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London Borough of Camden
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PART A

INTRODUCTION

SITE LOCATION

SITE HISTORY AND CONTEXT

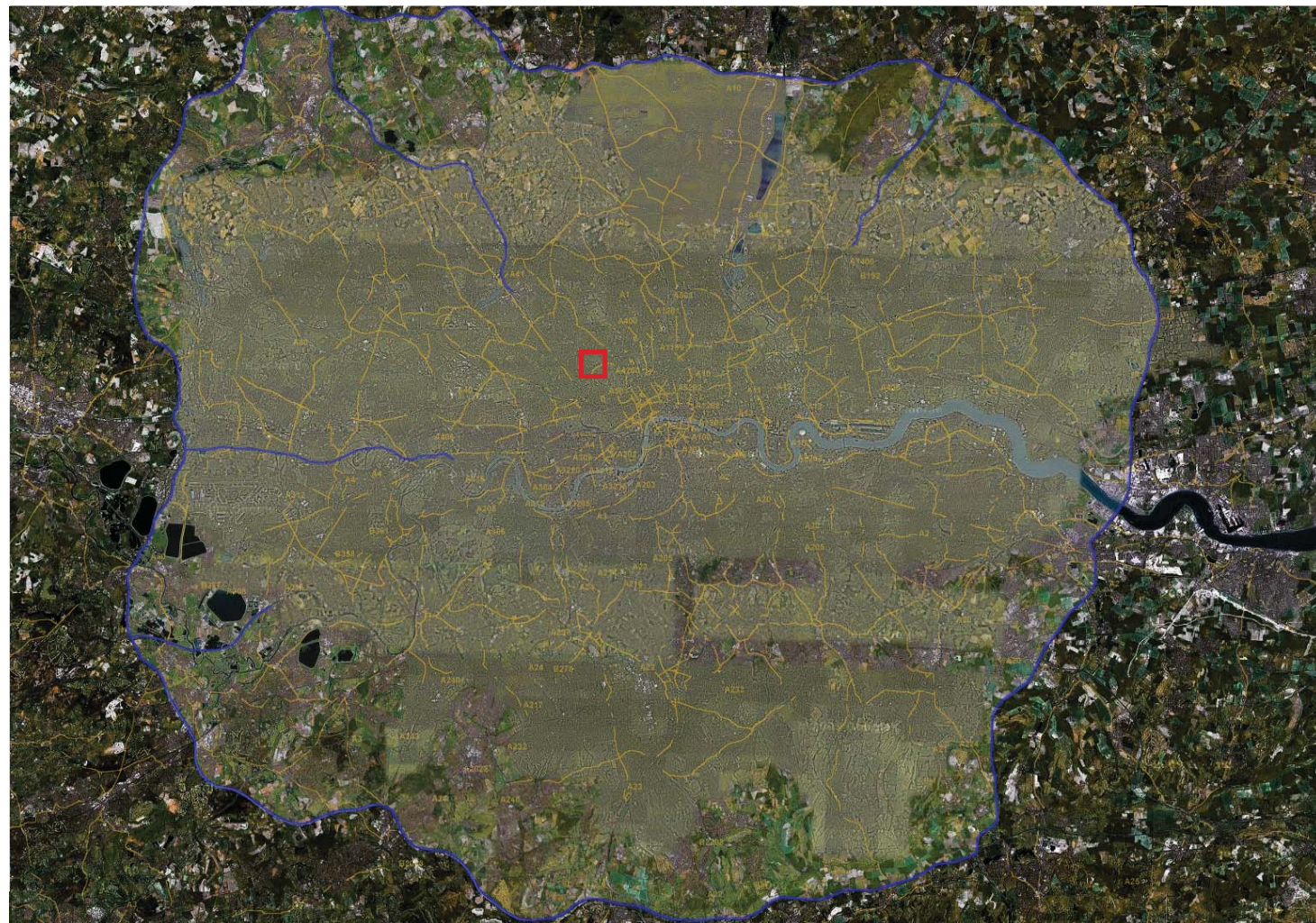
PLANNING CONTEXT

EXISTING DRAWINGS

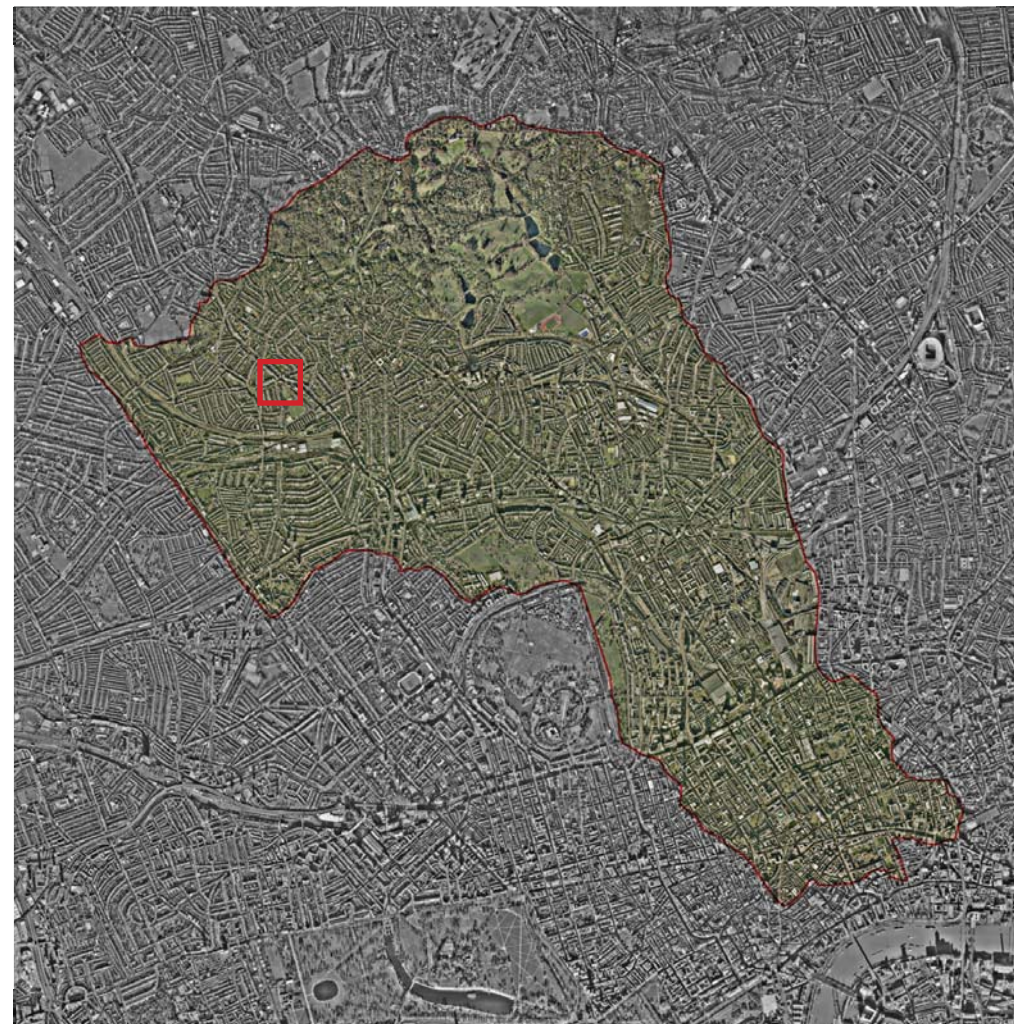
INTRODUCTION

The application seeks to gain Planning Consent for the change of use of part ground, first and second floors from B1 office to C3 residential use. The proposals also incorporate alteration to side and rear facades, a single storey extension to the rear, as well as a new shopfront to front and side facade. The retail unit at ground floor will be retained.

SITE LOCATION
LONDON BOROUGH of CAMDEN



Map of London



London Borough of Camden

Location

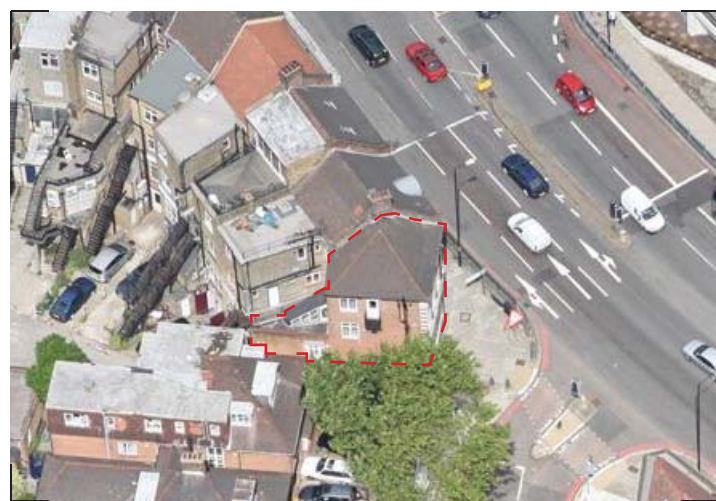
The site is located within the London Borough of Camden and within a designated Neighbourhood Centre.

455 FINCHLEY ROAD. LONDON. NW3 6HN

SITE LOCATION
PROPOSAL SITE



Site Map



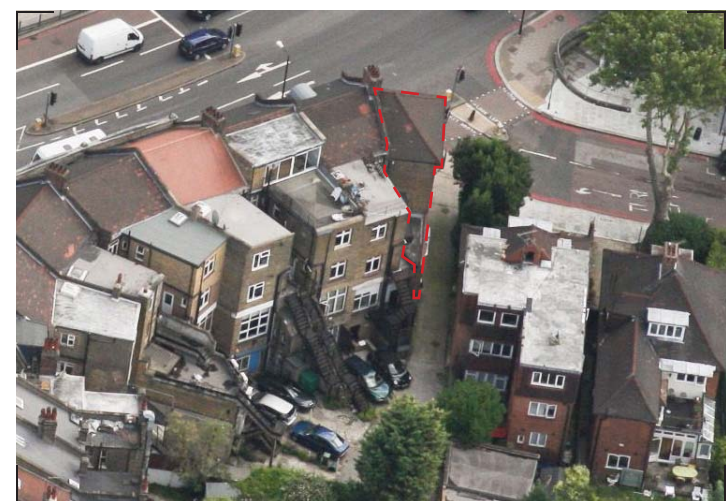
South View



North View



East View



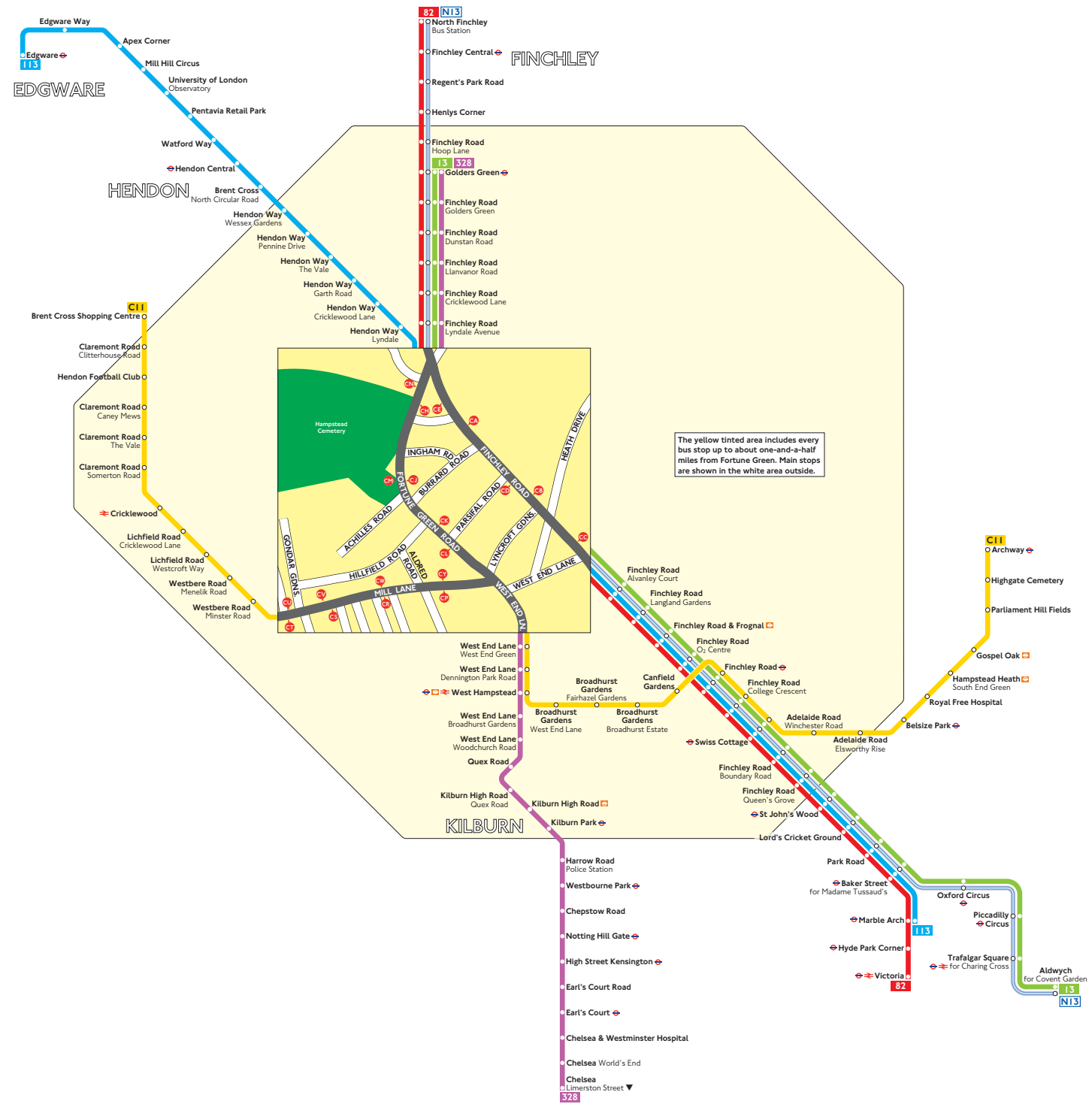
West View

SITE HISTORY AND CONTEXT ACCESSIBILITY

The PTAL rating for the site is 6a, which demonstrates the excellent accessibility level by public transport. Tube and Rail Services are located in walking distance (10min). Several bus services run along Finchley Road. The site is within Travelcard zone 2.

Finchley Road:

- 13 Aldwych
Golders Green
- 82 North Finchley
Victoria
- 113 Edgware
Marble Arch
- N13 Aldwych
North Finchley



Finchley Road Bus Routes

SITE HISTORY AND CONTEXT

LOCAL HISTORY

455 Finchley Road

The site is located to the northern side of the corner Finchley Road/ Alvanley Gardens within walking distance to either Overground or Rail/ Tube services to the south. Finchley Road is predominantly commercial with active shopfronts at pedestrian level and mixed residential and office uses above.

The site is a triangular shaped section with its front facade sitting angular to the main building facing directly onto Finchley Road. The brick facade has modest detailing at first and second floor and prominent quoining either side.

The south facade with its bright red brickwork appears to be a reconfiguration of a later date, same applies to the two storey rendered extension to the rear.



455 Finchley Road. Front



455 Finchley Road. Rear & Side



Finchley Road looking west



Finchley Road looking east

**PLANNING CONTEXT
RELEVANT APPLICATION HISTORY**



Site Map



The following application proposals have been taken into consideration setting the precedence for similar developments carried out within immediate vicinity and are noted on the above map:

307 Finchley Road. London. NW3 6EH
2011/4759/P
Erection of an additional storey and creation of roof terraces at fourth floor level together with extensions and alterations to the existing 3-storey elevation facing Lithos Road associated with the change of use from offices (Class B1) at second and third floor level to create 1 x studio, 2 x 2-bedroom and 1 x 3-bedroom (Class C3).
APPLICATION APPROVED 23/01/2012

455 FINCHLEY ROAD. LONDON. NW3 6HN

307 Finchley Road. London. NW3 6EH
2012/1375/P
Change of use of 2nd and 3rd floors from offices (Class B1) to 2 x 2 bed flats (Class C3) and erection of an infill side extension at ground and first floor level, alterations to ground floor level including removal of garage door and creation of ramp.
APPLICATION APPROVED

419-425 Finchley Road. London. NW3 6HJ
2011/2453/P
Alterations to replace existing shopfront including canopy in connection with existing retail use (Class A1).
APPLICATION APPROVED 04/07/2011

307 Finchley Road. London. NW3 6EH
2005/1367/P
Change of use of the front part of the 1st, 2nd and 3rd floors from offices (Class B1) to 3 x self-contained flats (Class C3).
APPLICATION APPROVED 10/07/2006

425A Finchley Road. London. NW3 6HJ
2004/2991/P
Change of use including works of conversion of the first and second floor maisonette into 2 self-contained flats, creation of extra accommodation in roof for use by top floor flat erection of rear extension at roof level with roof terrace and rooflights.
APPLICATION APPROVED 13/09/2004

Proposal Site ■

Relevant Planning Applications

EXISTING DRAWINGS OVERVIEW

Existing Schedule of Accommodation

Ground:

Retail	29.7	m.sq
Entrance Lobby	7.0	m.sq
Storage	13.3	m.sq
Total (incl. Stairs)	50.9	m.sq

Mezzanine:

Lobby	13.7	m.sq
WC	1.4	m.sq
Storage	1.3	m.sq
Total (incl. Stairs)	20.5	m.sq

First:

Total (incl. Stairs)	39.2	m.sq
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Second:

Total (incl. Stairs)	34.1	m.sq
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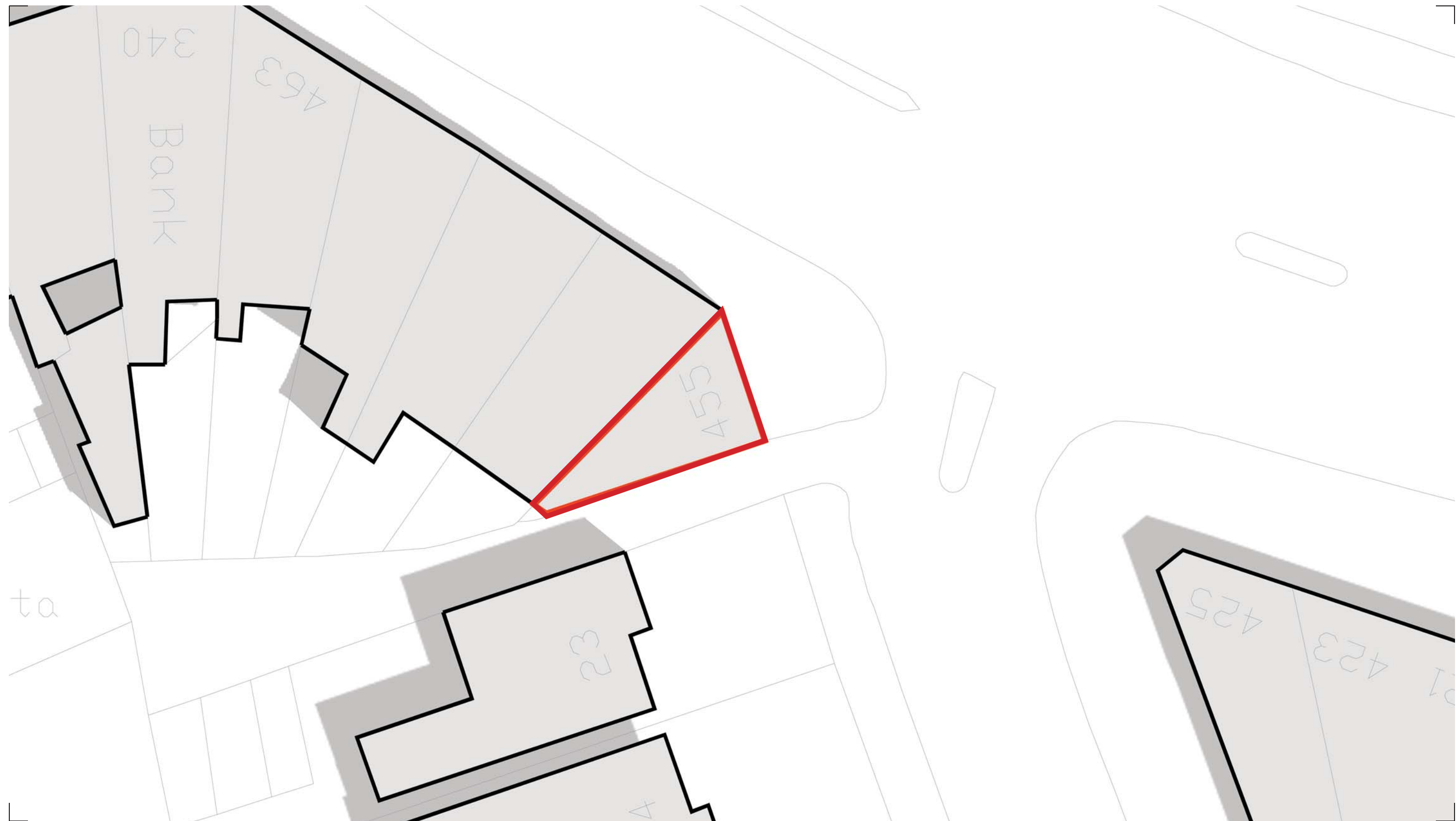
TOTAL INTERNAL AREA	144.8	m.sq
<i>(incl. Stairs)</i>		

EXISTING DRAWINGS
SITE PLAN

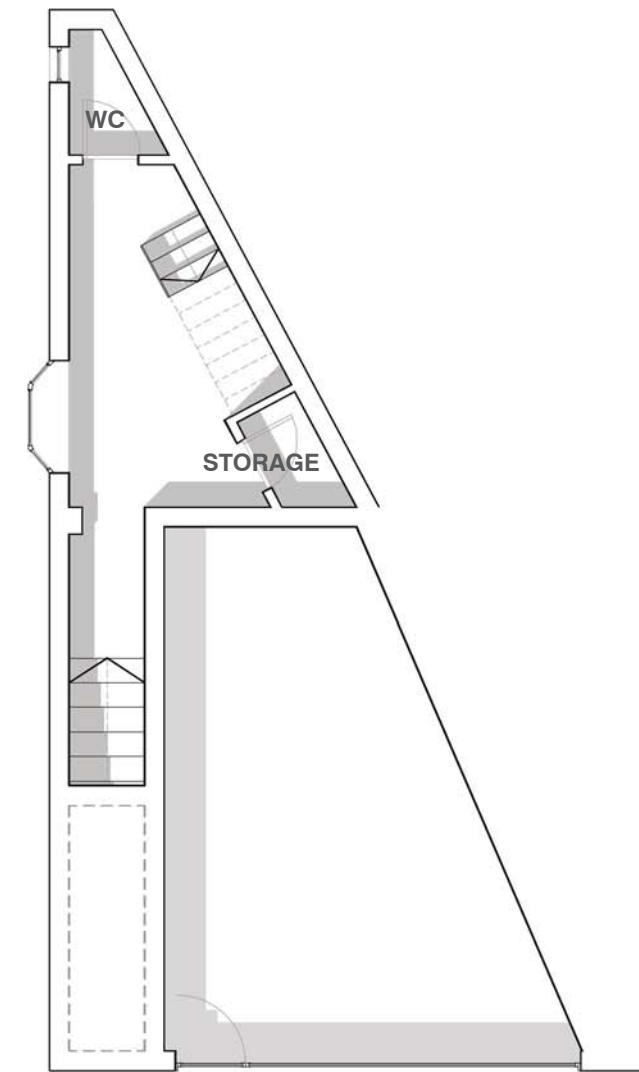
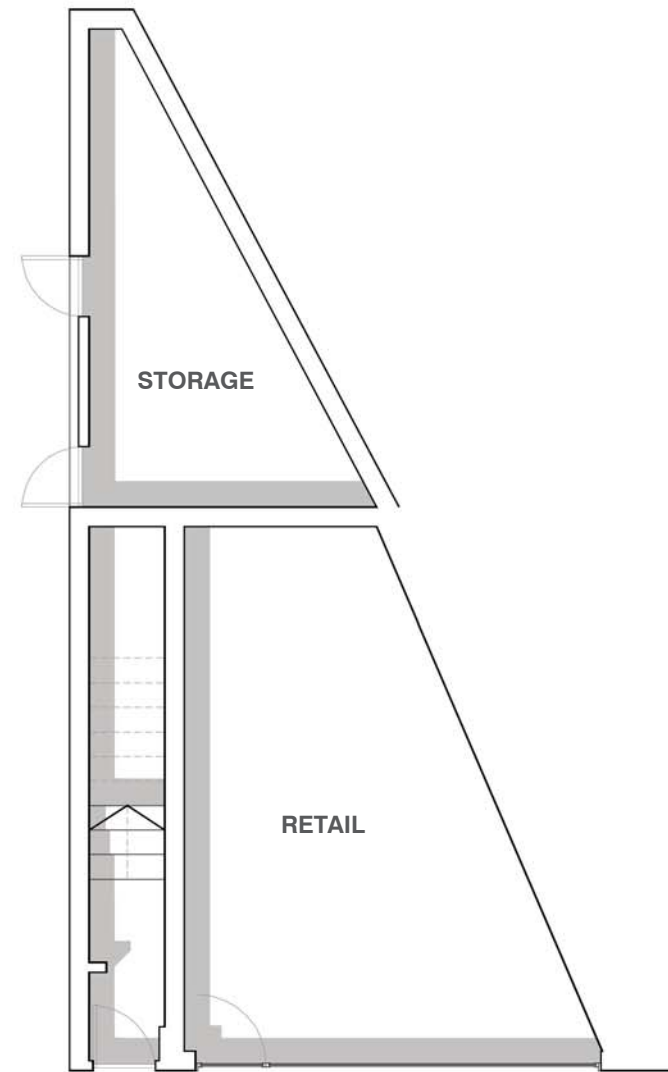


SITE LOCATION PLAN. DRAWING no. 0500. 1:1250@A3

EXISTING DRAWINGS
BLOCK PLAN

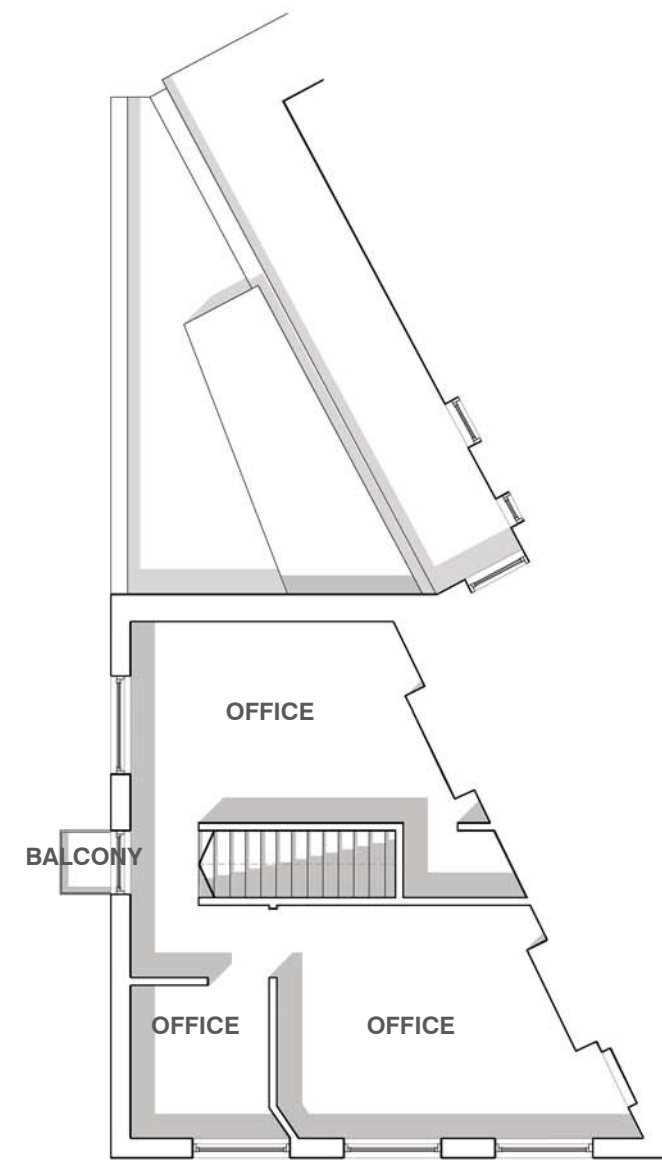
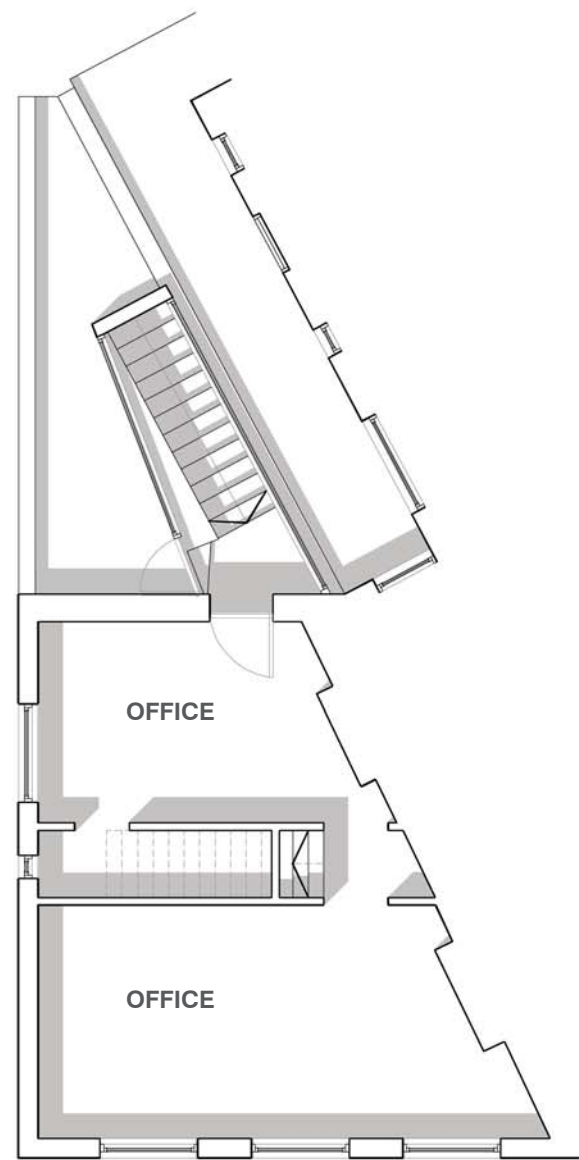


BLOCK PLAN. DRAWING no. 0501. 1:200@A3

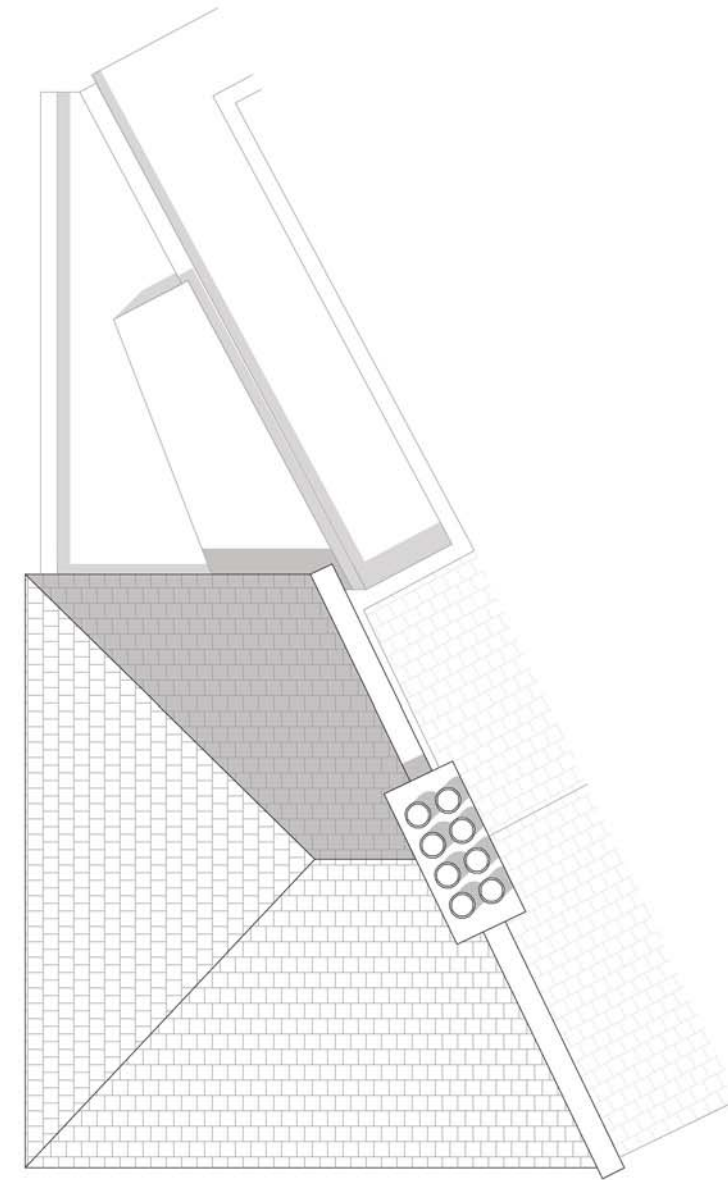


GROUND & MEZZANINE FLOOR PLANS. DRAWING no. 1000 1:100@A3





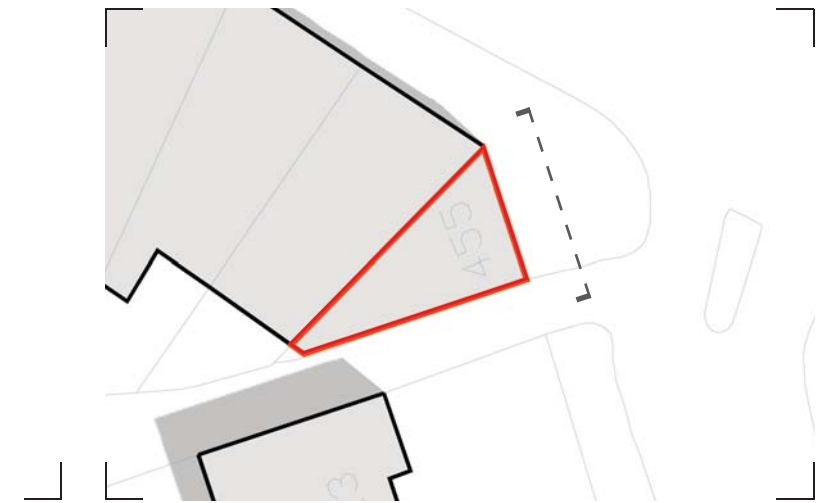
**EXISTING DRAWINGS
FLOOR PLANS**



ROOF PLAN. DRAWING no. 1002 1:100@A3

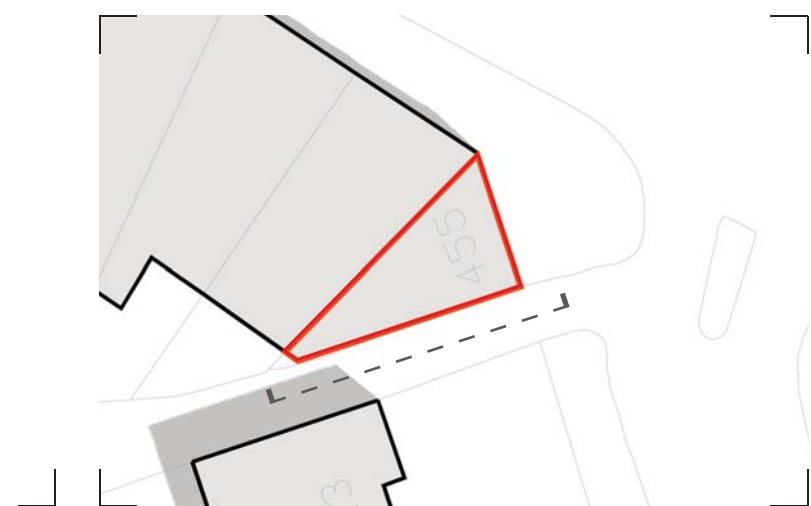


EXISTING DRAWINGS
ELEVATIONS



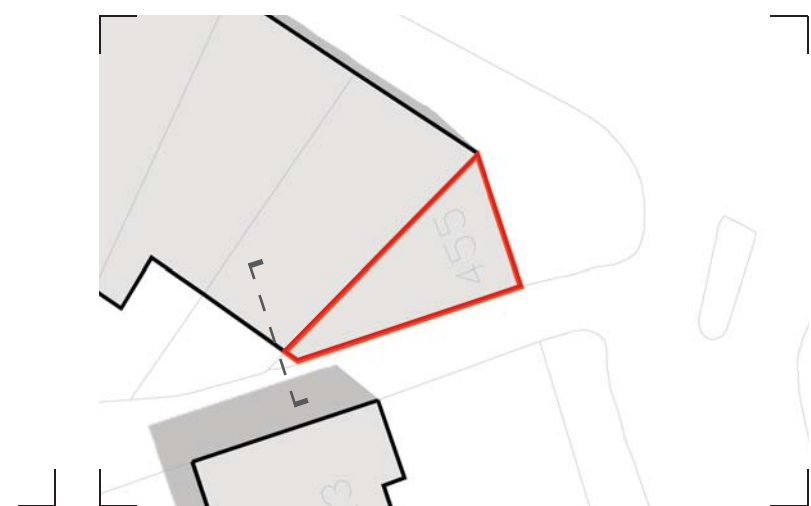
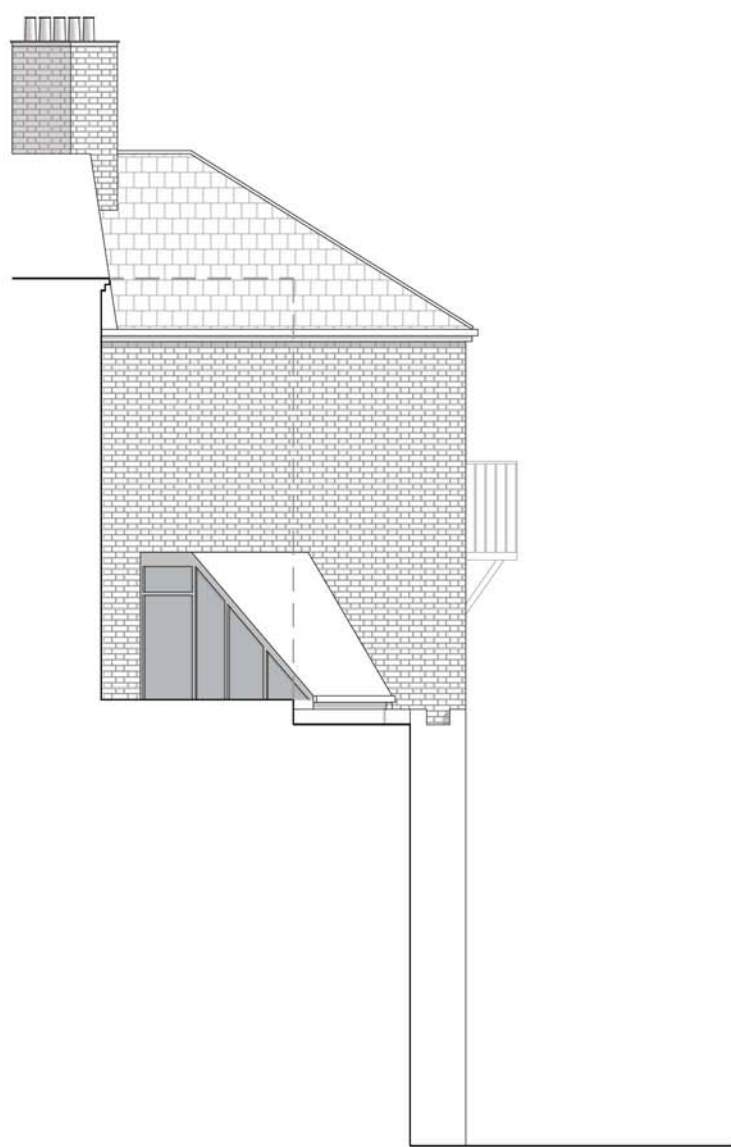
FRONT FACADE. DRAWING no. 1100. 1:100@A3

EXISTING DRAWINGS
ELEVATIONS



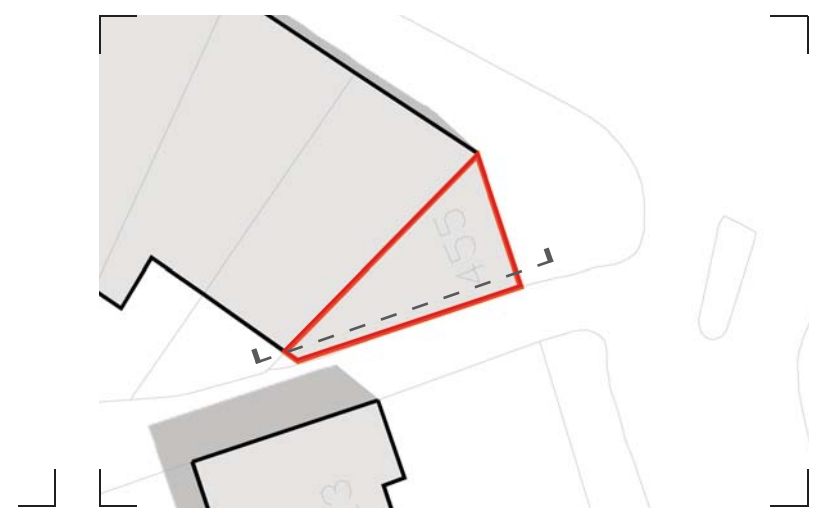
SIDE FACADE. DRAWING no. 1101. 1:100@A3

EXISTING DRAWINGS
ELEVATIONS



REAR FACADE. DRAWING no. 1102. 1:100@A3

EXISTING DRAWINGS
SECTION



SECTION A. DRAWING no. 1200. 1:100@A3

PART B

DESIGN

PROPOSED DRAWINGS

DESIGN OVERVIEW OF PROPOSALS

Proposed Schedule of Accommodation

Ground:

Retail	32.4	m.sq
Entrance Lobby	14.0	m.sq
Total (incl. Stairs)	48.5	m.sq

Mezzanine:

Bath	6.9	m.sq
Utility	2.8	m.sq
Total (incl. Stairs)	15.4	m.sq

First:

Bedroom 1	9.8	m.sq
Kitchen / Living / Dining	31.8	m.sq
Total (incl. Stairs)	48.4	m.sq

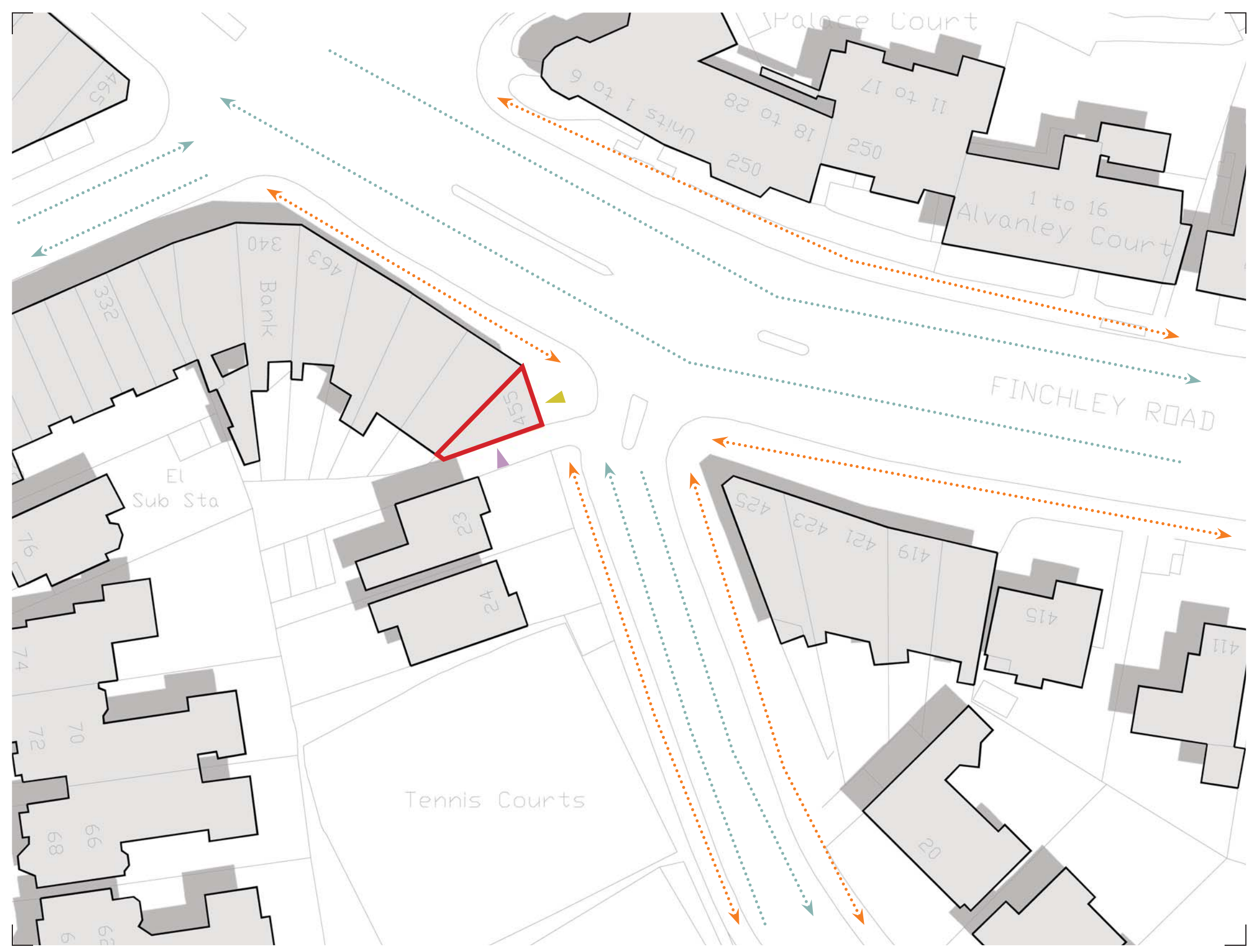
Second:

Bedroom 2	9.9	m.sq
Bedroom 3	16.5	m.sq
Terrace	4.7	m.sq
Total (incl. Stairs)	34.8	m.sq

TOTAL RESIDENTIAL AREA **115.1 m.sq**

TOTAL RETAIL AREA **32.4 m.sq**

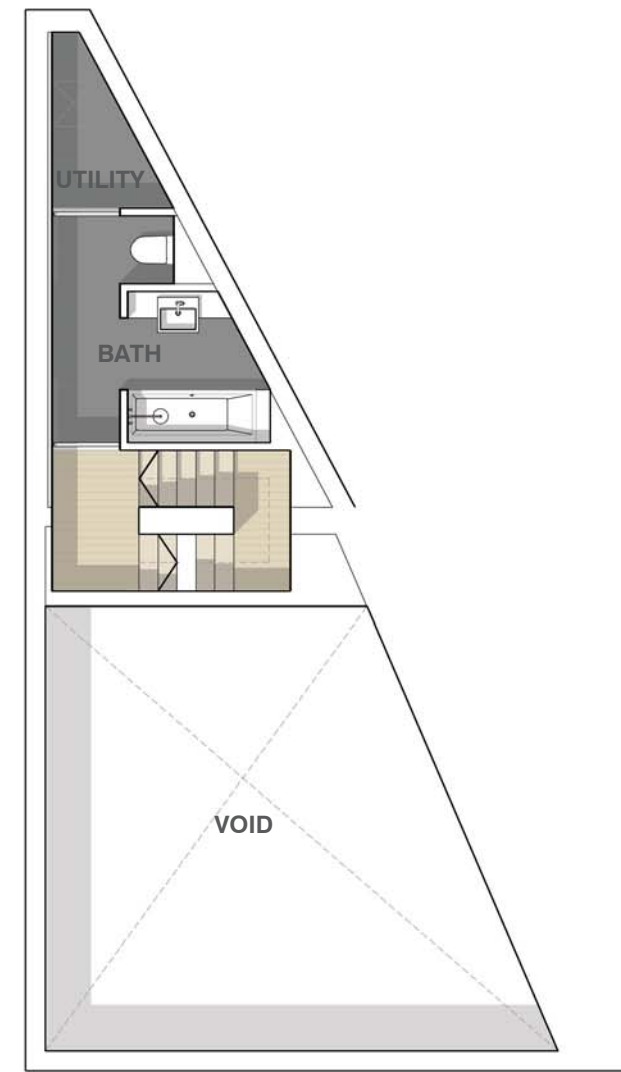
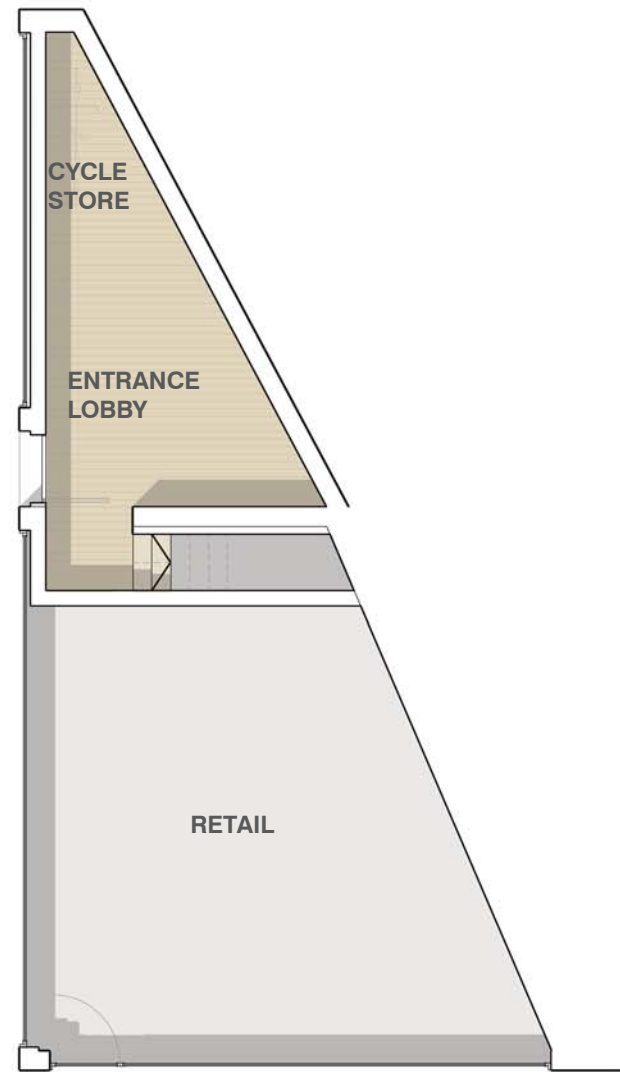
PROPOSED DRAWINGS
SITE PLAN



- Retail Entrance ▶
- Residential Entrance ▶
- Vehicular Route ▶
- Pedestrian Route ▶

BLOCK AND ACCESS PLAN. DRAWING no. 1999. 1:500@A3

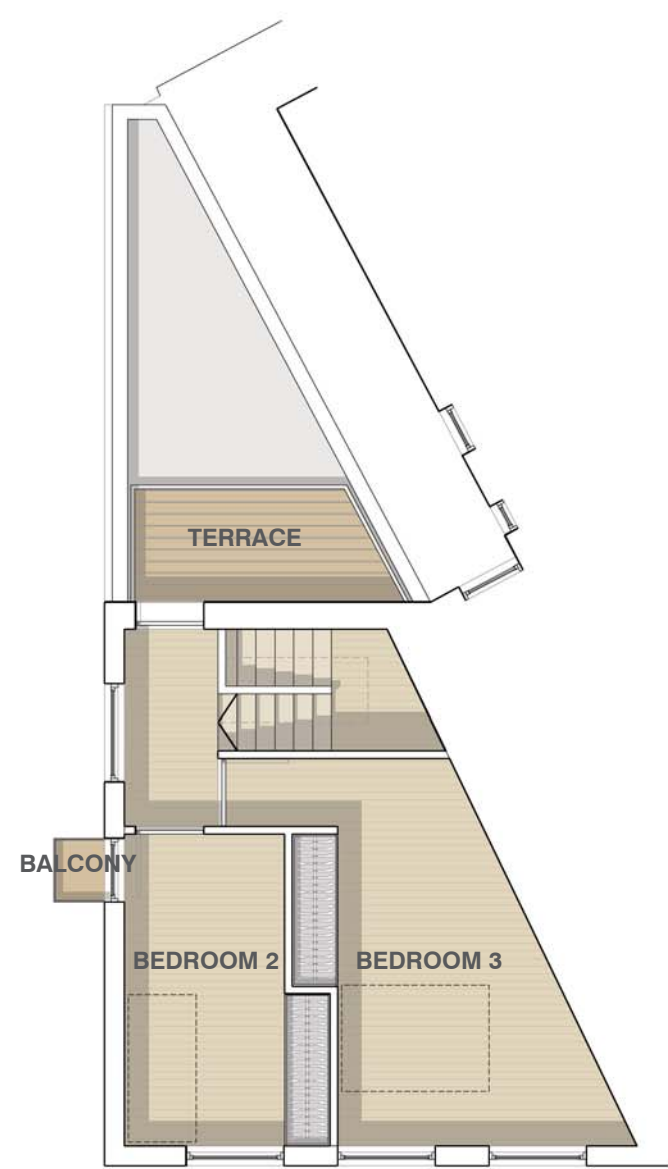
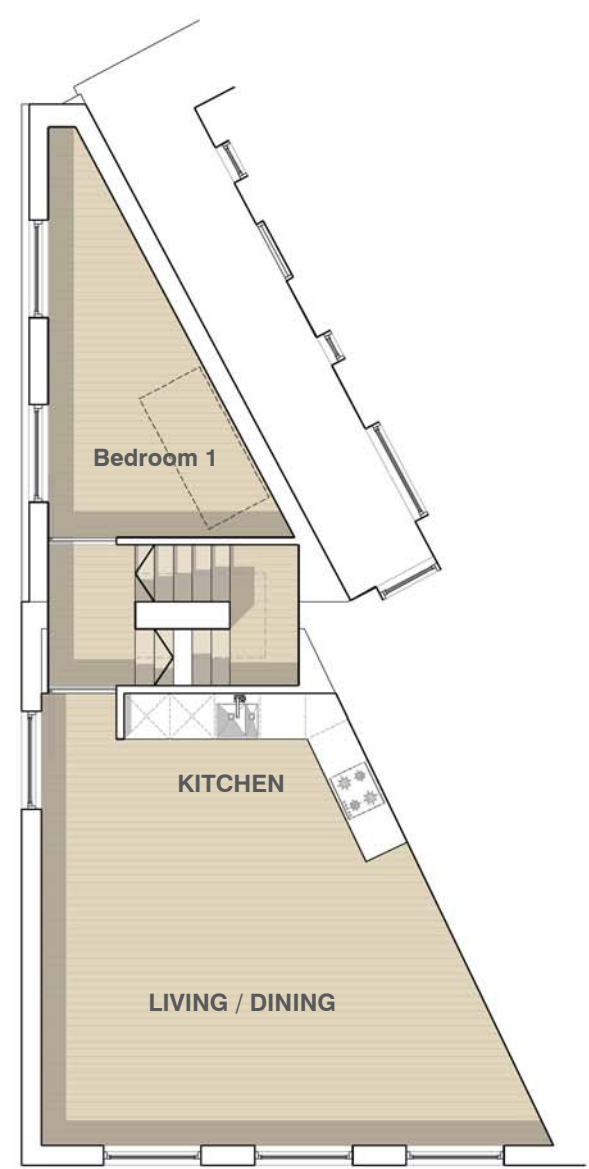
**PROPOSED DRAWINGS
FLOOR PLANS**



GROUND & MEZZANINE FLOOR PLANS. DRAWING no. 2000 1:100@A3

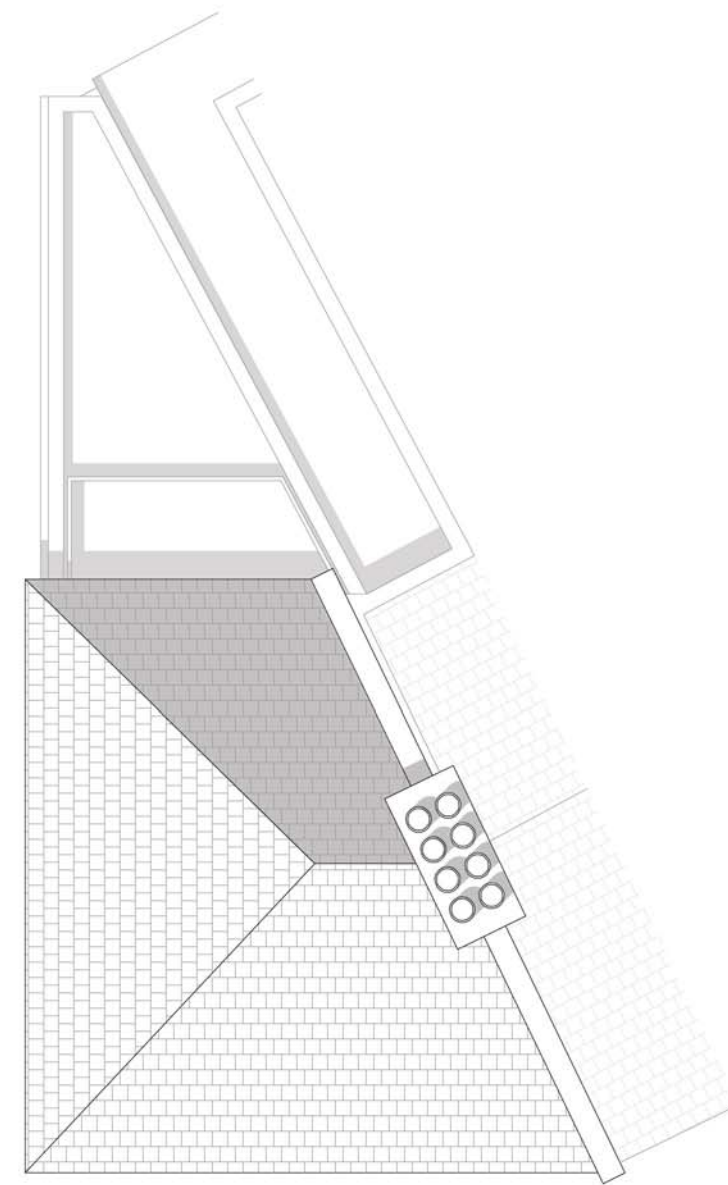


**PROPOSED DRAWINGS
FLOOR PLANS**



FIRST & SECOND FLOOR PLANS. DRAWING no. 2001 1:100@A3

**PROPOSED DRAWINGS
FLOOR PLANS**



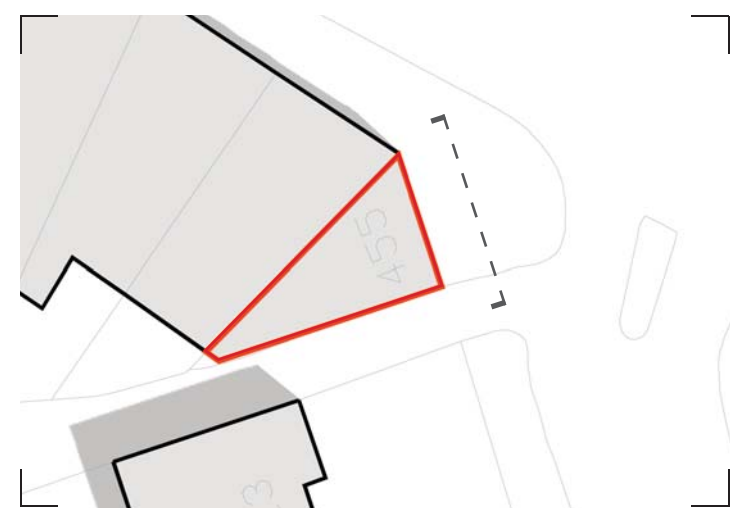
ROOF PLAN. DRAWING no. 2002 1:100@A3



PROPOSED DRAWINGS
ELEVATIONS

KEY

- 1 Facade to be made good
- 2 New shopfront
- 3 Retail entrance



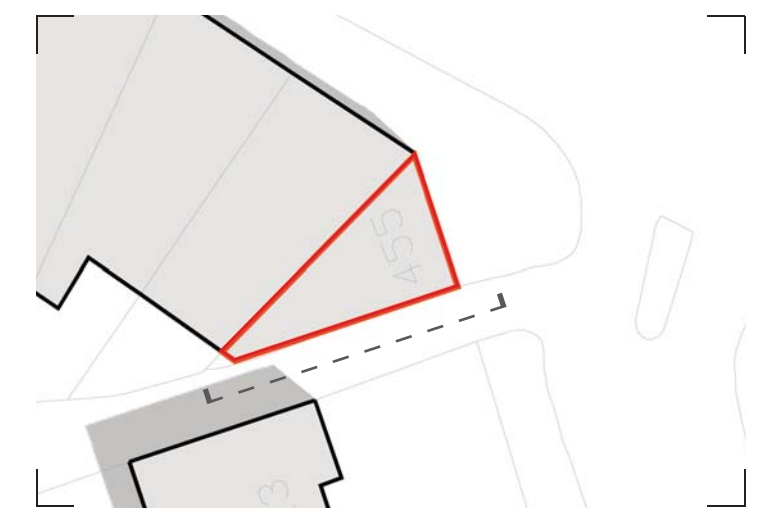
FRONT FACADE. DRAWING no. 2100. 1:100@A3

**PROPOSED DRAWINGS
ELEVATIONS**



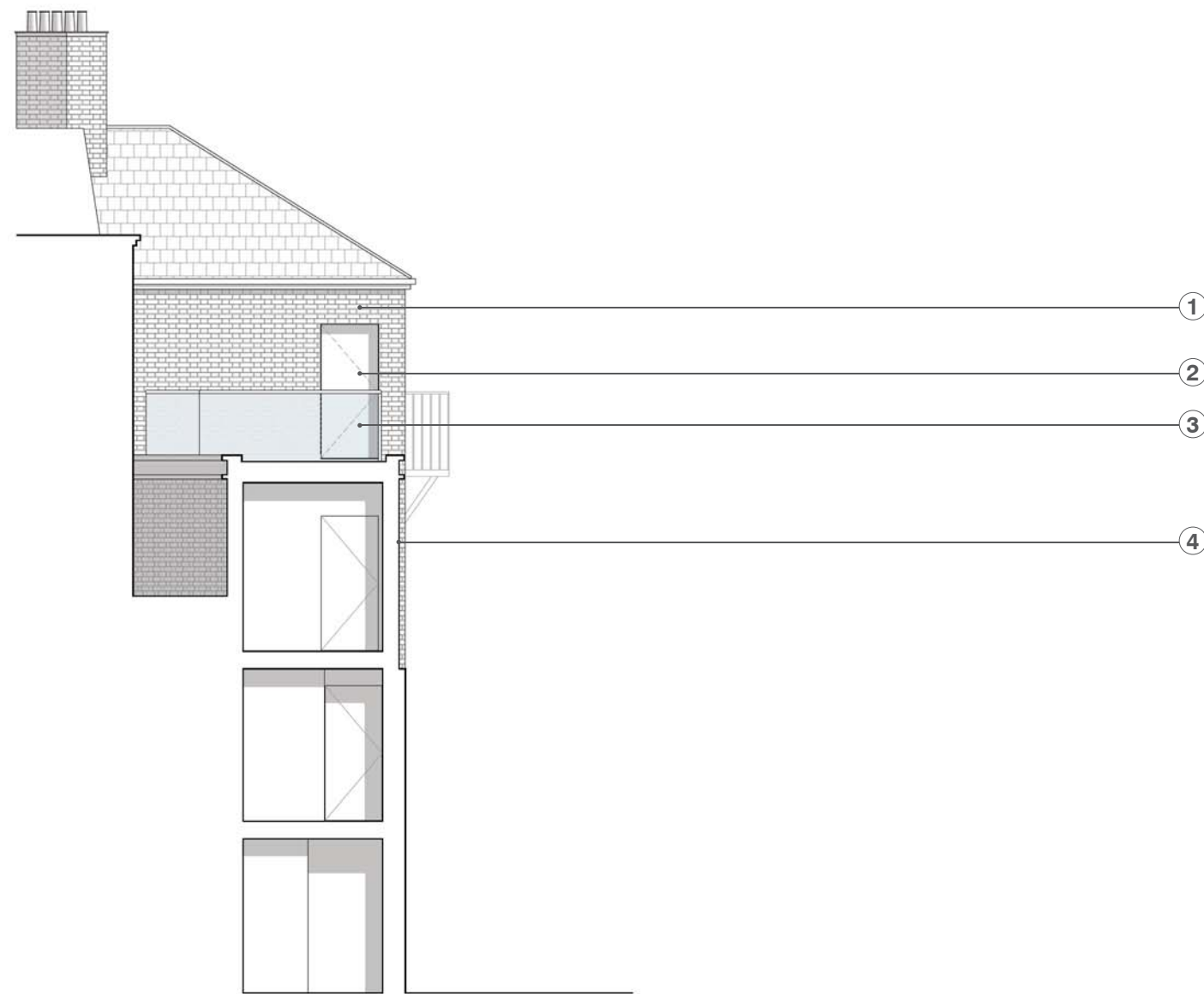
KEY

- 1 Facade to be made good
- 2 Balcony ironwork railings to be made good
- 3 Window to be removed; brickwork to match existing and toothed in
- 4 Glass balustrade
- 5 New single storey extension; brickwork to match existing
- 6 New windows to match existing
- 7 Existing roof line
- 8 New shopfront with stall risers
- 9 Frosted glass
- 10 Residential entrance



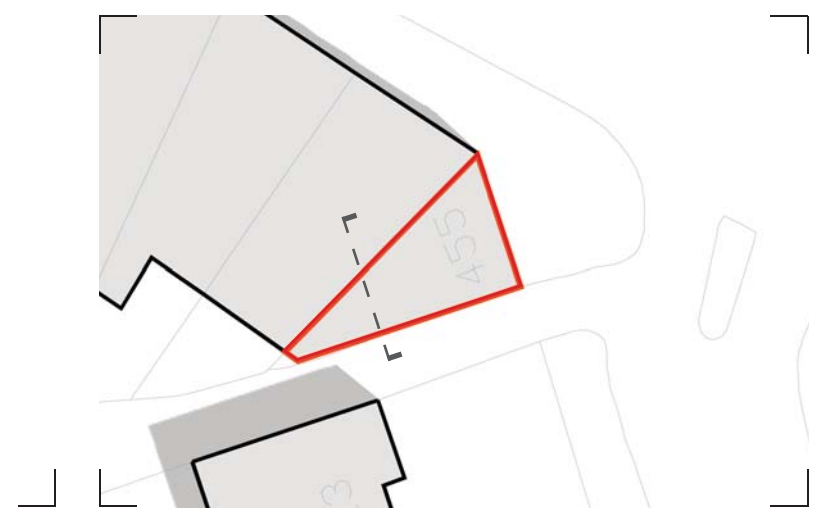
SIDE FACADE. DRAWING no. 2101. 1:100@A3

PROPOSED DRAWINGS
ELEVATIONS



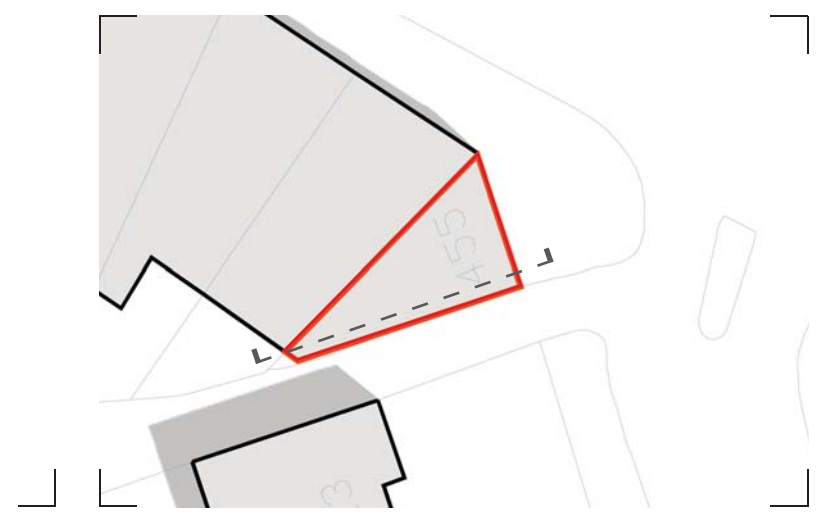
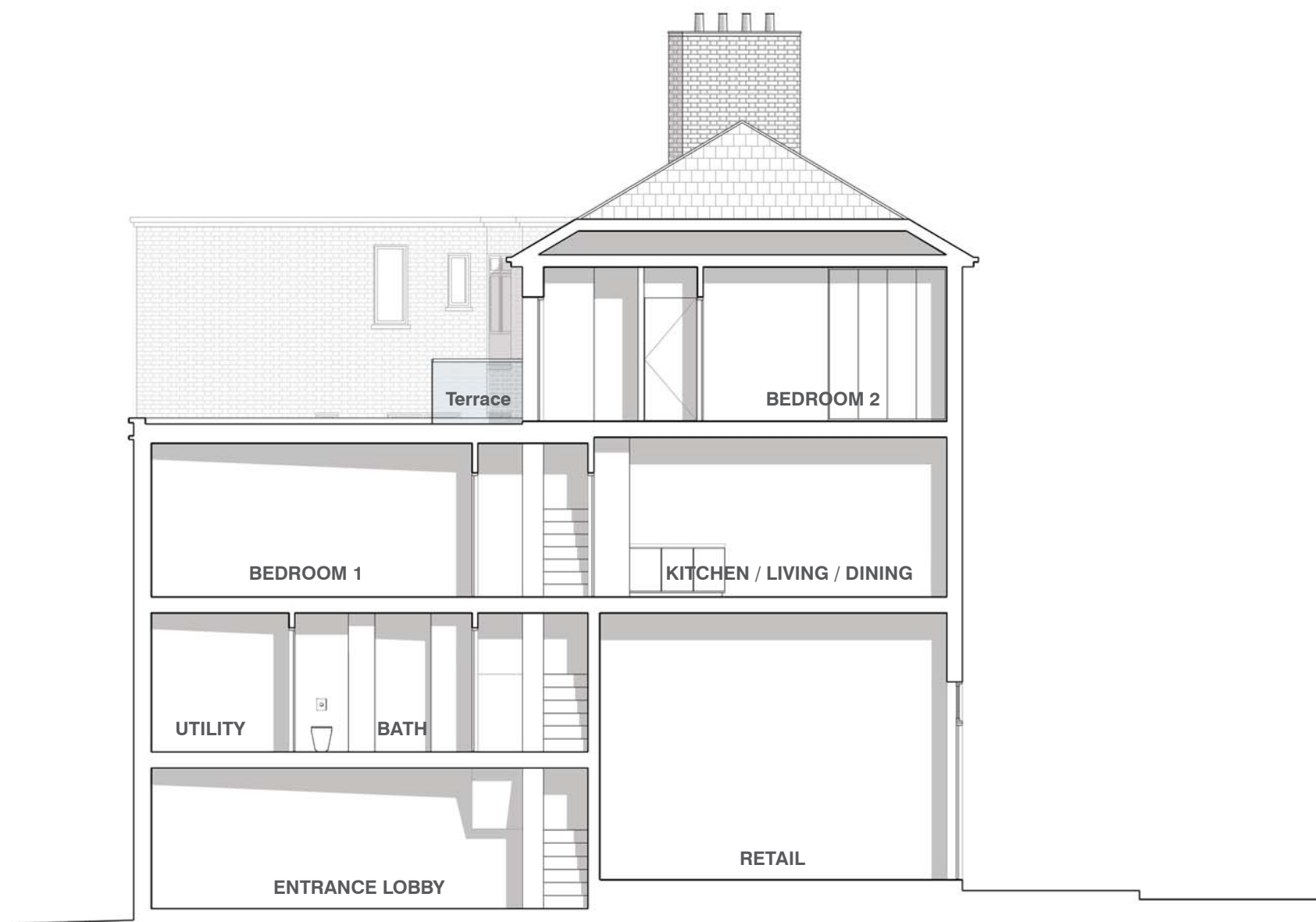
KEY

- 1 Facade to be made good
- 2 Terrace door
- 3 Glass balustrade
- 4 New single storey extension;
brickwork to match existing



REAR FACADE. DRAWING no. 2102. 1:100@A3

PROPOSED DRAWINGS
SECTION



SECTION A. DRAWING no. 2200. 1:100@A3

PART C

ACCESS AND SUSTAINABILITY

ACCESS AND SUSTAINABILITY

ACCESS STATEMENT

Internal Circulation & Access

The retail unit can be accessed from Finchley Road at ground floor level. The new entrance to the residential dwelling is located to the side. Stairs connect all floors from ground to second floor level. Given the nature of the building no step free access can be provided to the upper floors of residential dwelling.

Public Transport

The PTAL rating for the site is 6a, which demonstrates the excellent accessibility level by public transport. Tube and Rail Services are located in walking distance (10min). Several bus services run along Finchley Road. The site is within Travelcard zone 2.

Waste and Recycling

Secure refuse storage will remain as existing, along with arrangements for kerbside collection.

Cycle Storage

Secure cycle storage is located at ground floor level within the entrance lobby.

ACCESS AND SUSTAINABILITY SUSTAINABILITY STATEMENT

Air Quality

Air quality is greatly affected by polluting vehicle emissions. Asthma and respiratory disease are known to be adversely affected by air pollution. New uses of land that involve motorised vehicles coming to and from property will thus cumulatively have an effect on the air quality as will the influx of polluting vehicles during the construction process of some developments. The proposed development would not involve polluting vehicles visiting the site post completion and those visiting the site during construction are required to meet the 'Low Emissions Standards'. Domestic and commercial heating systems can also have a negative impact on air quality due to their nitrogen oxide and carbon dioxide emissions. Condensing boilers recycle heat and have less such emissions than conventional boilers. A new heating system will be introduced that will loosely comprise of a Condensing boiler with a SEDBUK efficiency rating in excess of 86% in compliance with Part L of the Building Regulations (2006).

Pollution from Noise, Light / Glare, Fumes & Land Contamination

Noise

Due to the residential nature of the building, there will be no adverse noise pollution created. During construction, workers will be constrained the working hours set out within the Planning Conditions.

Light / Glare

No external lighting is proposed on the street elevations of the building due to the residential nature of the site. Through the removal of the office lighting and installation of low energy pendant fittings, the amount of light emitted through the windows will be reduced once the proposals are implemented.

Fumes Not Applicable Land Contamination Not Applicable Waste Storage & Recycling Facilities

Homes need sufficient space to store waste, including for recycling purposes, within the dwelling as well as outside for waste collection. The proposed kitchens have been provisionally laid out to accommodate enough storage for recycled waste as well as general waste, whilst the external space for refuse collection has also been provided.

Renewable Energy

Most experts agree that Global warming is a consequence of burning fossil fuels with a resulting increase in carbon dioxide in the atmosphere. Greenhouse gas emissions such as carbon

dioxide trap heat from the sun inside the Earth's atmosphere and this leads to global warming. For example burning natural gas in heating systems will contribute to this effect. Renewable energy thus can reduce the dependence on fossil fuels and consequently reduce greenhouse gas emissions. In addition to 'renewables', energy efficiency needs to be built into the design with insulation, and fitting out with energy efficient appliances. The proposed development will involve upgrading insulation to the walls, windows and floors of the building where appropriate, as well as the existing roof to be made good. Each of the renewables' technologies is considered for it's applicability for the property and whether or not it can be used to reduce the energy consumption of the Condensing Boiler. The following technologies are considered:

- Wind Turbines
- Bio Mass Heating
- Solar Water Heating
- Photovoltaic Panels

Wind Turbines

An average wind speed of between 4-5m/s is assumed for the site at 15metres above ground level, (this figure is taken from analysis at a nearby site). An average wind speed of 6m/s is required to ensure a consistent power output of a turbine, so it is unlikely that this could make an effective contribution to the site. In order for a turbine to be at it's most effective, its position would be raised above the residential rooftop and would have a material impact on the setting of the building within the conservation area. In addition, there would be potential noise pollution. These various factors indicate that this technology is unsuitable for this location and therefore has been considered no further.

Bio Mass Heating

A search for biomass suppliers within Central London indicates that there are two suppliers within 5 miles, WoodExpert and Biomass UK Ltd. However, it is considered that due to the urban nature of the site, the emerging nature of Bio Mass fuel supply chain, and the location of the site (the road infrastructure is not appropriate for regular lorry delivery of wood chips/pallets) this technology is inappropriate and therefore is considered no further.

Photovoltaic Panels

Photovoltaic (PV) modules convert solar radiation directly into electricity for use in the building and can be used for domestic purposes such as home heating and lighting systems. Installing Photovoltaic Panels on parts of the roof that are non-visible to

contribute to the overall power consumption of the building is considered an effective measure. Typical Photovoltaic panels will produce 1kW peak for 8m² of panel area. Although at this stage we have not made a proposal to install Photovoltaic Panels. We recommend that this technology is investigated further prior to implementing the proposed scheme.

Materials

If appropriate, construction materials should be reused / reclaimed, long lasting or recycled e.g. using reclaimed on-site materials such as re-using timber from demolished partitioning. When using new materials, care should be taken not to deplete the earth's threatened resources, which include certain tropical hardwood. Longer lasting materials are preferred over those less robust as not only does this avoid frequent replacement (and more waste from discarded materials) but costs less. Locally supplied materials should be chosen as it avoids unnecessary transport of goods over long distances, this is equally true of recycled products in that transportation costs should be put into the notional environment equation (i.e. it could, on occasion, be more sustainable to buy local new products). Natural paints and solvent-free wood finishes can be used that do not give out any toxins.

PART D

APPENDIX

APPENDIX PLANNING POLICY APPRAISAL

PLANNING POLICY

This planning statement proposal has been designed and evaluated in accordance with; National Planning Policy Framework, the London Plan, Camden Core Strategy, Camden Unitary Development Plan as well as Camden's Planning Guidance. The following are key extracts from these frameworks relevant to the proposal with comments explaining.

CAMDEN CORE STRATEGY

CS6 – Providing quality homes

The Council will aim to make full use of Camden's capacity for housing by:

- a) maximising the supply of additional housing to meet or exceed Camden's target of 5,950 homes from 2007-2017, including 4,370 additional self-contained homes;
- b) maximising the supply of additional housing over the entire plan period to meet or exceed a target of 8,925 homes from 2010-2025, including 6,550 additional self-contained homes;
- c) supporting the supply of additional student housing, bedsits and other housing with shared facilities providing this does not prejudice the Council's ability to meet the target for the supply of additional self-contained homes, the balance of uses in the area; and the quality of residential amenity or the character of the surrounding area;
- d) minimising the net loss of existing homes;
- e) regarding housing as the priority land-use of Camden's Local Development Framework.

The Council will aim to secure high quality affordable housing available for Camden households that are unable to access market housing by:

- f) seeking to ensure that 50% of the borough-wide target for additional self-contained homes is provided as affordable housing;
- g) seeking to negotiate a contribution from specific proposals on the basis of:
 - the maximum reasonable amount of affordable housing under the specific circumstances of the site, including the financial viability of the development, – an affordable housing target of 50% of the total addition to housing floorspace, and
 - guidelines of 60% social rented housing and 40% intermediate affordable housing;
- h) minimising the net loss of affordable housing;
- i) regenerating Camden's housing estates and seeking to bring Council stock up to the Decent Homes standard by 2012.

The Council will aim to minimise social polarisation and create mixed and inclusive communities across Camden by:

- j) seeking a diverse range of housing products in the market and affordable sectors to provide a range of homes accessible across the spectrum of household incomes;
- k) seeking a range of self-contained homes of different sizes to meet the Council's identified dwelling-size priorities;
- l) seeking a variety of housing types suitable for different groups, including families, people with mobility difficulties, older people, homeless people and vulnerable people; and
- m) giving priority to development that provides affordable housing and housing for vulnerable people.

The Council will monitor the delivery of additional housing against the target for housing supply, and will seek to maintain supply at the rate necessary to meet or exceed the target. In seeking to maintain the housing supply, the Council will adjust the type and mix of housing sought, having regard to the financial viability of development, the sales or capital value of different house types and tenures, and the needs of different groups.

The proposal seeks to supply an additional residential dwelling.

CS7 – Promoting Camden's centres and shops

Protecting and enhancing Camden's centres

The Council will promote successful and vibrant centres throughout the borough to serve the needs of residents, workers and visitors by:

- e) 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;
- f) providing for, and maintaining, a range of shops, services, food, drink and entertainment and other suitable uses to provide variety, vibrancy and choice;
- g) protecting and promoting small and independent shops, and resisting the loss of shops where this would cause harm to the character and function of a centre; h) making sure that food, drink and entertainment uses do not have a harmful impact on residents and the local area, and focusing such uses in Camden's Central London Frontages, Town Centres and the King's Cross Opportunity Area;
- i) supporting and protecting Camden's local shops, markets and areas of specialist shopping; and
- j) pursuing the individual planning objectives for each centre, as set out below, including through the delivery of environmental, design, transport and public safety measures.

The proposal incorporates a mix of use, supplying a new

home whilst retaining the retail unit at ground floor. The existing shopfront will be replaced to be sympathetic with the overall design and to create an active shopfront.

CS11 – Promoting sustainable and efficient travel

The Council will promote the delivery of transport infrastructure and the availability of sustainable transport choices in order to support Camden's growth, reduce the environmental impact of travel, and relieve pressure on the borough's transport network.

Improving strategic transport infrastructure to support growth

The Council will promote key transport infrastructure proposals to support Camden's growth, in particular:

- a) King's Cross station improvements;
- b) the redevelopment of Euston Station and the provision of an improved public transport interchange;
- c) Crossrail services and associated station improvements at Tottenham Court Road;
- d) improved interchange at West Hampstead;
- e) improvements to facilities at Camden's London Underground and Overground stations, including at Camden Town and Holborn; and
- f) improvements to encourage walking and cycling as part of transport infrastructure works.

The Council will protect existing and proposed transport infrastructure (including routes for walking, cycling and public transport, interchange points, depots and storage facilities) against removal or severance.

Promoting sustainable travel

In order to support Camden's growth and to promote walking, cycling and public transport, the Council will:

- g) improve public spaces and pedestrian links across the borough, including by focusing public realm investment in Camden's town centres and the Central London area, and extending the 'Legible London' scheme;
- h) continue to improve facilities for cyclists, including increasing the availability of cycle parking, helping to deliver the London Cycle Hire Scheme, and enhancing cycle links; and
- i) work with Transport for London to improve the bus network and deliver related infrastructure, and support proposals to improve services and capacity on the tube, London Overground and Thameslink.

Making private transport more sustainable

As part of its approach to minimising congestion and addressing the environmental impacts of travel, the Council will:

- j) expand the availability of car clubs and pool cars as an alternative to the private car;
- k) minimise provision for private parking in new developments, in particular through:
 - car free developments in the borough's most accessible locations and
 - car capped developments;
- l) restrict new public parking and promote the re-use of existing car parks, where appropriate;
- m) promote the use of low emission vehicles, including through the provision of electric charging points; and
- n) ensure that growth and development has regard to Camden's road hierarchy and does not cause harm to the management of the road network.

Promoting the sustainable movement of freight

The Council will seek to reduce freight movement by road; encourage the movement of goods by canal, rail and bicycle; and minimise the impact of freight movement on local amenity, traffic and the environment.

The site is well served by the London Overground, National Rail and Tube network as well as bus routes. Secure cycle storage will be provided within the new dwelling at ground floor.

CS18 – Dealing with our waste and encouraging recycling

The Council will seek to make Camden a low waste borough. We will:

- a) aim to reduce the amount of waste produced in the borough and increase recycling and the re-use of materials to meet our targets of 40% of household waste recycled by 2010, 45% by 2015 and 50% by 2020;
- b) make sure that developments include facilities for the storage and collection of waste and recycling;
- c) deal with North London's waste by working with our partner boroughs in the North London Waste Authority to produce a North London Waste Plan, which will ensure that facilities are provided to meet the amount of waste allocated to the area in the London Plan;
- d) safeguard Camden's existing waste site at Regis Road.

Secure refuse storage will remain as existing, along with arrangements for kerbside collection.

APPENDIX PLANNING POLICY APPRAISAL

UNITARY DEVELOPMENT PLAN

DP1 – Mixed use development

The Council will require a mix of uses in development where appropriate in all parts of the borough, including a contribution towards the supply of housing. In the Central London Area (except Hatton Garden) and the town centres of Camden Town, Finchley Road/ Swiss Cottage and Kilburn High Road, where more than 200 sq m (gross) additional floorspace is provided, we will require up to 50% of all additional floorspace to be housing.

As an exception to this approach, in the designated Hatton Garden area, where more than 200 sq m (gross) additional floorspace is provided, we will require up to 50% of all additional floorspace in the form of secondary uses, including a contribution to housing and a contribution to affordable premises suitable for the jewellery industry.

The Council will require any secondary uses to be provided on site, particularly where 1,000sqm (gross) of additional floorspace or more is proposed. Where inclusion of a secondary use is appropriate for the area and cannot practically be achieved on the site, the Council may accept a contribution to the mix of uses elsewhere in the area, or exceptionally a payment-in-lieu. In considering whether a mix of uses should be sought, whether it can practically be achieved on the site, the most appropriate mix of uses, and the scale and nature of any contribution to the supply of housing and other secondary uses, the Council will take into account:

- the character of the development, the site and the area;
- site size, the extent of the additional floorspace, and constraints on including a mix of uses;
- the need for an active street frontage and natural surveillance;
- the economics and financial viability of the development including any particular costs associated with it;
- whether the sole or primary use proposed is housing;
- whether secondary uses would be incompatible with the character of the primary use;
- whether an extension to the gross floorspace is needed for an existing user;
- whether the development is publicly funded;
- any other planning objectives considered to be a priority for the site.

DP2 – Making full use of Camden's capacity for housing

The Council will seek to maximise the supply of additional homes in the borough, especially homes for people unable to access market housing, by:

- expecting the maximum appropriate contribution to

supply of housing on sites that are underused or vacant, taking into account any other uses that are needed on the site;

- resisting alternative development of sites considered particularly suitable for housing; and
- resisting alternative development of sites or parts of sites considered particularly suitable for affordable housing, homes for older people or homes for vulnerable people.

The Council will seek to minimise the loss of housing in the borough by:

- protecting residential uses from development that would involve a net loss of residential floorspace, including any residential floorspace provided:
 - within hostels or other housing with shared facilities; or
 - as an ancillary element of another use, wherever the development involves changing the main use or separating the housing floorspace from the main use.
- protecting permanent housing from conversion to short-stay accommodation intended for occupation for periods of less than 90 days;
- resisting developments that would involve the net loss of two or more homes, unless they:
 - create large homes in a part of the borough with a relatively low proportion of large dwellings,
 - enable sub-standard units to be enlarged to meet residential space standards, or
 - enable existing affordable homes to be adapted to provide the affordable dwelling-sizes that are most needed.

As an exception to the general protection of residential floorspace, where no alternative site is available, the Council will favourably consider development that necessitates a limited loss of residential floorspace in order to provide small-scale healthcare practices meeting local needs.

The proposal incorporates a mix of use, supplying a new home whilst retaining the retail unit at ground floor.

DP13 – Employment premises and sites

The Council will retain land and buildings that are suitable for continued business use and will resist a change to non-business unless:

- it can be demonstrated to the Council's satisfaction that a site or building is no longer suitable for its existing business use; and
- 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.

Where a change of use has been justified to the Council's

satisfaction, we will seek to maintain some business use on site, with a higher priority for retaining flexible space that is suitable for a variety of business uses.

When it can be demonstrated that a site is not suitable for any business use other than B1(a) offices, the Council may allow a change to permanent residential uses or community uses, except in Hatton Garden where we will expect mixed use developments that include light industrial premises suitable for use as jewellery workshops.

Where premises or sites are suitable for continued business use, the Council will consider redevelopment proposals for mixed use schemes provided that:

- the level of employment floorspace is maintained or increased;
- they include other priority uses, such as housing and affordable housing;
- premises suitable for new, small or medium enterprises are provided;
- floorspace suitable for either light industrial, industry or warehousing uses is re-provided where the site has been used for these uses or for offices in premises that are suitable for other business uses;
- the proposed non-employment uses will not prejudice continued industrial use in the surrounding area.

The Council will support the provision of live/work premises provided they do not:

- result in the loss of any permanent residential units; or
- result in the loss of sites in business or employment use where there is potential for that use to continue.

The proposal incorporates a mix of use, supplying a new home whilst retaining the retail unit at ground floor.

DP16 – The transport implications of development

The Council will seek to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links. We will resist development that fails to assess and address any need for:

- movements to, from and within the site, including links to existing transport networks. We will expect proposals to make appropriate connections to highways and street spaces, in accordance with Camden's road hierarchy, and to public transport networks;
- additional transport capacity off-site (such as improved infrastructure and services) where existing or committed capacity cannot meet the additional need generated by the development. Where appropriate, the Council will expect proposals to provide information to indicate the likely impacts of the development and the steps that will be

taken to mitigate those impacts, for example using transport assessments and travel plans;

- safe pick-up, drop-off and waiting areas for taxis, private cars and coaches, where this activity is likely to be associated with the development.

DP17 – Walking, cycling and public transport

The Council will promote walking, cycling and public transport use. Development should make suitable provision for pedestrians, cyclists and public transport and, where appropriate, will also be required to provide for interchanging between different modes of transport. Provision may include:

- convenient, safe and well-signalled routes including footways and cycleways designed to appropriate widths;
- other features associated with pedestrian and cycling access to the development, where needed, for example seating for pedestrians, signage, high quality cycle parking, workplace showers and lockers;
- safe road crossings where needed;
- bus stops, shelters, passenger seating and waiting areas, signage and timetable information.

The Council will resist development that would be dependent on travel by private motor vehicles. The Council will seek to secure travel interchange facilities in locations that maximise travel benefits and minimise environmental harm. Passenger transport interchanges should provide for the coordination of arrival and departure timetabling on different services as far as possible. Interchanges catering for longer distance journeys should include toilets, baby changing facilities and facilities to provide refreshment for travellers.

The site is well served by the London Overground, National Rail and Tube network as well as bus routes. Secure cycle storage will be provided within the new dwelling at ground floor.

DP22 – Promoting sustainable design and construction

The Council will require development to incorporate sustainable design and construction measures. Schemes must:

- demonstrate how sustainable development principles, including the relevant measures set out in paragraph 22.5 below, have been incorporated into the design and proposed implementation; and
- incorporate green or brown roofs and green walls wherever suitable.

The Council will promote and measure sustainable design and construction by:

- expecting new build housing to meet Code for Sustainable Homes Level 3 by 2010 and Code Level 4 by 2013 and

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encouraging Code Level 6 (zero carbon) by 2016.;

d) expecting developments (except new build) of 500 sq m of residential floorspace or above or 5 or more dwellings to achieve “very good” in EcoHomes assessments prior to 2013 and encouraging “excellent” from 2013;

e) expecting non-domestic developments of 500sqm of floorspace or above to achieve “very good” in BREEAM assessments and “excellent” from 2016 and encouraging zero carbon from 2019.

The Council will require development to be resilient to climate change by ensuring schemes include appropriate climate change adaptation measures, such as:

- f) summer shading and planting;
- g) limiting run-off;
- h) reducing water consumption;
- i) reducing air pollution; and
- j) not locating vulnerable uses in basements in flood-prone areas.

DP24 – Securing high quality design

The Council will require all developments, including alterations and extensions to existing buildings, to be of the highest standard of design and will expect developments to consider:

- a) character, setting, context and the form and scale of neighbouring buildings;
- b) the character and proportions of the existing building, where alterations and extensions are proposed;
- c) the quality of materials to be used;
- d) the provision of visually interesting frontages at street level;
- e) the appropriate location for building services equipment;
- f) existing natural features, such as topography and trees;
- g) the provision of appropriate hard and soft landscaping including boundary treatments;
- h) the provision of appropriate amenity space; and
- i) accessibility.

The refurbishment and extension of the existing building has been informed by the massing, form and scale of the surrounding urban landscape. It also takes into consideration recent successful mixed residential/commercial developments in the area.

DP30 – Shopfronts

The Council will expect a high standard of design in new and altered shopfronts, canopies, blinds, security measures and other features. When considering proposals for shopfront development we will consider:

- a) the design of the shopfront or feature;
- b) the existing character, architectural and historic merit and

design of the building and its shopfront;

c) the relationship between the shopfront and the upper floors of the building and surrounding properties, including the relationship between the shopfront and any forecourt or lightwell;

d) the general characteristics of shopfronts in the area; and

e) community safety and the contribution made by shopfronts to natural surveillance We will resist the removal of shop windows without a suitable replacement and will ensure that in appropriate cases where shop, service, food, drink and entertainment uses are lost, a shop window and visual display is maintained. Where an original shopfront of architectural or historic value survives, in whole or in substantial part, there will be a presumption in favour of its retention. Where a new shopfront forms part of a group where original shop fronts survive, its design should complement their quality and character.

The retail unit at ground floor will be retained and the existing shopfront will be replaced to be sympathetic with the overall design creating an active shopfront.

CAMDEN PLANNING GUIDANCE

6 Employment sites and business premises

6.1 This guidance supports Camden Core Strategy policy CS8 Promoting a successful and inclusive economy and policy DP13 Employment premises and sites in the Camden Development Policies. These policies work together to provide our approach to the provision and protection of employment sites and business premises.

6.2 We will protect existing employment sites and premises that meet the needs of businesses and employers. This guidance explains the circumstances when we will consider alternative uses for an employment site. It also provides more information on marketing requirements and our approach to Hatton Garden, the Industry Area and mixed use developments.

Offices

6.3 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 DP13 Employment premises and sites in the Camden Development Policies.

6.4 There are a number of considerations that we will take into account when assessing applications for a change of use from office to a nonbusiness use, specifically:

- the criteria listed in paragraph 13.3 of policy DP13 of the Camden Development Policies;
- the age of the premises. Some older premises may be more suitable to conversion;
- whether the premises include features required by tenants seeking modern office accommodation;
- the 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.

6.5 When it would be difficult to make an assessment using the above, we may also ask for additional evidence in the form of a marketing assessment. Paragraph 6.18 below provides more information on marketing.

The original character of the building was residential on the upper floors. Given the nature and conditions, residential use is suitable for this location. The retail unit at ground floor will be retained.