

|   |  |                                |          |
|---|--|--------------------------------|----------|
| <b>Address:</b>   | <b>Camden Wharf<br/>28 Jamestown Road<br/>London<br/>NW1 7BY</b> |                                | <b>1</b> |
| <b>Application Number(s):</b>   | 2017/1515/P  | <b>Officer: Laura Hazelton</b> |          |
| <b>Ward:</b>  | Camden Town with Primrose Hill                                   |                                |          |
| <b>Date Received:</b>   | <b>15/03/2017</b>  |                                |          |
| <p><b>Proposal: Erection of extensions at 2nd &amp; 3rd floor to provide additional office (B1a) floorspace; demolition of rooftop plant room and erection of new 4th floor for flexible restaurant (A3)/office use; relocation of existing plant to rear 1st floor and 4th floor; new office/restaurant entrance lobby and shopfront at ground floor level; public realm improvements and enhancement of private road to the west of the site including relocation of existing loading bay.</b></p>  |  |                                |          |
| <p><b>Background Papers, Supporting Documents and Drawing Numbers:</b></p> <p>Demolition: 15.102 rev P3, 15.200 rev P2, 15.201 rev P3, 15.202 rev P2, 15.203 rev P2, 15.204 rev P2, 15.205 rev P2, 15.251 rev P2, 15.252 rev P2, 15.253 rev P2, 15.254 rev P2, 15.255 rev P2, 15.271 rev P2, 15.272 rev P2, 15.273 rev P2, 15.274 rev P2, 15.275 rev P2, 15.276 rev P2, 15.277 rev P2.</p> <p>Existing: 10.101 rev P2, 10.102 rev P3, 10.200 rev P2, 10.201 rev P3, 10.202 rev P2, 10.203 rev P2, 10.204 rev P2, 10.205 rev P2, 10.251 rev P2, 10.252 rev P2, 10.253 rev P2, 10.254 rev P2, 10.255 rev P2, 10.271 rev P2, 10.272 rev P2, 10.273 rev P2, 10.274 rev P2, 10.275 rev P2, 10.276 rev P2, 10.277 rev P2.</p> <p>Proposed: 20.198 rev P3, 20.199 rev P4, 20.200 rev P2, 20.201 rev P3, 20.202 rev P2, 20.203 rev P2, 20.204 rev P2, 20.205 rev P2, 20.206 rev P3, 20.251 rev P3, 20.252 rev P3, 20.253 rev P3, 20.254 rev P3, 20.255 rev P3, 20.271 rev P3, 20.272 rev P3, 20.273 rev P3, 20.274 rev P3, 20.275 rev P3, 20.276 rev P3, 20.277 rev P3.</p> <p>Documents: Cover letter dated 15 March 2017, Transport Statement rev B. dated 30 August 2016, Daylight &amp; Sunlight Report dated August 2016, Draft Construction Management Plan dated 16 June 2016, Energy Strategy dated 19 August 2016, Design and Access Statement rev. C dated 2 September 2016, Operation Management Strategy dated November 2016, Sustainability Statement dated 19 August 2016, Noise Impact Assessment dated 18 August 2016, Town Planning Statement dated November 2016, Response to planning feedback document dated November 2017.</p> |  |                                |          |
| <p><b>RECOMMENDATION SUMMARY: Grant conditional planning permission subject to a Section 106 Legal Agreement and a deed of variation to the existing Section 106 Legal Agreement for application 2015/4774/P.</b></p>   |  |                                |          |

|                   |  |
|-------------------|--|
| <b>Applicant:</b> | <b>Agent:</b>  |
| C/O Agent         | Gerald Eve LLP<br>72 Welbeck Street<br>London<br>W1G 0AY |

## ANALYSIS INFORMATION

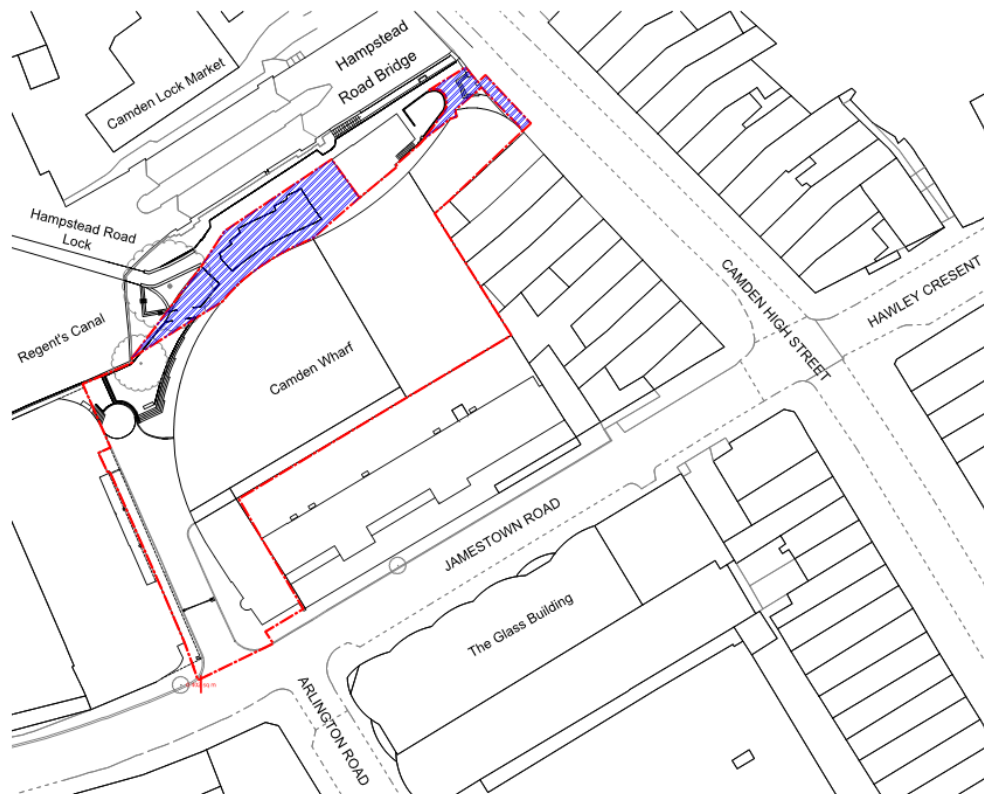
| <b>Land Use floorspace Details</b>        |                       |                       |                         |
|---|-----------------------|-----------------------|-------------------------|
| Use Class / Description                   | Existing<br>(GIA sqm) | Proposed<br>(GIA sqm) | Difference<br>(GIA sqm) |
| <i>A1 Shop</i>                            | 338                   | 338                   | 0                       |
| <i>A3 Restaurants and Cafes</i>           | 1,427                 | 1,427                 | 0                       |
| <i>B1a Business - Office</i>              | 3,140                 | 3,323                 | + 183                   |
| <i>Flexible B1/A3</i>                     | 0                     | 588                   | + 588                   |
| <i>Shared B1/A3 (e.g. entrance lobby)</i> | 306                   | 407                   | + 101                   |
| <i>Other use/plant</i>                    | 365                   | 401                   | + 36                    |
| <b>TOTAL</b>                              | <b>5,576</b>          | <b>6,483</b>          | <b>+ 907</b>            |

## **OFFICERS' REPORT**

Reason for Referral to Committee: minor development involving upwards of 500 sq. meters of non-residential floorspace [clause 3 (ii)].

### **1 SITE**

- 1.1 The application site covers an area of approximately 0.34 hectares (3,408sqm). It is in a prominent position on Jamestown Road, to the west of Camden High Street, south of Camden Lock and fronting directly onto the Grand Union Canal. Jamestown Road runs along the south of the site, with access to the site via a private road leading between Jamestown Road and the canal.
- 1.2 The application site comprises a four-storey building with a smaller plant room at rooftop level, designed by CZWG and constructed in 2001. The building steps back at each floor away from Camden High Street and the Grand Union Canal Elevations. The building currently contains retail (A1 use) and restaurant (A3 use) at ground level, with offices (B1a) on the floors above.
- 1.3 The application site is not listed, but is located within the Regent's Canal Conservation Area (Sub Area One – Camden Lock) and is designated as an Archaeological Priority Area (Canalside Industry). Directly north of the site, fronting the canal, sits the Grade II Listed Lock Keeper's Cottage, which is currently in use as a café and information centre. There are a number of other statutorily listed structures nearby, including the Roving Bridge over Grand Union Canal, The Hampstead Road Lock, The Hampstead Road Bridge, The Interchange canal towpath bridge, and the Interchange building on the north side of the canal. The site is also within the Camden Town Centre, and falls within the Strategic View from Parliament Hill to the Palace of Westminster.



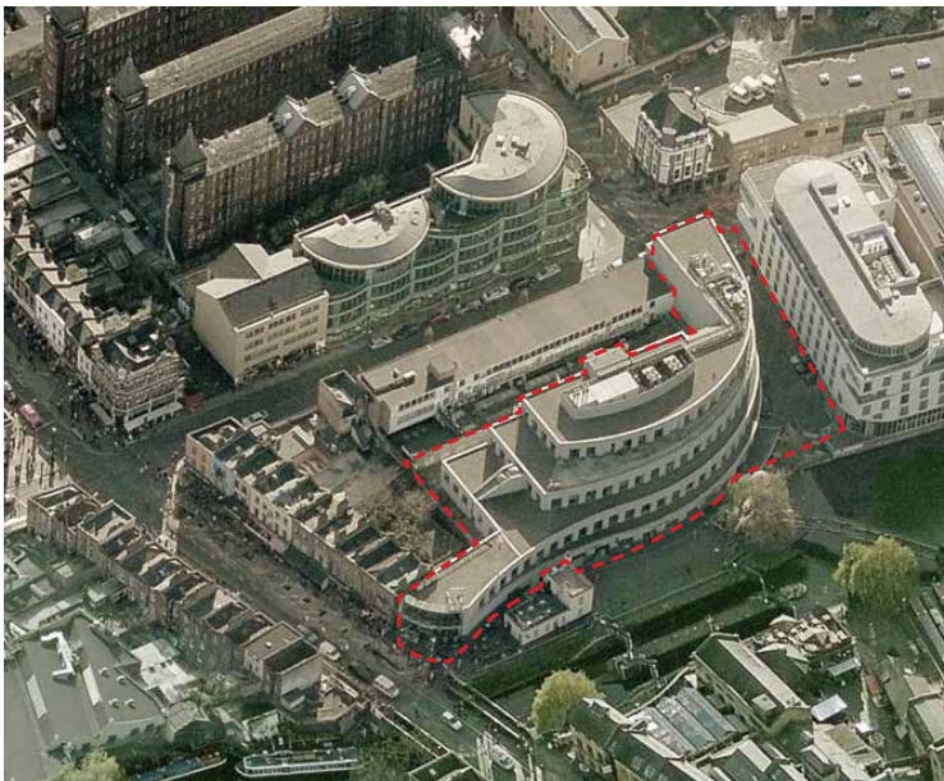
*Figure 1 – The existing site*

- 1.4 To the west of the site sits the five-storey (with setback sixth-storey) Holiday Inn Hotel. The Market Hall Building of Camden Lock Market is located to the north of the site on the other side of the canal – a two-storey building comprising retail and leisure uses. Planning permission and Listed Building Consent were granted in July 2016 for a number of works at this site, including the demolition of the existing Pavilion building and Middle Yard buildings; the construction of a new three to five-storey Middle Yard building with basement; and the erection of a new third-storey to the market hall building, amongst other works. The wider Camden Lock area is characterised by a mixture of uses including retail, residential, leisure and office use. The Hawley Wharf site, a large mixed-use redevelopment scheme with buildings ranging from three to nine-storeys in height, is located to the north east of the site, on the east side of Camden High Street and Chalk Farm Road.



*Figure 2 – Aerial view of the south elevation*

- 1.5 The site has a Public Transport Accessibility Level (PTAL) rating of 6a (Excellent). The site is located close to Chalk Farm, Camden Town and Mornington Crescent Underground Stations, Camden Road Overground station as well as 11 nearby bus services.



*Figure 3 - Aerial view of the north elevation fronting Grand Union Canal*

## 2 THE PROPOSAL

- 2.1 The proposal is for the demolition of the existing plant room at roof level and the erection of a new fifth-storey (fourth-floor) to provide new flexible office (use class B1) or restaurant (use class A3) floorspace. The new storey would follow the curved line of the floors below, measuring approximately 4m high, and would be set back from the east elevation of the third floor by 5.8m and 2.9m from the north (front) elevation. A new terrace would be created at fourth-floor measuring approximately 152sqm, with a new anodized metal balustrade.
- 2.2 The existing second and third-floors would be extended eastwards at the same height and architectural style to match the existing. The second-floor would be extended by 8.7m and the third-floor would be extended by 6.2m to provide an additional 183sqm office floor space across these two floors.
- 2.3 The proposals include the creation of a new lobby to the west elevation at ground floor level with a new lift core to link the ground floor to the flexible restaurant/office floorspace in the extension at fourth-floor.
- 2.4 The existing services would be relocated and new services designed into the scheme, including the relocation of the existing rooftop plant room and the installation of photovoltaic (PV) panels at roof level. The proposals also include the installation of green roofs at first floor and roof level, and the installation of a green wall to the back of the fourth-floor extension fronting Arlington Road.
- 2.5 New cycle storage and shower facilities would be provided at ground floor level, with direct access from a new opening to the western elevation.
- 2.6 Improvements to the public realm and enhancement of the private road running from Jamestown Road to the site include the reduction of clutter and promotion of pedestrian flow through the space. New planters are proposed, along with new hard landscaping materials.



*Figure 4 – The proposed site viewed from Camden High Street*

## Revisions

- 2.7 Following officer feedback, the height of the proposed fourth-floor extension was reduced from 4.44m to 4.04m, and the parapet upstand was reduced from 300mm to 150mm.

## 3 RELEVANT HISTORY

### The site

- 3.1 PE9700702R3 - Redevelopment of the eastern part of the site by the erection of a four-storey building to accommodate class A3 (food and drink) on the ground floor, class A1 (retail) on part of the ground and first floors, class B1 (business purposes) on the upper floors. Use of the former lock-keeper's cottage as a canal information centre. Granted 15/03/1999.
- 3.2 PE9900702 - Variation of the planning permission dated 15.3.1999 (Registered No PE9700702R3) comprising alterations to the elevations, fenestration, shopfront, balustrading, terraces, roof plant and the omission of the approved canopy over the pedestrian area as well as the discharging of part of condition 1 of the said planning permission relating to approval of details of balustrades, shopfronts, the canopy attached to the commercial building and any structure related to it. Granted 03/08/2001.
- 3.3 2017/0559/P - Creation of amenity area and installation of associated balustrade with two access doors at second floor level. Granted 09/05/2017.

### The area

- 3.4 Camden Lock Market site - 2015/4774/P - Demolition of existing timber Pavilion building, Middle Yard buildings and canopy structures and internal floors in East Yard. Construction of new Middle Yard building comprising basement and part three, part five storeys; single storey Pavilion building; new third storey on north-east of market hall building, bridge over the canal basin; deck area over Dead Dog Basin; and double pitched roof structure over East Yard. Change of use of existing East Vaults for flexible market uses (Classes A) and exhibition/events use (Classes D1 and D2); use of Middle Yard basement as exhibition/events venue (Classes D1 and D2); and use of the rest of the site for market uses (Classes A and B1). Ancillary works and alterations to existing structures and surfaces and other public realm improvements. Granted subject to S106 Legal Agreement 22/07/2016.
- 3.5 32 Jamestown Road - 2015/2575/P - 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 4<sup>th</sup> and 5<sup>th</sup> floors to provide additional office floor space (class B1). Granted subject to S106 Legal Agreement 04/01/2017.

- 3.6 39-45 Kentish Town Road – 2015/1937/P - Erection of a six-storey mixed use building comprising flexible employment/gym at ground floor level and 24 flats (1 x studio, 9 x 1 bed, 9 x 2 bed and 5 x 3 bed) together with associated works to create public realm improvements and landscaping. Granted subject to S106 Legal Agreement 29/09/2015.
- 3.7 Site at Hawley Wharf - 2012/4628/P - Redevelopment of site to create a mixed use development comprising 8 new buildings between 3 and 9 storeys in height to provide employment, housing, retail market, cinema, produce market, including change of use of 1 Hawley Road to educational, together with associated engineering works to create basements, plant and ancillary works, highways, public realm improvements, car and cycle parking and landscaping, tree removals, and associated works, following the demolition of all buildings across the site including single storey shopfront extensions at 1-6 Chalk Farm Road (excluding 1 Hawley Road and remaining structures at 1-6 Chalk Farm Road). Granted subject to S106 Legal Agreement 23/01/2013.

## **4 CONSULTATION SUMMARY**

### Local groups/stakeholders

- 4.1 No response received from the Regent's Canal CAAC.

### Adjoining Occupiers

- 4.2 Four site notices were displayed around the site from the 7<sup>th</sup> April until the 28<sup>th</sup> April 2017. A press advert was placed on 13<sup>th</sup> April 2017 in the Camden New Journal.
- 4.3 No comments were received.

## **5 POLICIES & GUIDANCE**

### **5.1 National Planning Policy Framework 2018**

### **5.2 National Planning Practice Guidance (NPPG)**

The government has issued draft guidance to accompany the new NPPF. It is a material consideration but of limited weight at this stage.

### **5.3 The London Plan 2016**

The Mayor published a draft of the new London Plan for consultation in November 2017. It is a material consideration but of limited weight at this stage.

### **5.4 Mayor's Supplementary Planning Guidance**

### **5.5 Camden Local Plan (2017)**

- G1 Delivery and location of growth
- H1 Maximising housing supply



- H2 Maximising the supply of self-contained housing from mixed-use schemes
- C5 Safety and security
- C6 Access for all
- E1 Economic development
- E2 Employment premises and sites
- A1 Managing the impact of development
- A3 Biodiversity
- A4 Noise and vibration
- D1 Design
- D2 Heritage
- CC1 Climate change mitigation
- CC2 Adapting to climate change
- CC3 Water and flooding
- CC4 Air quality
- CC5 Waste
- TC1 Quantity and location of retail development
- TC2 Camden's centres and other shopping areas
- TC4 Town centre uses
- T1 Prioritising walking, cycling and car-free development
- T2 Parking and car-free development
- T4 Sustainable movement of goods and materials
- DM1 Delivery and monitoring

## 5.6 Supplementary Planning Policies

### Camden Planning Guidance

- CPG 1 Design (2015, updated March 2018)
- CPG 2 Housing (2016, updated March 2018)
- CPG Housing (interim)
- CPG 3 Sustainability (2015, updated March 2018)
- CPG 6 Amenity (2011, updated March 2018)
- CPG Amenity
- CPG 7 Transport (2011)
- CPG 8 Planning obligations (2015, updated March 2018)
- CPG Biodiversity (2018)
- CPG Employment sites and business premises (2018)
- CPG Town Centres (2018)

Regent's Canal Conservation Area Statement 2008

## ASSESSMENT

The principal considerations material to the determination of this application are considered in the following sections of this report:

|    |  |
|----|--|
| 6  | <b>Land use principles</b> <ul style="list-style-type: none"><li>- Mixed use policy</li><li>- Increase of office floor space</li><li>- Flexible office/restaurant use</li></ul>  |
| 7  | <b>Conservation</b> <ul style="list-style-type: none"><li>- Statutory framework and implications</li><li>- Policy review</li><li>- Designations</li><li>- Effect on heritage assets and their setting</li></ul>  |
| 8  | <b>Design</b> <ul style="list-style-type: none"><li>- Roof extension</li><li>- 2<sup>nd</sup> and 3<sup>rd</sup> floor extensions</li><li>- New ground floor entrance and public realm improvements</li><li>- Other works</li><li>- Conclusion</li></ul>   |
| 9  | <b>Impact on neighbouring amenity</b> <ul style="list-style-type: none"><li>- Daylight and sunlight</li><li>- Outlook</li><li>- Noise and disturbance</li><li>- Overlooking</li></ul>  |
| 10 | <b>Sustainable design and construction</b> <ul style="list-style-type: none"><li>- Green infrastructure and biodiversity</li></ul>   |
| 11 | <b>Transport</b> <ul style="list-style-type: none"><li>- Policy review</li><li>- Car parking and servicing</li><li>- Person trips</li><li>- Public realm improvements</li><li>- Cycle parking</li><li>- Managing the impacts of construction on the surrounding highways network</li><li>- Highway and public realm improvements directly adjacent to the site</li></ul> |
| 12 | <b>Refuse and recycling</b>  |
| 13 | <b>Planning obligations</b>  |
| 14 | <b>Mayor of London's Crossrail CIL</b>   |
| 15 | <b>Camden CIL</b>  |

|    |                        |
|----|------------------------|
|    |                        |
| 16 | <b>Conclusion</b>      |
| 17 | <b>Recommendations</b> |
| 18 | <b>Legal comments</b>  |
| 19 | <b>Conditions</b>      |
| 20 | <b>Informatives</b>    |

## 6 Land use principles

6.1 The principle land use considerations are as follows:

- Mixed use policy
- Increase of office floor space
- Flexible retail/office use

### Mixed use policy

- 6.2 Policy H2 (Maximising the supply of self-contained housing from mixed-use schemes) applies to all proposals for new build non-residential development and extensions involving a significant floorspace increase. Policy H2 specifically seeks provision of self-contained houses and flats (use class C3) in line with the priority land use of the Local Plan, as set out in Policy H1 (Maximising housing supply).
- 6.3 Policy H2 states that in the Central London Area and the town centres (including Camden Town), where development involves additional floorspace of more than 200sqm (GIA), we will require 50% of all additional floor space to be self-contained housing, including a proportion of affordable housing.
- 6.4 Where housing is required as part of a mix of uses, we will require self-contained housing to be provided on site, particularly when 1,000sqm (GIA) of additional floorspace or more is proposed. Where the Council is satisfied that providing on-site housing is not practical or housing would more appropriately be provided off-site, we will seek provision of housing on an alternative site nearby, or exceptionally a payment-in-lieu.
- 6.5 The development would involve a total uplift of 907sqm (GIA) commercial floorspace, which triggers the requirement for 453.5sqm housing to be provided onsite.
- 6.6 The applicant has explored the possibility of providing residential use on site and concluded that there are a number of constraints which would mean it would not be practical. They would not be able to deliver the target 50% residential floorspace on site given the design of the existing building and the fact that it is in a prominent location surrounded by commercial buildings. This could give rise

to conflict between new residential uses and established commercial uses in the area. Furthermore, the additional height and bulk currently proposed is likely the maximum deliverable on site.

- 6.7 Whilst officers consider residential could potentially be provided on site, the provision of offsite residential accommodation is considered acceptable given the fact that the proposals relate to the refurbishment and extension of an existing commercial building. It is considered more appropriate to provide it off-site in this instance, and maximise the proposed business and commercial uses on the site.
- 6.8 Where off-site provision is appropriate, the Council will assess how much housing is required by looking at all sites involved in the arrangement. We will apply the 50% target to the additional floorspace at all sites involved, taking into account additional to non-residential floorspace proposed at the application site, any gain or loss of non-residential floorspace arising at the site or sites where the housing will be delivered, and the need to replace any existing housing lost as part of each development. The requirement for off-site housing is therefore 453.5sqm for this scheme. Policy H4 includes a sliding scale for affordable housing requirements. In this case, the sliding scale requires 10% affordable housing, and therefore 45.35sqm of housing would need to be delivered as affordable housing.
- 6.9 The applicant owns a large portfolio of properties in the area, and proposes to provide the Camden Wharf housing requirement off-site on 39-45 Kentish Town Road, where planning permission was granted on 29/09/2015 (reference 2015/1937/P) for 2,416sqm of residential floorspace. It was reported to Members (via Supplementary Agenda at committee) that officers considered that the provision of a predominantly residential scheme on this site could be taken into account on other sites within Camden Town.
- 6.10 This residential floorspace 'credit' was originally proposed to be used for the Camden Lock Market private housing requirement (planning permission granted under reference 2015/4774/P). However, the applicant has since confirmed that this scheme is unlikely to be implemented and that they wish to use some of the residential floorspace credit to provide the 453.5sqm of off-site housing for the Camden Wharf proposal. Officers consider this acceptable, subject to a deed of variation for the S106 associated with the Camden Lock Market scheme so that it can no longer form the 'credit'.
- 6.11 Policy H4 states that in the case of proposals with capacity for fewer than 10 additional homes (1,000sqm GIA), we will accept a payment-in-lieu of affordable housing. The applicant is proposing a payment-in-lieu of on-site provision in line with this policy. We consider payments-in-lieu are appropriate for these minor schemes (in tandem with relatively modest floorspace requirements based on the sliding scale target) as the affordable housing required would rarely be equivalent to a whole dwelling, and the obstacles to on-site delivery would generally exceed the benefits.

6.12 The sliding scale in this instance would require a provision equal to 10% of the residential floorspace provided off-site (expressed in GEA), which would correspond to a payment in lieu of £125,345.00. This would be secured by legal agreement, and the calculations are shown in the table below.

|  |   |
|--|---|
| Total addition to floorspace proposed                                | 907 sqm GIA                                       |
| Self-contained housing floorspace target                             | 907 x 50% target = 453.5 sqm GIA                  |
| Additional self-contained housing floorspace provision - market      | 453.5 sqm GIA                                     |
| Additional self-contained housing floorspace provision – affordable  | 0 sqm GIA   |
| AH percentage target (capacity x 2%)                                 | 500 (453.5 rounded to nearest 100)/100 x 2% = 10% |
| AH floorspace target (= the shortfall)                               | 453.5 x 10% target = 45.4 sqm GIA                 |
| Estimated AH shortfall GEA (using applicant's GEA figure of 946sqm)) | 47.3 sqm GEA                                      |
| Payment in lieu of AH (shortfall GEA x £2650)                        | 47.3 x £2650 = £125,345.00                        |
| <b>Total payment</b>   | <b>£125,345.00</b>                                |

#### Increase of office floor space

6.13 The Council's overall approach to growth and development as set out in Policy G1 (Delivery and Location of Growth) is to focus growth in the most suitable and highly accessible locations, including Camden Town Centre. Policy G1 states that the Council will promote the most efficient use of land and buildings in Camden by, among other things, seeking development that makes full use of its site, taking into account quality of design, its surroundings, sustainability, amenity, heritage, transport accessibility and any other considerations relevant to the site.

6.14 Policy E2 (Employment sites and premises) states that the Council will consider higher intensity redevelopment of premises or sites that are suitable for continued business provided that:

- a) the level of employment floorspace is increased or at least maintained;
- b) the redevelopment retains existing businesses on the site as far as possible;

- c) it is demonstrated to the Council's satisfaction that any relocation of businesses supporting the CAZ or the local economy will not cause harm to CAZ functions or Camden's local economy;
- d) the proposed premises include floorspace suitable for start-ups, small and medium enterprises, such as managed affordable workspace where viable;
- e) the scheme would increase employment opportunities for local residents, including training and apprenticeships.

6.15 The proposed development results in an uplift of 183sqm new office floor space at second and third floor level. Given the existing office use at this site and its location within the highly accessible Camden Town Centre, the additional office floorspace is welcomed. Furthermore, the existing and proposed floorspace could be easily subdivided into small or medium sized spaces, making it easily adaptable for a range of business sizes in line with the policy aims of G1 and E2.

#### Flexible office/restaurant use

6.16 The site is located within the Camden Town Centre, famous for its vibrant mixture of retail, residential, small businesses, creative industries, and night-time economy. It is a highly accessible location where Policy G1 encourages the provision of a mix of uses within developments.

6.17 The proposed fourth floor would be used either as restaurant or office space. Policies TC2 (Camden's centres and other shopping areas), TC4 (Town Centre Uses) and Camden Planning Guidance 5 (Town Centres, Retail and Employment) are relevant with regards to Class A uses. Policy TC2 states that the Council will promote its centres to serve the needs of residents, workers and visitors by:

- a) seeking to protect and enhance the role and unique character of each of Camden's centres, ensuring that new development is of an appropriate scale and character for the centre in which it is located;
- b) providing and maintaining a range of shops including independent shops, services, food, drink and entertainment and other suitable uses to provide variety, vibrancy and choice;
- c) making sure that food, drink, entertainment and other town centre uses do not have a harmful impact on residents and the local area and focusing such uses in Growth areas, Central London Frontages, and Town Centres;
- d) supporting and protecting Camden's Neighbourhood Centres, markets and areas of specialist shopping, local shops; and
- e) pursuing the individual planning objectives for each centre, as set out in supplementary planning document CPG5.

6.18 Policy TC4 recognises that new food, drink and entertainment uses can add to the vitality and vibrancy of Camden's town centres whilst playing an important role in Camden Town's night time economy. However, careful consideration must be given to nearby uses to prevent conflict with residential occupants.

- 6.19 The creation of either office or restaurant space is considered acceptable in this location. If used as office floorspace, the development would add to the quota of existing office use at this site, and would be appropriate and acceptable for the reasons outlined in section 6.15 above. Likewise, the creation of a new restaurant floorspace in this central Camden location is considered acceptable. The application building already features retail and restaurant use at ground floor level, with external seating onto the canal.
- 6.20 The applicant has submitted an Operational Management Strategy in support of their application, which sets out the guiding principles for the operation of the proposed restaurant. These principles would be adopted by the future tenants/operators and enforced by the freeholder (Red Harmony Investments Ltd). A condition would prevent any restaurant from operating until a final operational management plan, based on the submitted Operational Management Strategy, has been agreed (condition 14).
- 6.21 The restaurant would be served by a separate entrance to the west side of the building, away from any residential and hotel entrances which are located on Jamestown Road. The proposals also include a new goods lift to the back of the site which will lead to the kitchen and back of house facilities on the fourth floor. The new restaurant would provide 602sqm (GIA) of internal floor space, equating to a restaurant of approximately 166 covers, with an additional external terrace seating area measuring 152sqm providing outside dining space. Due to the location of the terrace on the north elevation fronting Regent's Canal away from the nearest residential properties (at 10 Jamestown Road and nos. 269 – 285 (odd) Camden High Street), it is not considered to cause disturbance to these residential occupants. Nevertheless, is planning permission if granted, a condition would be secured requiring music and amplified sound to not be audible from nearby residential/noise sensitive premises (condition 8).
- 6.22 The applicant has confirmed the intended hours of operation would be 10:00am to midnight Monday to Saturday, and 10:00am to 11:30pm on Sundays. These hours are in line with the restaurant/bar at ground floor level and are considered in keeping with similar restaurant uses in Camden Town Centre. These hours would be secured by condition if planning permission is granted (condition 5).
- 6.23 The applicant has not included mechanical plant within the scope of this application as it proposes a flexible use and the end-user is not known; however, a noise impact assessment has been submitted specifying the limits for restaurant and building services noise. Prior to use of the development, full details of any proposed plant/kitchen extraction equipment will be secured by condition to be submitted and approved by the Council. The Council's Environmental Health Officer has assessed the proposals and does not object to the development, subject to the Council's standard noise conditions (conditions 9 and 10).
- 6.24 Overall, the introduction of flexible office/restaurant use in this location is considered acceptable. It is in keeping with the existing uses at this site and would not result in harm to the local retail offer, neighbouring amenity or the local transport network.

## **7 Conservation**

7.1 The conservation considerations are follows:

- Statutory framework and implications
- Policy review
- Designations
- Effect on setting of Listed Buildings/Conservation Areas/other heritage assets

### Statutory Framework and Implications

7.2 Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (“the Listed Buildings Act”) are relevant in the determination of this application.

7.3 Section 66(1) states that when considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

7.4 Section 72(1) requires that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a Conservation Area when considering applications relating to land or buildings within that Area.

7.5 The effect of these sections of the Listed Buildings Act is that there is a statutory presumption in favour of the preservation of the character and appearance of Conservation Areas and the preservation of Listed Buildings and their settings. Considerable importance and weight should be attached to their preservation. A proposal which would cause harm should only be permitted where there are strong countervailing planning considerations which are sufficiently powerful to outweigh the presumption. Section 12 of the NPPF provides guidance on the weight that should be accorded to harm to heritage assets and in what circumstances such harm might be justified. This section of the report assesses the impact on heritage assets from the proposal.

### Policy review

7.6 NPPF section 16 paragraphs 184 to 202, NPPG section 18a, London Plan policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6 and 7.7, Camden Local Plan policies D1 and D2 and CPG1 (Design) are relevant with regards to conservation.

### Designations

7.7 The application site is not listed, but is located within the Regent’s Canal Conservation Area (Sub Area One – Camden Lock) and is designated as an Archaeological Priority Area (Canalside Industry). Directly north of the site, fronting the canal, sits the Grade II Listed Lock Keeper’s Cottage which is currently in use as a café and information centre. There are a number of other statutorily listed structures nearby, including the Roving Bridge over Grand Union



Canal, The Hampstead Road Lock, The Hampstead Road Bridge, The Interchange canal towpath bridge, and the Interchange building on the north side of the canal. The site is also within the Strategic View from Parliament Hill to the Palace of Westminster.

#### Effect on heritage assets and their setting

- 7.8 The main consideration is the impact of the additional storey and the extension of the second and third floors on the setting of the Grade II listed Lock Keeper's Cottage, the Hampstead Road Lock and the Roving Bridge, which are all situated immediately north of the application site, and fall within the foreground of views from the north. Following initial concerns from the Council's Conservation Officer over the height of the additional storey, the applicant investigated potential alterations to the height and footprint of the roof extension to address these concerns. Subsequently, the height of the proposed fourth floor was lowered by 400mm to provide an internal floor to ceiling height of 3200mm, which is lower than the standard 3500mm for restaurant use, but still considered acceptable. Externally, the alterations resulted in a reduction from the previously proposed height of 4435mm to 4035mm which is considered to form a better proportioned backdrop to the listed building, by way of a more consistent stepping in the massing to the rear. The applicant also submitted additional visuals to aid the Council's assessment of the impact of the development on the setting of the listed structures.
- 7.9 The following visuals (figure 5) show the existing and proposed development as viewed from Hampstead Bridge on Chalk Farm Road behind the Lock Keeper's Cottage.



*Figure 5: Existing (left) and proposed (right) view from Hampstead Bridge*

- 7.10 The relationship between the development site and the Lock Keeper's Cottage varies greatly depending on the viewing angle. A comparison of the existing views shown in figures 5 and 6 demonstrates this.



*Figure 6: Existing (left) and proposed (right) view from the north side of the canal*

- 7.11 Although the proposed development would be visible behind the Lock Keeper's Cottage in certain views, this is not considered to cause harm to the setting of the listed building given the existing relationship between the buildings. Part of the significance of the listed building is its diminutive scale in the context of its setting – its function being a small cottage next to the lock surrounded by larger scale wharf buildings rising from the canal-side. The setting and relationship between the listed building and its surroundings would be maintained as a result of the development.
- 7.12 Similarly, the proposed development is not considered to cause any harm to the Hampstead Road Lock or the Roving Bridge when compared to the existing arrangement due to the location and position of the proposed extensions. The setting of neither is dependent on roof level additions. As there is no below-ground development or excavation, the development would not impact the significance of the archaeological priority area.
- 7.13 On balance, although the proposed development would occur within the setting of the Listed Lock Keeper's Cottage, Roving Bridge, and Hampstead Road Lock, it would not cause harm to designated heritage assets.
- 7.14 The site is located within Sub Area One (Camden Lock) of the Regent's Canal Conservation Area, to which the building makes a neutral contribution. Sub Area One is an important part of the conservation area, rich in industrial heritage and containing a number of designated heritage assets, as discussed above.
- 7.15 The additional massing is considered to respect the scale of development in this location and would complement the character, appearance and setting of the existing building, the surrounding buildings and this part of the conservation area. It maintains the stepped massing form of the host building which recedes away from the canal. The public realm proposals would improve the function and appearance of this area of under-used and unattractive open space and improve the building's relationship with the canal.
- 7.16 Overall, the proposals would preserve the character and appearance of the Regent's Canal Conservation Area, in accordance with policies D1 and D2.

## 8 Design

- 8.1 London Plan policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6 and 7.7, policy D1 and CPG1 (Design) seek to secure high quality design.
- 8.2 The application building was designed by CZWG Architects (who also designed the neighbouring Holiday Inn building) and was granted planning permission less than 20 years ago. The building is four storeys tall with a plant room at roof level. It is finished in a pale blue/green render with metal-framed windows and glass balustrades at third floor level around the existing terrace. The building is characterised by the stepping back of each floor away from the north/east elevations.
- 8.3 The architect's website describes the application building as contrasting with the "orthogonality of the hotel by using a ziggurat of curved façades running east-west facing the locks. The two building forms emphasise the two differing forms of the canal

### Roof extension

- 8.4 The existing one-storey plant enclosure at the roof level would be relocated to an existing plant deck at rear first-floor and the services distributed more efficiently in order to rationalise the space and create a new extension at fourth floor. The original proposals were revised to reduce the height of the fourth floor extension to help minimise the perceived additional height of the development and ensure the proposal does not appear top-heavy. In addition, the depth of the top band has been kept to a minimum (and finished in a light aluminium) to help create the sense of a lightweight structure on top of the existing building, whilst maintaining the stepped massing of the existing building.
- 8.5 The extension would be largely glazed which is not in keeping with the existing rendered façade seen elsewhere across the building; however, the proposals include the installation of an anodized metal screen to reduce the visual impact of the glazing and prevent direct views out of the windows into the neighbouring hotel. This façade treatment has also been incorporated into the balustrades at third and fourth floor level and into the design of the new ground floor entrance, which would help to tie in the new development with the existing building. Details of the new railings and screening would be secured by condition (condition 3).
- 8.6 The roof extension to the rear would sit behind 10 Jamestown Road. This extension would not be obvious in views along Jamestown Road and is considered acceptable. The frontage on Jamestown Road is visible in long views and terminates the view north up Arlington Road. It is proposed that the extension on this elevation would be lower than the remainder of the proposed extension and stepped in to follow the levels below.
- 8.7 The proposed roof extension would be a complimentary addition to the host building which would preserve and enhance the character and appearance of the building and wider Regent's Canal Conservation Area.

### Second and third floor extensions

- 8.8 The proposal includes the horizontal extension of the existing second and third floor levels in the same architectural language. The extensions would be the same height, design, and materials and would follow the same sweeping curve of the existing footprint.
- 8.9 The proposals include the re-painting of the whole building in a similar tone, but lighter shade, and the new extensions would be finished to match. A complimentary grey tone would be used for the anodised metal balustrade, which would match the screening used at fourth floor level and the new ground floor lobby entrance. Overall, the extensions would be a fairly minor addition in the context of the existing building and combined with the proposed roof extension and refurbishments, are considered to preserve the character of the host building and conservation area.

### New ground floor entrance and public realm improvements

- 8.10 The new ground floor office/restaurant entrance would open onto the private road to the west of the site currently used for the loading/unloading of deliveries and for car parking. The new entrance would replace the existing service yard and roller shutters and would be glazed with anodized metal screens to match the proposed screen and balustrade at second, third and fourth floor level. The alterations would be an improvement compared to the existing arrangement, and would activate the ground floor frontage onto this underused area.
- 8.11 In addition, improvements would be made to the private road by encouraging pedestrian access, managing vehicular access and reducing level changes. Vehicular access would be controlled, giving priority to pedestrians and cyclists to improve the connection from Jamestown Road through the canal. New hard landscaping materials and planters would be introduced, and existing clutter removed to improve the appearance and usability of this space. The proposals would comply with policy A2 which seeks to protect and improve open space. Full details of hard and soft landscaping would be secured by condition (condition 4) if planning permission is granted.

### Other works

- 8.12 To the rear, a new acoustic louvered enclosure and CHP pump enclosure would be erected at first floor level. These would be located within an existing area of plant where they would be subject to limited private views from the rear windows of neighbouring properties. Given their location within an existing plant area, they are not considered to cause visual harm and would preserve the character of the host building. In addition, a new services riser would be erected to the rear elevation, running from lower ground to fourth floor level to house new services and a goods lift. This would be fairly small, measuring 2.4m wide and would be finished in render with a zinc roof to match the existing rendered elevation and stairwell roof and is considered a minor addition that would not cause harm to the host building.

## Conclusion

8.13 Overall, the proposals would preserve and enhance the appearance of the host building, provide improved public realm and enhance the character of the Regent's Canal Conservation area and are considered acceptable, in accordance with Policies D1 and D2 of the Camden Local Plan.

## **9 Impact on neighbouring amenity**

9.1 Policies A1, A4 and CPG6 (Amenity) are relevant with regards to the impact on the amenity of nearby residential occupants. Policy A1 seeks to protect the amenity of Camden's residents by ensuring the impact of development is fully considered and that development protects the quality of life of occupiers and neighbours. The relevant considerations on the impact on the amenity of the occupiers of neighbouring properties are as follows:

- Daylight and sunlight
- Outlook
- Noise and disturbance
- Privacy/Overlooking.

9.2 Any impact from construction works is dealt with in the transport section.

### Daylight and sunlight

9.3 In order to assess the potential impact of the proposed extensions on the levels of natural light enjoyed by neighbouring occupiers, a Daylight and Sunlight Report has been submitted produced by Point 2 Surveyors Ltd.

9.4 The report has tested the impact of the development on the daylight and sunlight to neighbouring windows in accordance with the BRE report 'Site layout planning for daylight and sunlight: A guide to good practice', most commonly known as "the BRE guidelines".

9.5 In order to assess the impact of the development on the daylight in neighbouring buildings, the Vertical Sky Component (VSC) test was used. The Vertical Sky Component is expressed as a ratio of the maximum value of daylight achievable for a completely unobstructed vertical wall. If the VSC is greater than 27%, enough sunlight should be reaching the existing window (in a suburban environment). Any reduction below this level should be kept to a minimum. Windows to some existing rooms may already fail to achieve this target under existing conditions. In these circumstances it is possible to accept a reduction to the existing level of daylight to no less than 80% of its former value. Similarly, the guidelines allow a flexible approach to take account of site context, for example, in more dense urban environments.

9.6 The No Sky Line (NSL) test was also used to assess daylight distribution. This test separates those areas of the working plane than can receive direct sunlight and those that cannot. The BRE guidelines suggest that if, following the

construction of a new development, the no sky line moves so that the area of the existing room which does receive direct skylight is reduced to less than 0.8 times its former value, this will be noticeable to occupants and more of the room will appear poorly lit.

9.7 The Annual Probable Sunlight Hours (APSH) were assessed for each affected neighbouring window to determine the impact on sunlight levels. The BRE sunlight tests should be applied to all main living rooms which have a window which faces within 90 degrees of due south. The guide states that kitchens and bathrooms are less important, although care should be taken not to block too much sunlight. Sunlight availability may be adversely affected if the centre of the window:

- receives less than 25% of APSH, or less than 5% of APSH between 21 September and 21 March, and
- receives less than 0.8 times its former sunlight hours during either period, and
- has a reduction in sunlight received over the whole year greater than 4% of APSH.

9.8 The following residential properties were analysed for the impact of the proposal and are shown highlighted in blue on figure 7 Below:

- 10 Jamestown Road
- Nos. 269 – 285 (odd) Camden High Street

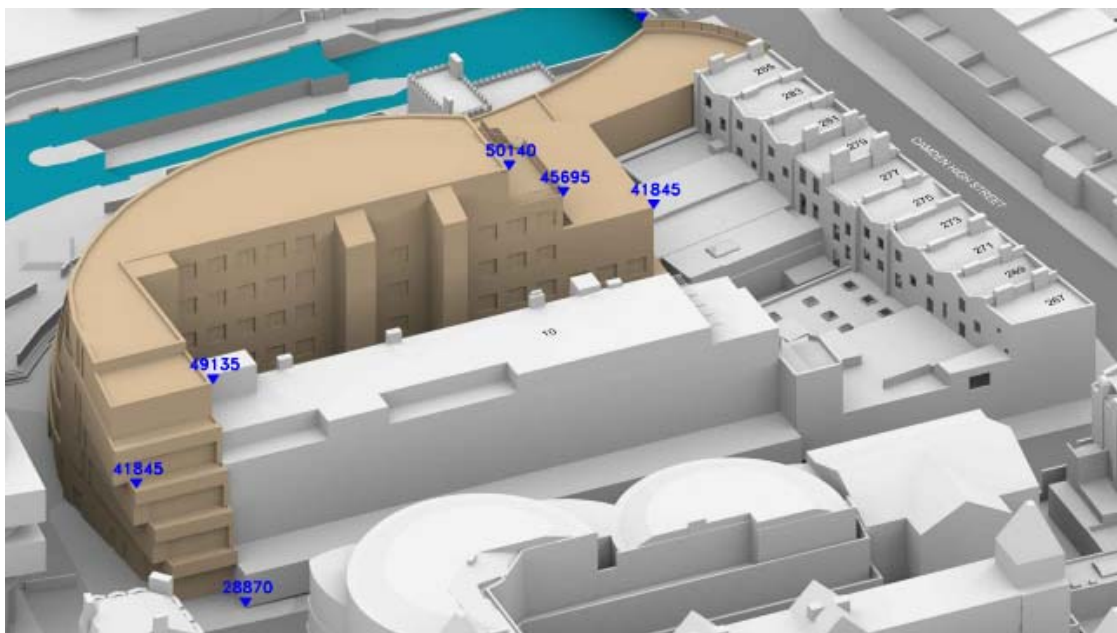


Figure 7: Neighbouring residential (blue) and commercial (red) properties

9.9 The assessment found that the habitable rooms of nos. 269 – 281 (odd) and 285 Camden High Street and 10 Jamestown Road would experience no change in

their daylighting condition, or less than a 20% reduction in both VSC and NSL with the proposed development in place.

- 9.10 The sunlight results demonstrate that 100% of the neighbouring residential properties with windows facing within 90 degrees of due south meet the recommendations of the BRE guidelines in that their habitable rooms will experience no change in their sunlit condition or less than a 20% reduction in APSH.
- 9.11 The results found that one property (283 Camden High Street) would experience an impact on daylight levels. Although the windows serving this property would be fully compliant in terms of VSC levels and would retain good daylight distribution, 2 out of the 4 rooms tested would experience reductions in NSL of 20.9% (room R1/31 served by window W1/31) and 30.2% (room R2/41 served by window W1/41). The two windows affected can be seen at the lower level of no.283 in figure 8. The reduction in NSL to room R1/31 is only 0.9% higher than BRE guidelines and would not cause significant harm to neighbouring amenity. Although room R2/42 would experience a higher reduction in NSL of 30.2%, which is 10% higher than BRE guidelines, planning records indicate that this room is a bathroom rather than a habitable room. Therefore the reduction is considered not to harm the amenity of occupants of this flat, due to the lower level of protection afforded to non-habitable rooms.



*Figure 8: Proposed development and neighbouring properties tested*

### Outlook

- 9.12 The existing building measures approximately 16m high, increasing to 18m at the top of the roof plant area (when measured from street level on the canal-side elevation). The proposed roof extension would increase the maximum height to 20m and be stepped back to the southern side of the building. It would sit at a distance of just over 30m away from the nearest residential windows to the rear

of 271 – 285 Camden High Street, and 15m from the rear windows of 10 Jamestown Road. The proposed second floor extension would bring this floor closer to the rear window of the properties on Camden High Street, but it would still retain a distance of 16m between the development and the nearest windows.

- 9.13 Although the proposed development would be visible from neighbouring windows and their outlook would be altered to some extent, it is considered that sufficient separation distance would be maintained to ensure that the outlook from neighbouring windows would remain satisfactory.

#### Noise and disturbance

- 9.14 Although plant and kitchen ventilation/extraction equipment is not proposed as part of this application, a Noise Impact Assessment has been prepared by Arup to quantify the existing background noise climate around the building. These noise levels have been used to provide noise emissions limits for new mechanical services plant in accordance with the Council's noise emissions policy (policy A4).
- 9.15 The Council's Environmental Health Officer has assessed the report, and confirmed that it has made adequate suggestions for noise criteria to be applied to the development. If planning permission is granted, it will be subject to the condition that prior to use of the development, details shall be submitted to and approved in writing by the Council, of the external noise level emitted from plant/ machinery/ equipment and mitigation measures as appropriate (conditions 8, 9 and 10).

#### Overlooking

- 9.16 The proposed development would introduce new windows at second, third and fourth floor level. The new east facing windows at second floor level would be closest to the rear windows of the residential properties along Camden High Street. At a distance of 16m away, they would be just below the recommended distance of 18m between directly overlooking neighbouring windows; however, as they would be located above the existing windows at first floor and would also serve offices, the development is not considered to worsen the existing situation.
- 9.17 Likewise, the new windows facing the rear of 10 Jamestown Road would be in the same location as the windows on the floors below and not considered to result in any additional harmful overlooking than the current arrangement. Furthermore, this dense urban location is within a town centre where tighter relationships between buildings are to be expected.

## **10 Sustainable design and construction**

- 10.1 Policy CC1 requires all development to minimise the effects of climate change and encourages all developments to meet the highest feasible environmental standards that are financially viable during construction and occupation. Policy CC2 requires development to be resilient to climate change by adopting climate change adaptation measures.



- 10.2 The development is proposing a number of low carbon technologies and building services. They include new high efficiency gas fired boilers and LTHW (low temperature hot water) pumps, new high efficiency air cooled chillers, and new AHU with heat recovery for the whole building; low energy LED lighting for the new build areas and Low Specific Fan Power (SFP) for air handling units and air distribution systems. In addition, 17.5kWp PV system is proposed (73 panels of 19.4% efficiency). A condition shall secure the provision and final details of the solar PV panels (condition 7).
- 10.3 Policy CC1 requires all developments to achieve a 20% reduction in CO2 emissions through renewable technologies (the 3rd stage of the energy hierarchy) wherever feasible. The applicant's energy statement demonstrates a total reduction of 19.4%. Although marginally lower than policy targets, this is considered acceptable in this instance given the fact that the proposals relate to the extension of an existing building. These energy provisions (a 19.4% reduction beyond Part L and 18.2% reduction through renewables) would be secured through an Energy Efficiency & Renewable Energy Plan secure by legal agreement.
- 10.4 The applicant's sustainability report states that the development will target BREEAM Excellent, with a score of 72.31% and will meet the minimum credit requirements of Energy (60%), Materials (40%) and Water (60%), with the following sub-targets: Energy (75%), Materials (54%) and Water (67%). These sustainability measures would be secured through a Sustainability Plan, secured by a legal agreement if planning permission is granted.

#### Green infrastructure and biodiversity

- 10.5 The applicant's sustainability statement includes measures to protect nesting birds during construction, the incorporation of bird boxes, the creation of a green roof at first floor and roof level, a living wall on the Jamestown Road elevation, and the use of native species or species with value to wildlife in landscaping. If planning permission is granted, a condition will secure full details of the green roof and wall design, including a planting scheme, maintenance plan and construction method, to be submitted and approved prior to commencement of the relevant works. In addition, details of bird and bat nesting boxes or bricks shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site (conditions 6 and 12).

## **11 Transport**

- 11.1 The following transport considerations are covered below:

- Policy review
- Car parking and servicing
- Person trips
- Public realm improvements
- Cycle parking
- Managing the impacts of construction on the surrounding highways network
- Highway and public realm improvements directly adjacent to the site

### Policy review

- 11.2 Camden Local Plan policies T1, T2, T3 and T4 and CPG7 (Transport) are relevant with regards to transport issues.

### Car parking and servicing

- 11.3 Policy T2 states that the Council will limit the availability of parking and require all new developments in the borough to be car-free. Parking will only be considered for new non-residential developments where it can be demonstrated that the parking provided is essential to the use or operation of the development. The private access road adjacent to the development currently provides six parking spaces for the Holiday Inn and on-site servicing space for the other sites at the location.
- 11.4 As a result of the proposed public realm improvements, the number of bays for the Holiday Inn will be reduced to three and repositioned to provide more space in the public realm area. There will also be a dedicated loading bay situated in the public realm area to help manage the loading activity associated with the new development and the existing businesses.
- 11.5 New rising bollards will be installed to replace the existing vehicle barrier and management will limit vehicular access to the road to service vehicles and cars permitted access to the Holiday Inn. This is an improvement to the current layout where private vehicles are able to drive around the existing barrier and park on the access road.
- 11.6 The Transport Assessment, using existing survey data, states that the majority of servicing vehicles will use the private road and proposed new servicing bay. The Transport Statement, using an Arup (engineering consultancy) trip generation tool, has also estimated that there could be an additional eight servicing vehicle trips to the site per day as a result of new development. Using the existing servicing data of a maximum of 10 trips, this equates to a total of 18 servicing vehicles trips per day. This amount of servicing trips will be able to be managed using the proposed layout of on-site servicing facilities, and is not dissimilar from the existing servicing situation. As such, a servicing management plan is not required to be secured by condition.
- 11.7 If planning permission is granted, the development would be secured as a car free development by Legal Agreement, restricting the ability of the future occupiers from obtaining on-street parking permits.

### Person trips

- 11.8 Policy A1 of the Local Plan seeks to ensure that development is properly integrated with the transport network and supported by adequate walking, cycling and public transport links with appropriate mitigation measures in place. Due to the uplift in B1 and A3 floorspace, an increase in the number of person trips to the site is predicted. The Transport Statement estimates that approximately 133

person trips will be generated to the B1/A3 development during the peak hours of use. As the site is well connected by public transport and there would be no private parking available on site, this increase in the number of trips is acceptable. Due to this increase in trips, a Local Level Travel Plan would still need to be secured as a Section 106 planning obligation. This travel plan would set out measures to promote the use of sustainable modes of transport by staff and visitors associated with the development.

- 11.9 A Travel Plan Implementation Support Contribution of £3,122 is required to cover the costs of assessing, reviewing and monitoring the travel plan across a five-year period from first occupation of the development. This would be secured as a Section 106 planning obligation if planning permission is granted.

#### Public realm improvements

- 11.10 The proposed development includes improvements to the access road, creating a shared surface space which would be a vast improvement for pedestrians using the route to and from Jamestown Road, and also include eight short stay cycle parking racks which are required as part of the cycle parking provision. The landscaping of the area, and its maintenance, would be controlled by a condition requiring details of the landscaping (condition 4).

#### Cycle parking

- 11.11 Policy T1 of the Camden Local Plan requires development to provide cycle parking facilities in accordance with the minimum requirements of the London Plan and the design requirements outlined in CPG7.
- 11.12 The supporting information and plans show eight long stay cycle parking spaces (in the form of 2-tier josta stands) would be provided in a ground floor cycle store. The proposed plans show eight Sheffield stands introduced as part of the public realm improvements, which provide 16 short stay cycle parking spaces. The layout and number of cycle spaces are compliant with CPG7 and the London Plan and would be secured by condition (condition 11).

#### Managing the impacts of construction on the surrounding highway network

- 11.13 Policies A1 and T4 state that Construction Management Plans should be secured to demonstrate how a development will minimise impacts from the movement of goods and materials during the construction process. The policies also relate to how development is connected to the highway network. For some developments, this may require control over how the development is implemented (including demolition and construction) through a Construction Management Plan (CMP).
- 11.14 While the development is not considered to be a large scale development, due to the location of the site and the nature of the works, a CMP would need to be secured as a Section 106 planning obligation if planning permission is granted. A CMP (in the council's pro-forma) will need to be submitted once a Principal

Contractor has been appointed, and would need to be approved by the Council prior to any works commencing on site.

11.15 A CMP Implementation Support Contribution of £3,136 would also need to be secured as a Section 106 planning obligation if planning permission is granted.

#### Highway and Public Realm Improvements directly adjacent to the site

11.16 Paragraph 6.11 (Policy A1) of the new Camden Local Plan states that the Council will repair any construction damage to transport infrastructure or landscaping and reinstate all affected transport network links, road and footway surfaces at the developer's expense. As the proposed public realm improvements on the site include the creation of a raised shared surface, the footway and carriageway directly adjacent to the site may need to be altered in order to connect the development with the highway network. The proposed works to the public highway include the introduction of a raised table at the junction of the private road and Jamestown Road. The Council would therefore need to secure a financial contribution for highway works (an estimated cost of £29,530.66) as a Section 106 planning obligation if planning permission is granted. This would allow the proposal to comply with Policy A1 of the Local Plan.

#### Conclusion

11.17 The proposals are considered acceptable in transport terms, provided the following obligations and condition are secured:

- Car Free development
- Condition requiring the provision 8 CPG7 compliant long stay and 16 CPG7 compliant short stay cycle parking spaces
- Local Level Travel Plan and associated Implementation Support Contribution of £3,122
- Construction Management Plan and associated Implementation Support Contribution of £3,136
- Highways Contribution of £29,530.66.

## **12 Refuse and recycling**

12.1 Camden Local Plan policy CC5 (Waste) and Camden Planning Guidance 1 (Design) are relevant with regards to waste and recycling storage and seek to ensure that appropriate storage for waste and recyclables is provided in all developments.

12.2 As a guide, approximately one cubic metre storage space is required for every 300-500sq m of commercial space (including both recyclable and non-recyclable waste). Storage space must be designed to accommodate bins to hold this amount of waste, separated, and should be designed in consultation with the waste collection contractor.

12.3 The proposals include a central waste store at ground floor level, with two separate rooms for recycling and general waste and direct access out on to the

private road adjacent to the site. The bins would be placed outside by the facilities management team for collection in line with the existing arrangements. With a footprint of approximately 25sqm, the refuse and recycling storage area would be adequate for the office/restaurant floor space proposed. The provision of the refuse storage would be secured by condition before occupation (condition 13).

### 13 Planning obligations

13.1 The construction phase of the development has the potential to support local employment and training opportunities in the borough. An End-User Strategy is not required in this instance due to the scale of the proposed office uplift. The applicant has agreed to enter into a legal agreement to secure an Employment, Skills and Local Supply Plan, setting out their plan for delivering the following requirements in advance of commencing on site (but subject to construction costs):

- Work to CITB benchmarks for local employment when recruiting for construction-related jobs
- 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
- Provide a specified number (to be agreed) of 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, recruit 1 construction apprentice per £3million of build costs and pay the council a support fee of £1,700 per apprentice (conducted through the Council's King's Cross Construction Skills Centre)
- If the value of the scheme exceeds £1 million, sign up to the Camden Local Procurement Code.

13.2 The following contributions are required to mitigate the impact of the development upon the local area, including on local services. These heads of terms will mitigate any impact of the proposal on the infrastructure of the area.

| <b>Contribution</b>  | <b>Amount (£)</b>  |
|--|--------------------|
| Travel Plan Implementation Support Contribution                  | £3,122.00          |
| Highways contribution  | £29,530.66         |
| Construction Management Plan Implementation Support Contribution | £3,136.00          |
| Affordable Housing Payment in Lieu                               | £125,345.00        |
|  |                    |
| <b>TOTAL</b>   | <b>£161,133.66</b> |

## **14 Mayor of London's Crossrail CIL**

14.1 The proposal will be liable for the Mayor of London's Community Infrastructure Levy (CIL) as it includes the creation of more than 100sqm floorspace. Based on the Mayor's CIL charging schedule and the information provided as part of the application, (the Mayoral CIL is based at £50 per sqm) the estimated Mayoral CIL would be £50.00 x 907sqm = £45,350.00. This would 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.

## **15 Camden CIL**

15.1 The proposal would be liable for the Camden Community Infrastructure Levy (CIL). The site is located within Zone B. The estimate based on the uplift of floorspace and the proportion of office and restaurant floorspace proposed, the estimated Camden CIL liability is £22,675.00 (907sqm x £25.00).

## **16 Conclusion**

16.1 The proposed extension and refurbishment of the application building to provide new office and flexible office/restaurant floorspace is considered acceptable. The new uses would be appropriate and compatible in this area, and the applicant's off-site market housing offer and payment in lieu of affordable housing is accepted. The proposed extensions and elevational treatments would enhance the character and appearance of the building and conservation area and preserve the setting of heritage assets. The Council is satisfied that it would be finished to a high standard of design, subject to the recommended conditions. On balance, the proposals are acceptable and would comply with the development plan, subject to the conditions and legal obligations listed below.

## **17 Recommendations**

**17.1 Planning Permission is recommended subject to conditions and a Section 106 Legal Agreement covering the following Heads of Terms:-**

Affordable housing

- Payment in lieu (£125,345.00).

Energy and sustainability

- Sustainability measures to be secured through a Sustainability Plan indicating BREEAM Excellent level and minimum credit targets in Energy (60%), Materials (40%) and Water (60%).
- Energy provisions to be secured through an Energy Efficiency & Renewable Energy Plan – 19.4% beyond Part L 2013 AND 18.2% reduction through renewables.

Employment and skills

- Local Employment, Skills, and Local Supply Plan.

## Transport

- Car Free development.
- Local Level Travel Plan and associated Implementation Support Contribution of £3,122.
- Construction Management Plan and associated Implementation Support Contribution of £3,136.
- Highways Contribution of £29,530.66.

## Off-site housing provision

- Not to occupy or allow occupation of any part of the development until such time as the residential units comprised within the 'Site E development' at 39-45 Kentish Town Road (approved under reference 2015/1937/P) have been completed to shell and core.
- To provide a Deed of Variation of the S106 Legal Agreement for the Camden Lock Market scheme (approved under reference 2015/4774/P) to de-link this site from the residential units provided at 39-45 Kentish Town Road, and not implement that scheme unless a new housing donor site has been agreed.

## 18 Legal Comments

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

## 19 Conditions

|   |   |
|---|---|
| 1 | <p>Three years from the date of this permission</p> <p>This development must be begun not later than three years from the date of this permission.</p> <p>Reason: In order to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).</p>  |
| 2 | <p>Approved drawings</p> <p>The development hereby permitted shall be carried out in accordance with the following approved plans:</p> <p>Demolition: 15.102 rev P3, 15.200 rev P2, 15.201 rev P3, 15.202 rev P2, 15.203 rev P2, 15.204 rev P2, 15.205 rev P2, 15.251 rev P2, 15.252 rev P2, 15.253 rev P2, 15.254 rev P2, 15.255 rev P2, 15.271 rev P2, 15.272 rev P2, 15.273 rev P2, 15.274 rev P2, 15.275 rev P2, 15.276 rev P2, 15.277 rev P2.</p> <p>Existing: 10.101 rev P2, 10.102 rev P3, 10.200 rev P2, 10.201 rev P3, 10.202 rev P2, 10.203 rev P2, 10.204 rev P2, 10.205 rev P2, 10.251 rev P2, 10.252 rev P2, 10.253 rev P2, 10.254 rev P2, 10.255 rev P2, 10.271 rev P2, 10.272 rev P2, 10.273 rev P2, 10.274 rev P2, 10.275 rev P2, 10.276 rev P2, 10.277 rev P2.</p> |

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|   | <p>Proposed: 20.198 rev P3, 20.199 rev P4, 20.200 rev P2, 20.201 rev P3, 20.202 rev P2, 20.203 rev P2, 20.204 rev P2, 20.205 rev P2, 20.206 rev P3, 20.251 rev P3, 20.252 rev P3, 20.253 rev P3, 20.254 rev P3, 20.255 rev P3, 20.271 rev P3, 20.272 rev P3, 20.273 rev P3, 20.274 rev P3, 20.275 rev P3, 20.276 rev P3, 20.277 rev P3.</p> <p>Documents: Cover letter dated 15 March 2017, Transport Statement rev B. dated 30 August 2016, Daylight &amp; Sunlight Report dated August 2016, Draft Construction Management Plan dated 16 June 2016, Energy Strategy dated 19 August 2016, Design and Access Statement rev. C dated 2 September 2016, Operation Management Strategy dated November 2016, Sustainability Statement dated 19 August 2016, Noise Impact Assessment dated 18 August 2016, Town Planning Statement dated November 2016, Response to planning feedback document dated November 2017.</p> <p>Reason: For the avoidance of doubt and in the interest of proper planning.</p> |
| 3 | <p>Detailed drawings/samples</p> <p>Detailed drawings in respect of the following shall be submitted to and approved in writing by the Council before the relevant part of the work is begun:</p> <ul style="list-style-type: none"> <li>a) Plan, elevation and section drawings, at a scale of 1:20 of the new windows and doors and vertical screening to the ground floor A3/B1 lobby and 4<sup>th</sup> floor roof extension.</li> <li>b) Plan, elevation and section drawings, at a scale of 1:20 of all new balustrading and railings.</li> </ul> <p>The relevant part of the works shall then be carried in accordance with the approved details</p> <p>Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policies D1 and D2 of the London Borough of Camden Local Plan 2017.</p>   |
| 4 | <p>Landscape</p> <p>Prior to commencement of development, full details of hard and soft landscaping, including the improvement works to the private route linking Jamestown Road and Regent's Canal (as indicated on approved drawing no. 20.199 rev. P4) and a programme for a scheme of maintenance, shall be submitted to and approved by the local planning authority in writing. Such details shall include any proposed earthworks including grading, mounding and other changes in ground levels.</p> <p>The approved landscaping works must be implemented in accordance with the details thus approved prior to first occupation of the development, and</p>   |



|   |   |
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|   | <p>thereafter retained and maintained in accordance with the approved scheme of maintenance.</p> <p>Reason: To ensure that the development achieves a high quality of landscaping which contributes to the visual amenity and character of the area in accordance with the requirements of policies A1, D1 and A2 of the London Borough of Camden Local Plan 2017.</p>  |
| 5 | <p>Hours of use of proposed restaurant</p> <p>The restaurant use hereby permitted shall not be carried out outside of the following hours:</p> <p>10:00 to 00:00 Monday to Saturday, and<br/>10:00 to 11:30 on Sundays and bank holidays.</p> <p>Reason: To ensure that the amenity of occupiers of residential properties in the area is not adversely affected by noise and disturbance in accordance with the requirements of policies A1 and A4 of the London Borough of Camden Local Plan 2017.</p>  |
| 6 | <p>Living roof and walls details and installation</p> <p>Full details in respect of the green wall and roofs in the area indicated on the approved roof plans shall be submitted to and approved by the local planning authority before the relevant part of the development commences. The details shall include 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/brown 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.</p> <p>Reason: In order to ensure the development undertakes reasonable measures to take account of biodiversity and the water environment in accordance with policies A3, CC1, CC2 and CC3 of the London Borough of Camden Local Plan 2017.</p> |
| 7 | <p>Solar PV</p> <p>Prior to occupation of development, detailed plans showing the location and extent of photovoltaic cells to be installed on the building shall have been submitted to and approved by the Local Planning Authority in writing. The measures shall include the installation of a meter to monitor the energy output from the approved renewable energy systems. The cells shall be installed in full accordance with the details approved by the Local Planning Authority and permanently retained and maintained thereafter.</p>   |

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|    | <p>Reason: To ensure the development provides adequate on-site renewable energy facilities in accordance with the requirements of policy CC1 of the London Borough of Camden Local Plan 2017.</p>  |
| 8  | <p>Noise</p> <p>Neither music nor amplified sound emitted from the commercial part of the development shall be audible at any residential/ noise sensitive premises.</p> <p>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.</p>   |
| 9  | <p>Vibration</p> <p>Prior to use, machinery, plant or equipment and any associated ducting at the development shall be mounted with proprietary anti-vibration isolators and fan motors shall be vibration isolated from the casing and adequately silenced and maintained as such.</p> <p>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.</p>  |
| 10 | <p>Plant and equipment</p> <p>Prior to use of the development, details shall be submitted to and approved in writing by the Council, of the proposed plant/ machinery/ equipment, the associated external noise level emissions and mitigation measures as appropriate. The measures shall ensure that the external noise level emitted from plant/ machinery/ equipment will be lower than the lowest existing background noise level by at least 10dBA, by 15dBA where the source is tonal, as assessed according to BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.</p> <p>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.</p> |
| 11 | <p>Cycle parking</p> <p>Prior to occupation of the development, the following bicycle parking shall be provided as shown on the approved plans:</p> <ul style="list-style-type: none"> <li>- 8 long stay cycle parking spaces</li> <li>- 16 short stay cycle parking spaces</li> </ul> <p>All such facilities shall thereafter be retained.</p>  |

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|    | <p>Reason: To ensure that the scheme makes adequate provision for cycle users in accordance with policies T1 and T3 of the London Borough of Camden Local Plan.</p>  |
| 12 | <p>Bird and bat boxes</p> <p>Details of bird and bat nesting boxes or bricks shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site in line with the recommendations in the Ecological Appraisal. Boxes/bricks should be integrated into the fabric of the building wherever possible, to increase sustainability. Details submitted shall include the exact location, height, aspect, specification and indication of species to be accommodated. Boxes shall be installed in accordance with the approved plans prior to the first occupation of the development and thereafter maintained. Guidance on biodiversity enhancements including artificial nesting and roosting sites is available in the Camden Biodiversity Action Plan: Advice Note on Landscaping Schemes and Species Features.</p> <p>Reason: To ensure the development provides the appropriate provision towards creation of habitats and valuable areas for biodiversity in accordance with policy 7.19 of the London Plan 2011 and Policy A3 of the London Borough of Camden Local Plan 2017.</p> |
| 13 | <p>Refuse Storage</p> <p>Prior to occupation of the development, the refuse and recycling store shown on drawing no. 20.201 rev. P3 hereby approved shall be provided in its entirety and permanently retained thereafter.</p> <p>Reason: To ensure that sufficient provision for the storage and collection of waste has been made in accordance with the requirements of policies A1 and CC5 London Borough of Camden Local Plan 2017.</p>   |
| 14 | <p>Operational Management Plan</p> <p>Prior to the commencement of any A3 use, an operational management plan shall be submitted to and approved in writing by the local planning authority. The use hereby permitted shall thereafter be operated in accordance with the approved details. The submitted details should be based on the approved Operational Management Strategy.</p> <p>Reason: To safeguard the amenity of the adjoining premises and the area generally, and to mitigate the potential impact on community safety. In accordance with the requirements of policies A1, A4, and TC4 of the London Borough of Camden Local Plan 2017.</p>  |

## 20 Informatives

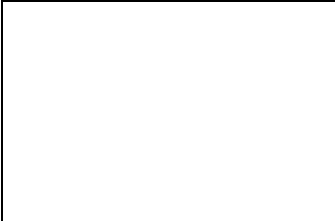
|   |  |
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| 1 | <p>Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts which cover aspects including fire and emergency escape, access and facilities for people with disabilities and sound insulation between dwellings. You are advised to consult the Council's Building Control Service, Camden Town Hall, Argyle Street WC1H 8EQ, (tel: 020-7974 6941).</p>   |
| 2 | <p>Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You are advised to consult the Council's Compliance and Enforcement team [Regulatory Services], Camden Town Hall, Argyle Street, WC1H 8EQ (Tel. No. 020 7974 4444 or on the website <a href="http://www.camden.gov.uk/ccm/content/contacts/council-contacts/environment/contact-the-environmental-health-team.en">http://www.camden.gov.uk/ccm/content/contacts/council-contacts/environment/contact-the-environmental-health-team.en</a> 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</p> |
| 3 | <p>Your proposals may be subject to control under the Party Wall etc Act 1996 which covers party wall matters, boundary walls and excavations near neighbouring buildings. You are advised to consult a suitably qualified and experienced Building Engineer.</p>  |
| 4 | <p>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.</p>  |
| 5 | <p>The Mayor of London introduced a Community Infrastructure Levy (CIL) to help pay for Crossrail on 1st April 2012. Any permission granted after this time which adds more than 100sqm of new floorspace or a new dwelling will need to pay this CIL. It will be collected by Camden on behalf of the Mayor of London. Camden will be sending out liability notices setting out how much CIL will need to be paid if an affected planning application is implemented and who will be liable.</p> <p>The proposed charge in Camden will be £50 per sqm on all uses except affordable housing, education, healthcare, and development by charities for their charitable purposes. You will be expected to advise us when planning permissions are implemented. Please use the forms at the link below to advise who will be paying the CIL and when the development is to commence. You</p>   |

can also access forms to allow you to provide us with more information which can be taken into account in your CIL calculation and to apply for relief from CIL.

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

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

Please send CIL related documents or correspondence to  
[CIL@Camden.gov.uk](mailto:CIL@Camden.gov.uk)



**Application No: 2017/1515/P**  
**28 Camden Wharf**  
**Jamestown Road, London, NW1 7BY**

**Scale:**  
**1:1250**  
**Date:**  
**3-Aug-18**



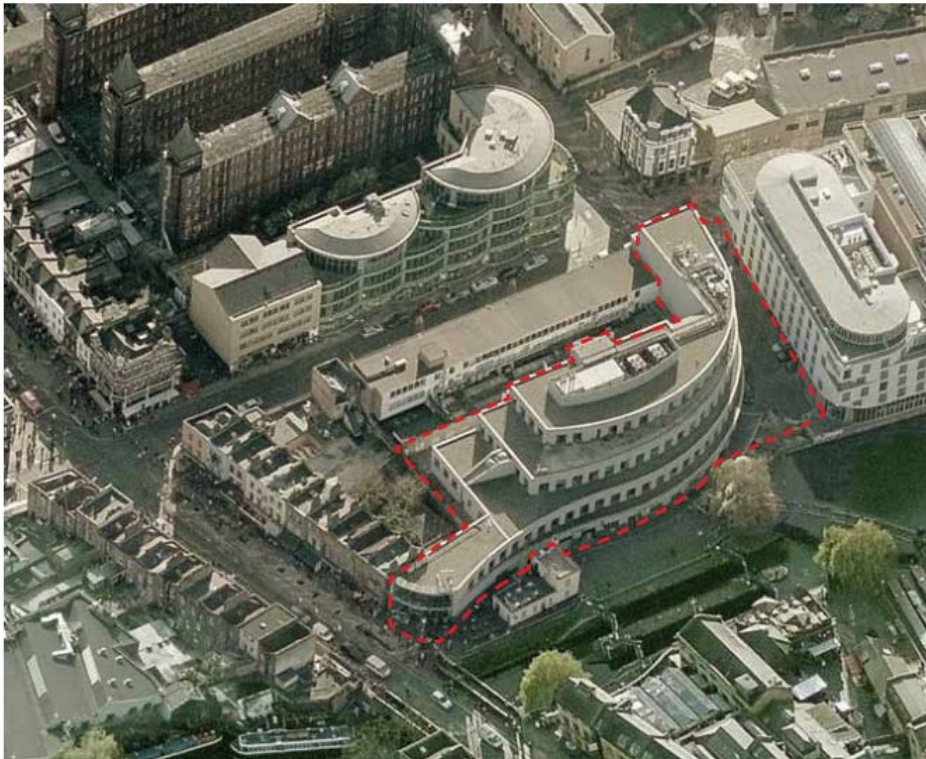
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# Camden Wharf

## Site location plan



Aerial view of the application site



View of the existing building from Chalk Farm Road







View of existing service yard entrance



View from Jamestown Road



View from Private Road



2. Existing Photo from Camden Lock Market



2. Proposed Photo collage from Camden Lock Market



3. Existing Photo from Arlington Road



3. Proposed Photo collage from Arlington Road



4. Existing Photo from Camden High Street



4. Proposed Photo collage from Camden High Street

Indicative CGI of the north west elevation



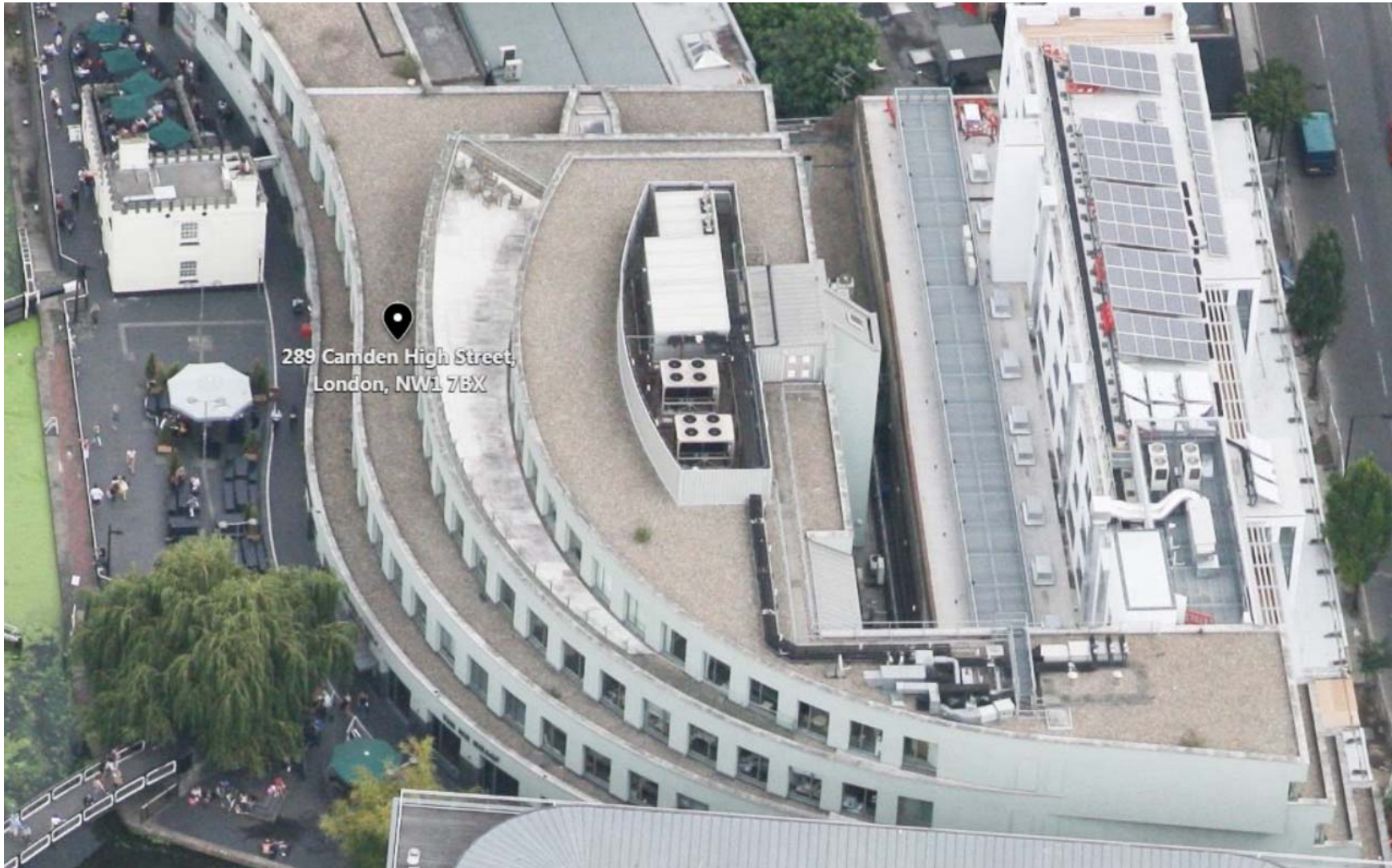
Indicative CGI of the north east elevation



Indicative CGIs of the public realm and new entrances



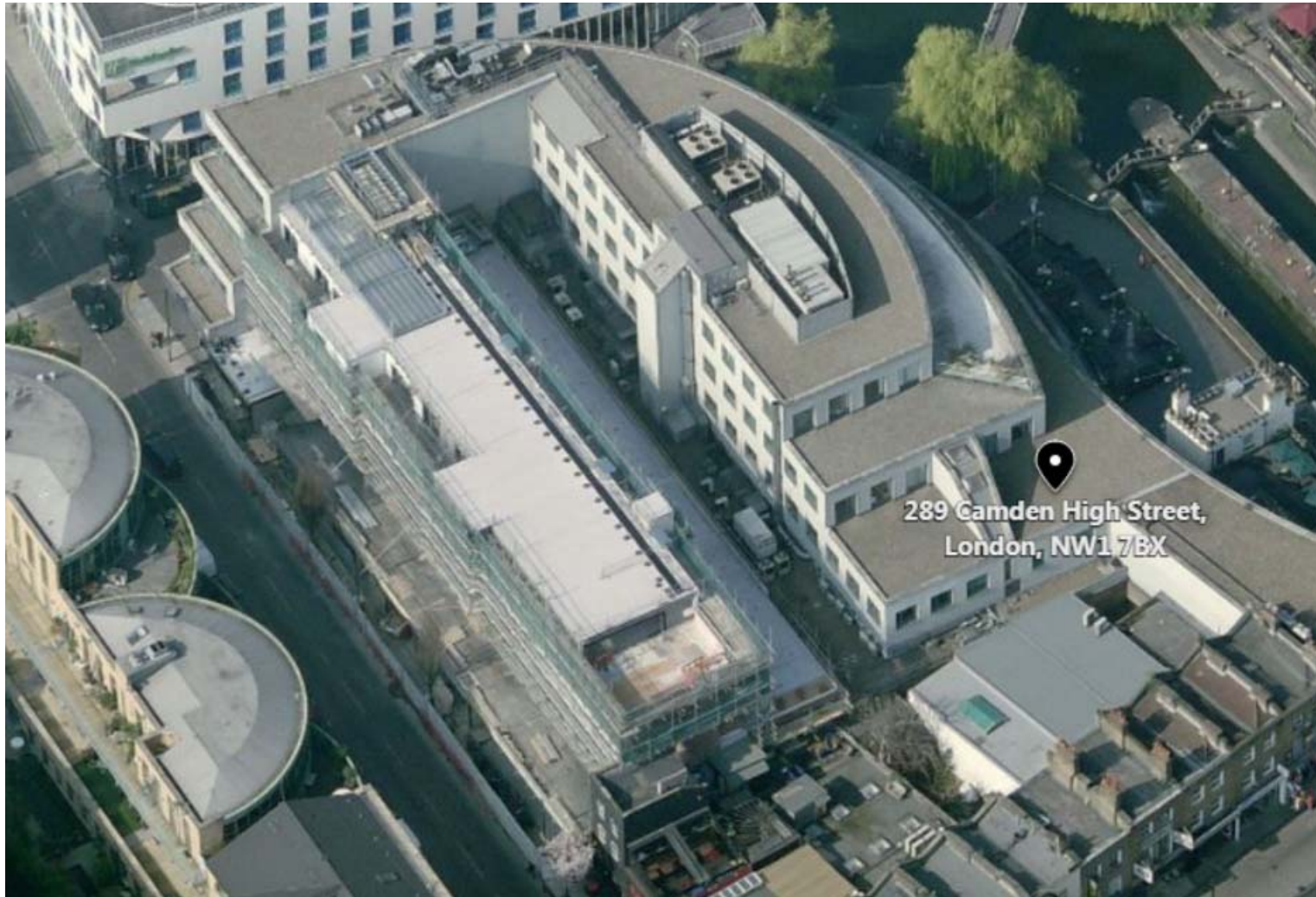
Aerial view of west elevation



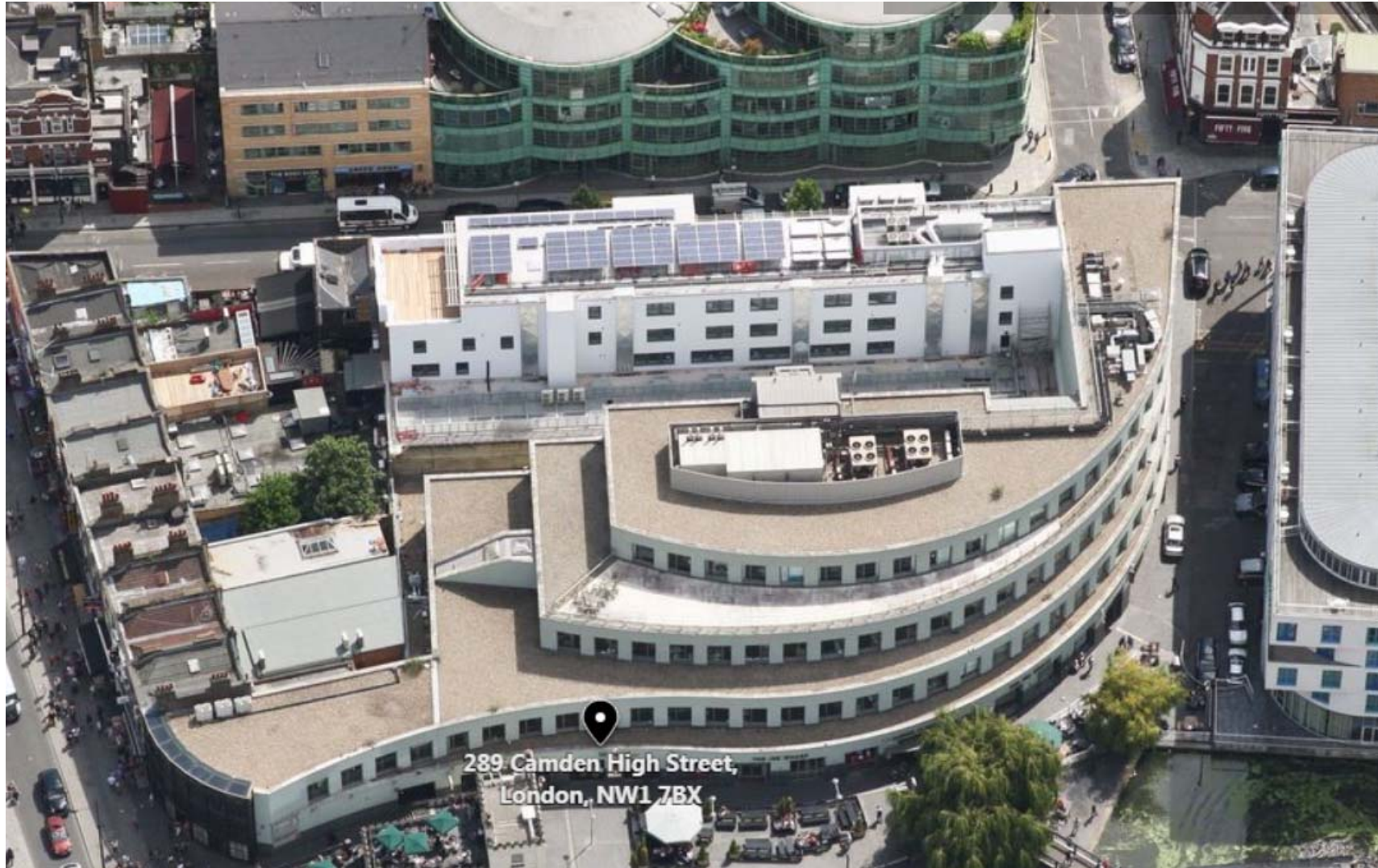
Aerial view of south elevation



Aerial view of east elevation

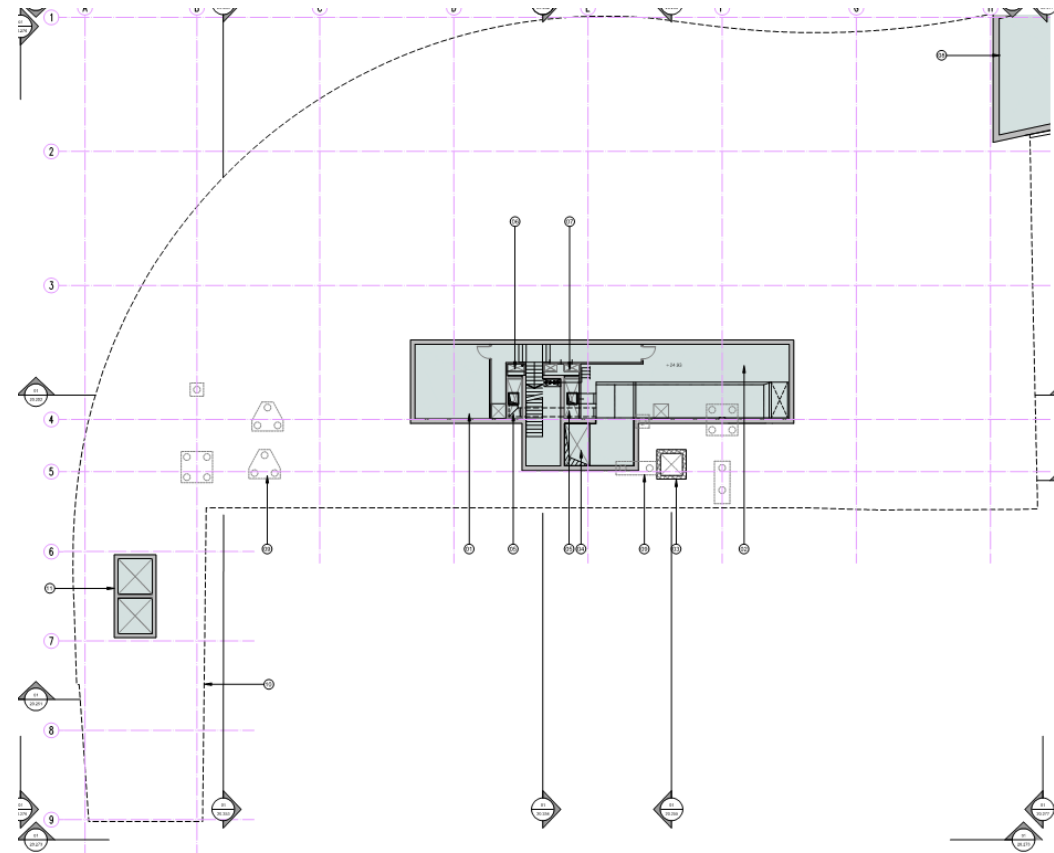
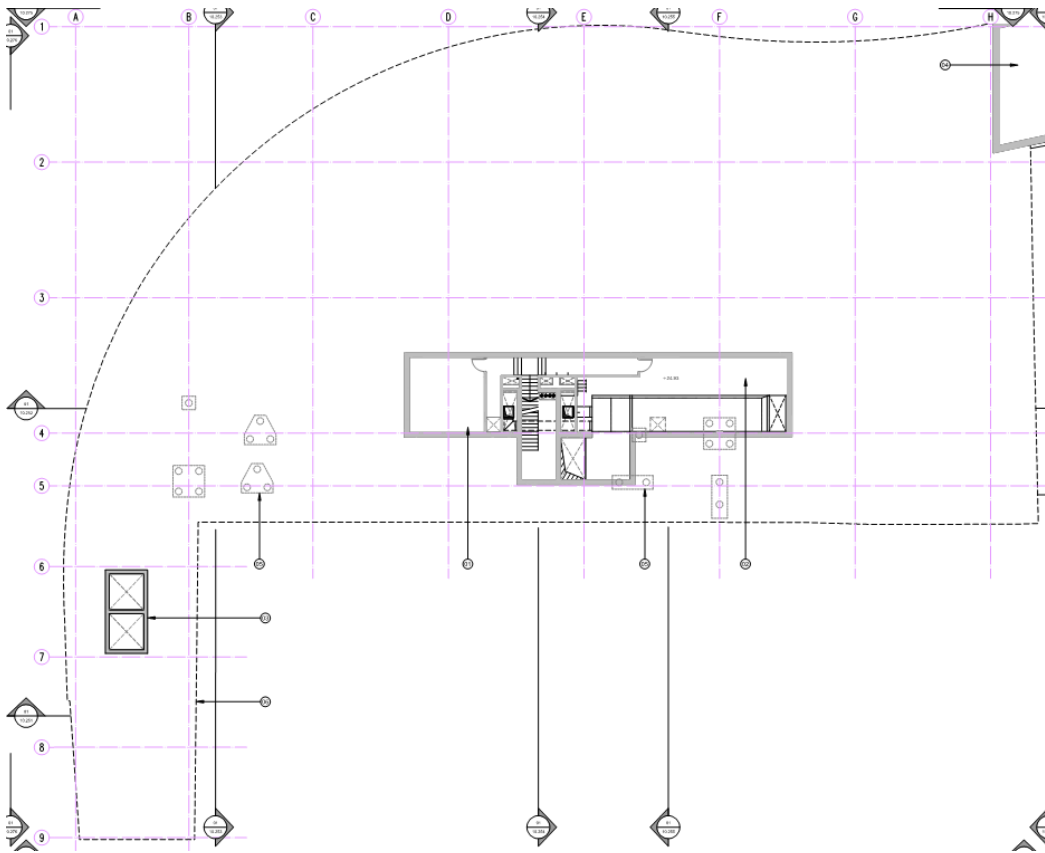


Aerial view of north elevation

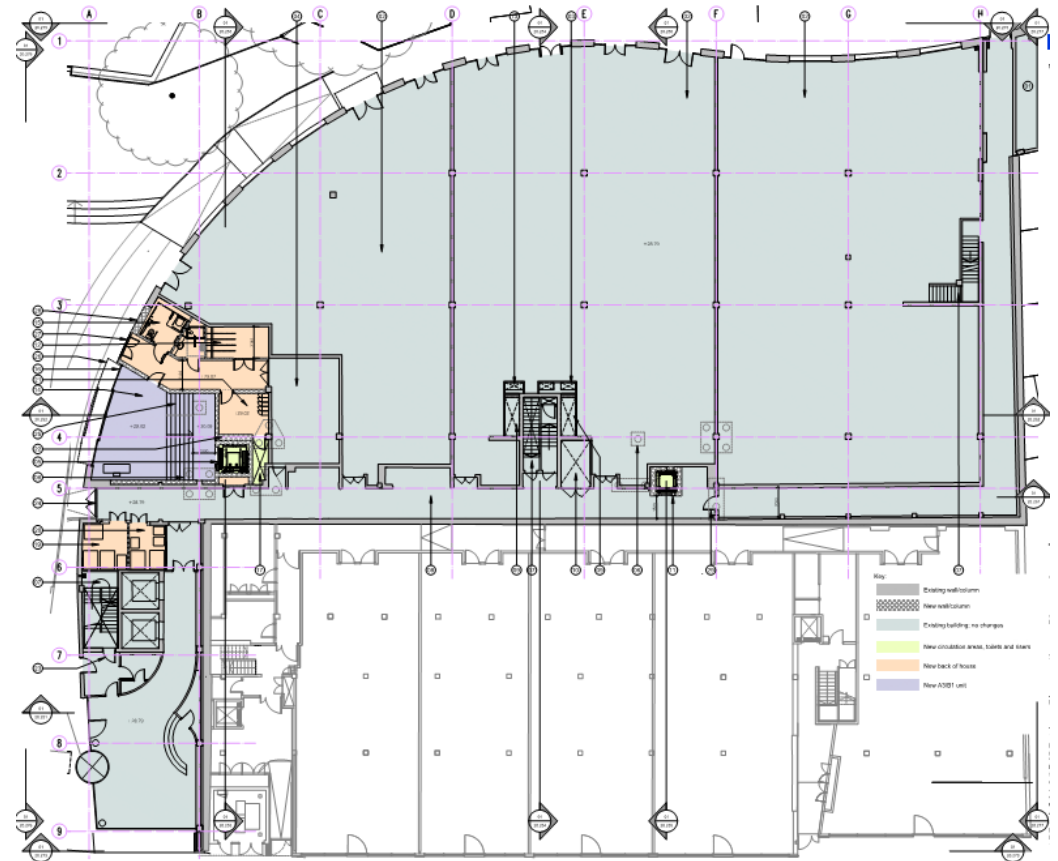
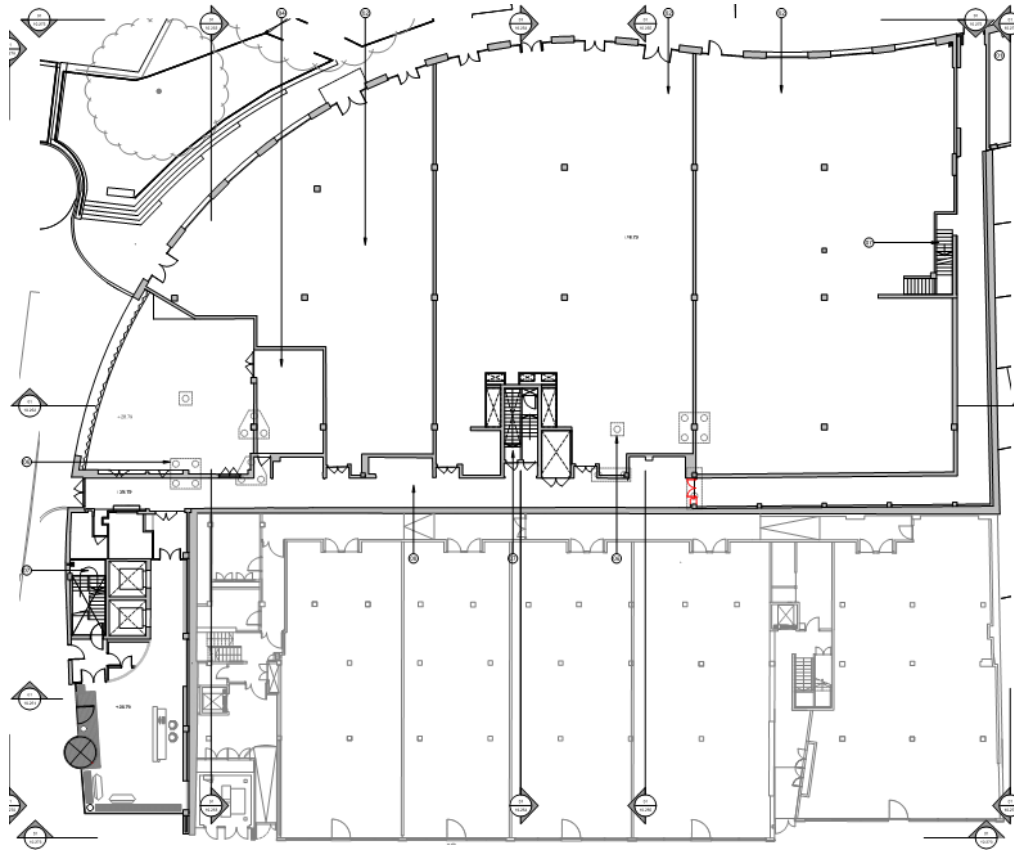




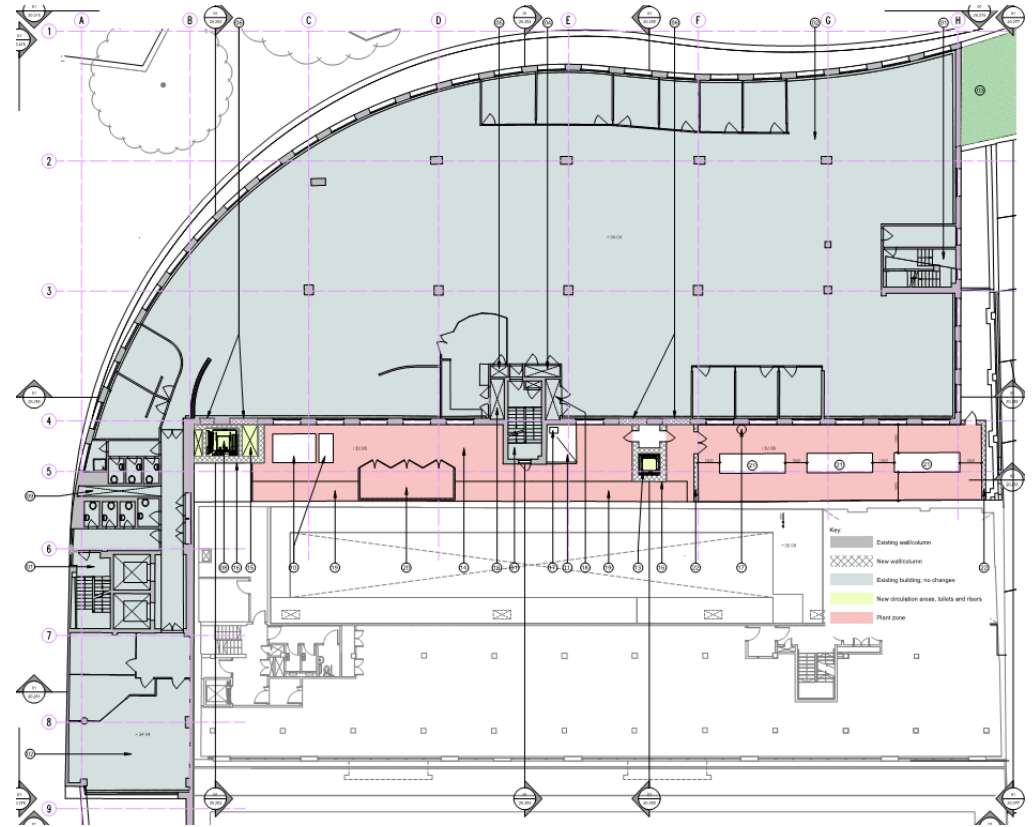
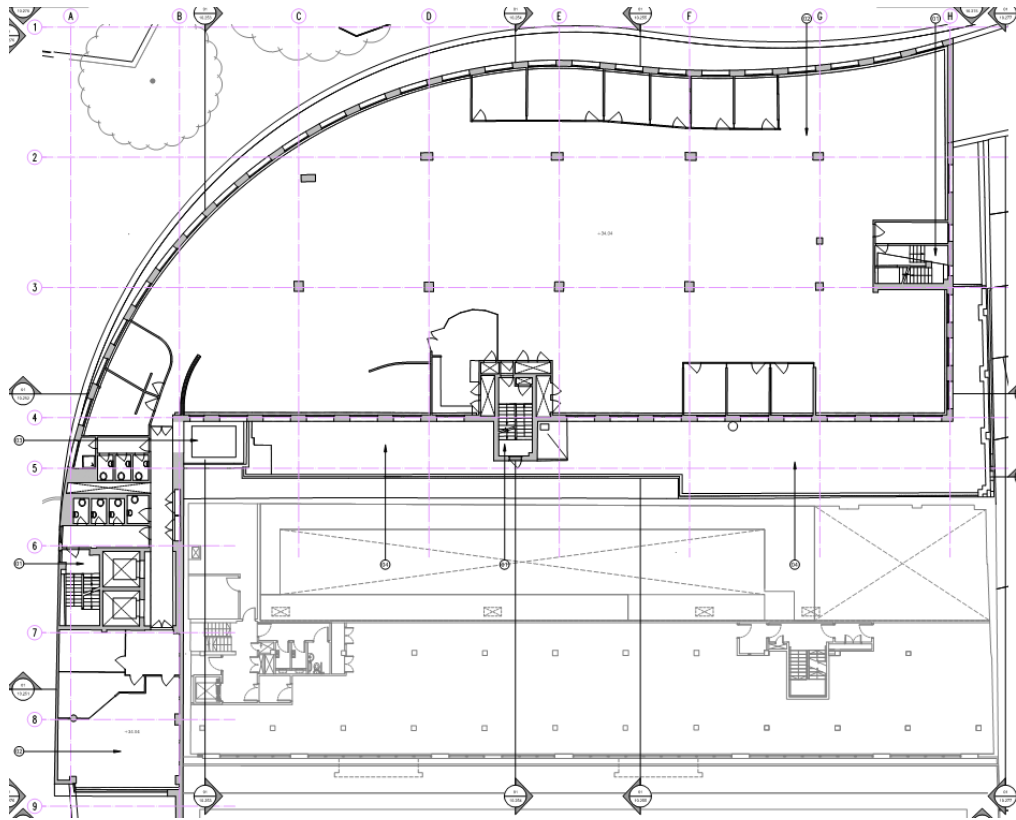
Existing (left) and proposed (right) basement plan



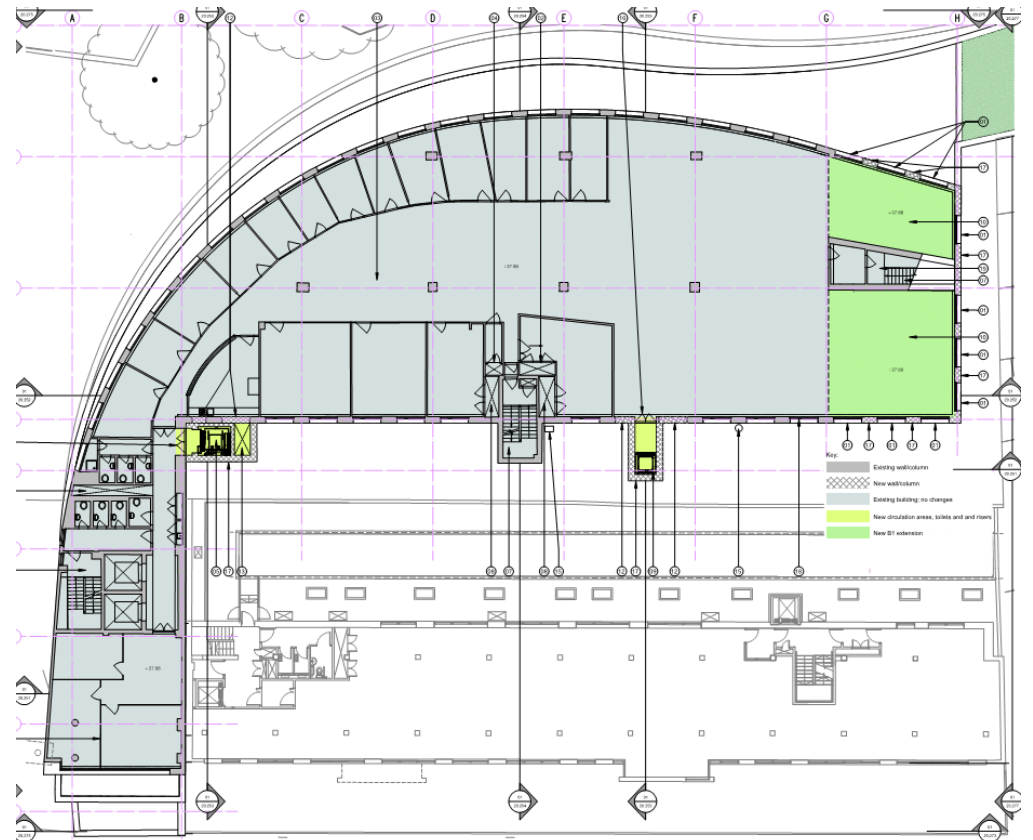
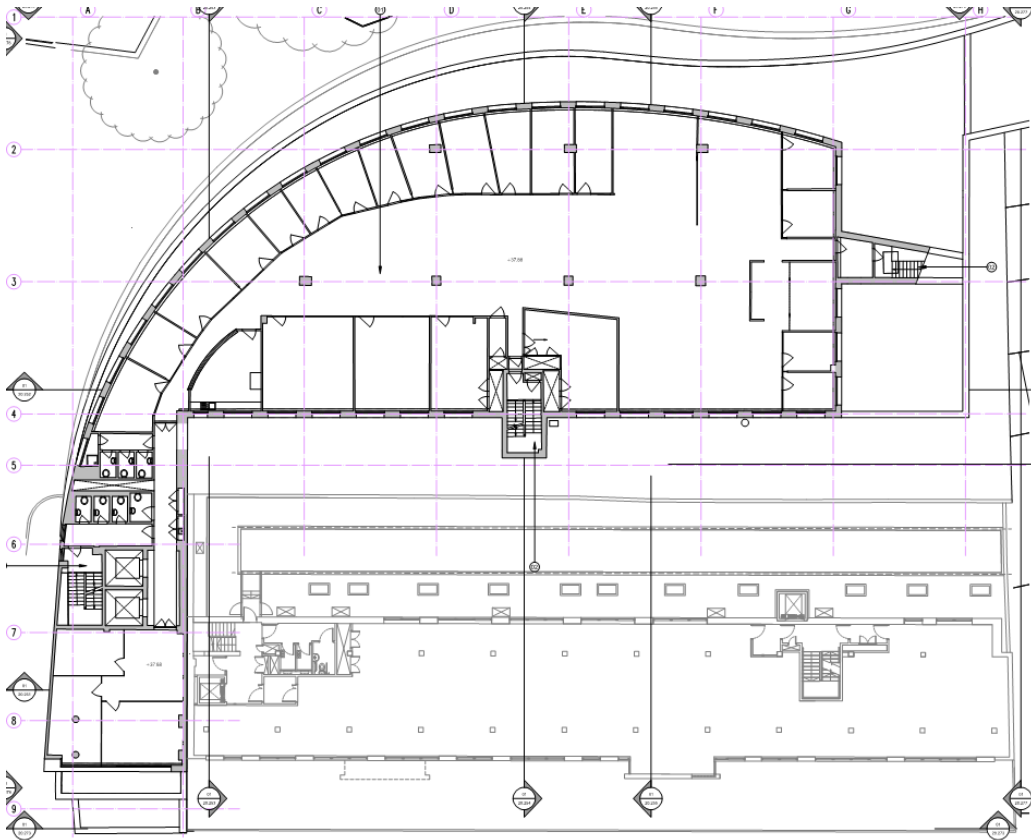
Existing (left) and proposed (right) ground floor plan



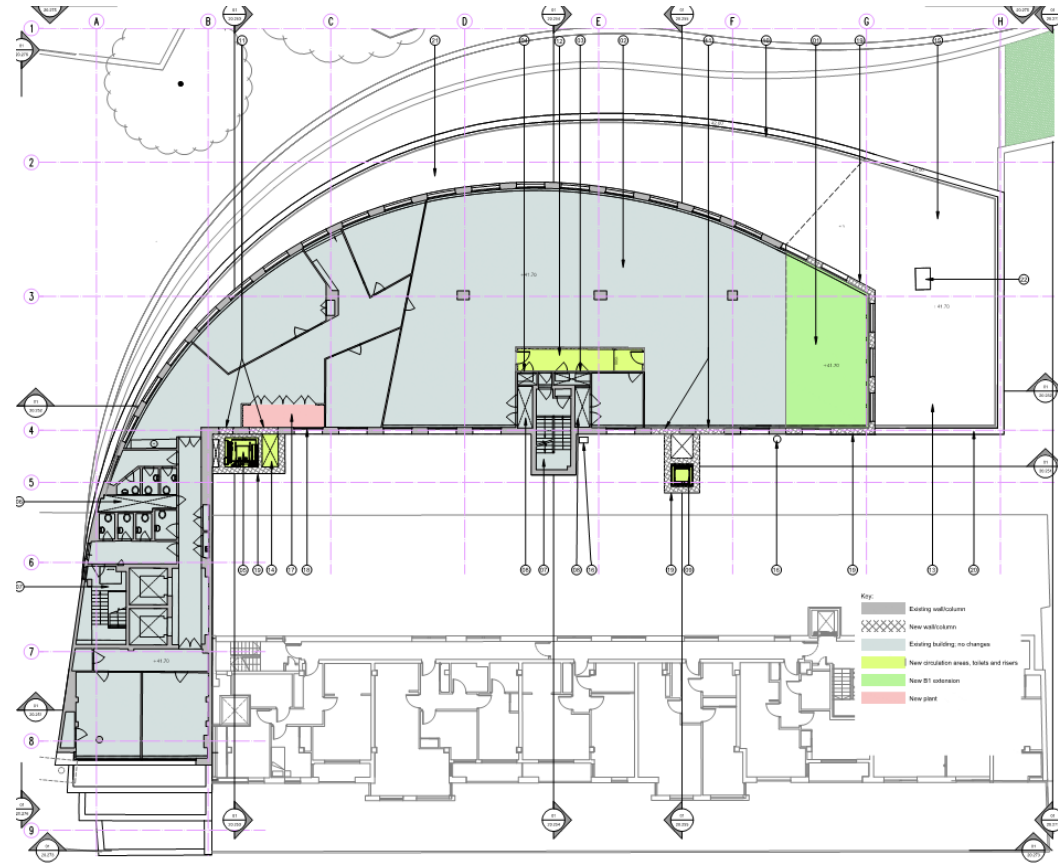
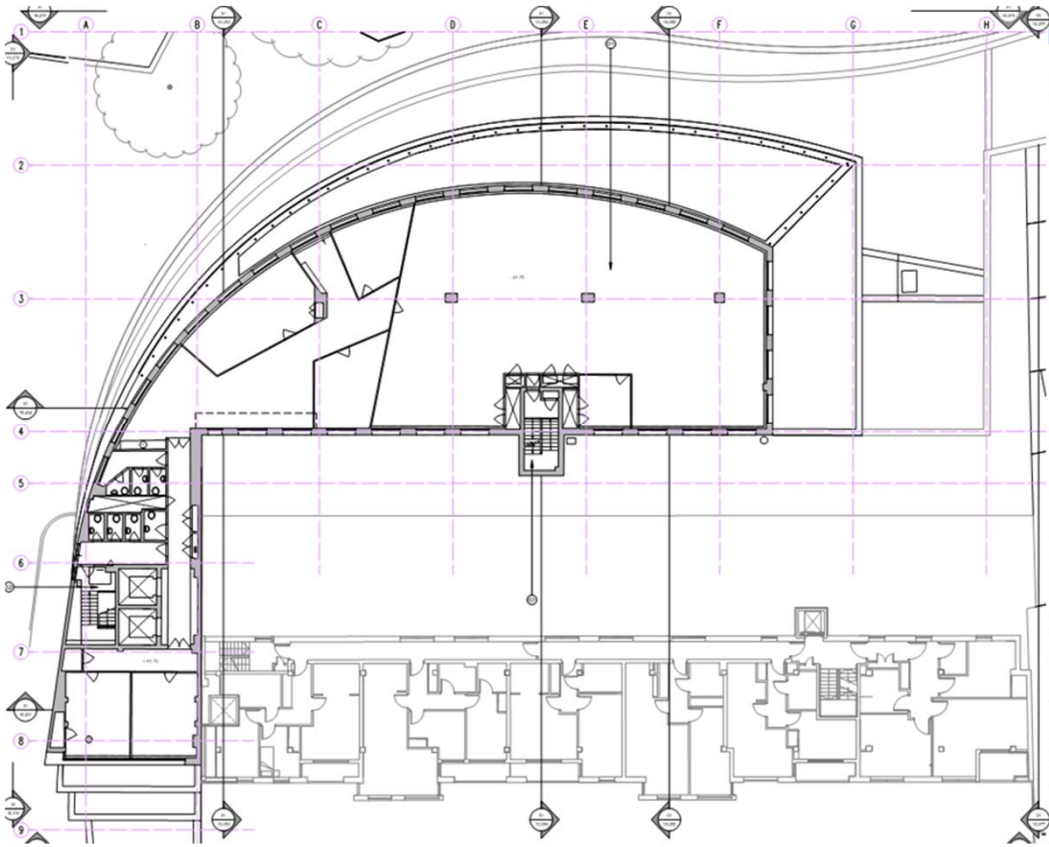
Existing (left) and proposed (right) 1<sup>st</sup> floor plan



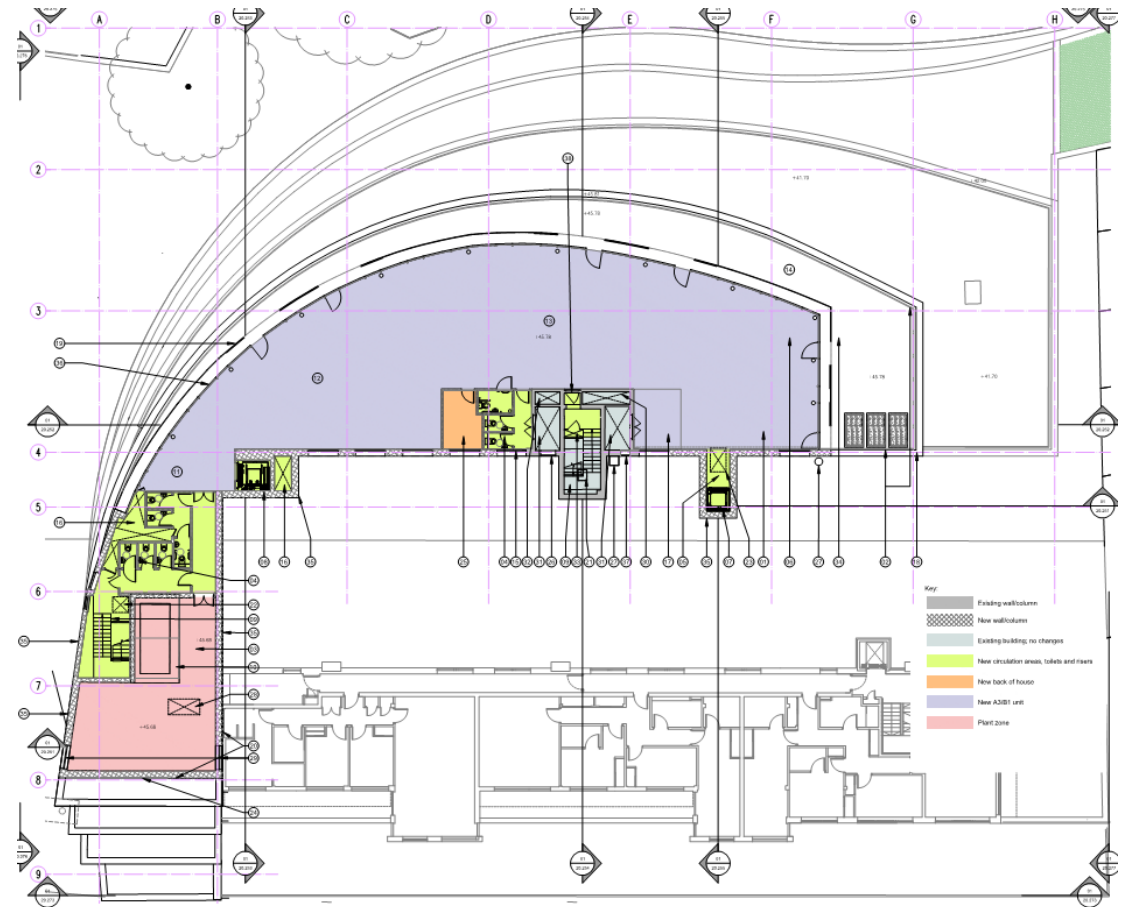
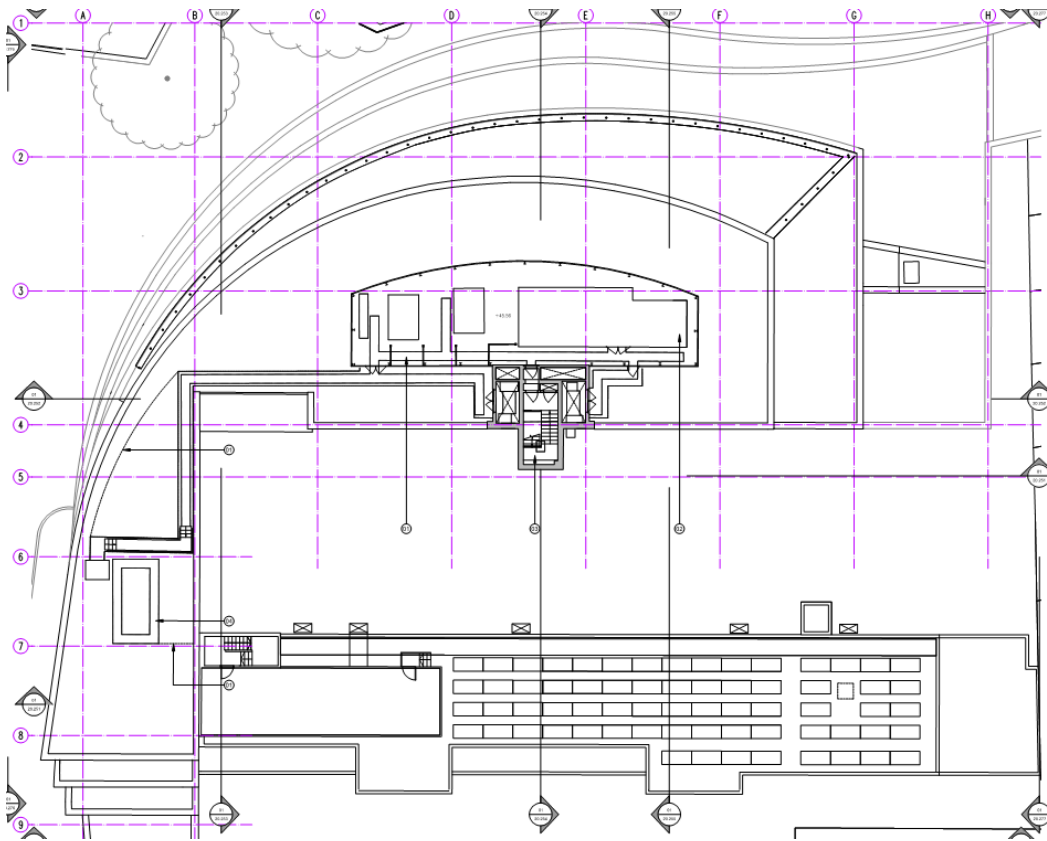
Existing (left) and proposed (right) 2<sup>nd</sup> floor plan



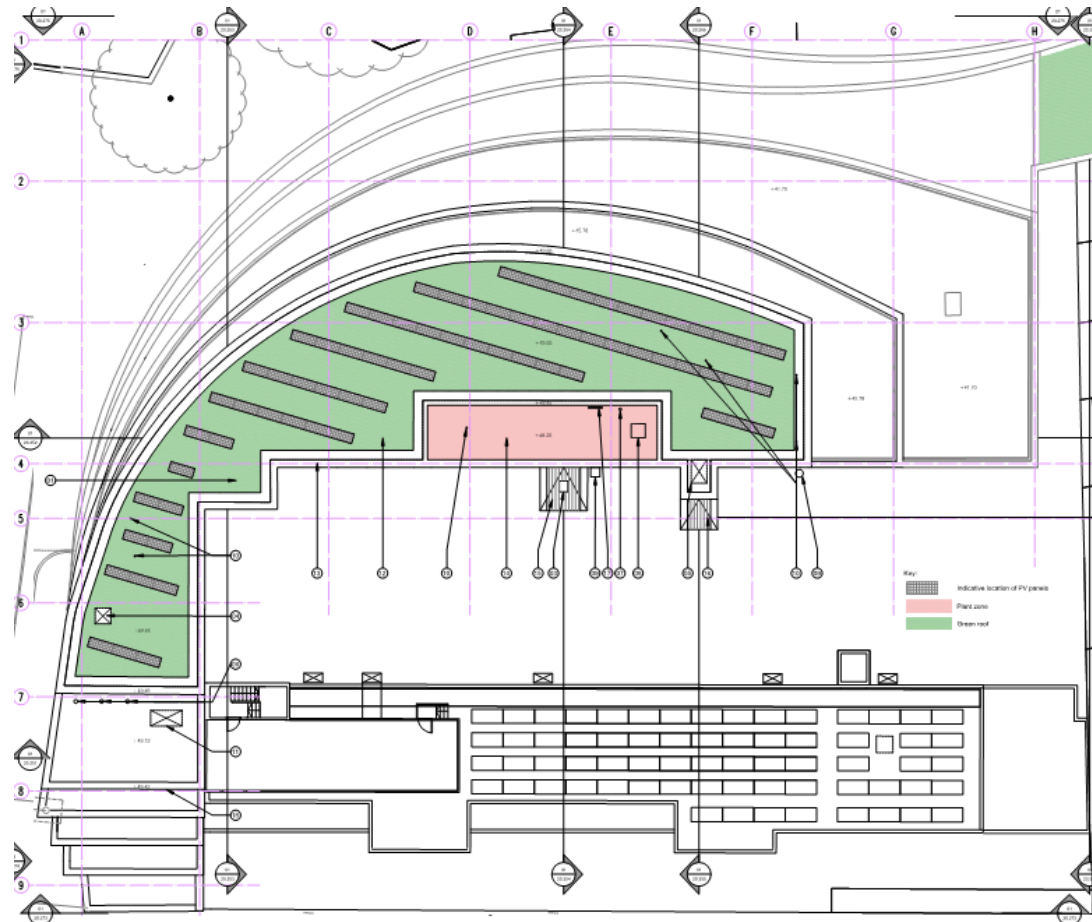
Existing (left) and proposed (right) 3<sup>rd</sup> floor plan



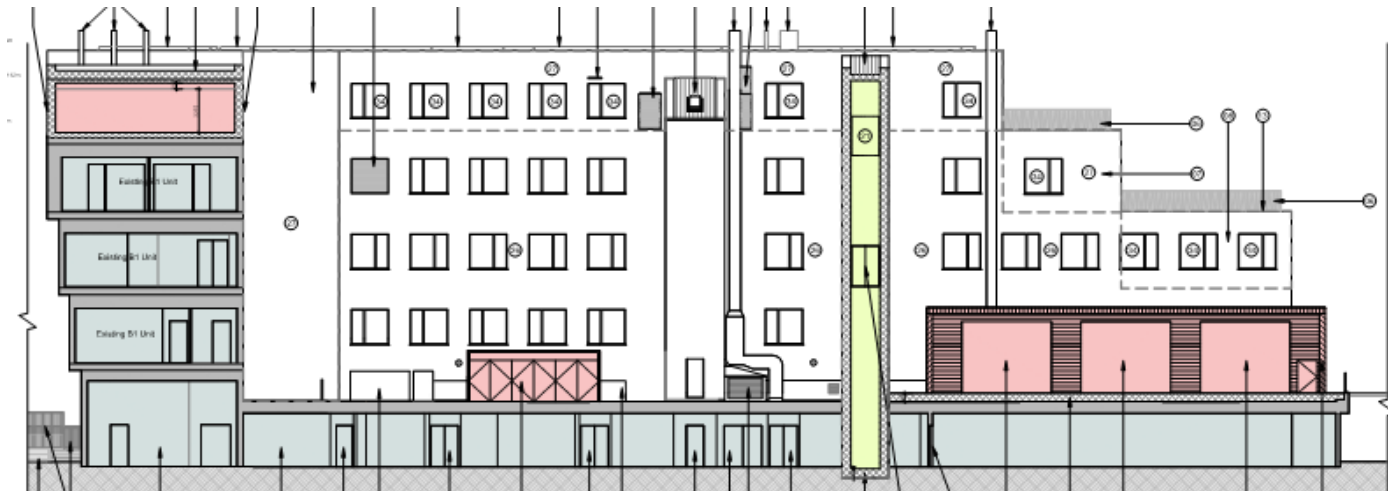
Existing (left) and proposed (right) 4<sup>th</sup> floor plan



# Proposed roof plan



# Existing (top) and proposed (bottom) Section AA

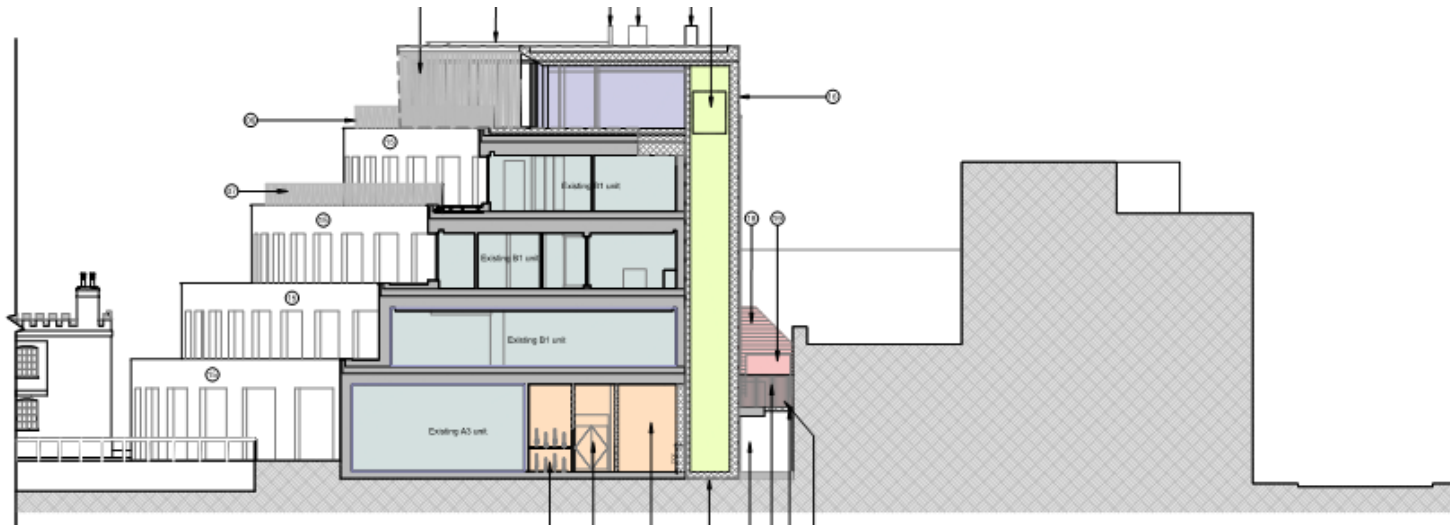
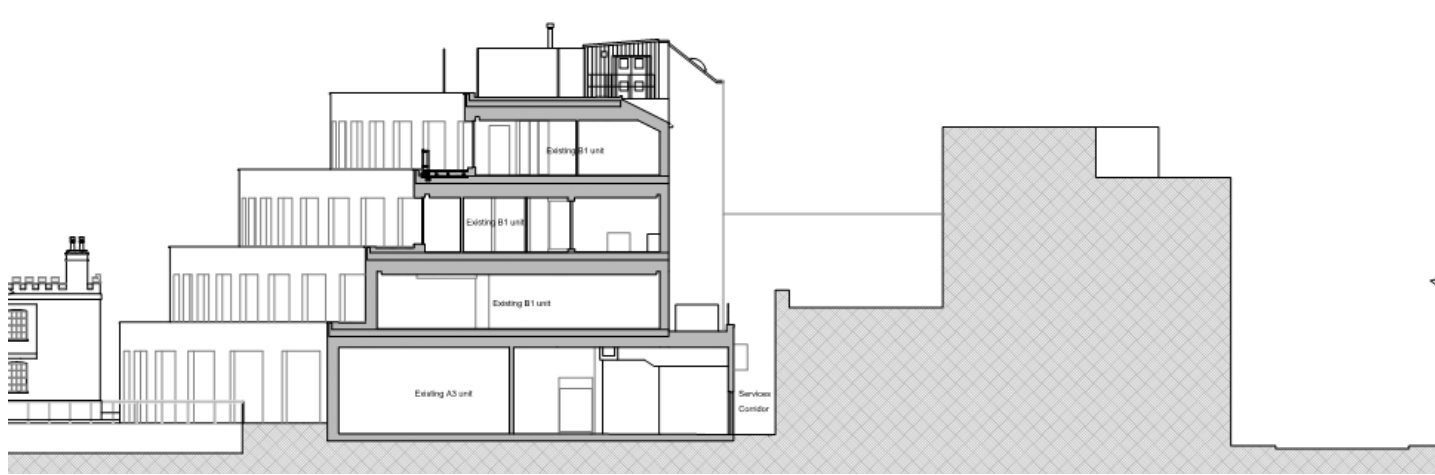




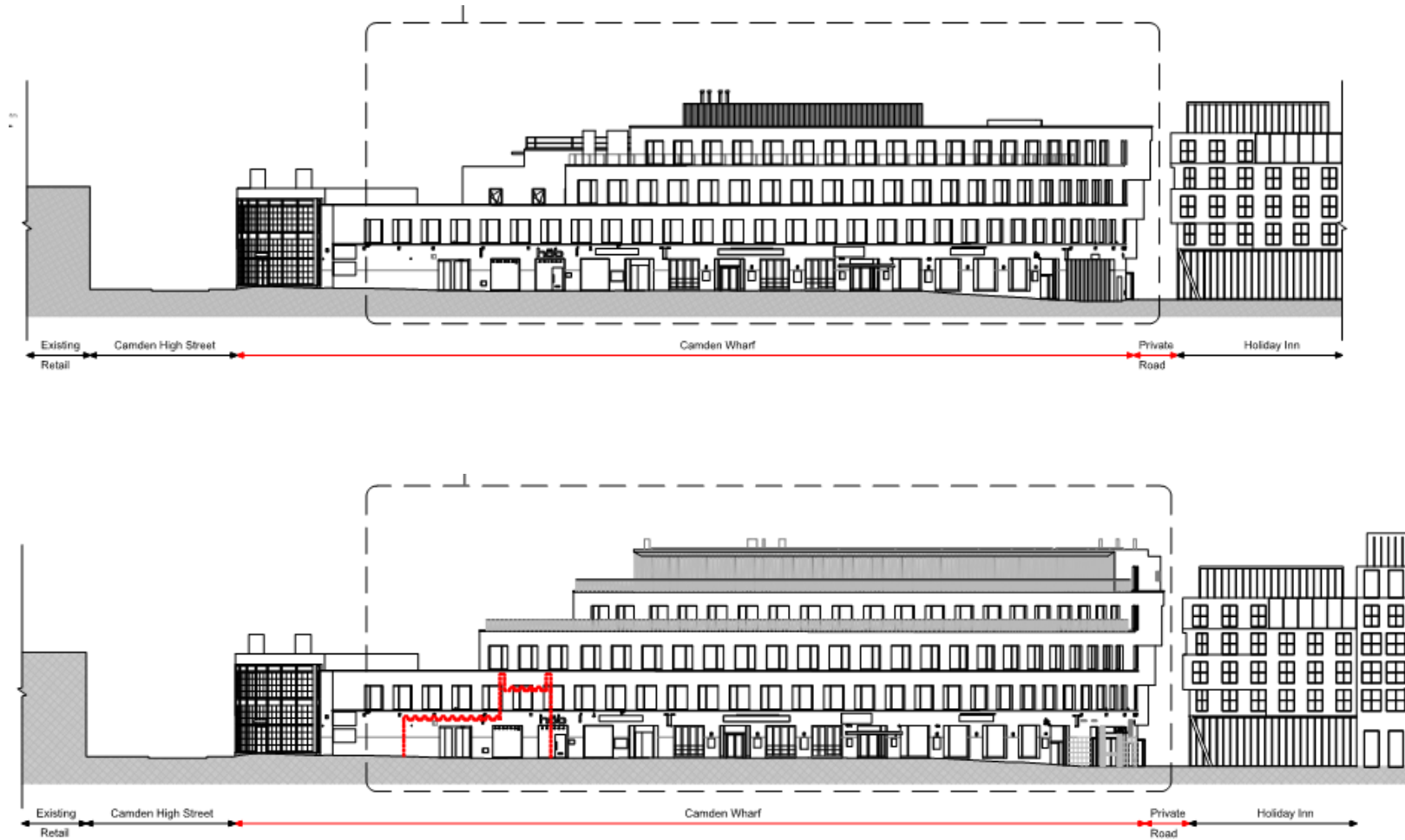
Existing (top) and proposed (bottom) Section BB



# Existing (top) and proposed (bottom) Section CC



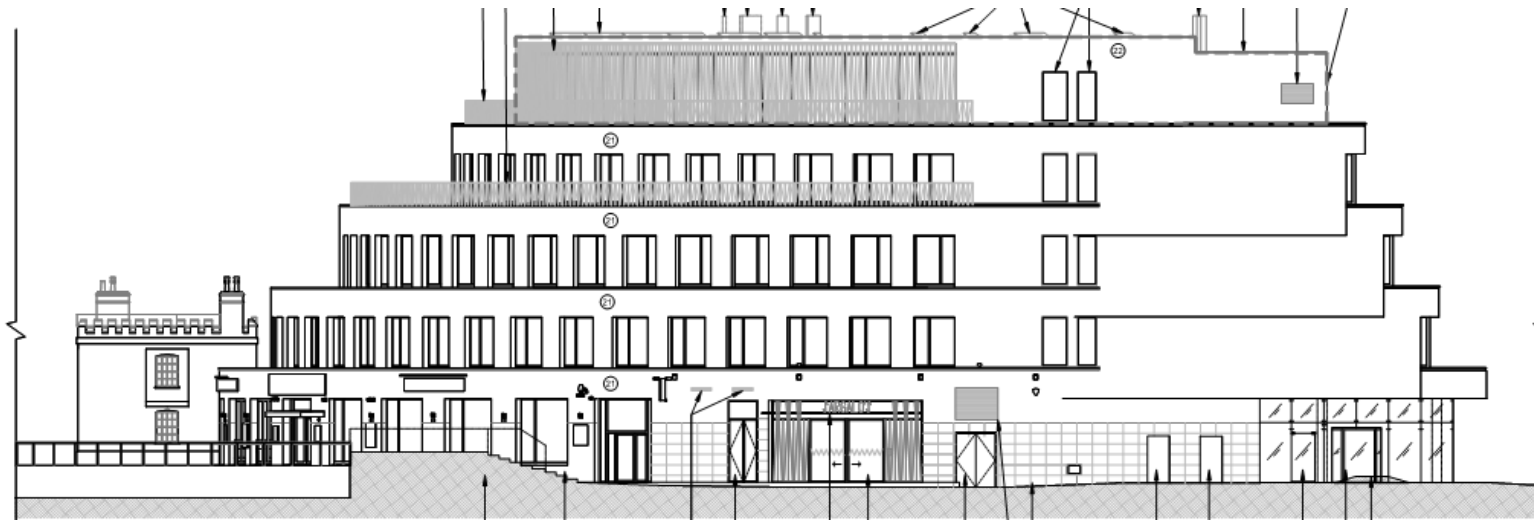
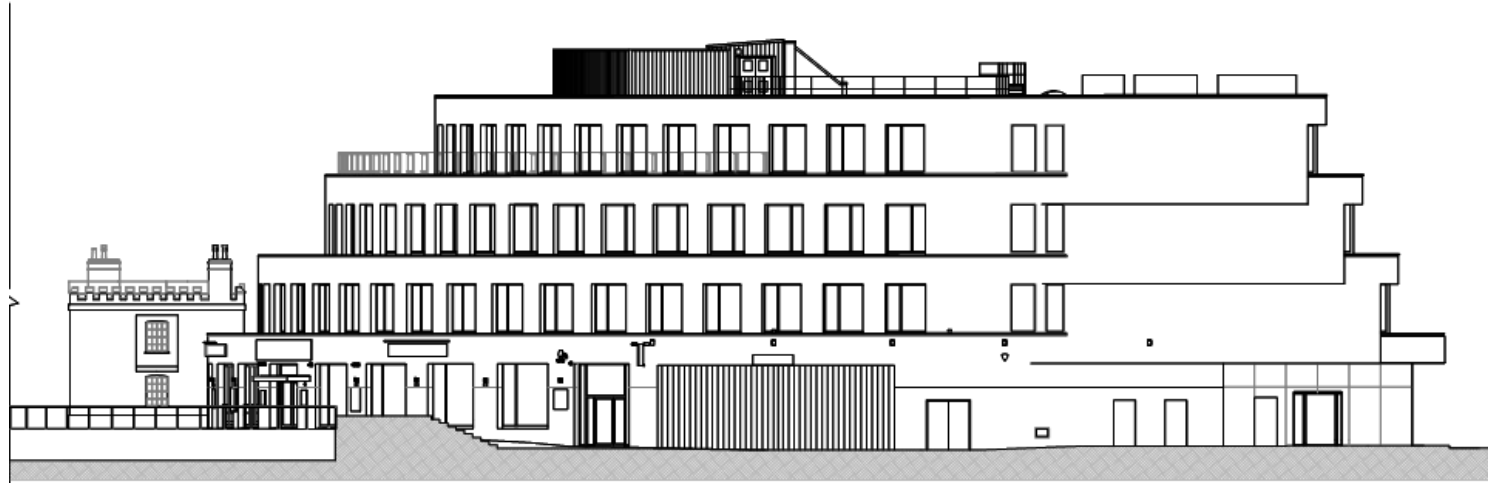
# Existing (top) and proposed (bottom) Regent's Canal Context Elevation



# Existing (top) and proposed (bottom) Regent's Canal Elevation



Existing (top) and proposed (bottom) Private Road Elevation



Existing (top) and proposed (bottom) Jamestown Road Context Elevation



# Existing (top) and proposed (bottom) High Street Elevation

