

Topic	LB Camden comment	Response
Doors	The proposed plan indicates doors opening outwards, which is not acceptable.	The design has been revised (see attached plan) and all doors other than the bin store will open inwards. The bin store door has been changed to double leaf doors and will be opened outwards by refuse operatives from Finchley Road. It opens within the line of the building façade and bay windows and does not encroach over the pavement lights.
Car parking	Site will be car-free	Agreed
	Future occupiers will be ineligible to apply for residents' parking permits	Agreed
Cycle parking	Cycle parking spaces for residential must accord with London Plan	Agreed – cycle parking requirement of 25 long stay spaces has been exceeded with 26 long stay spaces provided within the building. This is different to Camden's calculation of 27 spaces as it is based on: 4 x 1-bed 1-person (4 spaces) 3 x 1-bed 2-person (4.5 spaces) 6 x 2-bed (12 spaces) 2 x 3-bed (4 spaces) Total = 25 spaces A financial contribution will be provided to enable Camden to provide two short stay spaces on public highway (as set out below).
	Cycle parking spaces for commercial must accord with London Plan	Based on the highest potential applicable cycle parking standard (A1) for 245m ² GEA, two long stay spaces are required and 13 short stay. The long stay spaces are shown indicatively at the rear of the commercial unit at ground floor level with step free access (see attached plan).
	Sufficient ceiling height and clearance must be provided in the residential entrance hall for cycle storage.	Confirm this has been provided.
	Cycle parking should cater for larger cycles.	The cycle parking arrangement has been revised and space for two larger cycles has been provided, which will be clearly identified (see attached plan).
	Short stay parking can be placed on the public highway by Camden for a total financial contribution of £2,040 for eight stands.	Agreed – this financial contribution will be for Camden to provide eight stands (equivalent to 16 spaces) to accommodate short stay parking for both the commercial and residential uses on-site. A plan has been provided previously in response to TfL's comments to demonstrate an indicative position on the public highway to install cycle stands.
Construction Management Plan	A CMP based on the Council pro-forma must be produced once a Contractor has been appointed.	Agreed - Camden's pro-forma construction traffic management plan has been submitted. This is an outline at this stage and further

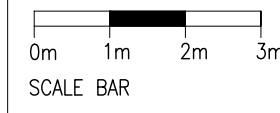
		details will be submitted once a Principal Contractor is appointed post-consent.
Delivery and servicing	A DSP should be provided and secured by condition	The development is likely to generate a low level of deliveries, with fewer than two per day for the residential use and occasional deliveries for the commercial use. Condition will be set and DSP provided prior to occupation.
Section 278	TfL may require a s278 in respect to highway repaving works, if deemed necessary.	Agreed.



ALL DIMENSIONS MUST BE CHECKED ON SITE. INFORM THE ARCHITECT OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION. INTERNAL LAYOUTS INDICATIVE.



- NOTES
1. SITE FOOTPRINT TAKEN FROM SURVEY. REST OF EXISTING PLAN, ELEVATION RIDGE AND EAVES HEIGHT OF IMMEDIATE NEIGHBOURING BUILDINGS FROM OS & APPROXIMATE.
 2. DO NOT SCALE OFF THIS DRAWING. FOR CONSTRUCTION ALL DIMENSIONS TO BE CHECKED ON SITE.
 3. EXISTING TREES SHOWN INDICATIVELY.
 4. PROPOSED TREE LOCATIONS SHOWN INDICATIVELY.
 5. INFORM ARCHITECT OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.



REV	DATE	DESCRIPTION	DRN	CHK
P05	21.01.20	MINOR AMENDMENTS	JL	PH
P04	06.01.20	MINOR AMENDMENTS	JL	PH
P03	30.10.20	PLANNING ISSUE	JL	PH
P02	05.10.20	MINOR AMENDMENTS	JL	PH
P01	06.08.20	DRAFT ISSUE	JL	PH
				DRN

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 PROJECT: 551-557 FINCHLEY ROAD, LONDON

DRAWING TITLE: PROPOSED GROUND FLOOR PLAN

SCALE: 1:100 @ A3 SHEET
 STATUS: PLANNING
 DRAWING NO: FIN_P_100
 REV: P05
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