

# 2017/7053/P- 23-25 Hampshire Street



This material has been reproduced from Ordnance Survey digital map data with the permission of the controller of Her Majesty's Stationery Office, © Crown Copyright.



**1. Front Elevation**



**2. Front Entrance**





3. Long view from Torriano Ave





**4&5. Aerial views**

<b>Delegated Report</b>		<b>Analysis sheet</b>	<b>Expiry Date:</b>	<b>21/02/2018</b>
<b>(Member's Briefing)</b>		N/A	<b>Consultation Expiry Date:</b>	<b>05/04/2018</b>
<b>Officer</b>			<b>Application Numbers</b>	
Samir Benmbarek			2017/7053/P	
<b>Application Address</b>			<b>Drawing Numbers</b>	
The Industry Building 23-25 Hampshire Street London NW5 2TE			See decision notice	
<b>PO 3/4</b>	<b>Area Team Signature</b>	<b>C&amp;UD</b>	<b>Authorised Officer Signature</b>	
<b>Proposal(s)</b>				
Erection of single storey front extension to reception; replacement of existing external lift shaft; replacement of existing single glazed windows with double glazed aluminium framed windows; replacement of rooflights and roof finishes, installation of roof plant at front and rear, and associated alterations to office building (Class B1)				
<b>Recommendation:</b>	<b>Grant Conditional Planning Permission subject to S106 agreement</b>			
<b>Application Type:</b>	<b>Full Planning Permission</b>			

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice					
Informatives:						
<b>Consultations</b>						
Adjoining Occupiers:	No. notified	--	No. of responses	00	No. of objections	00
Summary of consultation responses:	<p>Site notices were displayed in close proximity to the site from 05/02/2018 (expiring on 26/02/2018).</p> <p>A reconsultation was further done, site notices displayed from 23/02/2018 (expiring on 16/03/2018).</p> <p>To date, one comment has been received from 1 Brecon Mews, summarised below:</p> <ol style="list-style-type: none"> <li>1. need more detail about plans for proposed plant on the rooftop.</li> </ol> <p><u>Officer's Comments</u></p> <ol style="list-style-type: none"> <li>1. Please refer to paragraphs 3.4-3.9.</li> </ol>					
CAACs/Local groups comments:	<p>The <u>Kentish Town Neighbourhood Forum</u> were formally consulted. No response has been received to date.</p> <p><u>Councillor Headlam-Wells</u> commented on the application as stated below:</p> <p><i>"I am writing on behalf of my residents in the Torriano Estate, which is immediately adjacent to The Industry Building. There is a lack of information about what activities will take place within this large space, and the. In addition, therefore it is impossible to gauge how many people will be employed there. This is pertinent as there is concern about the volume of deliveries to these premises. The approach road to The Industry Building is a narrow cul-de-sac. The left hand side is currently allocated to parking spaces used largely by residents of the Torriano Estate.</i></p> <p><i>There are likely to be problems of access to The Industry Building, given that there is a current planning application to develop 16 flats at the nearby address of 1 Hampshire Street. Traffic congestion caused by waste collection and deliveries to both developments is likely to be a serious and on-going problem. In addition, there is a further new development squeezed in between The Industry Building and 1, Hampshire Street, which will add to the congestion.</i></p> <p><i>Further information about the future use of The Industry Building and traffic management solutions needs to be provided and discussed at Planning Committee."</i></p> <p><u>Officer's Comments</u></p> <ol style="list-style-type: none"> <li>1. Please refer to section 4.0 (Transport)</li> </ol>					

## Site Description

The application building is a three-storey building located at the end of Hampshire Street, a street of the eastern side of Torriano Avenue. The building is not located within a conservation area, nor is it a listed building. The building is currently in use as B1a (offices) although is vacant at present. Previous operations within the building include a film studio.

## Relevant History

No relevant history at the application site.

### 1 Hampshire Street

**2017/2883/P-** Planning application submitted and undetermined for redevelopment of the site to provide 4 storey building with 334 sqm of commercial floorspace (Class B1) and 16 residential units (5 x 2-bed, 6 x 1-bed and 5 x 3-bed) (Class C3) with terraces at front and rear following demolition of existing photographic studio (Class B1c).

**2017/7070/P-** Prior approval granted on 13/03/2018 for the change of use from light industrial (B1c) to residential (C3) to provide 14 (13 x 1 bed and 1 x 2 bed) units.

## Relevant policies

### **National Planning Policy Framework, 2012**

### **The London Plan 2016**

### **Camden Local Plan 2017**

A1 (Managing the impact of development on occupiers and neighbours)

A4 (Noise and vibration)

D1 (Design)

T1 (Prioritising walking, cycling and public transport)

T2 (Parking and car-free transport)

T4 (Sustainable movement of goods and materials)

### **Camden Supplementary Planning Guidance**

CGP1 Design (Updated March 2018)

CPG6 Amenity (Updated March 2018)

CPG7 Transport (September 2011)

## Assessment

### 1. Proposal

1.1 Planning permission is sought for the following:

- Single storey front extension to form larger reception area
- Replacement of existing external lift shaft;
- Replacement of windows and doors throughout the exterior of the building and insertion of double louvre doors to front elevation for access to refuse store;
- Alterations to existing roof finishes and replacement of rooflights;
- Installation of mechanical plant to the roof of the building.

1.2 Revisions have been sought on the proposal regarding front elevation materials, following concerns that the initially proposed render to the front elevation would detract from the character and appearance of the building.

1.3 The front infill extension would protrude at a maximum depth of 4.0m and will be at an area of 14.8sqm. The height of the extension would be 3.8m from ground level and the materials used in its construction would be aluminium, Corten steel panelling and glazing. Corten steel panelling would also be used in the replacement lift shaft. The height of the replacement lift shaft will not alter although its depth would be increased by an additional 0.5m.

1.4 The proposed window replacements would be slim line aluminium windows with a grey finish to be in the same dimensions, specifications, design and apertures as the existing windows of the building. The existing timber double doors at first and second floor level, which previously served a crane hoist, will be replaced by bespoke timber doors of the same scale with an external safety bar installed. The existing external timber doors would be replaced with steel fire safety doors with a grey finish.

1.5 The alterations to the roof finishes of the building include cladding the pitched roof of the front elevation with Welsh slate tiles, the replacement of roofing upon the main roof of the building and the redesign of the pitched roofs with aluminium steel framing and glazing to form a uniformed glazing arrangement.

1.6 There are other developments within the proposal which do not require planning permission, namely refurbishing, cleaning and painting of the external metalwork (including the crane apparatus) and the painting of the existing render.

1.7 The main issues for consideration are:

- The impact of the proposal upon the character or appearance of the host building and the streetscene;
- The impact the proposal may have upon the amenity of the occupiers of the neighbouring properties including noise and vibration;
- Transport impacts upon the local highway network

### 2. Design

2.1 The Council's design policies are aimed at achieving the highest standard of design in all developments. The following considerations contained within policy D1 are relevant to the application: development should consider the character, setting, context and the form and



scale of the neighbouring building, and the quality of materials to be used.

- 2.2 CPG1 (Design) states that alterations should always take into account the character and design of the building and its surroundings. A harmonious contrast with existing property and its surroundings may be appropriate for some new work to distinguish it from the existing building and in other cases matching materials and design details are more appropriate.
- 2.3 The proposed front extension is considered as subordinate and secondary to the building at one storey in height (3.8m) and would infill some of the undeveloped space at the front of the site. The front extension would not project beyond the front of the building (the stair core) and so, although located at the front of the building, it is not considered to dominate it. The choice of materials used in the construction of the front extension is welcomed as it is considered to complement and contribute further to the industrial character and appearance of the building.
- 2.4 The existing lift shaft at the front of the building would be widened from 2.8m to 3.9m in width and would be re-clad in Corten steel. The terminating height of the lift shaft would remain the same at 12.3m from ground level. The increase in the width of the lift shaft is considered acceptable as it is considered to not harm the overall appearance of the building. The use of Corten also further emphasises the industrial character and history of the building and would enhance the current unattractive dilapidated appearance of the existing shaft. The lift shaft would be prominent from longer views within the surrounding area such as the junction of Torriano Avenue and Hampshire Street but it is considered that this alteration would not harm the character of the streetscene or the surrounding area.
- 2.5 The proposed alterations to the windows throughout the building will retain the same design as the existing windows that it is replacing. There would be no alterations to the window openings and the proposed windows would be double-glazed. The replacement windows are considered appropriate, as it is not considered to significantly alter the appearance and fenestration of the building. The creation of a new door opening and associated steel double louvre doors for access to the refuse store is also considered acceptable in design.
- 2.6 The crane hoist double doors at first and second floor level would be replaced with timber double doors with a grey finish. The glazing arrangement of the replacement crane doors alter from the existing but would be uniform with each other (unlike the existing doors) and a safety bar would be installed across both sets of doors. The replacement crane doors are considered to be appropriate in its design and does not significantly alter the character and appearance of the building.
- 2.7 A condition will be attached upon approval to secure further details, including samples, of all facing external materials to ensure that the materials used in the development do not harm the character and appearance of the building or the surrounding area.
- 2.8 At roof level of the building, the existing finishes will be refurbished and altered to include aluminium steel framing with uniformed glazing (rooflights) on the north-eastern facing roof pitches while the roof of the main core of the building would be re-clad in felt. The pitched roof at the front of the building (adjacent to the lift shaft) would be re-clad in reclaimed Welsh slate tiles. These alterations are considered to be appropriate and sympathetic to the host building and the majority of the alterations would not be visible from street level or longer views due to the location of the building being immediately surrounded by other buildings.
- 2.9 Mechanical plant is also proposed at roof level upon the main core of the building, comprising 2 heat recovery units and 1 air-conditioning unit at the front behind the lift shaft, as well as 3 heat recovery units and 2 a/c units on the rear wing within an inset 2<sup>nd</sup> floor roof level. The quantity and scale of the mechanical plant is considered as appropriate and would not be visible due to its location; the front units would be hidden behind the lift shaft projection and the rear ones are replacing existing roof plant set below surrounding walls. Furthermore, the front units would not be visible when the building is viewed in longer views from the junction of Hampshire Street and Torriano Avenue.

2.10 Overall, the works are considered to be acceptable in design terms; some of the new material which is introduced to the building is considered to be sympathetic and complementary to the building while other aspects of the works contribute to and respect the existing appearance of the building.

### **3. Neighbouring Amenity**

3.1 Policy A1 seeks to protect the amenity of Camden's residents by ensuring the impact of development is fully considered. This policy also seeks to ensure that development protects the quality of life of occupiers and neighbours by only granting permission to development that would not harm the amenity of neighbouring residents. This includes privacy, overlooking, outlook and implications on daylight and sunlight. CPG6 seeks for development to be "designed to protect the privacy of both new and existing dwellings to a reasonable degree" and that the Council "will aim to minimise the impact of the loss of daylight caused by a development on the amenity of existing occupiers."

3.2 It is considered that the proposed entrance lobby to the front of the building at ground floor level would not cause any impact upon adjacent residential occupiers, as there are no residential units at ground floor level immediately adjacent to the site. Furthermore, the front entrance lobby would be infilling a space within the site behind the current offstreet servicing bay, and would not bring the building further forward of the front elevation of the building (or neighbouring buildings).

3.3 Policy A4 of the Camden Local Plan seeks to ensure that noise and vibration is controlled and managed, and will only grant planning permission for plant and machinery if it can be operated without causing harm to amenity and does not exceed noise thresholds.

3.4 The nearest residential buildings to the application site are along Brecon Mews which is located 16.6m away from where the mechanical plant would be proposed and the Torriano Estate which is located 19m away from the proposed plant.

3.5 The applicant has submitted an acoustic report in support of the application, which includes calculations of noise levels and well as treatment for vibration onto adjoining buildings and occupiers. This is in order to support compliance with Council noise standards.

3.6 The Environmental Health Officer has assessed the acoustic report and considers that no harm would be caused to local amenity and approval can be granted subject to standard conditions about noise levels, mitigation measures installed in accordance with the acoustic report, and installation of suitable anti-vibration isolators.

### **4. Transport**

4.1 The site has a Public Transport Accessibility Level (PTAL) of 3 and is accessible by bus routes nearby along Camden Road, Brecknock Road and York Rise.

4.2 The proposal would result an anticipated intensified use of the building as an office with increased staff within the building. This could lead to increased stress on the local highway and parking provisions within the area. The applicant has submitted a transport statement which includes and appraisal of the immediate local highway and transport network, site accessibility, predicted travel demand and construction matters. The submitted statement has been reviewed by the Council's Transport Officer who has raised no objections to the development in principle subject to the imposition of S106 obligations as described below.

4.3 It is considered that due to the anticipated intensified use of the building and increase of staff as a result of the development, permission should be subject to a car-free legal agreement to ensure that staff and visitors of the building are not entitled to on-street parking permits. This would result in less congestion and traffic within the local area, in particular Hampshire Street, which is a very narrow cul-de-sac street.

- 4.4 The development provides 20 cycle parking spaces which is in accordance with the London Plan and is welcomed by the Council. The amount of cycle parking spaces surpasses the minimum threshold as of 1 long-stay space per 90sqm (12 spaces minimum required) and 1 short stay space per 500sqm (2 spaces minimum required) Further details of cycle parking will be secured by condition to be in accordance with Camden cycle standards as contained within CPG7.
- 4.5 A Construction Management Plan (CMP) would be required and secured by S106 to give further details of how the site would be accessed and serviced during the construction and its impact upon the local highway network. This is because Hampshire Street is a narrow culdesac with limited accessibility and manoeuvring space and as there is a redevelopment about to occur next door at No. 1 Hampshire Street (The Hampshire Studios).
- 4.6 It is essential that developments are connected to the public highway appropriately for all users. Policy A1 of the Camden Local Plan outlines that the Council will resist development that “*resist development that fails to adequately assess and address transport impacts affecting communities, occupiers, neighbours and the existing transport network; and require mitigation measures where necessary*”. As well as creating a connection to the building, the Council has safety considerations to address such as pedestrians having to walk along the vehicular highway to access to site as well as promoting walking and cycling across the borough.
- 4.7 Therefore, a highways contribution would be required to improve the existing pavement and footway adjacent to the site in order to make the building accessible and safe for users. The highways contribution is also secured by a S106 agreement in order to repair any damage or for any remedial works undertaken by the Council as a result of the development and its construction. The quote is currently being estimated by the Council’s engineer.
- 4.8 It is considered that a service management plan and operational management plan would not be required in associated with the development.

## 5. S106 Obligations

5.1 The planning application is recommended for approval subject to the signing of a S106 legal agreement to cover these heads of terms which the applicant is agreeable to:

- Car-free development
- Construction Management Plan (CMP)
- Highways works contribution

## 6. Recommendation

Grant Conditional Planning Permission subject to S106 Agreement.

***The decision to refer an application to Planning Committee lies with the Director of Regeneration and Planning. Following the Members Briefing panel on Monday 11<sup>th</sup> June 2018, nominated members will advise whether they consider this application should be reported to the Planning Committee. For further information, please go to [www.camden.gov.uk](http://www.camden.gov.uk) and search for ‘Members Briefing’.***

C4 Consulting  
The Chapel  
Old Cherry Lane  
Lymm  
WA13 0SZ

Application Ref: **2017/7053/P**

07 June 2018

Dear Sir/Madam

**DRAFT**  
**FOR INFORMATION ONLY - THIS IS NOT A FORMAL DECISION**  
Town and Country Planning Act 1990 (as amended)

**DECISION SUBJECT TO A SECTION 106 LEGAL AGREEMENT**

Address:

**The Industry Building**  
**23-25 Hampshire Street**  
**London**  
**NW5 2TE**

Proposal:

**DECISION**  
Erection of single storey front extension to reception; replacement of existing external lift shaft; replacement of existing single glazed windows with double glazed aluminium framed windows; replacement of rooflights and roof finishes, installation of roof plant, and associated alterations to office building (Class B1)

Drawing Nos: C4C-B1-Z1-A0-00-P2-00-000\_C; C4C-B1-Z1-A0-00-P2-00-001\_C; C4C-B1-Z1-A0-00-P2-01-001\_C; C4C-B1-Z1-A1-20-E2-LL-001\_C; C4C-B1-Z1-A1-20-E2-LL-002\_C; C4C-B1-Z1-A1-20-E2-LL-003\_C; C4C-B1-Z1-A1-20-E2-LL-101\_B; C4C-B1-Z1-A1-20-E2-LL-102\_B; C4C-B1-Z1-A1-20-E2-LL-103\_B; C4C-B1-Z1-A1-20-E2-LL-202\_C; C4C-B1-Z1-A1-20-P2-00-001\_C; C4C-B1-Z1-A1-20-P2-01-001\_C; C4C-B1-Z1-A1-20-P2-02-001\_C; C4C-B1-Z1-A1-20-P2-R1-001\_C; C4C-B1-Z1-A1-20-P2-00-100\_B; C4C-B1-Z1-A1-20-P2-01-100\_B; C4C-B1-Z1-A1-20-P2-02-100\_B; C4C-B1-Z1-A1-20-P2-R1-100\_B; C4C-B1-Z1-A1-20-P2-00-200\_E; C4C-B1-Z1-A1-20-P2-01-200\_D; C4C-B1-Z1-A1-20-P2-02-200\_D; C4C-B1-Z1-A1-20-P2-R1-200\_D; C4C-B1-Z1-A1-20-E2-LL-201\_G; C4C-B1-Z1-A1-20-E2-LL-203\_G.

Design and Access Statement by C4 Consulting dated May 2018; Transport Statement by AXIS dated April 2018; Noise Impact Assessment by ACA Acoustics dated February 2018 (Ref: 180202-R001)

The Council has considered your application and decided to grant permission subject to the conditions and informatives (if applicable) listed below **AND** subject to the successful conclusion of a Section 106 Legal Agreement.

The matter has been referred to the Council's Legal Department and you will be contacted shortly. If you wish to discuss the matter please contact **Aidan Brookes** in the Legal Department on **020 7 974 1947**.

Once the Legal Agreement has been concluded, the formal decision letter will be sent to you.

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 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 D1 of the London Borough of Camden Local Plan 2017.

- 3 The development hereby permitted shall be carried out in accordance with the following approved plans:

C4C-B1-Z1-A0-00-P2-00-000\_C; C4C-B1-Z1-A0-00-P2-00-001\_C; C4C-B1-Z1-A0-00-P2-01-001\_C; C4C-B1-Z1-A1-20-E2-LL-001\_C; C4C-B1-Z1-A1-20-E2-LL-002\_C; C4C-B1-Z1-A1-20-E2-LL-003\_C; C4C-B1-Z1-A1-20-E2-LL-101\_B; C4C-B1-Z1-A1-20-E2-LL-102\_B; C4C-B1-Z1-A1-20-E2-LL-103\_B; C4C-B1-Z1-A1-20-E2-LL-202\_C; C4C-B1-Z1-A1-20-P2-00-001\_C; C4C-B1-Z1-A1-20-P2-01-001\_C; C4C-B1-Z1-A1-20-P2-02-001\_C; C4C-B1-Z1-A1-20-P2-R1-001\_C; C4C-B1-Z1-A1-20-P2-00-100\_B; C4C-B1-Z1-A1-20-P2-01-100\_B; C4C-B1-Z1-A1-20-P2-02-100\_B; C4C-B1-Z1-A1-20-P2-R1-100\_B; C4C-B1-Z1-A1-20-P2-00-200\_E; C4C-B1-Z1-A1-20-P2-01-200\_D; C4C-B1-Z1-A1-20-P2-02-200\_D; C4C-B1-Z1-A1-20-P2-R1-200\_D; C4C-B1-Z1-A1-20-E2-LL-201\_G; C4C-B1-Z1-A1-20-E2-LL-203\_G.

Design and Access Statement by C4 Consulting dated May 2018; Transport Statement by AXIS dated April 2018; Noise Impact Assessment by ACA Acoustics dated February 2018 (Ref: 180202-R001)

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



- 4 Before the relevant part of the work is begun, details in respect of the following, shall be submitted to and approved in writing by the local planning authority:  
Manufacturer's specification details of all facing materials (to be submitted to the Local Planning Authority) and samples of those materials (to be provided on site or submitted to the Local Planning Authority).

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 D1 of the London Borough of Camden Local Plan 2017.

- 5 Before the relevant part of the work commences, details of a secure and covered cycle storage area for 20 cycles shall be submitted to and approved by the local planning authority. The approved facility shall thereafter be provided in its entirety prior to the first occupation of any 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 T1 of the London Borough of Camden Local Plan 2017.

- 6 Before the commencement of operation of the plant hereby approved, the roof plant shall be provided with acoustic isolation and suitable anti-vibration measures in accordance with the recommendations in Section 6 of the Acoustic Report hereby approved. All such measures shall thereafter be retained and maintained in accordance with the manufacturers' recommendations.

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies A1 and A4 of the London Borough of Camden Local Plan 2017.

- 7 Noise levels at a point 1 metre external to sensitive facades shall be at least 10dB(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 15dB(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 policies A1 and A4 of the London Borough of Camden Local Plan 2017.

Informative(s):

- 1 Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts that 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, Judd St, Kings Cross, London NW1 2QS (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, Judd St, Kings Cross, London NW1 2QS (Tel. No. 020 7974 4444 or search for 'environmental health' on the Camden website 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 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.

In dealing with the application, the Council has sought to work with the applicant in a positive and proactive way in accordance with paragraphs 186 and 187 of the National Planning Policy Framework.

Yours faithfully

**DECISION**

Supporting Communities Directorate