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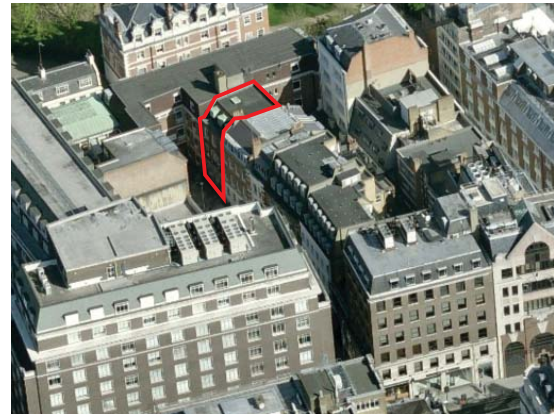


SECTION ONE:  
INTRODUCTION

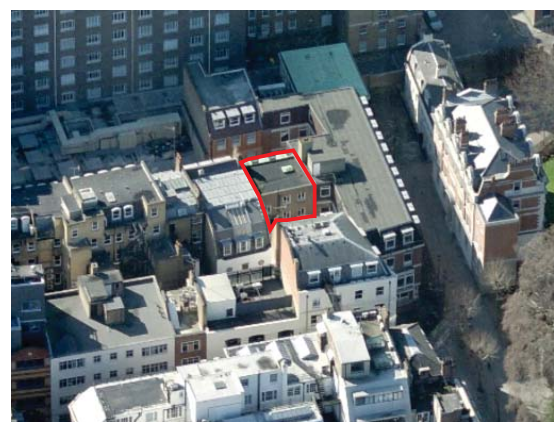




Site Location Plan  
Approx. 1:1000 @ A3



Warwick Court and Surroundings  
Aerial View 01  
(Site outlined in red)



Warwick Court and Surroundings  
Aerial View 02  
(Site outlined in red)

**1.0 PROJECT INTRODUCTION**

**1.1** Marek Wojciechowski Architects have been instructed to prepare a planning application for the property at 8 Warwick Court, WC1R 5DJ. The site consists of a 5-storey property, arranged over lower ground to third floor levels. The property is currently vacant, but was last used as offices (B1 use) at ground to fourth floor levels, with ancillary storage to the basement.

**1.2** This application relates to the proposed change of use of the entire property to C3 residential use, comprising 1 no. studio and 3 no. 2 bedroom and 1 no 3 bedroom apartments.

**1.3** Works related to the above change of use are outlined in the plans and visuals in sections 2.0 and 3.0 of this report, and include (but are not limited to):

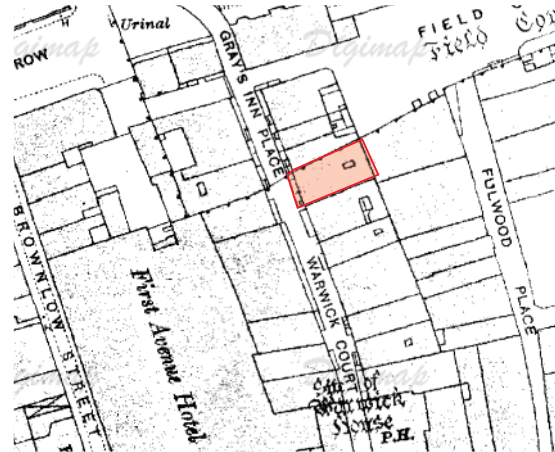
- Enlarging the existing rear closet wing extension to accommodate lift and usable residential floorspace.
- A rear extension including new fenestration to all levels.
- General refurbishment and reconfiguration, whilst retaining the overall historic plan form. (i.e stair location etc).
- A new roof terrace to the rear closet wing at third floor level
- Insertion of a door in the front lightwell to allow access to a proposed bike store

**1.4** This document provides a detailed explanation of the proposed scheme, evaluated against the history of the building and its site surroundings, as well as all local and national planning policy.

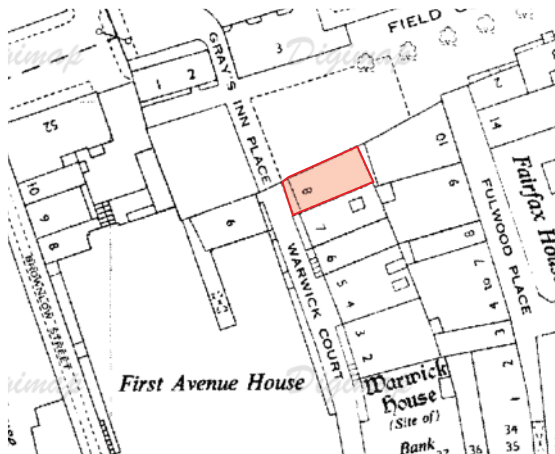




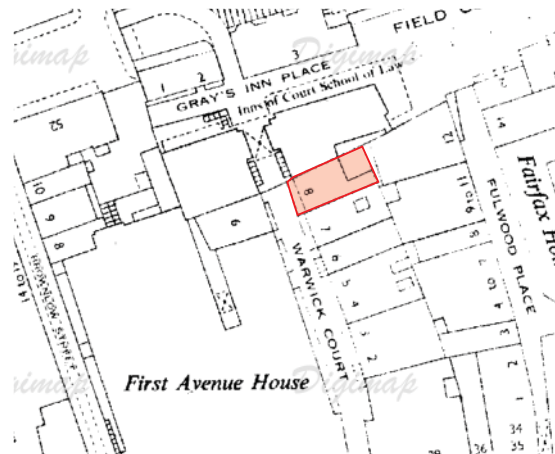
**1870s**  
Ordnance Survey Map  
8 Warwick Court  
& Surroundings  
(Approx. site outlined in red)



**1930s**  
Ordnance Survey Map  
8 Warwick Court  
& Surroundings  
(Approx. site outlined in red)



**1950s**  
Ordnance Survey Map  
8 Warwick Court  
& Surroundings  
(Approx. site outlined in red)



**1960s**  
Ordnance Survey Map  
8 Warwick Court  
& Surroundings  
(Approx. site outlined in red)

**2.0 SITE HISTORY AND HISTORIC BUILDING ASSESSMENT**

**2.1** The application property was Grade II listed as a pair of houses with no.7 Warwick Court in 1951, and is described by English Heritage in the following statement:

*"2 terraced houses. 1697 with later alterations to fronts and interiors... No.8: altered 1808. Brown brick with rusticated stone faced ground floor. Brick bands at 2nd floor and parapet levels. 3 storeys and basement. 3 windows. Stone pilasters and entablature with tablet inscribed "Warwick House" to ground floor. C20 timber and glass entrance with panelled door. 1st floor with stone niches in lieu of side windows and a central 3-light recessed window with segmental-headed architrave and a griffin on the keystone. To this window an iron window guard with an urn on a pedestal either side. Gauged red brick flat arches and dressings to flush frame windows on 2nd floor. Parapet with a concave cornice in decorative brick. INTERIOR: not inspected. SUBSIDIARY FEATURES: attached cast-iron railings with urn finials to areas."*

Although not mentioned in the above listing, the property was severely bomb damaged (refer section 3.0) and has been rebuilt behind a retained facade at some point after its listing, and before the commencement of LB Camden planning records (online only; 1970s).

**2.2** The above statement is supported by the historic Ordnance Survey maps shown left. These describe a clear change in the footprint of the property between the 1950s and 1960s, likely in conjunction with the construction of the neighbouring Inns of Court School of Law. This is supported further by the historic photographs shown on the next page.

**2.3** Given the above, it is deemed that only the front facade and general internal layout of the building (stair location, principal rooms etc) are of any historic interest. The proposed works will preserve and enhance these features.

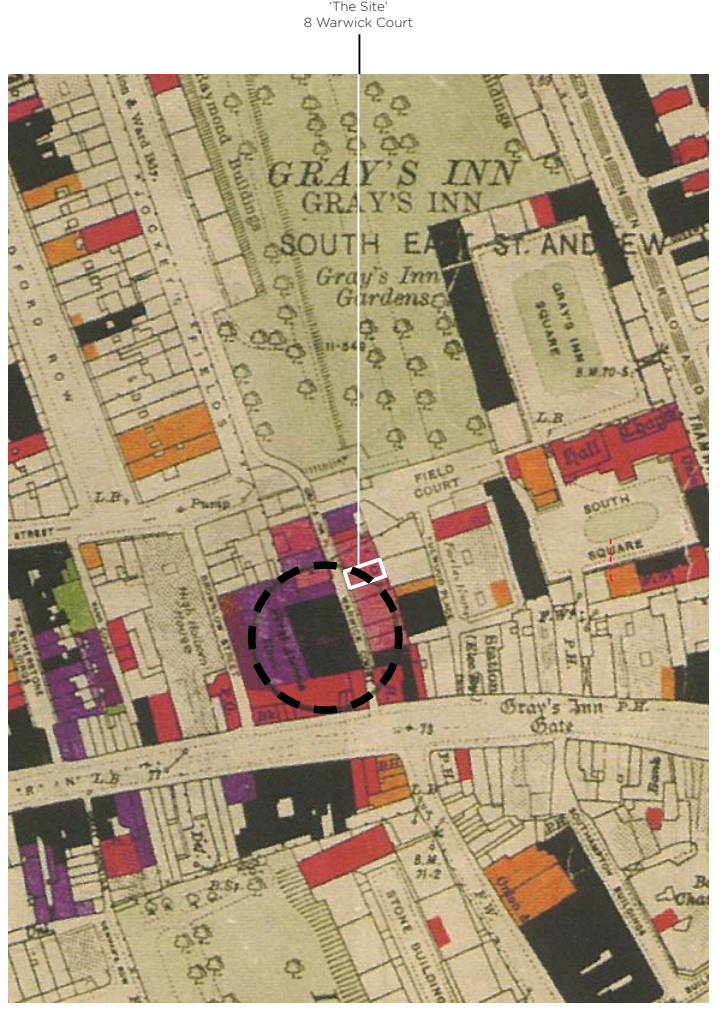
**2.4** During pre-planning consultation on site (refer to section 10.0) the existing rear facade and closet wing were reviewed in terms of their construction, age and style. It was agreed that the rear facade is likely to be non-original and subsequently not of historic interest. In addition, the presence of a non-original reinforced concrete frame was noted throughout the property, as well as non-original partitions, windows and doors. Refer to section 10.0 for a full record of consultation.





Bomb Damage - Holborn Area

See enlargement



Bomb Damage - Warwick Court and Gray's Inn








'The Site'  
8 Warwick Court

3.0 BOMB DAMAGE

3.1 The maps indicate the extent of bomb damage during WWII. It can be seen that that No. 8 Warwick Court suffered serious bomb damage during this period.

3.2 Combining this knowledge with the on-site evidence of 1950/60's construction (reinforced concrete frame, window style and construction, elevational proportions) further supports the conclusion that the building is largely non-original, apart from the front facade.

Key

-  V1 flying bomb
-  V2 long range rocket
-  Orange  
General Blast Damage - not structural
-  Light Red  
Seriously Damaged but repairable at cost
-  Dark Red  
Seriously Damaged, doubtful if repairable
-  Purple  
Damaged beyond repair
-  Black  
Total destruction





1942

**Warwick Court**

Historic Photograph looking North, showing a neighbouring building at 9 Warwick Court (now demolished)



1958

**Warwick Court**

Historic Photograph looking North, showing the cleared site prior to construction of the Inns of Court School of Law (and likely reconstruction behind retained facade of the application site)





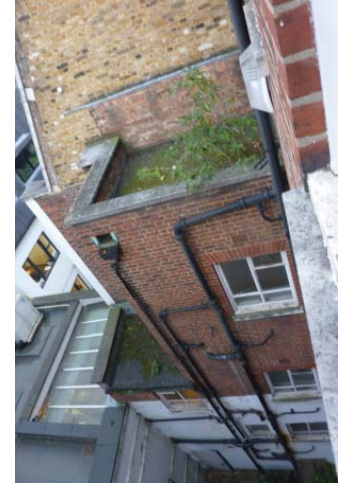
8 Warwick Court  
Front Lightwell



8 Warwick Court  
Street view looking North



8 Warwick Court  
Front Facade



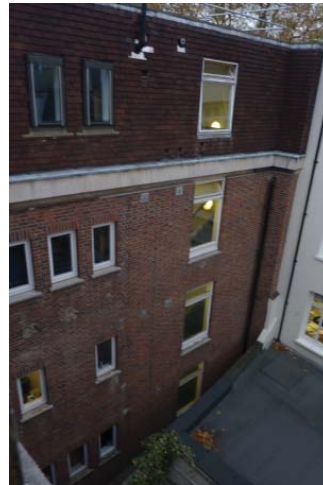
8 Warwick Court  
Rear Closet Wing



8 Warwick Court  
Street view looking North from High Holborn



8 Warwick Court  
Rear elevation as viewed from lightwell



8 Warwick Court  
View of School of Law from rear of 8 Warwick Court



8 Warwick Court  
School of law as viewed from lightwell



8 Warwick Court  
View of 12 Fulwood Place







Note:  
All windows to be upgraded by fitting an additional glass pane within the existing timber frame, to improve the thermal insulation details. Choice of fenestration will be retained.



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B	22/03/11	Removal of Planning
A	30/03/11	Revised 4th floor door location
REV	DATE	DESCRIPTION

**44 Bedford Row**  
Consented street elevation  
(ref. 2010/6761/P)

**6.0 PLANNING HISTORY**

**6.1** There is only planning history listed online for the application site is as follows:

**HB1961**

1978 consent for internal alterations to the basement to form dining room and kitchen.

**6.2** A number of properties in the surrounding area have been granted relevant change of use consents in recent years, including:

**27-29 Red Lion Street  
2012/1302/P**

Appeal granted for the change of use of the entire building from office (B1) to 150 room hotel (C1).

**44 Bedford Row  
2010/6761/P**

Appeal granted for the change of use of the existing basement and first to fifth floor levels from office (B1) to 18 residential units (C3).

**20 John Street  
2013/1479/P**

Consent for change of use of office (Class B1) to residential (Class C3) to create 5 flats and 1 mews house, and alterations to include, enlargement of front lightwell, addition of lightwell and railings to Roger St, elevation, insertion of windows and entrance door to proposed mews house on Roger St, elevation, reinstatement of basement level to non-original extension including roof terrace at 20A John St, insertion of 3 windows at front lower ground level of 20 John St, minor alterations to front railings, and the installation of a new refuse lift from basement lightwell to street level.

**6.3** All of the above applications considered the principle of the loss of B1 floorspace to be acceptable. Given their similarity and recent decision dates, they suggest that returning the listed building to its original residential use would be acceptable in principle. The policy implications of these proposed changes are considered on the next page.



'The Site'  
8 Warwick Court



#### 7.0 CONSERVATION AREA APPRAISAL

**7.1** The property lies within the Bloomsbury Conservation Area, a famed example of formal town planning with a predomination of terraced townhouses. It is, however, on the periphery of this designated heritage asset, and its immediate surroundings reflect piecemeal redevelopment on a predominantly large scale (such as First Avenue House directly opposite the site).

**7.2** With this historic research in mind, the proposals set out in this document look to respect and enhance the quality and heritage of the Bloomsbury Conservation Area and the listed building, providing an exemplary residential development and improving the built environment.

Conservation Area Plan with site location





- Site Location
- Conservation Area
- Green Spaces in Area



'The Site'  
8 Warwick Court



Conservation Area Plan with site location

-  Cycle Hire Stations
-  Underground Station
-  Mainline train station
-  Major Bus route (8, 19, 25, 38, 55, 59, 68, 188, 242...)

**8.0 TRANSPORT LINKS ASSESSMENT**

**8.1 Transport Links**

The application site has excellent access to nearby transport links. It is noted in Camden's Core Strategy CS11 that as part of its approach to minimising congestion and addressing the environmental impacts of travel, the Council will look favourably on developments that minimise the provision for private car-parking and, in particular through car-free developments in the boroughs most accessible locations.

**8.2 Underground/National Rail**

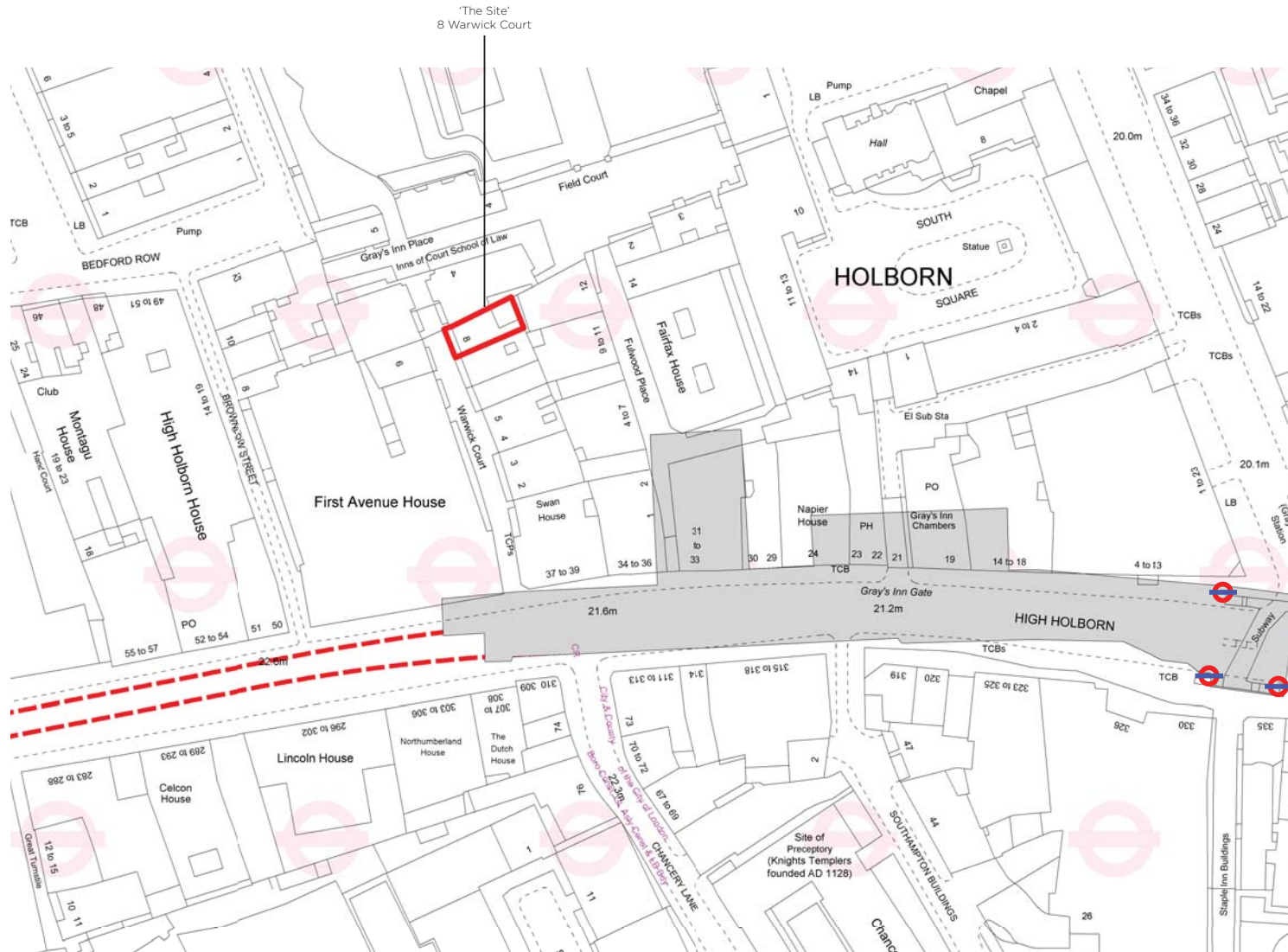
Within 3 minutes walking distance is Chancery Lane underground station which provide access to the Central Line. Within 5-10 minute walking distance is Holborn and Farringdon, which opens up connections not only to 4 other London Underground Lines (Piccadilly, Metropolitan, Circle and Hammersmith & City) but also to National rail services which link to Gatwick and Luton Airports.

**8.3 Bus**

Just 50m from the site is a major bus route which connects the City of London with Waterloo and the West End.

The site is also located moments from Gray's Inn Gardens, an ideal amenity space for families.





**9.0 TRANSPORT LINKS ASSESSMENT**

9.1 It has been identified that the Central line of the London Underground network passes near to the development site (approximately 65m away).

9.2 The plan, supplied by LU/IF, indicates the approximate locations of tunnels and underground structures. London Underground Infrastructure protection require consultation regarding

- 1/ Demolition
- 2/ Structural works
- 3/ Excavation
- 4/ Boreholes or piling
- 5/ Highway works above shaded areas

Items 4 and 5 are not relevant to this application and items 1 to 3 are limited in their extent and are not immediately above the LUL underground structure.

9.3 Further consultation with LU/IF will be required throughout the ongoing design and construction process.

London Underground Plan indicating underground structures

- Underground structure
- Underground Tunnel
- P Underground pedestrian entrance



## 10. IDENTIFYING NEED / CHANGE OF USE

10.1 This section is to be read in conjunction with Appendix E - the loss of employment supporting statement by Montagu Evans.

10.2 Although set out in the accompanying report, the need for the change of use comes from the general under utilisation of the site, the low standard of office accommodation and high cost associated with refurbishment to office space (which would then expect to yield a low rent).

An extract from Camden Planning Guidance 5 as follows:

*"Camden's Core Strategy sets out the projected demand and planned supply of office floorspace in the borough. We expect the supply of offices to meet the projected demand over the plan period and as a result we may allow a change from B1(a) offices to another use in some circumstances, such as older office premises or buildings that were originally built as residential dwellings. Our priority is for the replacement use to be permanent housing or community use. This approach is in line with policy DPI3 Employment premises and sites in the Camden Development Policies."*

The site at No. 8 Warwick Court identifies with a number of these considerations. It is an old premises which would have been built originally as a single family dwelling, and this application proposes to return the property to residential use.

10.3 The building is severely constrained in terms of its ability to provide suitable accommodation for B1 uses and is entirely unsuited to other business uses other than office. Given the significant refurbishment works needed and the listed status of the property, the standard of B1 accommodation that could be achieved through refurbishment is extremely limited.

10.4 Furthermore the framework places emphasis on the need for residential accommodation and states:

*"Local planning authorities should ... approve planning applications for change to residential use and any associated development from commercial buildings (currently in the B use classes)"*

The demand for housing in the United Kingdom and, in particular, in London is exceptionally high. As noted in Camden's core strategy, any opportunity to reuse existing buildings to increase the availability of sustainable quality homes should be regarded as beneficial - particularly when it returns a character building to its original use.

Existing Plans and Photographs internally



**SECTION TWO:**  
DESIGN EVOLUTION, FINAL PROPOSALS  
& PLANNING CONSIDERATIONS





8 Warwick Court  
Street view looking South



8 Warwick Court  
Street view looking North



8 Warwick Court  
Rear lightwell as viewed from high level window



8 Warwick Court  
Street view looking North from High Holborn



8 Warwick Court  
Rear elevation as viewed from lightwell



8 Warwick Court  
Closest wing extension as viewed from lightwell



8 Warwick Court  
School of law as viewed from lightwell

**11.0 PLANNING POLICY**

**11.1** The London Borough of Camden (LBC) 'Core Strategy' states that "the Council will consider proposals for other uses of older office premises if they involve the provision of permanent housing" (Policy CS8 Section 8.8).

**11.2** Camden Development Policy DPI3 provides further guidance on the loss of B1 (office) uses:

*"The Council will retain land and buildings that are suitable for continued business use and will resist a change to non-business unless:*  
*a) it can be demonstrated to the Council's satisfaction that a site or building is no longer suitable for its existing business use; AND b) there is evidence that the possibility of retaining, reusing or redeveloping the site or building for similar or alternative business use has been fully explored over an appropriate period of time."*

**11.3** Finally, Camden Planning Guidance (CPG) 5 reiterates what is said in CS8 and DPI3 above. It also contains a summary of situations in which the loss of office use may be acceptable:

*"There are a number of considerations that we will take into account when assessing applications for a change of use from office to a non business use, specifically:*  
*• criteria listed in paragraph 13.3 of policy DPI3 of the Camden Development Policies;*  
*• age of the premises. Some older premises may be more suitable for conversion;*  
*• whether the premises include features required by tenants seeking modern office accommodation;*  
*• quality of the premises and whether it is purpose built accommodation. Poor quality premises that require significant investment to bring up to modern standards may be suitable for conversion;*  
*• whether there are existing tenants in the building, and whether these tenants intend to relocate;*  
*• the location of the premises and evidence of demand for office space in this location; and*  
*• whether the premises currently provide accommodation for small and medium businesses."*

**11.4** We believe that the application site complies with a number of the scenarios listed in the above points, particularly considering the age of the premises, and the extensive supply of B1 office space in the surrounding area. Refer to Appendix E for the Loss of Employment Report.

**11.5** In light of the above, we believe that the proposed return from B1 to C3 use is not contentious in planning terms, and would contend that it is a positive move in heritage terms.



**12.0 PRE-PLANNING APPLICATION FEEDBACK**

**12.1** Pre-planning advice was received from Hugh Miller and Alan Wito of Camden Borough Council on 28/02/2014 (ref 2014/0889/PRE). The main points of this response are as follows:

**1/. Is the proposed change of use from B1 office to C3 residential use for the entire building acceptable in principle, given that the property is Grade II listed, originally built as a residential dwelling and unsuitable for modern office use?**

MWA noted that the building was not suitable in its current state for modern office accommodation and that extensive upgrade would be required.

CBC noted that the change of use would need to be justified within the application through analysis of the following:

- Length of vacancy
- Lack of office infrastructure
- Asbestos removal
- Financial viability

Refer to Appendix E for the Marketing Report.

**2/. Is the proposed mix of units (4 no. 2 bedroom units, 1 no. studio) deemed acceptable?**

CBC noted that all units needed to meet the minimum standards set out by Camden Planning Guidance (CPG2) then the mix would be acceptable.

MWA confirmed that the units in fact exceeded the minimum requirements and that an area schedule would be included in the planning application.

Refer to section 13 of this Design and Access Statement for the Areas of the proposals.

**3/. Is the proposed demolition of the rear façade likely to be acceptable?**

CBC noted that they suspect that the rear façade is non-original. CBC reviewed information which showed the change in plan form through historical maps. CBC noted that justification would be required to cover this item. CBC suggested a review of bomb-damage maps in the area.

MWA confirmed that this would be investigated and included in the Design and Access Statement.

Refer to section 3.0 of this Design and Access Statement for research into Bomb Damage

**4/. Is the proposed extension of the existing closet wing, to be increased in width and depth, likely to be acceptable in planning and heritage terms?**

CBC noted that in theory the extension to the rear was not contentious, providing that it is designed considerably and was in keeping with the surroundings

MWA will review the rear façade fenestration systems.

Refer to design drawings P\_12, P\_16, P\_18 and P19 for revised proposals.

**5/. Is the proposed fenestration to the rear façade likely to be acceptable?**

CBC suggested that smaller windows in the rear façade would be preferred over the fully glazed rear façade as shown in the pre-application document.

MWA will review the rear façade fenestration systems.

Refer to design drawings P\_12, P\_16, P\_18 and P19 for revised proposals.

**6/. Are the proposed internal modifications deemed acceptable in heritage terms?**

CBC agreed that most internal partitions were non-original and therefore not of historic interest.

Refer to design drawings P\_02, P\_03, P\_04, P\_05 and P\_06 for details of internal modification proposals.

**7/. Is the principle of the proposed DDA compliant lift to all half-landings likely to be acceptable?**

CBC noted that item was not contentious.

Refer to design drawings P\_02, P\_03, P\_04, P\_05 and P\_06 for details of lift arrangements.

**8/. Is the proposal to use the front pavement vault for plant and bin store, likely to be acceptable?**

CBC noted that it would be helpful to include a waste management strategy in the Design and Access Statement in order to assess this fully.

MWA will include this in the application and noted that it was likely to be a managed solution.

Refer to section 16 of this Design and Access Statement for the waste management proposals.

**9/. Is the principle of replacing windows in the front façade for traditionally detailed new timber sashes acceptable? (the property has broken panes and holes in frames)**

CBC noted that the proposed replacement windows would need to be a like-for-like replacement.

MWA noted that this would be included in the planning application.

Refer to design drawings P\_08, P\_09, P\_10 and P\_11 for front elevation proposals.







### 13.0 DESIGN STRATEGY

#### 13.1 General Strategy

The design, massing and materials of the building envelope has been developed following close consideration of the site and its context.

In developing the design the following principles have been adopted:

- Repair and reinforce the urban pattern and fabric
- Retain and locally repair the front façade
- Provide a cohesive and high quality contemporary design for the rear façade that complements and reflects the surrounding elevational proportions.
- Integrate both traditional and contemporary materials to help the design blend in with its surroundings whilst being a conscious contemporary statement.
- Provide high quality internal living space with well planned, light and flexible living accommodation with adequate storage and ancillary spaces.
- Retain the character of the original listed building whilst using this development as an opportunity to re-plan and subsequently improve on the design of the non-original extensions, facades and partitions.

In line with our analysis of the existing building fabric, the proposal details the retention of the front façade as a key element of the listing.

In addition, the retention of the existing staircase internally, the entrance layout and the main structural wall through the building (as far as it possible) all reflect the importance of retaining the integrity of the listing of the original building. The non-original rear façade and extension are to be replaced with a contemporary brick version in order to enlarge the living spaces internally.

#### 13.2 Proposals Summary

The building was subject to bomb damage in WWII and was largely re-built in the 1950's/60's. During these works, a new concrete frame was installed in the building and the rear façade, rear closet wing and internal lightweight partitions were largely altered. None of the internal corning, doors or stair details (balustrades) are original or of historic interest. It is also believed that the front windows are 1950's/60's replacements due to their crittal construction

##### 13.2.1 Front Elevation

The front elevation is principally built from brick with stone detailing at ground floor and stone alcoves at first floor. Decorative stone corning at parapet level is included to complete the grand façade. The carving of "Warwick House", the dating of the building in the main elevation and the first floor central window arrangement with Juliet balcony detail are also of specific historic interest and important for retention and refurbishment.

The brick and stone work will be repaired and cleaned as necessary. The windows will be replaced with like-for-like traditionally detailed timber sash windows with secondary

##### 13.2.2 Front Lightwell

The lower ground floor lightwell area will be refurbished. The existing window in this location has been cut in order to install water pipework. This pipework will be relocated and the window will be replaced with a 'like-for-like' traditionally detailed timber sash window.

The flat panel door at this level is non-original and will be changed to be a traditionally detailed timber sash window to match the window immediately adjacent to it.

The brickwork at this level appears to be of different age to the brickwork at first floor and above. The brickwork will be repaired as necessary.

The other walls to this lightwell will be rendered to brighten this space throughout.

The pavement vault in this location will be split in two and used for plant equipment for the whole building, and as a bin store. A louvre panelled door will be installed to the front elevation – the detailing of this door will be in keeping with the adjacent façade. The top of this pavement vault is visible from the street and main entrance. Currently this is in a state of disrepair. A new, standing seam, lead roof finish will be installed flash over this area in order to keep the horizontal plain in better condition.

The front railings and steps into the lightwell will be refurbished as required.

##### 13.2.3 Rear Façade and Closet Wing

The proposal is that the non-original rear façade and closet wing is to be re-built. All new brickwork will tone with the adjacent properties and will be toothed and bonded into the adjacent facades and boundary walls.

The detailing of the rear façade and closet wing is deliberately contemporary. The window openings are intended to improve the light levels internally and relate to the neighbours proportions. All new windows to the rear elevation will be aluminium framed tilt-turn windows with glass balustrades to the Juliet balconies, with deep metal clad reveals – using a traditional material in a contemporary setting.

Privacy to the rear bedrooms is improved by the installation of external fins to part of this elevation, this is also used to enclose air conditioning condensers to serve each apartment.

##### 13.2.4 Roofline

The host building parapet level at front and back does not change in height, although a new roof finish to the flat portion is to be installed to ensure that modern building standards are met and to allow new penetrations and access for maintenance.

The rear closet wing is being extended by approximately half a storey, with a roof terrace for the top floor flat on top of this. Care has been taken to avoid overlooking to the neighbouring commercial properties.

##### 13.2.5 Internals

Non-original partitions are to be removed and the main spine wall is to be retained as far as is possible, as indicated in the design drawings.

The location of the internal stair is considered historic but the detailing of the handrail is non-original and thus will be replaced with a handrail which meets current access regulations.

The existing floors are to be retained with new acoustic insulation and finishes to be applied on top.

The corning or skirting throughout is non-original and, as such, will be removed during refurbishment. Drop ceilings will be installed to allow us to pass servicing through these zones.

Radiators and radiator covers are non-original and will also be removed during refurbishment. The new proposal will not require the use of radiators in order to improve efficiencies.

#### 13.3 Development Objectives

The principle of the development is to maximise the development potential for residential use, providing a high quality residential environment and enhancing the rear elevation and amenity space currently provided.

The design strategy is to:

- Identify and respond to key constraints and opportunities provided by the site
- Address pre-application advice and respond to established planning policy frameworks
- Provide accommodation which addresses market requirements to ensure a viable and successful development which meets local housing needs.
- Consider policy and guidance in respect of access and safety to ensure an attractive, safe and accessible development





- 1 - New Brick Facade - toothed and bonded into neighbouring properties
- 2 - New Aluminium Framed 'tilt-turn' windows
- 3 - Cantilevered glass Juliet balcony arrangement
- 4 - Pre-patinated copper reveals to windows
- 5 - New Aluminium framed sliding doors
- 6 - Trellis growing system
- 7 - New Stone paving
- 8 - Pre-patinated copper fins over aluminium framed casement window
- 9 - Pre-patinated copper fins over aluminium louvre system
- 10 - White Render Finish to Courtyard walls



**15.0 SUSTAINABILITY AND M&E SERVICES****15.1 Sustainability**

Please refer to Appendix C - Energy and Sustainability Statement for full details of the sustainability strategy.

Overall, the development is expected to achieve a BREEAM (Domestic Refurbishment) rating of 'Very Good'. It is also estimated that the refurbishment will result in a 43% reduction in CO<sub>2</sub> consumption.

Thermal insulation levels for all of the existing building elements will be improved through insulated linings to party walls, insulation to floors and refurbishment of finishes.

Passive strategies are employed where possible, large windows in the rear facade to increase daylight levels and opening windows at the front and back to improve natural ventilation.

Low environmental impact is the key consideration for the development at 8 Warwick Court, whilst still providing a high quality residential development.

**15.2 Servicing Strategy**

Please refer to Appendix F - Mechanical and Electrical Servicing Report for full details of the servicing strategy strategy.

**15.2.1 Heating**

Individual boilers will be installed to each apartment to provide underfloor heating and heated towel rails throughout the apartments. These are located centrally in the apartments with flues running vertically to the roof.

**15.2.2 Cooling**

AC condensers are designed into the rear facade to reduce acoustic and aesthetic impact and improve accessibility for maintenance. Cooling is then delivered by units within each of the habitable rooms designed discreetly into joinery units as indicated on the design drawings.

Refer to Appendix A for acoustic analysis.

**15.2.3 Ventilation**

The apartments will be naturally ventilated throughout with the new rear facade providing tilt turn windows to Juliet balconies and the front facade providing traditionally detailed timber sash windows as a replacement for the existing (to improve appearance and performance).

**15.2.4 Water**

Booster and Pump located in front vault and distributed throughout the apartments.

**15.2.5 Incoming services/Plant**

All incoming services are into the vault below the pavement level. These services will then be delivered to the ground floor level meter cupboards (gas remaining in ventilated store at lower ground floor level) and then distributed around the building through vertical risers adjacent to the lift.

As there is no access to the roof from communal spaces the plant is limited in area to this lower ground floor area with meters adjacent to the main entrance.



			Proposed NIA	
			sqm	sqft
	Plant/Bins	level -01	7.4	79.65
Flat 01:	2 bed,	level -01/00	87.4	940.77
Flat 02:	2 bed ap't	level 00	62.8	675.98
Flat 03:	2 bed ap't	level 01	76.8	826.68
Flat 04:	Studio	level 02	41	441.32
Flat 05:	2-3 bed ap't	level 02/03	104.9	1,129.14
	Terrace	level 03		
<b>Total GIA</b>			<b>372.9</b>	<b>4,013.90</b>

## 16.0 PROPOSED USE, UNIT SIZE AND DENSITY

### 16.1 Proposed Use.

Although outlined in the Change of Use report appended to this planning application, the need for the change of use comes from the general under-utilisation of the site.

Following Camdens Core Strategy Policy CS8, it is acknowledged that there is a high concentration of commercial properties in the borough. While the Camden Employment Land Review 2006 and 2026, the Council will be looking to direct new business development to other areas of the Borough, with the majority being in King's Cross. Consequently, the Council will favourably consider proposals for other uses of older office premises if they involve the provision of permanent housing.

### 16.2 Proposed Mix of Units

The proposal comprises 1No. Studio, 3No. 2 bedroom apartments and 1No. 2/3 bedroom apartment over the top two floors, this satisfies Camden's requirements for a mix of units. These units comply with the minimum space standards set out in the London Plan (July 2011).

### 16.3 Proposed Density

The site area is 124sqm (1335sqft). This then means that the proposed scheme provides a density of 1209Hr/Ha (habitable rooms per hectare). It is deemed that this is a suitable density given the central location of the site.

### 16.4 Gross External Areas

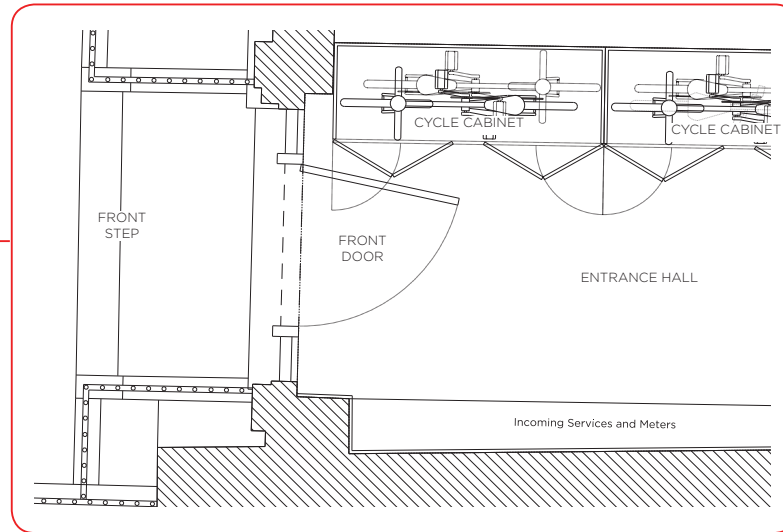
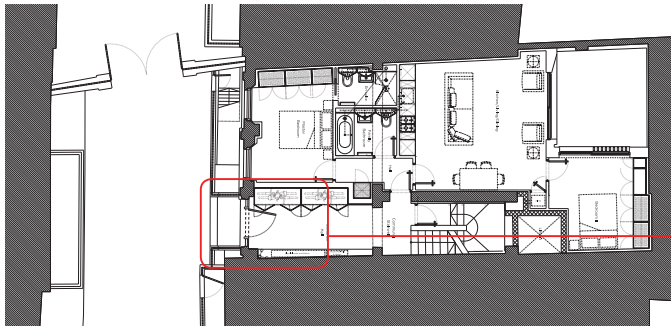
In addition to the Gross Internal areas shown in the schedule, the existing proposed gross external areas are as follows:

Existing GEA: 402 sqm (4326 sqft)

Proposed GEA: 484sqm (5,209 sqft)

The uplift of 82sqm being due to the re-configuration of the rear closet wing and facade.





Plan of Cycle Storage Cabinet in Main Entrance

**17.0 CYCLE STORAGE PROVISION**

**17.1 Access and Parking**

Warwick Court is fully pedestrianised. As such the closest vehicle access is from High Holborn.

With this in mind the development is proposed to be Car Free. This is considered viable due to the high concentration of public transport in the vicinity.

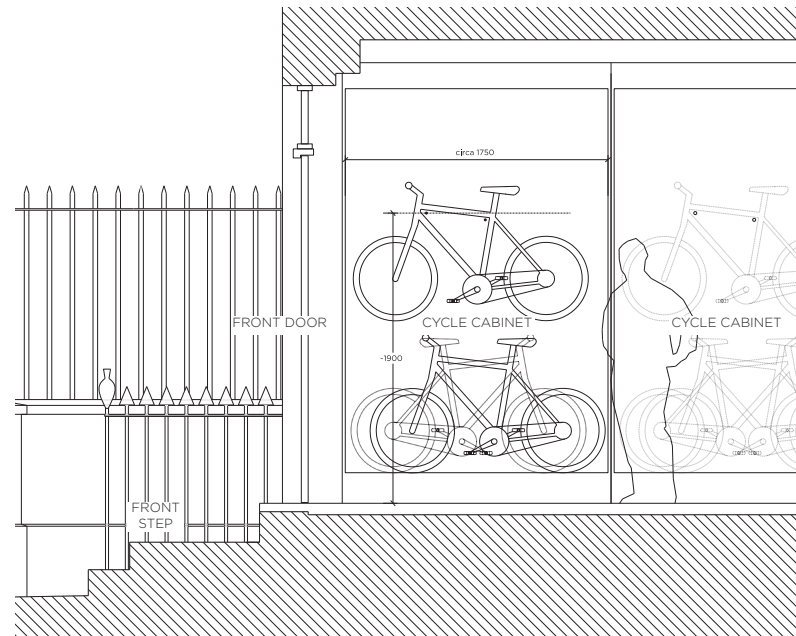
**17.2 Cycle Storage**

Following Camdens Core Strategy Policy, cycling is promoted as a sustainable means of travel that provides the opportunity to relieve congestion and promote a healthy lifestyle.

Cycle Parking has been provided on the basis of 1 cycle per apartment in line with advice received through pre-application advice. In fact the scheme over-provides and allows for 6 bicycles for 5 apartments.

Due to the listed nature of the street elevation, and the steepness of the stair into the front lightwell - it is not considered viable to move bicycles between the pavement and the front lightwell at Lower ground floor level - and thus, storage of bicycles in the pavement vault is not considered viable. Accordingly, it is proposed that bicycles will be stored in joinery units within the front entrance, at Ground floor level.

A plan and elevation of the proposal is indicated in the diagram.



Elevation of Cycle Storage Cabinet in Main Entrance



**18.0 DAYLIGHT AND SUNLIGHT**

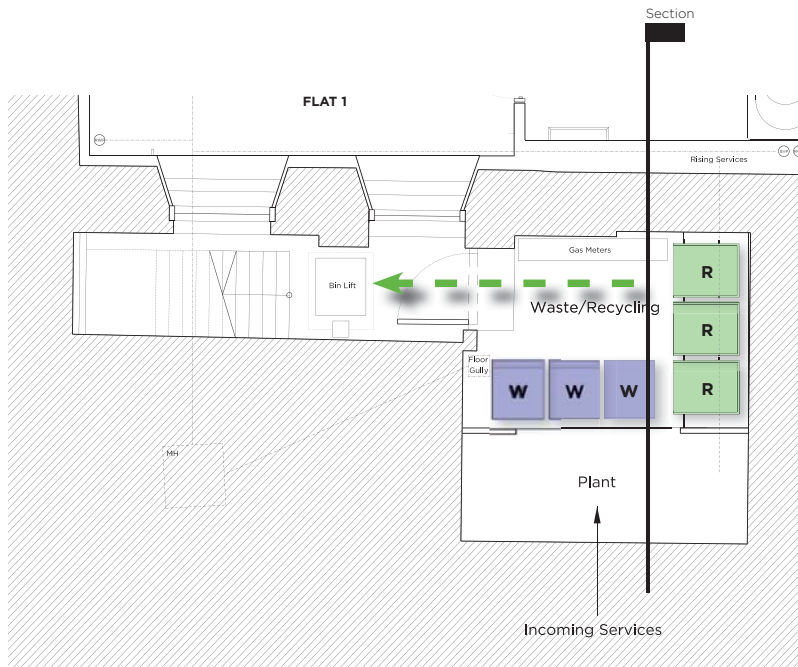
18.1 Layout

The opportunities for external architectural change on this site are limited, especially in terms of the form and massing of the building. Pre-application advice concluded that the front facade needs to be retained because of its listing and thus alterations to the fenestration in these locations are not possible.

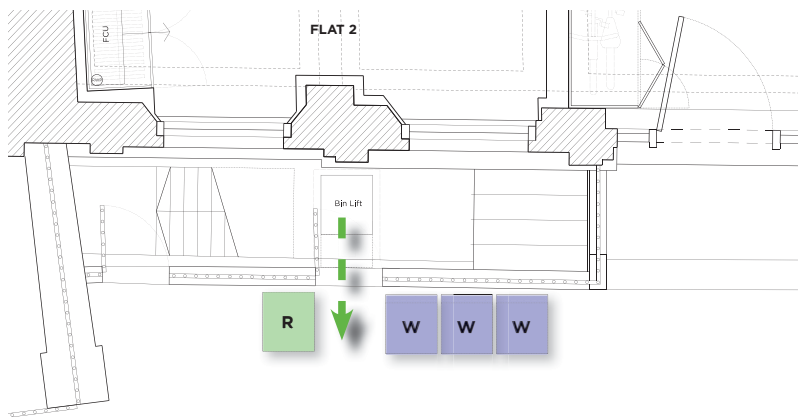
The rear facade provides some opportunities to increase the window sizes and improve the daylighting internally and the layouts of each flat are designed to maximise the amount of daylight available to habitable rooms.

For further information on the effects of the proposals on the neighbours and the general daylight and sunlight analysis please refer to Appendix D.





Plan of Lower Ground Floor Waste and Recycling Store



Plan of Ground Floor Collection Area



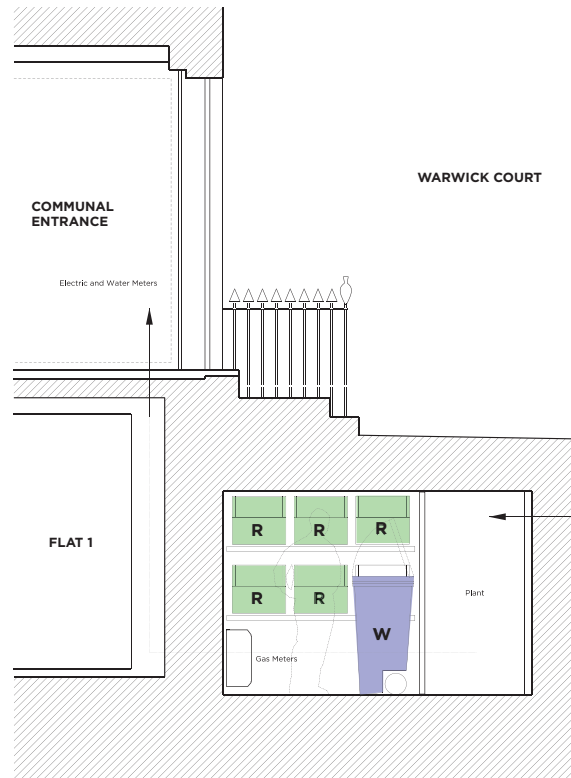
Example of wheeled waste bin (W)



Example of recycling containers (R)



Example of Lift for bins and gate at street level



Section of Waste/Recycling Store Area



Example of in-kitchen waste and recycling storage

**19.0 WASTE MANAGEMENT**

**19.1 Encouraging Recycling**

Each apartment will be fitted with separate waste and recycling container within the kitchen units. It is considered that this encourages occupants to separate their rubbish and recycle more regularly and reliably.

See image below.

**19.2 Waste Collection**

Waste and recycling are both collected from Warwick Court once a week (Wednesday).

The waste is collected from the street with the waste vehicle locating itself on High Holborn and the operatives collecting from the properties along Warwick Court. As such, the collection point is immediately outside the property.

A managed solution is proposed to ensure that the bins are adequately placed for collection and returned to their storage area in a timely fashion.

Due to the listed nature of the building, in particular the front facade, it is proposed that the bin store is located at lower ground floor level in the pavement vault.

Bins and recycling containers in this area are proposed to be for joint use.

The bins will be transported from lower ground floor level to ground floor level via a mechanical lifting system - the management company will then transport the bins to the collection area and return to the store via the same means after collection.

The plan indicates the approximate size and location of the lifting device and the analysis of this process.



**20.0 LIFETIME HOMES**

The table opposite shows the life time homes assessment of each apartment.

Given the listed nature of the building it is not possible to meet all of the requirements due to the need to preserve the historic nature of the building. These exceptions have been limited and are noted in the matrix below.

The internal layouts of the apartments and their services all comply with Lifetime Homes Criterion 9-16 where applicable. This means that all bathrooms and layouts are compliant.

**Lifetime Homes Matrix**

8 Warwick Court

Lifetime Homes Matrix																	
Flat	Criterion	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		Parking	Approach to dwelling from parking.	Approach to all entrances	External entrance	Communal stairs	Internal doors & hallways	Circulation space	Entrance level living space	Entrance level bed space	Entrance level WC & shower drainage	Bathroom / WC adaptability	Stairs and potential through floor lift in dwelling	Potential for fitting of hoists	Bathroom	Windows	Service Controls
	<b>Beds</b>																
Flat 1	2	Note A	Note A	Note D	Note B	Yes*	Yes	Yes	Yes	Yes	Yes	Yes	N/A	Yes	Yes	Yes	Yes
Flat 2	2	Note A	Note A	Note D	Note B	N/A	Yes	Yes	Yes	Yes	Yes	Yes	N/A	Yes	Yes	Yes	Yes
Flat 3	2	Note A	Note A	Note D	Note B	Yes*	Yes	Yes	Yes	Yes	Yes	Yes	N/A	Yes	Yes	Yes	Yes
Flat 4	S	Note A	Note A	Note D	Note B	Yes*	Yes	Yes	Yes	Yes	Yes	Yes	N/A	Yes	Yes	Yes	Yes
Flat 5	2-3	Note A	Note A	Note D	Note B	Yes*	Yes	Yes	Note E	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

- Note A No car parking spaces to be provided as part of development.
- Note B Entrances to all flats are internal.
- Note C Due to the redevelopment of an existing site and the site constraints, an entrance level WC can not be provided.
- Note D Due to the redevelopment of an existing listed building, the entrance steps must be retained.
- Note E Duplex Apartment
- \* Lift entrances at at half landing levels and are limited by the existing stair enclosure







Warwick Court  
Street view looking North towards the Inns of Court School of Law

#### 21.0 CONCLUSION

**21.1** This document has been compiled following thorough investigation of the history of the site and surrounding area, recently consented developments close to the application site, and all relevant local and national planning policy. We believe that by adopting a sensitive and considered approach, the proposals outlined in this document represent an opportunity to create an exemplary set of residential apartments without impacting the amenity or character of the surrounding area. Further, the return of the listed building to its original residential use represents an opportunity to greatly restore and enhance the character of a heritage asset.

