

Application ref: 2016/3677/P
Contact: Kristina Smith
Tel: 020 7974 4986
Date: 28 October 2019

Development Management
Regeneration and Planning
London Borough of Camden
Town Hall
Judd Street
London
WC1H 9JE

Phone: 020 7974 4444

planning@camden.gov.uk
www.camden.gov.uk/planning

Robson Warren Architects Limited
8 Northfields Prospect
Putney Bridge Road
London
SW18 1PE

Dear Sir/Madam

DECISION

Town and Country Planning Act 1990 (as amended)

Full Planning Permission Granted Subject to a Section 106 Legal Agreement

Address:

Dunstan House
14A St Cross Street
London
EC1N 8XA

Proposal:

Erection of a two storey roof extension including plant enclosure and terraces at 5th and 6th floors for Class B1(a) office use.

Drawing Nos: L1/01; V1/1001 D; V1/1002 C; V1/1003 D; V1/1004 D; V1/1005 D; V1/1006 D; V1/1007 D; V1/1008 C; V1/1009 C; V1/1010 C; V1/1011 C; V1/1012 C; V1/1013 C; V1/1014 C; V1/1015 C; V1/1016 A; V1/1100 D; V1/1101 C; V1/1102 E; V1/1103 E; V1/1104 E; V1/1105 E; V1/1106 K; V1/1107 SK; V1/1108 F; V1/1109 G; V1/1110 SK; V1/1111 H; V1/1112 H; V1/1113 F; V1/1114 F; V1/1115 G; V1/1118 B;
Email regarding cycling provision dated 17/10/2017; Heritage Statement (dated 01/07/2016); Daylight and sunlight report (prepared by Anstey Horne) dated 23 June 2016; Noise Impact Assessment (prepared by Clarke Saunders acoustics) dated 22 June 2016

The Council has considered your application and decided to grant permission subject to the following condition(s):

Condition(s) and Reason(s):

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

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

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

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy D1 and D2 of the London Borough of Camden Local Plan 2017.

- 3 The development hereby permitted shall be carried out in accordance with the following approved plans: L1/01; V1/1001 D; V1/1002 C; V1/1003 D; V1/1004 D; V1/1005 D; V1/1006 D; V1/1007 D; V1/1008 C; V1/1009 C; V1/1010 C; V1/1011 C; V1/1012 C; V1/1013 C; V1/1014 C; V1/1015 C; V1/1016 A; V1/1100 D; V1/1101 C; V1/1102 E; V1/1103 E; V1/1104 E; V1/1105 E; V1/1106 K; V1/1107 SK; V1/1108 F; V1/1109 G; V1/1110 SK; V1/1111 H; V1/1112 H; V1/1113 F; V1/1114 F; V1/1115 G; V1/1118 B; Email regarding cycling provision dated 17/10/2017

Reason:

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

- 4 Before the development commences, a sample of the glass balustrade at sixth floor level shall be submitted to and approved in writing by the local planning authority.

The relevant part of the works shall be carried out in accordance with the details thus approved and all approved samples shall be retained on site during the course of the works.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy D1 and D2 of the London Borough of Camden Local Plan 2017.

- 5 The external noise level emitted from plant equipment at the development hereby approved along with specified noise mitigation shall be lower than the lowest existing background noise level by at least 5dBA, by 10dBA where the source is tonal, as assessed according to BS4142:1997 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity.

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise from mechanical installations/ equipment.

- 6 Before the development commences, details of secure and covered cycle storage area for 3 cycles and associated locker and shower facilities, shall be submitted to and approved by the local planning authority. The approved facility shall thereafter be provided in its entirety prior to the first occupation of

any of the new units, and permanently retained thereafter.

Reason: To ensure the development provides adequate cycle parking facilities in accordance with the requirements of policy T1 of the London Borough of Camden Local Plan 2017.

Informative(s):

1 Reasons for granting permission.

The proposed two-storey roof extension would provide an additional 233sqm of office floorspace in the Central Activities Zone, an area where the Council particularly supports higher intensity redevelopment of sites suitable for continued business use.

By virtue of the height of the host building, and the recessed massing, the proposed roof extension would not overwhelm the host building. The surrounding area demonstrates a variety of roof styles and so the proposed addition would not introduce an incongruous roof type to the townscape. The additional height of the building is considered appropriate for the context; the adjoining mid-terrace building at no. 14 Saint Cross St is already two storeys higher; and by virtue of the application site being a corner building, it is considered to have the potential to accommodate more height. Furthermore, the corner NCP building on the other side of Saffron Hill is already two storeys higher with an additional two storeys recessed. Officers are therefore comfortable with the additional height.

The extension and relocated plant area would be recessed from the principal elevation as demonstrated by more recent roof extensions in the surrounding area. By virtue of the building height and narrow street width, would only be visible in fleeting public views from street level. Further details of the glazed balustrade will be subject to condition to ensure a level of transparency that conceals the plant as far as is possible. The proposals now retain the curved parapet which is important feature to the character and appearance of the building. Whilst glazed balustrades are usually unacceptable at this height, it is considered this materiality will enable the curved parapet to be read more clearly than a more opaque material would.

As the proposed floorspace uplift exceeds 200sqm, the application proposes an off-site contribution of 92sqm of affordable jewellery workspace in adjoining premises also in the applicant's ownership. The Council's Economic Development Officer has reviewed the proposal and considers that although the proposed affordable workspace is occupied by a jewellery related business at present, the application would enable this to be secured at affordable rates and for a period of 9 years.

A daylight/sunlight assessment has been submitted with the application which shows that the impact of the development on light received by windows of the neighbouring properties would satisfy the BRE guidelines in terms of VSC. The orientation of the windows to surrounding properties means that a sunlight assessment is not required. A large wrap around terrace is proposed at sixth

floor level. The distance between the roof terrace and the nearest residential windows at Munro House would be 15m which although less than the 18m recommended by CPG6 is considered acceptable given the terrace would be for office use only and therefore likely to be used on a more occasional basis. There are no residential windows in other directions.

Cycle parking as well as lockers and showers for staff use are proposed at lower ground floor level which is considered acceptable in this instance due to site constraints. Although the plans currently show unacceptable vertical cycle stacking, the applicant has assured officers in writing that compliant storage can be provided and details of cycle storage will be subject to condition to ensure the design is compliant with Council policy. The application proposes no associated car parking plans.

- 2 Due to the sensitive nature of the road network in the local area, a Construction Management Plan will be required to ensure the development does not impact on the amenity of surrounding occupiers or road users.
There is no on-site area for construction vehicles and so they will need to be located on the street. A Highways Contribution of £3,566.42 for remedial works to the public highway is therefore required. Both will be secured by a section 106 legal agreement.

Two objections have been received prior to making this decision which has been duly addressed. The planning history of the site has been taken into account.

The proposal is considered to preserve the character and appearance of the conservation area. Special attention has been paid to the desirability of preserving or enhancing the character or appearance of the Conservation Area, under s.72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended by the Enterprise and Regulatory Reform Act 2013.

As such, the proposed development is in general accordance with policies G1, A1, D1, D2, E2, A4, T1 and DM1 of the Camden Local Plan 2017. The proposed development also accords with the London Plan 2016 and the National Planning Policy Framework 2012.

- 3 Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts that cover aspects including fire and emergency escape, access and facilities for people with disabilities and sound insulation between dwellings. You are advised to consult the Council's Building Control Service, Camden Town Hall, Judd St, Kings Cross, London NW1 2QS (tel: 020-7974 6941).
- 4 Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You are advised to consult the Council's Noise and Licensing Enforcement Team, Camden Town Hall, Judd St, Kings Cross, London NW1 2QS (Tel. No. 020 7974 4444 or search for 'environmental health' on the Camden website or seek prior approval under Section 61 of the

Act if you anticipate any difficulty in carrying out construction other than within the hours stated above.

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

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

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

We will then issue a CIL demand notice setting out what monies needs to 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

In dealing with the application, the Council has sought to work with the applicant in a positive and proactive way in accordance with paragraph 38 of the National Planning Policy Framework 2019.

You can find advice about your rights of appeal at:

<http://www.planningportal.gov.uk/planning/appeals/guidance/guidancecontent>

Yours faithfully



Daniel Pope
Chief Planning Officer