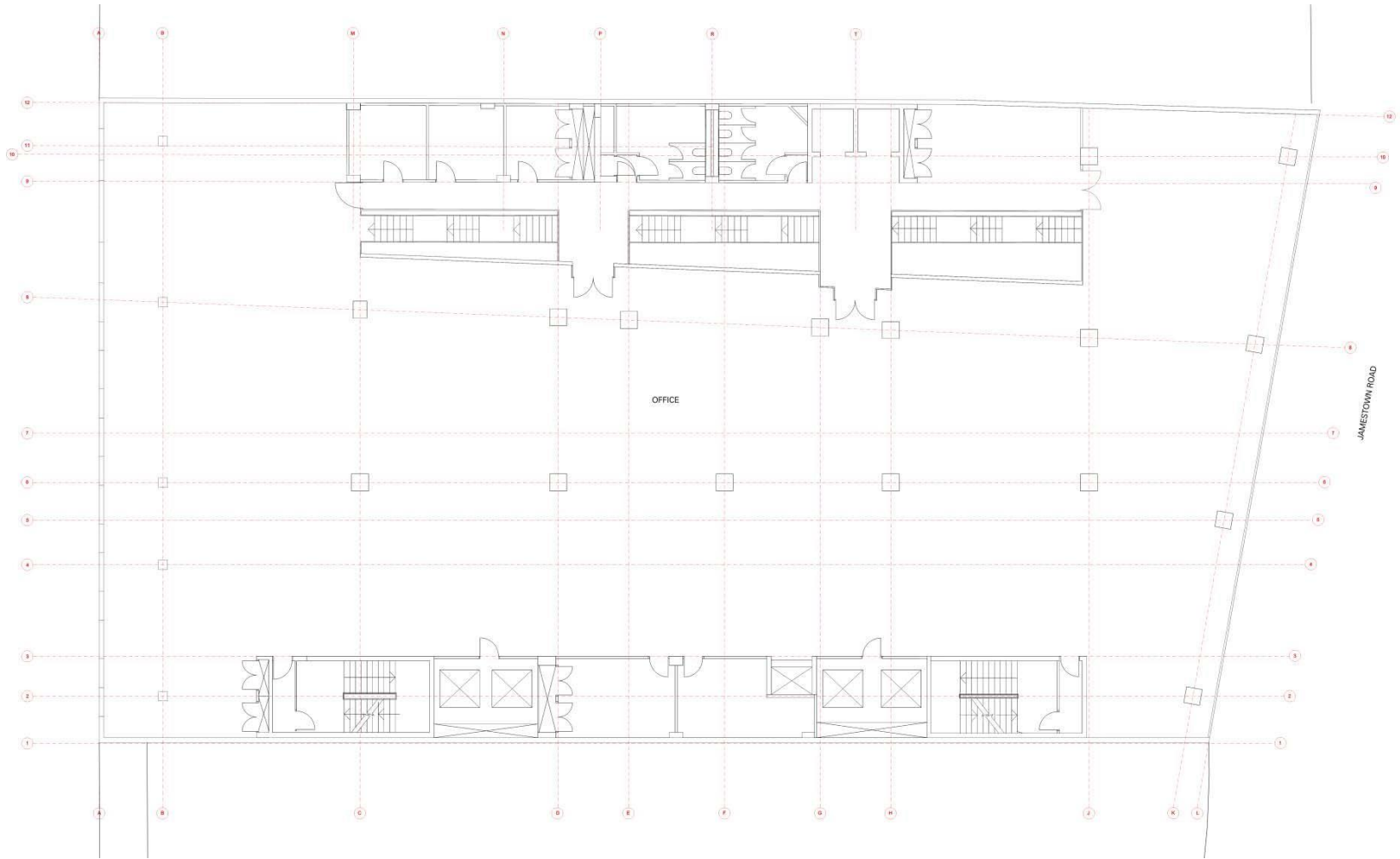
Existing basement floor plan

32 Jamestown Road – 2015/2575/P



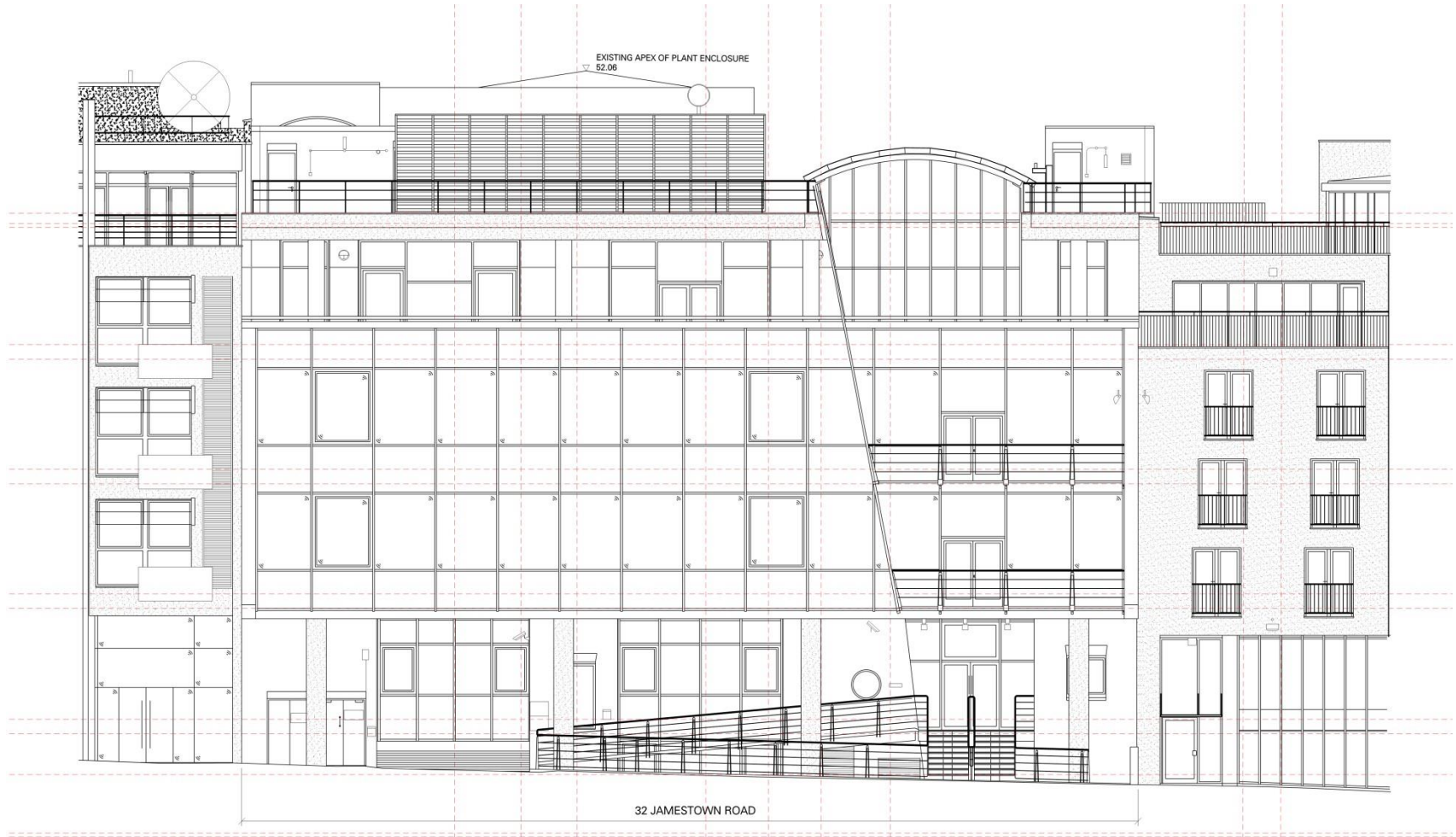
Existing ground floor plan

32 Jamestown Road – 2015/2575/P



Existing second floor plan

32 Jamestown Road – 2015/2575/P



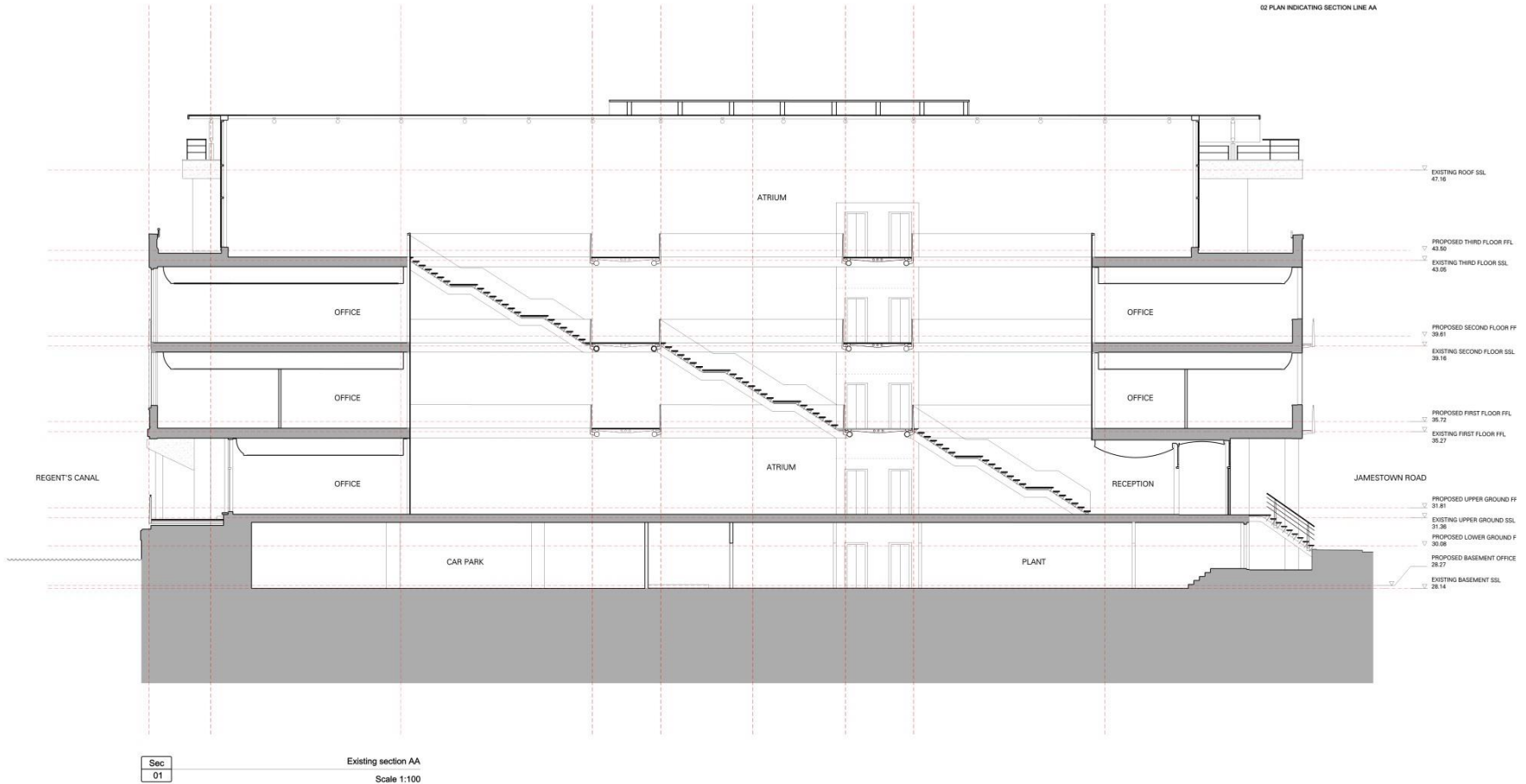
Existing Jamestown Road elevation

32 Jamestown Road – 2015/2575/P



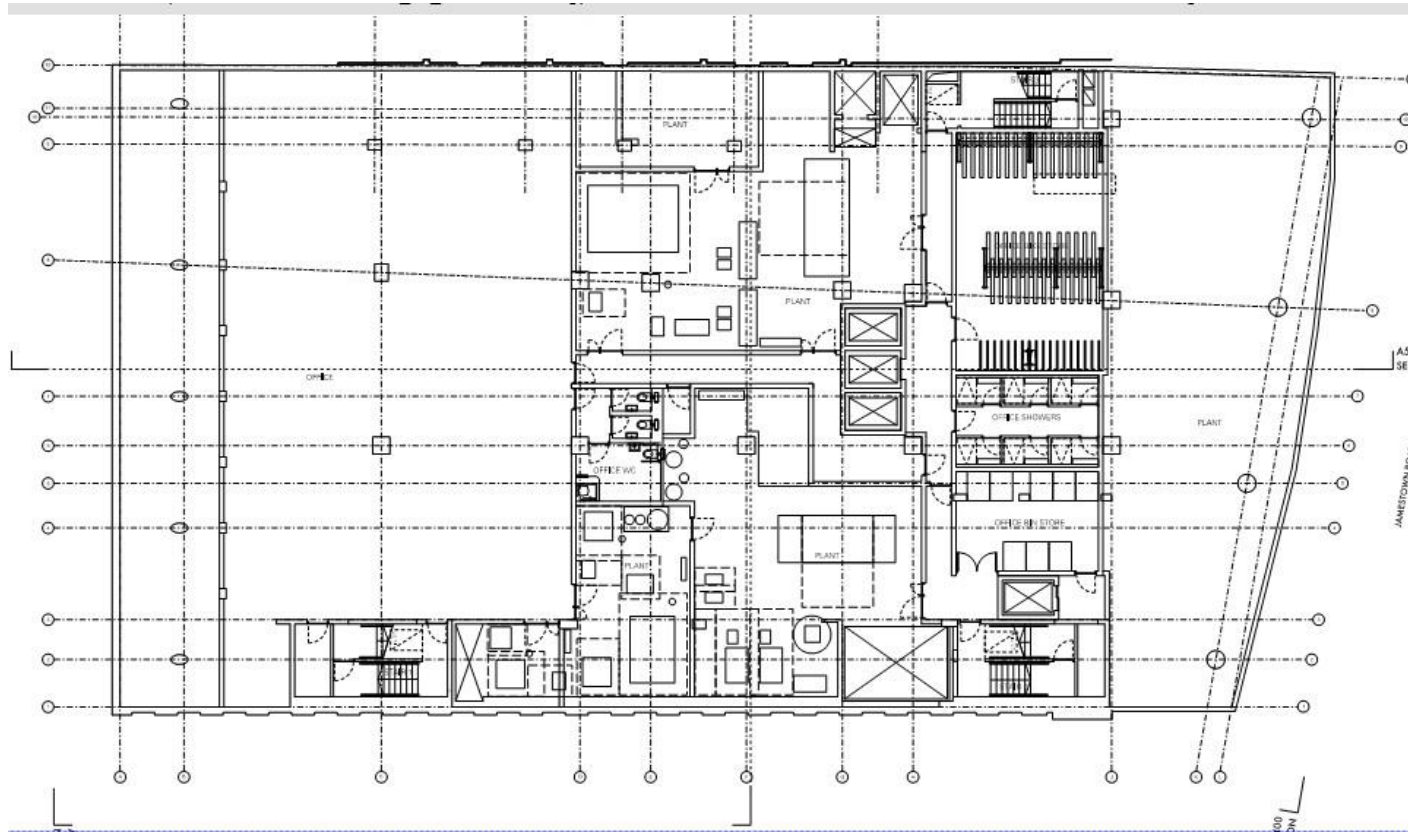
Existing canal elevation

32 Jamestown Road – 2015/2575/P



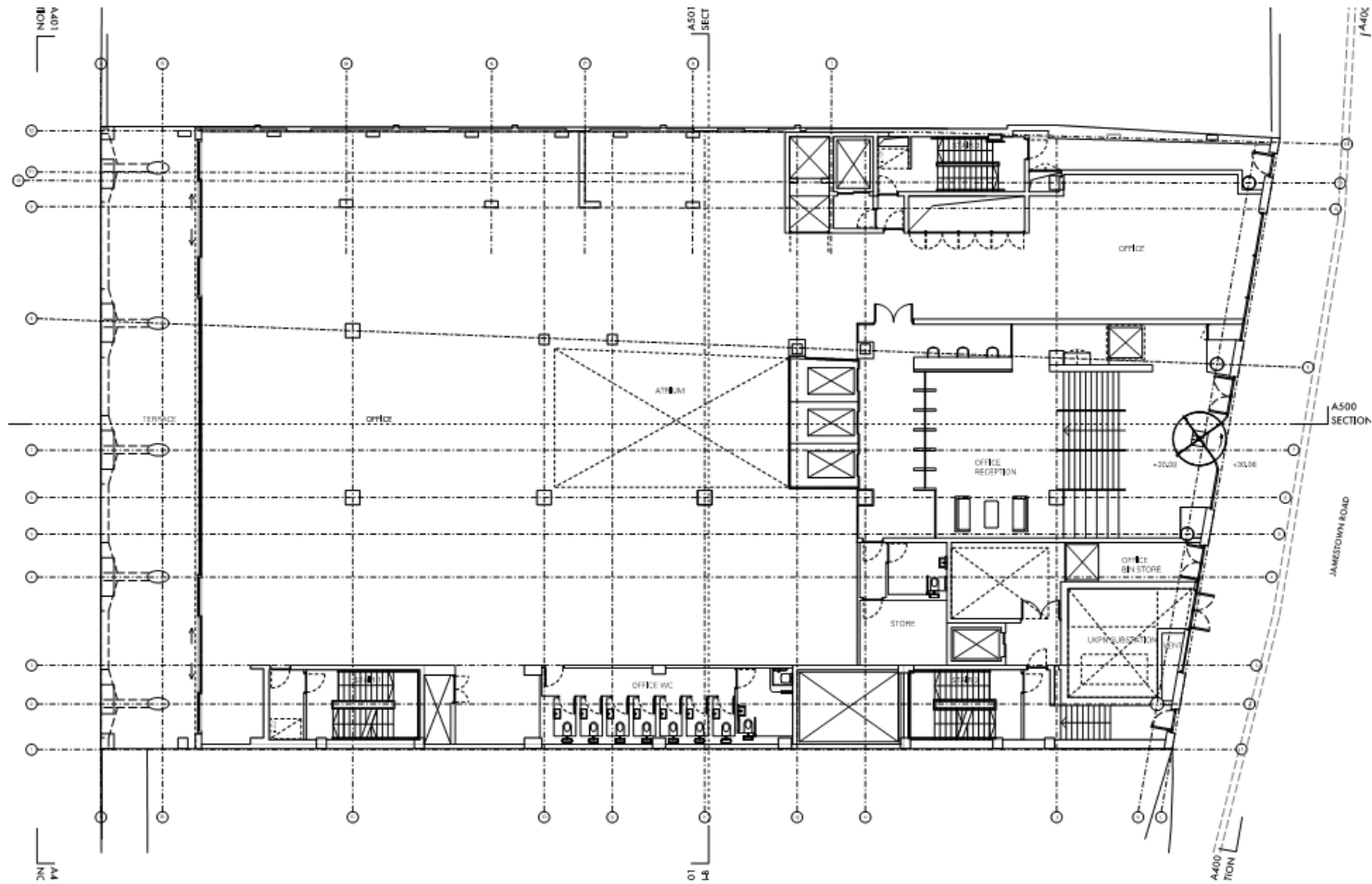
Existing section

32 Jamestown Road – 2015/2575/P



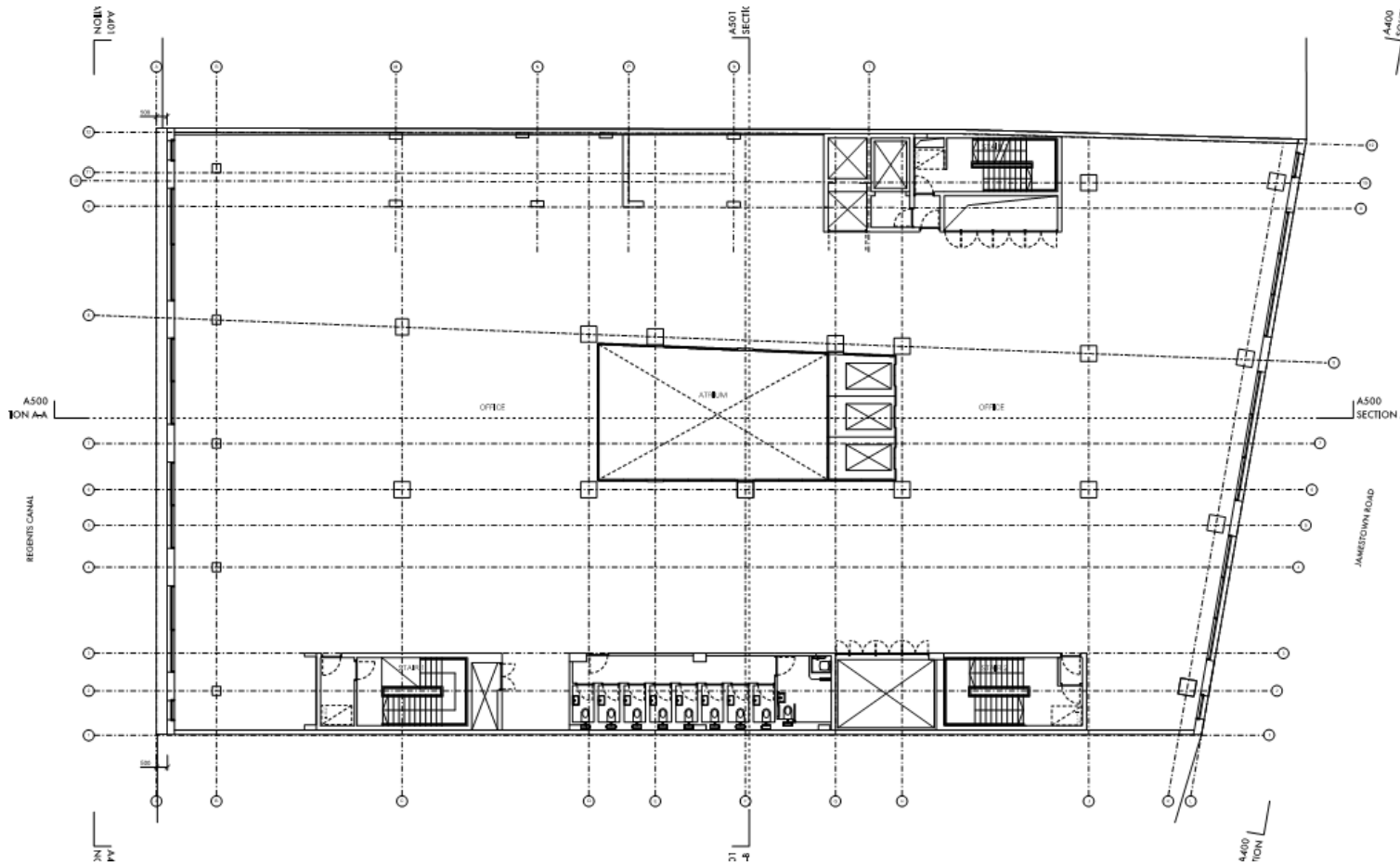
Proposed basement floor plan

32 Jamestown Road – 2015/2575/P



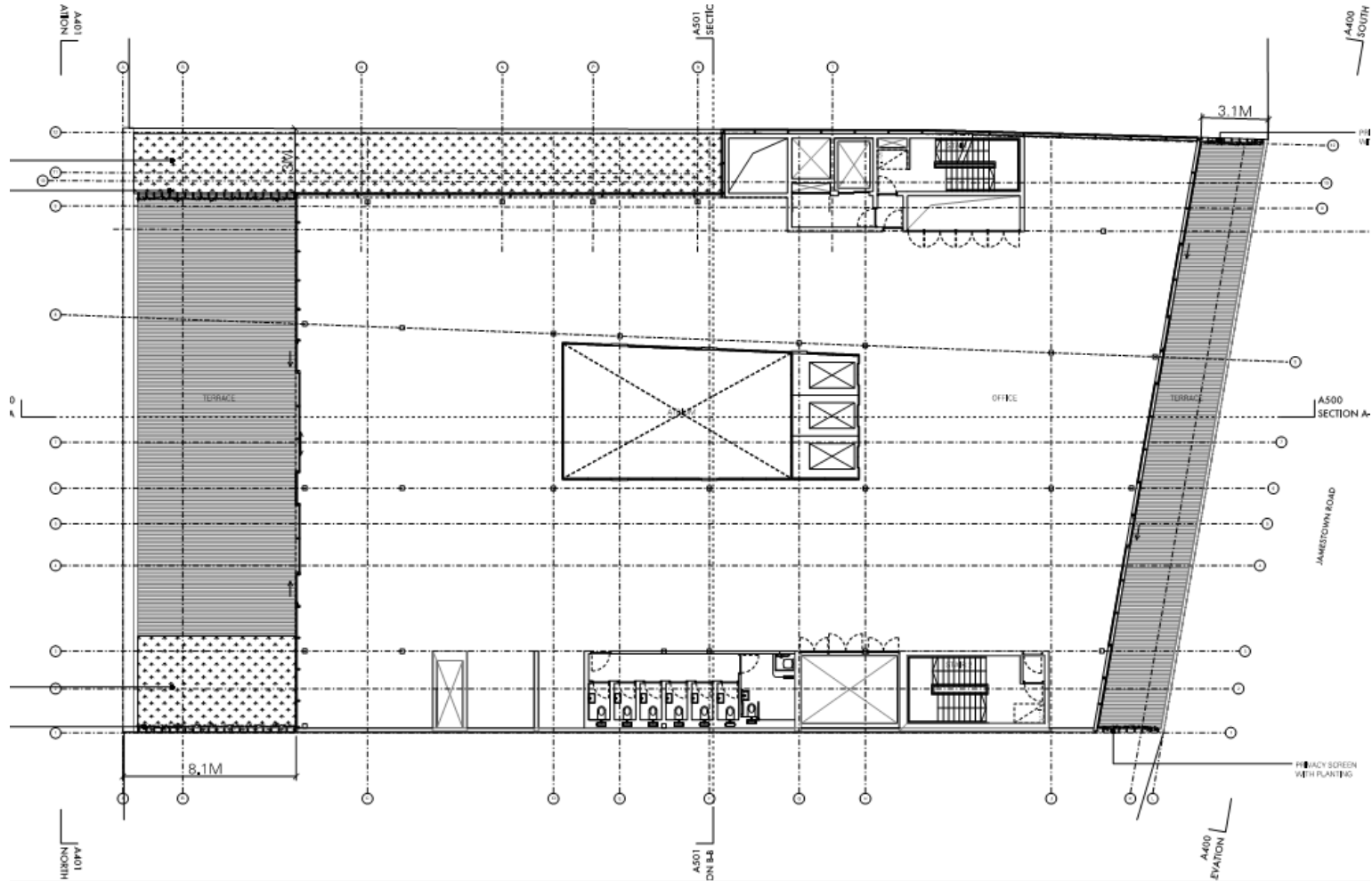
Proposed ground floor plan

32 Jamestown Road – 2015/2575/P



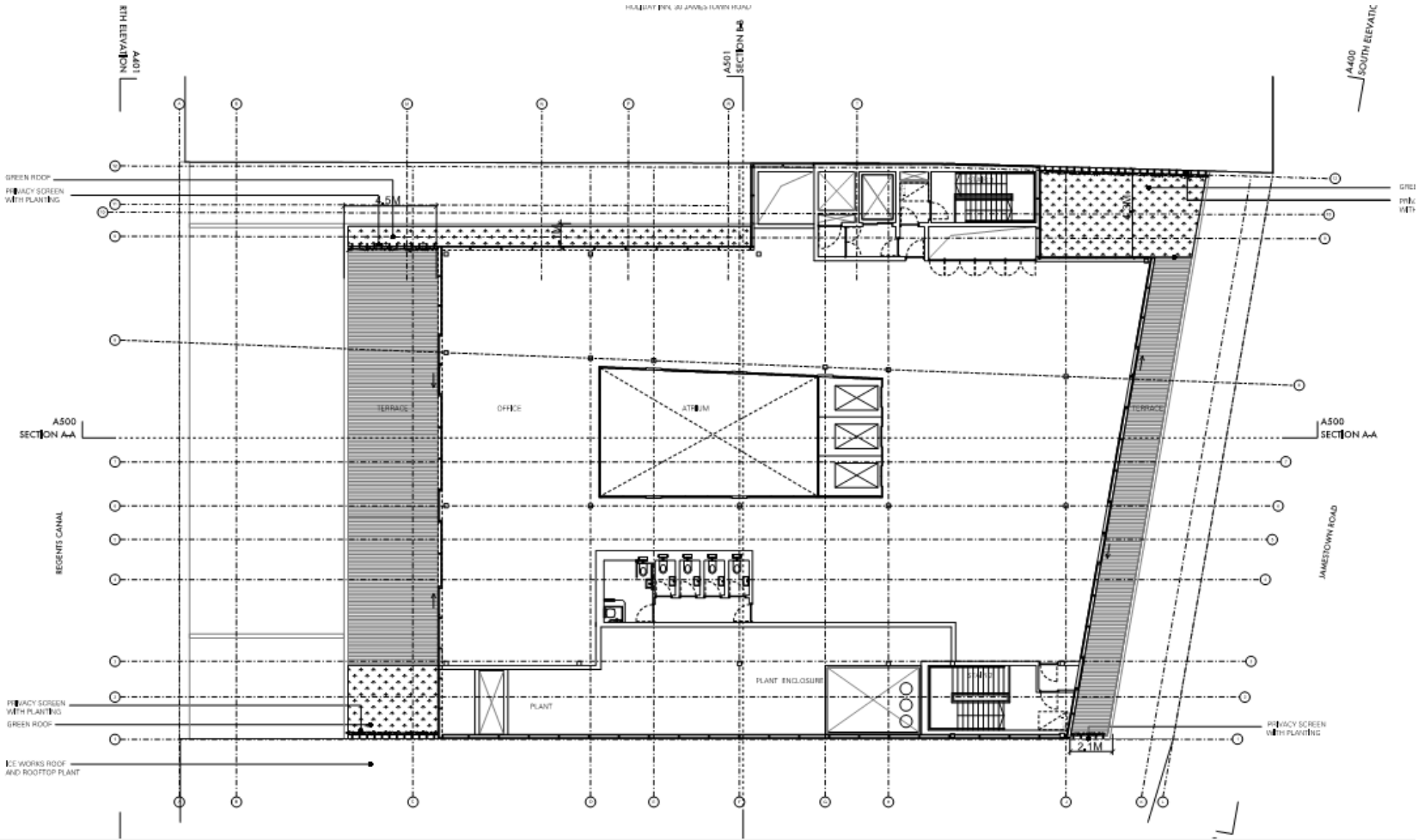
Proposed first and second floor plan

32 Jamestown Road – 2015/2575/P



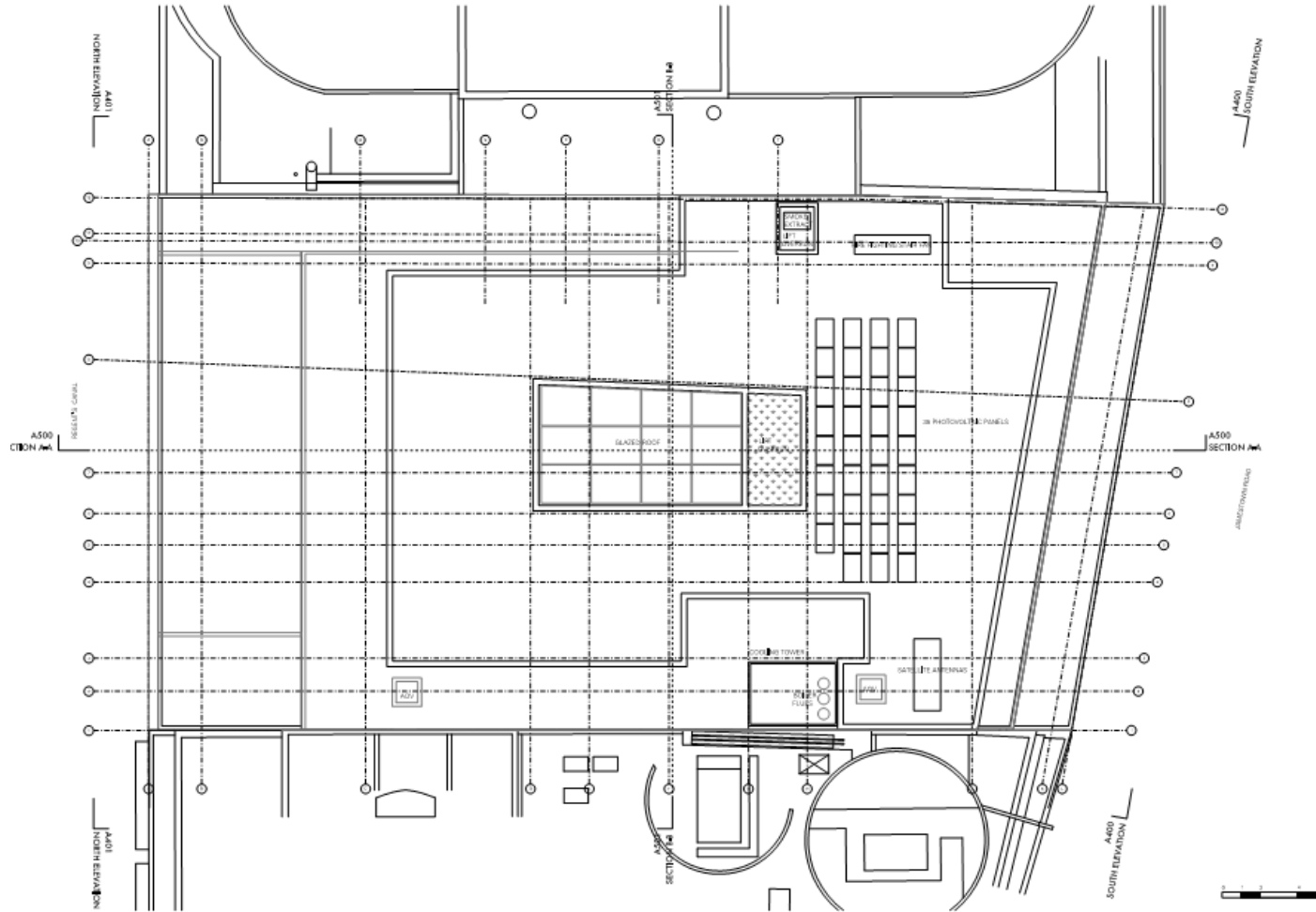
Proposed fourth floor plan

32 Jamestown Road – 2015/2575/P



Proposed fifth floor plan

32 Jamestown Road – 2015/2575/P



Proposed roof plan

32 Jamestown Road – 2015/2575/P



Proposed Jamestown Road elevation

32 Jamestown Road – 2015/2575/P



Proposed canal elevation

32 Jamestown Road – 2015/2575/P



Proposed Regent's Canal elevation [not to scale]



Regent's Canal elevation [not to scale] previously consented on 6th August 2014

4.5 Appearance cont.

This page compares the previously consented and proposed elevation for 32 Jamestown Road. Please note that the difference in brick is because the proposed elevation uses the brick type consented by Camden Council in January 2015 (Application Ref: 2015/0079/P) submitted under application reference 2013/8265/P.



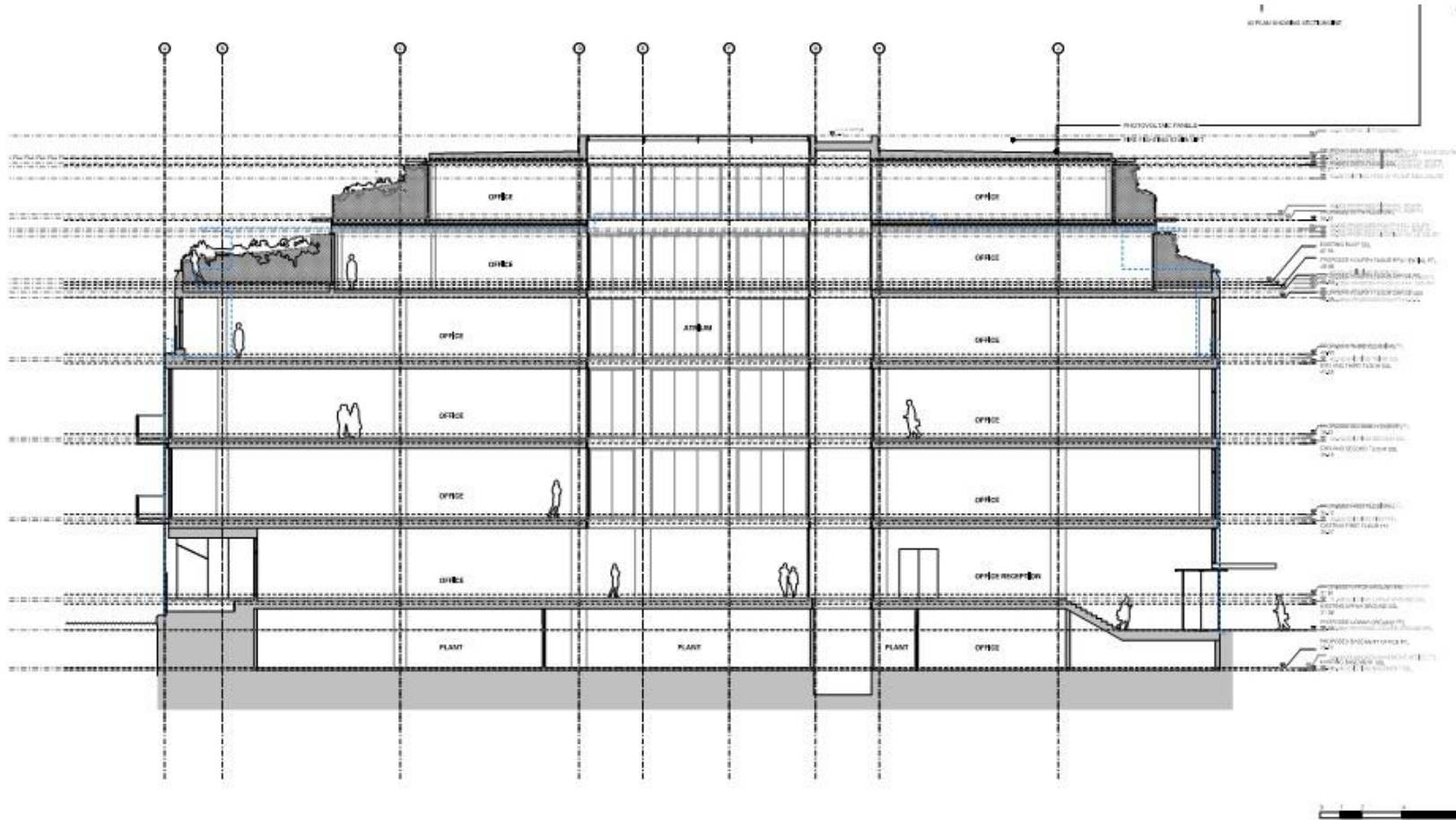
Proposed Jamestown Road elevation [not to scale]



Jamestown Road elevation [not to scale] previously consented on 6th August 2014

Comparison between previously approved scheme

32 Jamestown Road – 2015/2575/P



Proposed section

32 Jamestown Road – 2015/2575/P



Proposed view D3 from the Stables Market

CGI – from Camden Lock markets

32 Jamestown Road – 2015/2575/P



CGI – from Jamestown Road