

Application ref: 2021/2595/P
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Development Management
Regeneration and Planning
London Borough of Camden
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London
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Cushman & Wakefield
70 Redcliff Street
Redcliff
Bristol
BS1 6AL

Dear Sir/Madam

DECISION

Town and Country Planning Act 1990 (as amended)

Full Planning Permission Granted

Address:

**The Shed
Regis Road
Kentish Town
London
NW5 3EG**

Proposal:

External alterations to existing building, including replacement cladding, removal of roller shutter doors and installation of new windows and doors on the northern and southern elevations, new external plant and associated ducting on the northern rear elevation, bin store enclosure, landscaping works and new entrance signage, 3 parking bays (including disabled parking bay) and new cycle stands.

Drawing Nos: 85472-01-CFM-A-XX-20-1002 rev 2; 85472-01-CFM-A-XX-20-1003 rev 1; 85472-01-CFM-A-XX-20-1004 rev 1; 85472-01-CFM-A-XX-20-1120 rev 1; 85472-01-CFM-A-ELE-20-3001 rev 3; 85472-01-CFM-A-ELE-20-3002 rev 1; 85472-01-CFM-A-ELE-20-3005 rev 1; 85472-01-CFM-A-ELE-20-3006 rev 1; 85472-01-CFM-A-ELE-20-3007 rev 1; 85472-01-CFM-A-ELE-20-3008 rev 1; 85472-01-CFM-A-XX-SH-0012; DP.NHSKT.BW01; Design and Access Statement prepared by CF Moller Architects; Plant Technical Note prepared by GL Hearn dated 17/08/2021; Draft Travel Plan prepared by Caneparo Associates dated January 2022; Transport Statement prepared by Caneparo Associates dated January 2022.

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 of the London Borough of Camden Local Plan 2017 and Policy D3 of the Kentish Town Neighbourhood Plan 2016.

- 3 The development hereby permitted shall be carried out in accordance with the following approved plans:
85472-01-CFM-A-XX-20-1002 rev 2; 85472-01-CFM-A-XX-20-1003 rev 1;
85472-01-CFM-A-XX-20-1004 rev 1; 85472-01-CFM-A-XX-20-1120 rev 1;
85472-01-CFM-A-ELE-20-3001 rev 3; 85472-01-CFM-A-ELE-20-3002 rev 1;
85472-01-CFM-A-ELE-20-3005 rev 1; 85472-01-CFM-A-ELE-20-3006 rev 1;
85472-01-CFM-A-ELE-20-3007 rev 1; 85472-01-CFM-A-ELE-20-3008 rev 1;
85472-01-CFM-A-XX-SH-0012; DP.NHST.BW01; Design and Access
Statement prepared by CF Moller Architects; Plant Technical Note prepared by
GL Hearn dated 17/08/2021; Draft Travel Plan prepared by Caneparo
Associates dated January 2022; Transport Statement prepared by Caneparo
Associates dated January 2022.

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

- 4 Noise levels at a point 1 metre external to sensitive facades shall be at least 10dB(A) less than the existing background measurement (LA90), expressed in dB(A) when all plant/equipment (or any part of it) is in operation unless the plant/equipment hereby permitted will have a noise that has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or if there are distinct impulses (bangs, clicks, clatters, thumps), then the noise levels from that piece of plant/equipment at any sensitive façade shall be at least 15dB(A) below the LA90, expressed in dB(A).

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

Informative(s):

- 1 Reasons for granting permission.

The proposal is for external changes to the existing office building. The

authorised use of the building is for office use (Class E use) and is now occupied by the applicant (Camden and Islington NHS Trust) for offices and ancillary health support services for members of the public (Class E(e) use).

The site is located within the Kentish Town Regis Road development growth area. In line with policy G1, the aim of the Kentish Town Framework for interim development is to achieve a comprehensive mixed-use employment-led redevelopment for the area, focused on industrial floorspace (Use Classes B1c, B2, B8 and Sui Generis uses of a similar nature) whilst considering an appropriate amount of supporting office uses (B1) in suitable locations. The Kentish Town Neighbourhood Plan also identifies the area for potential comprehensive redevelopment and seeks to protect the industrial floor space and increase employment opportunities.

No changes to the use of the building are being proposed and the majority of the works appear minor in nature. These modifications are not considered to prejudice the physical delivery of a comprehensive scheme of redevelopment and are of a compatible character with a future mixed use environment to be achieved in this area. The Camden and Islington NHS Trust are the owner / occupier of the building. They are working in partnership with the Council and the GLA to incorporate healthcare into the wider masterplan for the area. The principle of the proposal aligns with the aspirations of the Framework and would not be considered to prejudice the viability of a comprehensive scheme in the future.

The external changes to the building are minor in nature and would include the removal and replacement of the external cladding and replacement of roller shutters with window and door openings. The works will not only improve the appearance of the building but also increase natural surveillance around the building which is welcomed.

A new bin store would also be installed in the front forecourt. The structure would measure 2.4m in height and would be constructed from timber batons painted black to match. The enclosure would be set back from the road and would match the colour of the front façade of the building. Structures of this height are not normally encouraged in the front forecourt of a building due to the visual impact from the street; however given the use of the building and the fact that it is located within an industrial area which is currently used as parking spaces and the fact that the neighbouring part of the building has a similarly sized bin store in a similar location, the proposed enclosure is considered acceptable in terms of its design and impact on the streetscene.

- 2 A large amount of plant is proposed to be installed on the northern rear elevation of the building at ground floor and part first floor levels. The applicant has advised that the need for the mechanical ventilation is 2-fold- (i) natural ventilation is not possible due to the existing internal plan form with deep floor plates and (ii) there are a number of rooms within the building that have no access to window openings. The plant cannot be accommodated internally due to insufficient internal floor space and it is not possible to locate it on the roof due to the restrictions imposed by the existing structure and fabric of the building. It is not possible to rely on natural ventilation due to the sensitive nature of the proposed use and the current and future users of the building. It

must be noted that the building is industrial in its appearance.

The equipment on the ground floor would be mainly screened by the existing metal railings that enclose the rear of the site. The site is not located within a conservation area and is within an area that is mainly industrial in terms of neighbouring uses where the northern elevation of the building fronts onto a service road that is used to access the rear of the UPS site to the north. Taking these factors into account, it is considered that the plant would not harm the character or appearance of the building or the surrounding area.

A plant noise assessment technical note has been submitted in support of the application advising that the plant will comply with the standard daytime and night-time noise criteria. This has been reviewed by the Council's Environmental Health officer and is considered satisfactory subject to the standard conditions.

There are 4 existing parking bays to the front of the building. Changes to the front forecourt include reduction in the number and type of parking spaces to from 4 to 3 spaces, 1 of which will include a disabled parking bay and 2 other spaces for operational vehicles. The reduction in off-street parking is welcomed and would meet the aspirations of policy T2. 3 Sheffield cycle parking stands would also be created within the front forecourt to provide cycle parking for 6 bikes. There is no requirement for cycle parking to be provided as there is no change of use; however the creation of additional cycle parking stands is welcomed.

The proposal would not cause any adverse impacts on the amenity of adjoining residential occupiers in terms of loss of light, outlook or privacy or noise disturbance.

No objections have been received prior to making this decision. The planning history of the site has been taken into account when coming to this decision.

As such, the proposed development is in general accordance with policies G1, A1, A4, D1, E1, E2, T1 and T2 of the Camden Local Plan 2017 and policy SP2 of the Kentish Town Neighbourhood Plan 2016 and the Kentish Town Framework. The proposed development also accords with the London Plan 2021 and the National Planning Policy Framework 2021.

- 3 This approval does not authorise the use of the public highway. Any requirement to use the public highway, such as for hoardings, temporary road closures and suspension of parking bays, will be subject to approval of relevant licence from the Council's Streetworks Authorisations & Compliance Team, 5 Pancras Square c/o Town Hall, Judd Street London WC1H 9JE (Tel. No 020 7974 4444). Licences and authorisations need to be sought in advance of proposed works. Where development is subject to a Construction Management Plan (through a requirement in a S106 agreement), no licence or authorisation will be granted until the Construction Management Plan is approved by the Council.
- 4 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).

- 5 All works should be conducted in accordance with the Camden Minimum Requirements - a copy is available on the Council's website (search for 'Camden Minimum Requirements' at www.camden.gov.uk) or contact the Council's Noise and Licensing Enforcement Team, 5 Pancras Square c/o Town Hall, Judd Street London WC1H 9JE (Tel. No. 020 7974 4444)

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 must secure the approval of the Council's Noise and Licensing Enforcement Team prior to undertaking such activities outside these hours.

- 6 This permission is granted without prejudice to the necessity of obtaining consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007. If advertisement consent is required for any of the proposed signage advertisement consent should be sought. Application forms may be obtained through the planning portal.

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 2021.

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