

Address:	Units 7, 7a, 8, 9, 10 & 11 Kentish Town Business Centre, Regis Road London NW5		6
Application Number:	2016/0488/P	Officer: Kate Phillips	
Ward:	Kentish Town		
Date Received:	28/01/2016		
Proposal: Increase in height and alteration to facades of Units 7, 8, 9, 10 and 11 to provide additional floor space (mixed Class B1, B2, B8 uses), alterations to roof of Unit 7a in association with provision of additional floor space (Class B1c), creation of front roof terrace at Units 7, 7a, 8, 9, 10, 11			
Background Papers, Supporting Documents and Drawing Numbers 160107/01; 160107/02; 160107/03; 160107/04; 160107/10 Rev. A; 160107/11 Rev. A; 160107/12 Rev. F; Design & Access Statement.			
RECOMMENDATION SUMMARY: Grant conditional planning permission subject to a Section 106 Legal Agreement			
Applicant:		Agent:	
Angelana Investments Ltd C/O Agent		Mr Damon Peddar 22 Redfern Road NW10 9LB	

ANALYSIS INFORMATION

Land Use Details:			
	Use Class	Use Description	Floorspace
Existing		<i>B1a Business (office)</i> <i>B1b Business (Research and development)</i> <i>B1c Business (industrial)</i> <i>B2 General Industry</i> <i>B8 Storage or distribution</i>	1499m ² (GIA)
Proposed		<i>B1a Business (office)</i> <i>B1b Business (Research and development)</i> <i>B1c Business (industrial)</i> <i>B2 General Industry</i> <i>B8 Storage or distribution</i>	2604m ² (GIA)

Parking Details:		
	Parking Spaces (General)	Parking Spaces (Disabled)
Existing	24 (serving Units 1-12)	0
Proposed	24 (serving Units 1-12)	0

OFFICERS' REPORT

Reason for Referral to Committee: Minor application involving the construction of more than 500sqm non-residential floor space

1 SITE

- 1.1 The application site is within the Kentish Town Business Centre on Regis Road, which is to the west of Kentish Town tube station (approx. 300 metres), and south of the railway tracks.
- 1.2 The application site consists of 6x commercial units (Nos. 7, 7a, 8, 9, 10 and 11). All of the units, with the exception of 7a, are identical in external design. They are each 2 storeys tall with metal cladding on the facades. Each unit provides 220sqm of floor space and there is car parking at the front of each individual unit.
- 1.3 No. 7a, which was built later than the rest, in the gap between Nos. 7 and 8 (pursuant to planning permission 2004/2496/P), is 3 storeys tall and features tinted glass curtain walling on its front elevation and brickwork at the rear.
- 1.4 The application site is designated in the Local Development Framework as an Industry Area (Kentish Town Industrial Area).
- 1.5 The application site is within the Kentish Town Potential Development Area (KTPDA) (Regis Road site), as defined by Policy SP2a of the Kentish Town Neighbourhood Plan.

2 THE PROPOSAL

- 2.1 This application seeks planning permission to add 2 additional floors to Units 7, 8, 9, 10 and 11, thereby increasing the height of these buildings from 5.2 metres to 10.7 metres with a new roof profile, and replacement of the front facades (the steel frame, floor structures and party walls would all be retained).
- 2.2 Permission is also sought to add 1 additional floor and to alter the existing roof at Unit 7a. Following the works, each unit would be 4 storeys tall and they would all match in appearance.
- 2.3 The works at Units 7, 8, 9, 10 and 11 would provide additional floor space for a mixture of Use Classes B1, B2 and B8. Each of these units would provide the following:

Ground floor	110sqm
1 st floor	110sqm
2 nd floor	110sqm
3 rd floor	88sqm
Terrace / outdoor amenity space	10sqm

- 2.4 The additional storey at Unit 7a would provide 106sqm of additional floor space (Class B1c), with an additional 10sqm of external terrace area.

Revisions

2.5 The plans have been amended as follows:

- Provision of cycle parking, staff showers and lockers
- Alterations to openings on front elevation
- Reduction in number of internal partitions at ground level in Units 10 and 11

2.6 The Design & Access Statement has been amended to correct errors relating to the unit numbers.

3 RELEVANT HISTORY

Units 1, 2 and 3, Kentish Town Industrial Estate, Regis Road, London, NW5 3EW

3.1 2015/4234/P - Erection of additional storey to provide office and storage accommodation (Class B1 and B8) to Units 1, 2 & 3 – Granted 07/10/2015.

Unit 3 Kentish Town Industrial Estate Regis Road NW5 3EW

3.2 2016/0521/P – Erection of a 2nd floor roof extension providing B8 & ancillary B1 floorspace – Granted 04/05/2016.

Unit 4 Kentish Town Industrial Estate, Regis Road, London, NW5 3EW

3.3 2014/1058/P - Amendment to approved scheme granted on 30/09/2011 (ref: 2011/3868/P for the erection of an additional floor at second floor level to storage and distribution premises), namely increase of ridge height by 120mm and amendment to curved soffit – Granted 25/02/2014.

Unit 7A Kentish Town Industrial Estate Regis Road London NW5 3EW

3.4 2004/2496/P - The erection of a new 3 storey building for Class B1(c) use – Granted 03/08/2004.

Unit 12 Kentish Town Industrial Estate Regis Road London NW5 3NE

3.5 2011/0482/P – Retention of the change of use from a light industrial unit (Class B1) to a Camden Jobtrain training centre (Class D1) and the retention of perimeter railings and gates – Granted 28/03/2011.

3.6 2007/1541/P - Amendments to planning permission reference 2006/1891/P for the erection of a second floor extension, a three storey side extension, terrace at front second floor level, external staircase at rear and associated alterations to rear boundary wall/gates to light industrial unit (Class B1) involving amended elevational treatment – Granted 11/06/2007.

Land adjacent to Unit 1, The Interchange, Regis Road, London, NW5 3EW

3.7 2013/4832/P - Erection of new three storey building for a mixed use development to provide a light industrial unit with ancillary offices (Class B1c) at ground floor and part first floor levels, and an office unit (Class B1a) at second floor level, plus the provision of 2 car parking spaces – Granted 15/10/2013.

4 CONSULTATIONS

Statutory Consultees

4.1 None

4.2 Adjoining occupiers

<i>Number of letters sent</i>	16
<i>Total number of responses received</i>	0

5 POLICIES

5.1 National Planning Policy Framework (2012)

5.2 The London Plan 2016

5.3 LDF Core Strategy and Development Policies

LDF Core Strategy

CS1 Distribution of growth

CS3 Other highly accessible areas

CS5 Managing the impact of growth and development

CS8 Providing a successful and inclusive Camden economy

CS11 Promoting sustainable and efficient travel

CS13 Tackling climate change through promoting higher environmental standards

CS14 Promoting high quality places and conserving our heritage

CS18 Dealing with our waste and encouraging recycling

LDF Development Policies

DP13 Employment sites and premises

DP16 The transport implications of development

DP17 Walking, cycling and public transport

DP18 Parking standards and limiting the availability of car parking

DP22 Promoting sustainable design and construction

DP24 Securing high quality design

DP26 Managing the impact of development on occupiers and neighbours

DP29 Improving access

5.4 Supplementary Planning Guidance

Camden Planning Guidance (CPG)

CPG1 Design (2015)

CPG3 Sustainability (2015)

CPG5 Town centres, retail and employment (2013)

CPG7 Transport (2011)

CPG8 Planning obligations (2015)

5.5 Kentish Town Neighbourhood Plan

SW1 Supporting small businesses

D3 Design principles

SP2a: Kentish Town Potential Development Area (KTPDA) – Regis Road site

The Kentish Town Neighbourhood Plan will proceed to Cabinet on 14 September 2016 and Full Council on 19 September 2016 where a decision on whether to adopt the plan will be made. At the moment the plan should carry substantial weight in decision making.

6 ASSESSMENT

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

- The principle of development
- The impact on the character and appearance of the wider area
- Transport considerations
- Energy and sustainability
- Planning obligations and CIL

The principle of development

6.2 Policy CS1 seeks to focus Camden's growth in the most suitable locations and it promotes the most efficient use of land and buildings in Camden by seeking development that makes full use of its site, taking into account quality of design, the surroundings, sustainability, amenity, heritage, transport accessibility and any other considerations relevant to the site. Policy CS3 specifically lists Kentish Town as a place to promote appropriate development, as the area is accessible by a range of means of transport.

6.3 Policy CS8 promotes a successful and inclusive Camden economy. The policy notes that the Council will support Camden's industries by safeguarding the borough's main Industry Area. Paragraph 8.15 of the LDF Core Strategy notes that there are few concentrations of industrial and warehousing uses left within Camden. The area between Kentish Town and Gospel Oak is the only area of land in the borough to have a mix of such uses without any housing, making it particularly suited for continued employment use. The Core Strategy notes that the Council will retain this Industry Area for industrial and warehousing uses by resisting any proposals that would lead to the loss of sites in Use Classes B1(b), B1(c), B2 and B8, and sui generis uses of a similar nature.

6.4 Policy DP13 supports the delivery of the Core Strategy by ensuring that sufficient sites are retained to enable a variety of commercial and industrial business to find premises and continue to operate. The policy notes that the Council will retain land and buildings that are suitable for continued business use and will resist a change to non-business, unless it can be demonstrated that the building or site is no longer suitable for its

existing business use and there is evidence to show it cannot be retained or re-used for an alternative business use.

- 6.5 Policy DP1 states that the Council will require a mix of uses in development where appropriate in all parts of the borough, including a contribution towards the supply of housing. In considering whether a mix of uses should be sought the Council will take into account the character of the development, the site and the area.
- 6.6 Policy SW1 of the Kentish Town Neighbourhood Plan (KTNP) seeks to support small businesses and it supports the retention and increase of floor space for the use of small businesses. The KTNP does not support the further loss of B1 uses and it seeks to support and strengthen Policy DP13 of the Council's Development Policies.
- 6.7 The application site is within the Kentish Town Potential Development Area (KTPDA) (Regis Road site), as defined by Policy SP2a of the KTNP. The KTNP recognises that the area is currently safeguarded as an employment designation in Camden's Core Strategy. The KTNP seeks to retain and if possible increase the level of industrial floor space and employment opportunities, including the growth of small and start-up businesses.
- 6.8 On the basis of the designation of the site in an Industry Area (Kentish Town Industrial Area), where the predominant character is a range of industrial uses, it is not considered appropriate to include a mix of residential on the site. On this basis there is no requirement to provide any contribution towards affordable housing.
- 6.9 The proposal would provide 2604sqm of commercial floor space, which represents a net increase of 1105sqm. Whilst the increase in employment floor space is welcomed, it is important to protect industrial and warehousing uses in the designated Industry Area and therefore the new floor space should be capable of accommodating these uses. The plans have been revised during the course of the application. The openings on the front elevation have been enlarged and the doors will open both inwards and outwards and the internal partitions at ground floor level in Units 10 and 11 have been removed.
- 6.10 Furthermore, the applicant is willing to accept a condition to secure a mixture of B1(c), B2 and B8 uses at ground level and a mixture of B uses on the upper floors at Units 7, 8, 9, 10 and 11; and for Unit 7a to remain Class B1(c), as per condition 3 of planning permission reference 2004/2496/P.
- 6.11 The proposal may result in the displacement of existing businesses, as the applicant has indicated that the enlarged units would be placed on the open market once the works are complete, rather than being occupied by the existing tenants. However, issues relating to leases are not a relevant planning consideration and it is within the land owner's right to choose who occupies the buildings. The above condition will secure business use at the application site, in line with the aims of the Core Strategy and the Kentish Town Neighbourhood Plan.
- 6.12 The principle of development is considered to be acceptable, subject to the detailed considerations below.

The impact on the character and appearance of the wider area

- 6.13 Policy CS14 requires development in the borough to be of the highest standard of design that respects local context and character; and Policy DP24 sets out the Council's detailed approach to the design of new developments and alterations and extensions.
- 6.14 Policy D3 of the KTNP requires that proposals must be well integrated into their surroundings and they should reinforce and enhance local character. Design proposals must be of the highest quality and sustainable, using materials that complement the existing palette of materials in the surrounding buildings.
- 6.15 Units 7, 8, 9, 10 and 11 are currently utilitarian and functional in character, appearance and design. Each unit is two storeys tall and features metal cladding on its façade and each unit has a large door, a small door and a window on its front elevation. In contrast, Unit 7a, which is mid-way along the terrace, is three storeys tall and features tinted curtain walling on its front elevation with glazing bars to break up the expanse of glazing.
- 6.16 Within the wider area, there are a variety of styles of buildings and they are of varied height and external design.
- 6.17 This proposal seeks to replicate the elevational design of Unit 7a at Nos. 7, 8, 9, 10 and 11, by adding 2 additional storeys to each building and replacing the facades, as well as a revised roof design for all units. The facing materials will include brick, glazing and cladding panels.
- 6.18 The proposed design is considered to be acceptable, especially considering that the application site is within an employment area, away from buildings of historic or aesthetic interest or importance, and taking into consideration the variety of styles of buildings in the surrounding area.
- 6.19 The proposed increase in height for Units 7-11 would result in only 2 of the units in the terrace being two storeys tall (Nos. 5 and 6); however, there is scope in the future for these buildings to be extended, and the lack of homogeneity across the terrace of commercial units is not considered to represent sufficient reason to refuse the application.
- 6.20 Overall, the proposal is considered to be acceptable in design terms.

Transport considerations

- 6.21 Core Strategy Policy CS11 states that the Council will promote sustainable transport in order to support growth in the borough, and the Council will manage the impact of growth on the road network. Policy DP16 seeks to help deliver the Core Strategy by ensuring that the transport implications of development are managed and additional transport infrastructure is delivered where needed, in order to ensure that growth in the borough is integrated with existing places and transport networks, and does not generate excessive demands on transport infrastructure. Policy DP17 sets out the requirements for new development in terms of walking, cycling and public

transport and Policy DP18 sets out the Council's approach to parking in new development.

- 6.22 The application site has a Public Transport Accessibility Rating (PTAL) of 4, which means it is very accessible by public transport. The proposal does not seek to increase the number of on-site car parking spaces and the 24 car parking spaces associated with the proposal are part of a wider business park scheme, which is considered to be acceptable.
- 6.23 There are no disabled parking spaces at the site and none are proposed as part of this proposal. However, as noted, the parking spaces are part of a wider business park scheme (serving Units 1-12), rather than directly related to this scheme. Ordinarily, there is a requirement for 1 space per disabled employee or, from a threshold of 2500sqm, 1 space per 20,000sqm or part thereof, whichever is the greater. In this case, it is not considered necessary to require the applicant to provide the relevant number of spaces as this is not directly within their control.
- 6.24 Units 7, 8, 9 10, 11 would each provide 418sqm of floor space and an additional 106sqm of floor space would be created at Unit 7a. In order to meet the London Plan's cycle parking minimum standards, the proposal needs to provide 26 long-stay spaces. Revised plans have been received, which illustrate acceptable cycle parking provision in line with the requirements of CPG7. A planning condition is recommended requiring the installation of the cycle parking spaces prior to occupation of the units, and their retention in perpetuity.
- 6.25 Regis Road is a private road and the proposal would be unlikely to cause disturbance to nearby residential properties. Therefore a Construction Management Plan (CMP) is not considered to be necessary in this instance.

Energy and sustainability

- 6.26 Policy CS13 notes that the Council will require all development to take measures to minimise the effects of, and adapt to, climate change and the policy encourages all development to meet the highest feasible environmental standards that are financially viable during construction and occupation. Policy DP22 requires development to incorporate sustainable design and construction measures and it requires the incorporation of green or brown roofs, wherever suitable.
- 6.27 The Design & Access Statement includes a section on energy conservation, but it is not considered sufficiently detailed. A planning condition is recommended requiring the submission and approval of an energy strategy prior to the commencement of development.

Impact on nearby and neighbouring properties

- 6.28 Policy DP26 seeks to ensure that the impact of development on occupiers and neighbours is fully considered. In this case, there are no residential properties near to the application site that are likely to be harmed by the proposed works. Similarly, it is not considered that the proposal would cause undue harm to the occupiers of adjacent commercial units.

Planning obligations and CIL

- 6.29 Policy CS8 notes that the Council will support local enterprise development, employment and training schemes for Camden residents and paragraph 8.24 of CPG8 (Planning obligations) notes that large schemes which have significant job creation potential will be expected to produce an Employment and Training Strategy, which will be secured through a Section 106 agreement. This applies to all major developments which would result in an increase of 1,000sq m or more of floor space.
- 6.30 The measures that the Council seek to secure as part of the Employment and Training Strategy include the following:
- The applicant should work to Construction Industry Training Board benchmarks for local employment when recruiting for construction-related jobs, as per clause 8.28 of CPG8.
 - The applicant should advertise all construction vacancies and work placement opportunities exclusively with the King's Cross Construction Skills Centre for a period of 1 week before marketing more widely.
 - The applicant should provide a specified number (to be agreed before the commencement of development) of construction or non-construction work placement opportunities of not less than 2 weeks each, to be undertaken over the course of the development, to be recruited through the Council's King's Cross Construction Skills Centre.
 - If the build costs of the scheme exceed £3 million the applicant must recruit 1 construction or non-construction apprentice per £3million of build costs and pay the council a support fee of £1,700 per apprentice as per clause 8.25 of CPG8. Recruitment of construction apprentices should be conducted through the Council's King's Cross Construction Skills Centre.
 - If the value of the scheme exceeds £1 million, the applicant must also sign up to the Camden Local Procurement Code, as per section 8.30 of CPG8.
- 6.31 As the development would result in a net increase of over 1000sqm of employment space, the Council would also seek a training and employment contribution of £27,965; in line with CPG8 (paragraph 8.32).
- 6.32 The applicant has indicated that they would be willing to enter into a legal agreement to secure the Employment and Training Strategy and the financial contribution towards training and employment.
- 6.33 The proposal will be liable for the Mayor of London and Camden Community Infrastructure Levy (CIL) as the floor space exceeds 100sqm. The Mayoral CIL rate in Camden is £50/sqm. The Camden CIL rate for office development in Zone B is £25/sqm and there is no CIL payable for industry, warehousing, research and development uses. Depending on how the CIL payments are calculated, the CIL will be £55250 (£50 x 1105sqm) and up to £27625 (£25 x 1105sqm). 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.

Other matters

6.34 The application site is located on land which is considered to be at risk of contamination. A planning condition is therefore recommended requiring a site investigation to be undertaken before the development takes place.

7. CONCLUSION

7.1 The proposal to provide an additional 1105sqm of business floor space in the borough's Industry Area is welcomed and a suitable planning condition can ensure that the ground floors of Units 7, 8, 9, 10 and 11 are used for a mixture of B1(b), B1(c), B2 and B8 uses and that Unit 7a remains in use as Class B1(c). The proposed design is considered to be acceptable; there would be no adverse transport impacts associated with the proposal; and a planning condition can ensure that the proposal takes measures to minimise the effects of, and adapt to, climate change.

7.2 Planning Permission is recommended subject to a S106 Legal Agreement covering the following Heads of Terms:-

- Employment and Training Strategy
- Training and employment contribution (£27,965)

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: 160107/01; 160107/02; 160107/03; 160107/04; 160107/10 Rev. A; 160107/11 Rev. A; 160107/12 Rev. F; Design & Access Statement.

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

- 3 The ground floor of Units 7, 8, 9, 10 and 11 shall be used for any purpose falling within Use Classes B1(c), B2 and B8 of the Schedule to the Town & Country Planning (Use Classes) Order 1987, and for no other purpose.

The upper floors of Units 7, 8, 9, 10 and 11 shall be used for any purpose falling within Use Class B of the Schedule to the Town & Country Planning (Use Classes) Order 1987, and for no other purpose.

Unit 7a shall be used solely for a purpose falling within Use Class B1(c) of the Schedule to the Town & Country Planning (Use Classes) Order 1987, and for no other purpose.

Reason: In order to safeguard the Industry Area for continued business use, including specific provision for industrial and storage and distribution uses, in accordance with policies CS1, CS3 and CS8 of the London Borough of Camden Core Strategy and Policy DP13 of the London Borough of Camden Local Development Framework Development Policies.

- 4 All new external work shall be carried out in materials that resemble, as closely as possible, in colour and texture those of the existing building, unless otherwise specified in the approved application.

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 of the London Borough of Camden Local Development Framework Development Policies.

- 5 Prior to the commencement of any part of the development, a comprehensive energy strategy for the development including

(a) energy efficient measures

(b) the feasibility for appropriate renewable or low carbon sustainable energy sources with the aim of reducing the development's carbon emission by at least 20%

(c) any associated air quality or noise management reports (including mitigation measures)

shall have been submitted to and approved by the local planning authority.

The development shall thereafter not proceed other than in complete accordance with all the measures as recommended in the approved strategy, which shall be permanently retained and utilised as the main power sources for the development. The measures shall include the installation of a meter to monitor the energy output from the approved systems.

Reason: In order to secure the optimum energy and resource efficiency measures and on-site renewable energy generation in accordance with policies CS13 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22, DP23, DP26, DP28 and DP32 of the London Borough of Camden Local Development Framework Development Policies

- 6 At least 28 days before development commences:
- (a) a written programme of ground investigation for the presence of soil and groundwater contamination and landfill gas shall be submitted to and approved by the local planning authority; and
 - (b) following the approval detailed in paragraph (a), an investigation shall be carried out in accordance with the approved programme and the results and a written scheme of remediation measures [if necessary] shall be submitted to and approved by the local planning authority.
- The remediation measures shall be implemented strictly in accordance with the approved scheme and a written report detailing the remediation shall be submitted to and approved by the local planning authority prior to occupation.

Reason: To protect future occupiers of the development from the possible presence of ground contamination arising in connection with the previous industrial/storage use of the site in accordance with 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.

- 7 The cycle parking facilities hereby approved shall be provided in their entirety prior to the first occupation of the new units, 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.

Informative(s):

- 1 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.
- 2 Noise from demolition and construction works is subject to control under the

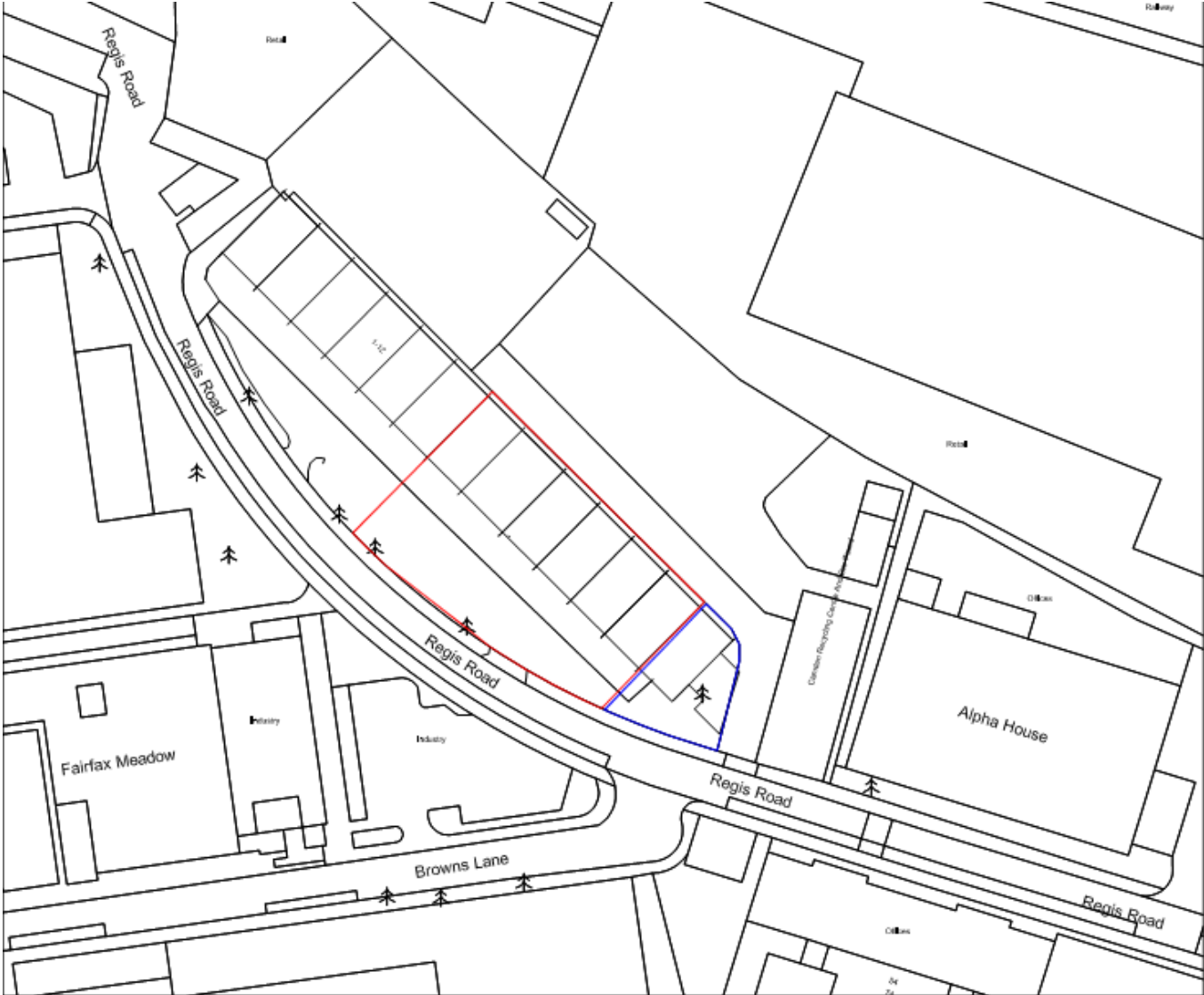
Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You are advised to consult the Council's Noise and Licensing 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 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).



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Units 7, 7a, 8, 9, 10, 11 Kentish Town Business Centre



Site Location Plan

Aerial view of application site

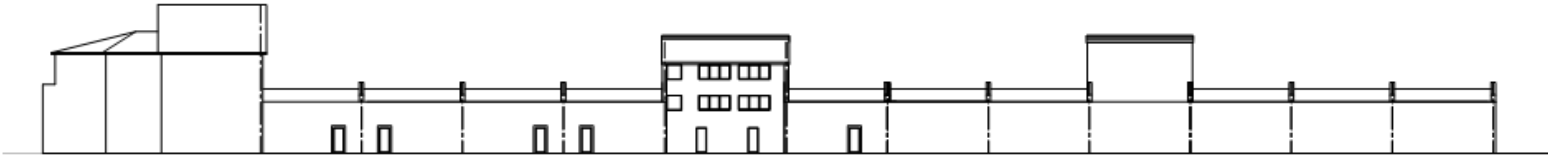


Unit 7a (already extended)

View from Regis Road



Existing elevations

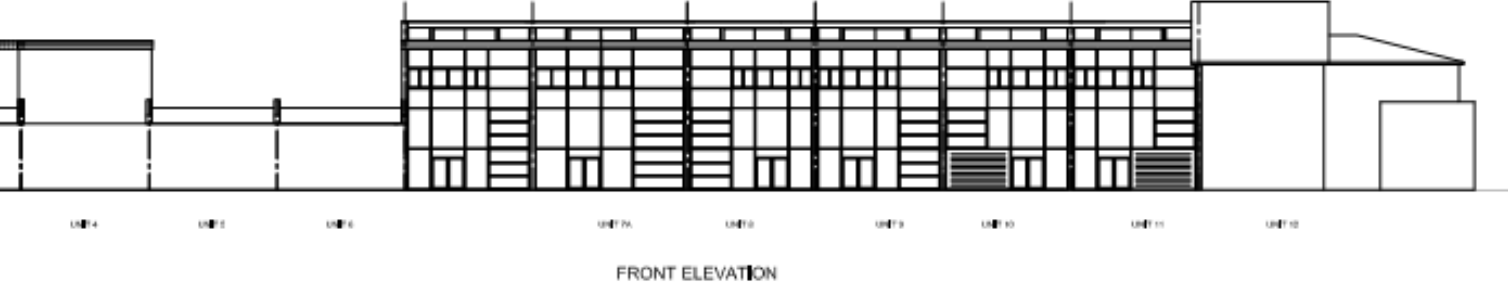


REAR ELEVATION

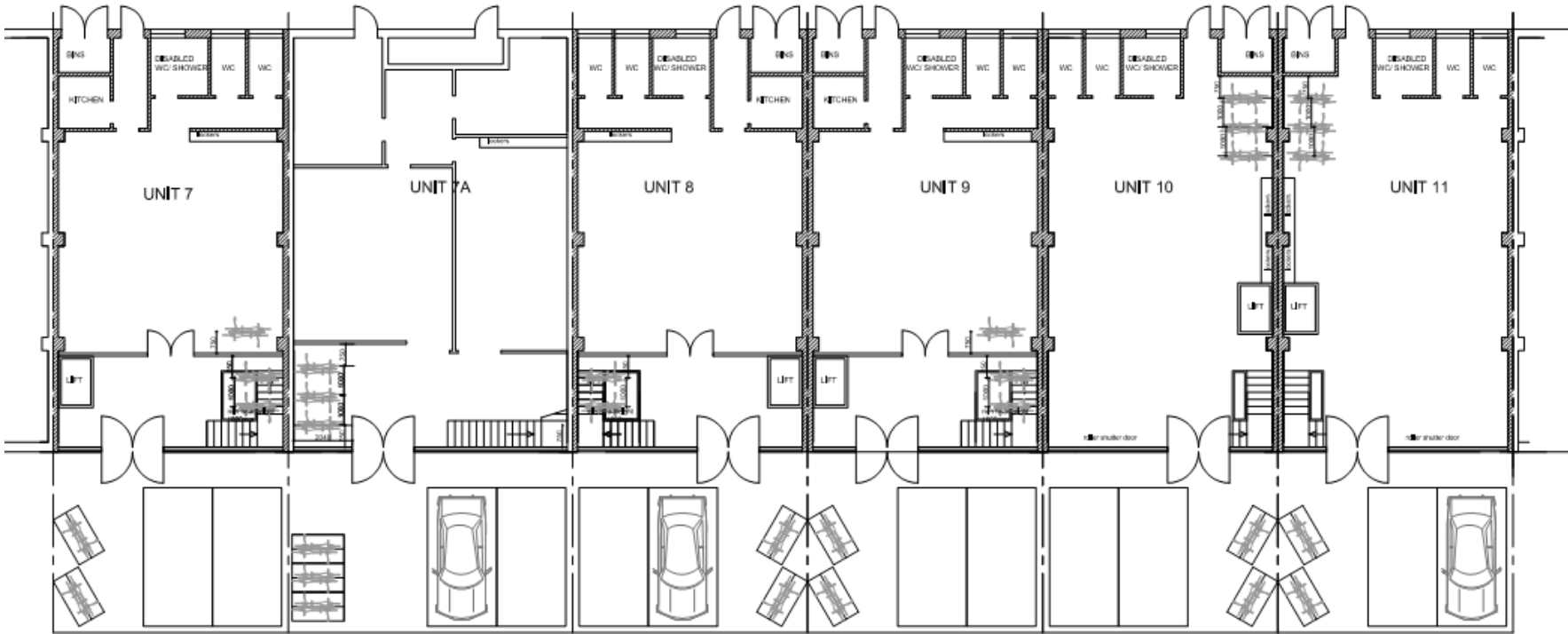


FRONT ELEVATION

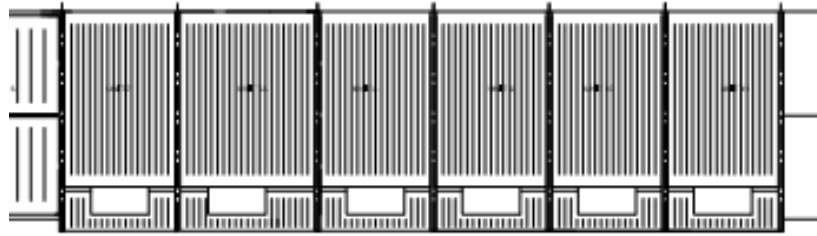
Proposed elevations



Proposed ground floor plan



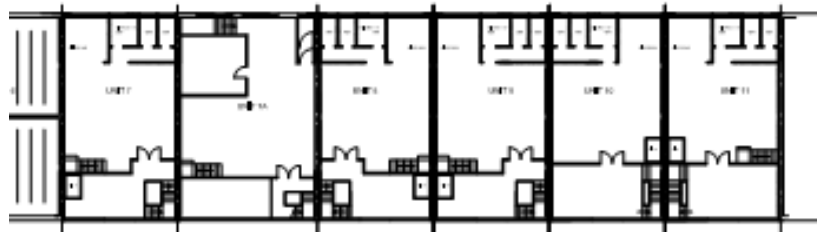
Proposed 1st, 2nd, 3rd floors and roof plan



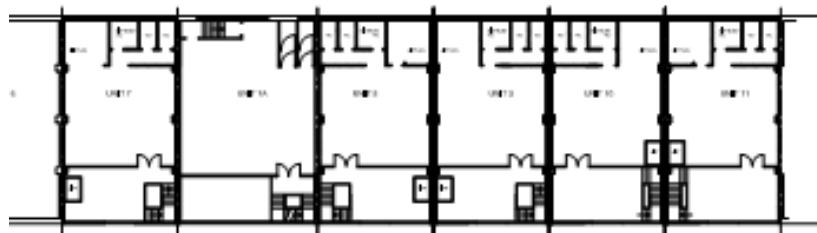
ROOF PLAN



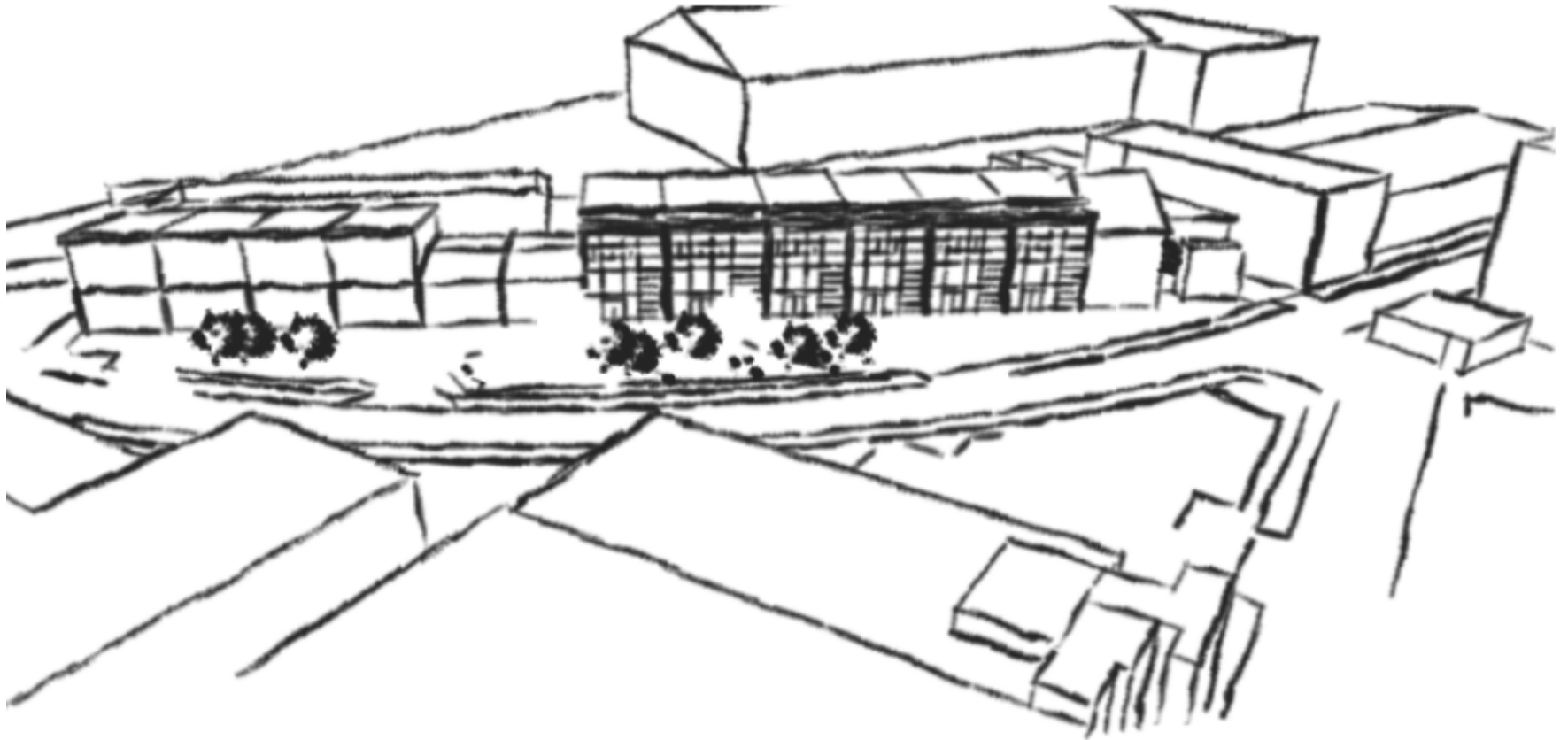
THIRD FLOOR PLAN



SECOND FLOOR PLAN



Proposed 3D sketch



Proposed 3D sketch

