

Address:	357 Euston Road London NW1 3AL		14
Application Number:	2015/5928/P	Officer: Zenab Haji-Ismail	
Ward:	Bloomsbury		
Date Received:	21/10/2015		
Proposal:			
Demolition of the existing building and the erection of a new eight storey building with B1 office accommodation at basement and ground level and 9 residential units (3 x 1 bedroom, 5 x 2 bedroom (including a live/work unit) and 1 x 3 bedroom).			
Background Papers, Supporting Documents and Drawing Numbers			
PD-15-288 001. PD-15-288 002. PD-15-288 003. PD-15-288 004. PD-15-288 005. PD-15-288 006. PD-15-288 007. PD-15-288 008. PD-15-288 009 Rev 3. PD-15-288 010 Rev 3. PD-15-288 011 Rev 3. PD-15-288 012 Rev 3. PD-15-288 013 Rev 3. PD-15-288 014 Rev 3. PD-15-288 015 Rev 3. PD-15-288 016 Rev 3. PD-15-288 017 Rev 3. PD-15-288 018 Rev 3. PD-15-288 019 Rev 3. PD-15-288 020 Rev 3. PD-15-288 021 Rev 3. PD-15-288 022 Rev 3. PD-15-288 023 Rev 3. PD-15-288 024 Rev 3. PD-15-288 025 Rev 3 and PD-15-288 026 Rev 3.			
Supporting documents: Planning Statement (dated September 2015)			
RECOMMENDATION SUMMARY: Grant conditional planning permission subject to section 106 legal agreement			
Applicant:		Agent:	
Mr Philip Collett 357 Euston Road London NW1 3AL		Van Bruggen Urbanism 2 Gayton Road London NW3 1TX	

ANALYSIS INFORMATION

Land Use Details:			
	Use Class	Use Description	Floorspace
Existing		<i>B1a Business – Office</i>	<i>m² 365</i>
		<i>B8 Storage</i>	<i>m² 255</i>
Proposed		<i>B1a Business – Office</i>	<i>m² 198</i>
		<i>C3 Dwelling House</i>	<i>m² 857</i>

Residential Use Details:

	Residential Type	No. of Bedrooms per Unit								
		1	2	3	4	5	6	7	8	9+
Existing	<i>Flat/Maisonette</i>									
Proposed	<i>Flat/Maisonette</i>	3	4	2						

Parking Details:

	Parking Spaces (General)	Parking Spaces (Disabled)
Existing	0	0
Proposed	0	0

OFFICERS' REPORT

Reason for Referral to Committee:

1. SITE

- 1.1 The application site comprises a four storey building with basement located on the southern side on Euston Road. The site backs on to Warren Street. The building is not listed nor is it located within a Conservation Area.
- 1.2 The site is currently being used as offices from first to fifth floor levels and the basement level is being used as ancillary storage space.

2. THE PROPOSAL

Original

- 2.1 Planning permission is being sought for the demolition of the existing five storey plus basement building and an erection of a replacement building with seven storeys and a basement. Office space is proposed to be relocated to the basement and ground floor levels and 9 residential units are being proposed from the first to the seventh floors. The residential units would comprise the following mix: 3 x 1 bedroom, 4 x 2 bedrooms and 2 x 3 bedrooms.

Revision

- 2.2 Revisions have been made to the design; the fifth and sixth floors have been set back by approximately 1.4m to match the massing that was consented under planning ref. 2012/4512/P (granted 1701/2014).

3. RELEVANT HISTORY

- 3.1 2013/6696/P: Amendment to 2012/4512/P (see below) dated 21/03/2013 to include an additional 5th floor to permission. The previous refusal related to an additional storey to the existing building whereby the proposed bulk and materials did not sit comfortably with the existing building. The applicant had made an appeal against the decision which was dismissed on 17/01/2014. It is noted that this proposal differs in that the existing building is proposed to be demolished and replaced with a new building that is sympathetic to the character and appearance of the Euston Road façade as well as Warren Street and the setting of the adjoining Fitzroy Square Conservation Area. A detailed assessment is set out in the design section of this report.
- 3.2 2012/4512/P: Erection of single-storey extension to create fourth floor and external alterations to the Euston Road and Warren Street elevations to provide 1 x 2 bed residential unit with terrace (Class C3), including change of use at basement and ground floor levels from storage use (Class B8) to offices (Class B1), and change

of use of 1st, 2nd and 3rd floors from office use (Class B1) to residential use (Class C3) to provide 3 x 2 bed units. Granted subject to a S106 agreement 21/03/2013

- 3.3 2012/0910/P: Erection of two-storey extension to create new fourth and fifth floors to provide 2 x 2 bed residential units with terraces (Class C3), including change of use at basement and ground floor levels from storage use (Class B8) to commercial uses (Class A1, A2, A3 and B1), and change of use of 1st, 2nd and 3rd floors from office use (Class B1) to residential use (Class C3) to provide 3 x 2 bed units. Application withdrawn following advise that the application would not comply with policy in terms of design and loss of employment floorspace withdrawn.

4. CONSULTATIONS

Statutory Consultees

- 4.1 Transport for London – relevant permits would need to be sought from TfL.

Conservation Area Advisory Committee

- 5.2 No response

Local Groups

- 4.3 None

Adjoining Occupiers

<i>Number of letters sent</i>	24
<i>Total number of responses received</i>	2
<i>Number in support</i>	1
<i>Number of objections</i>	1

- 4.4 One letter of objection was received from 207 Regent Street:

- Object to the demolition of this scarce surviving traditional old building which is part of Euston Road's history. The proposed building is completely different in style, materials and windows type and looks incongruous alongside the older neighbouring corner building (359 Euston Road).
- The proposed building is enormous, too bulky and tall and over dominates the space from both Euston Road, Warren Street and the side elevation.

- 4.5 One letter of support was received from 41 Warren Street

- The proposed redevelopment would enhance the views from Warren Street, particularly by obscuring the view of the grey flank wall

5. **POLICIES**

5.1 **LDF Core Strategy and Development Policies**

National Policy Planning Framework 2012- paragraphs 18-22, 47-55 and 126-141.

The London Plan 2015 – Policies

LDF Core Strategy and Development Policies 2010

CS1 – Distribution of growth

CS3 – Other highly accessible areas

CS5 – Managing the impact of growth and development

CS6 – Providing quality homes

CS8 – Promoting a successful and inclusive economy

CS11 – Promoting sustainable and efficient travel

CS13 – Tackling climate change through promoting higher environmental standards

CS14 - Promoting high quality places and conserving our heritage

CS15 – Protecting and improving our parks and open spaces and encouraging biodiversity

CS18 – Dealing with our waste and encouraging recycling

CS19 – Delivering and monitoring the Core Strategy

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

DP5 – Homes of different sizes

DP6 – Lifetime homes and wheelchair homes

DP13 – Employment premises and sites

DP16 – The transport implications of development

DP17 – Walking, cycling and public transport

DP18 – Parking standards and limiting the availability of car parking

DP20 – Movement of goods and materials

DP22 – Promoting sustainable design and construction

DP23 – Water

DP24 – Securing high quality design

DP26 – Managing the impact of development on occupiers and neighbours

DP29 – Improving access

5.2 **Supplementary Planning Policies**

CPG1 – Design (2013)

CPG2 – Housing (2015)

CPG5 – Town centres, retail and employment (2011)

CPG7 – Transport (2011)

CPG8 – Planning Obligations (2015)

6. **ASSESSMENT**

6.1 The principal considerations material to the determination of this application are summarised as follows:

- Land Use
- Design
- Amenity
- Transport
- Sustainability

Land Use

- 6.2 The proposal involves the loss of B8 storage floorspace at ground and basement level and loss of 1 floor B1 floorspace (3rd floor level). The current B1 floorspace at 1st and second floor level would be relocated to ground and basement level.
- 6.3 Policy CS8 (Promoting a Successful and Inclusive Camden Economy) seeks to ensure that the borough retains a strong economy. It seeks to do this by, amongst other things, safeguarding existing employment sites that meet the needs of modern industry and employers and providing facilities for small and medium sized enterprises.
- 6.4 Policy DP13 provides more detailed information as to how these aims will be implemented. It states that the Council will retain land and buildings that are suitable for continued business use and resist a change to non-business use unless it can be demonstrated that the site or building is no longer suitable for its existing business use and that there is evidence that the possibility of retaining, reusing or redeveloping the sit or building for similar or alternative business use has been fully explored over an appropriate period of time.

Loss of B8 floorspace

- 6.5 The proposal result in the loss of 263 sqm of B8 floorspace. Camden has a very restricted supply of sites and premises suitable for storage uses. This means that there is a high level of demand for the remaining sites and that the majority of sites are well occupied and able to secure relatively high rents as long as they have good access and separation from conflicting premises.
- 6.6 CPG5 sets out categories for light industrial, industrial, storage and distribution sites. Category 1 sites are generally purpose built, have high ceilings, high loading bays and 24 hour operation without harm to amenity. Category 2 sites have good access for servicing and deliveries, roller shutter doors, clear high ceilings, natural light, level access flexible neighbouring uses, off street parking and good lifts if on more than one floor. Category 3 sites are small, isolated premise with poor access on narrow streets, no goods lift, little or no space for servicing, incompatible neighbours (mostly residential) and at lower ground or basement level.
- 6.7 The application site is considered to be category 3 for the following reasons. It is isolated from other warehousing or industrial uses; it can only be accessed from Warren Street which is a relatively narrow street. There is no vehicular access into the site; there is no goods lift, and no space for servicing. The site is in a mixed use area and a number of properties in the surrounding area are in residential use

which could compromise 24 hour operation. Furthermore, the applicant has confirmed that the B8 floorspace has been vacant for over 1 year despite being marketed. Given that the premises is considered to be category 3, and that it has been vacant for over 1 year, its loss is considered to be acceptable providing that it is replaced by an appropriate alternative use.

- 6.8 It should also be noted that the change of use from B8 to B1 is permitted development where the floorspace is less than 235 sqm.

Loss of B1 floorspace

- 6.9 CPG5 (Town Centres, Retail and Employment) explains those circumstances where the Council will consider alternative uses for an employment site. It states changes from office use to an alternative use may be acceptable in respect of older office premises and that in these circumstances the priority replacement use would be permanent housing or community uses.
- 6.10 The current proposal is to change the use of the existing 3rd floor Class B1 office space to provide new residential accommodation. The two floors of office floorspace at 1st and 2nd floor level would not be lost as they would be relocated to the ground and basement floor levels. The proposal therefore would result in a loss of 1 floor which equates to 198 sqm of B1 floorspace that will not be re-provided elsewhere on the site.
- 6.11 The existing office space is located within an older building which was not purpose built for this type of use. The premises would require significant investment to bring it up to modern standards. The office space is located on the third floor of the building and it does not have a lift and it is currently vacant. The applicant has provided evidence in the form of a marketing statement by Mann Smith Chartered Surveyors which confirms that the space has been marketed without attracting interest from prospective tenants. It has been marketed for over 12 months by a commercial letting agent with an estate agent board outside and details on a range of letting agent's websites. There has been limited interest in the property and the majority of prospective tenants that were shown around were put off by the third floor walk up the stairs and the entrance right onto Euston Road. Considering that the office space is considered to be poor quality accommodation and in light of the marketing information provided, it is considered acceptable in this case to allow a change of use from office to permanent residential use. The 198 sqm of office space currently at first and second floor level would be relocated to ground and basement level.

B1 floorspace at ground and basement level

- 6.12 Office floorspace is proposed at ground floor level only and would be accessed from Euston Road. The office would have good natural light. The unit would include a lift down to the basement level. There are no set standards for levels of daylight to be provided for office accommodation as there are for residential units. The rear basement room would have access to natural light from the glazed lightwell and the glazed paving lights. The office floorspace would be of a high quality as it would be fully accessible and would include a disabled toilet. The office

floorspace at ground floor level would receive a good level of daylight and therefore on the whole the office floor space provided is considered adequate.

Residential Units

- 6.13 Policy DP3 expect all residential developments with a capacity for 10 or more additional dwellings to make a contribution to the supply of affordable housing. Although the proposal would provide nine residential units, the proposed residential floorspace would be 857 sqm which falls well below the affordable housing threshold of 1,000 sqm. The proposal presents the optimum development of the site given the townscape constraints and therefore Policy DP3 is not triggered.
- 6.14 Policy DP5 seeks to provide a range of unit sizes to meet demand across the Borough. In order to define what kind of mix should be provided within residential schemes Policy DP5 includes a Dwelling Size Priority Table and the expectation is that any housing scheme will meet the priorities outlined in the table and will provide at least 40% 2-bed units. The Council encourages the creation of additional residential accommodation provided that it meets acceptable standards. Three x 1 bed, four x 2 bed and two x 3 bed flats are proposed; this unit mix is considered to be acceptable.
- 6.15 All flats would be accessed via a separate entrance on Warren Street. This door provides access to a lift and staircase leading to all upper floors, cycle parking that would be provided at ground floor level and access to the lift which would also serve all upper floors. Refuse storage is also proposed at ground floor level for the residential units.
- 6.16 Each flat would be entirely self-contained, would have adequate natural light, outlook and ventilation and would exceed the floorspace standards set out in National Housing Standards. The four 2 bed and two x 3 bed flats would have dual aspect. Whilst the three x 1 bed flats overlooking Warren Street would be single aspect, the habitable rooms would receive adequate levels of daylight and sunlight. The units at 5th, 6th and 7th floor levels would have private amenity space in the form of a roof terrace. The provision of private open space is welcomed.
- 6.17 Policy DP6 requires all new dwellings be designed to meet Lifetime Homes standards. The design and access statement has been submitted with the application which has set out how the proposed flats have been designed to comply with part M of the building regulations.

Design:

Background

- 6.18 An extract from 2013 appeal decision on the site reads: "The appeal property comprises a relatively narrow four storey building with its main frontage facing Euston Road, and the rear elevation facing Warren Street. The Euston Road facade is attractive, and finished in red brick with bay windows at upper storey levels. It is capped with a stone balustrade, with a central inscribed panel. The

Warren Street frontage is less elaborate, faced in 'stock' bricks, with metal framed windows on the upper levels and two domestic sized doors at ground floor level."

- 6.19 Euston Road is a busy traffic route, and is mixed in character, comprising commercial and other buildings of varying ages, styles and heights. On the Euston Road frontage, the appeal building is flanked to one side by a substantial post-war office building, block-like in form with a repetitive and regular window pattern, and a substantial concrete upper portion. On the other side is a rendered building of a more traditional design with arched windows at upper level and a mansard style roof with windows. Both adjacent buildings are of a greater scale than the appeal property.
- 6.20 The application building is located adjacent to, but outside, the Fitzroy Square Conservation Area, a designated heritage asset. Its boundary runs along Warren Street with the buildings on the southern side falling within the Conservation Area. This section of Warren Street has a more intimate character, with a number of original brick faced terraced buildings on the opposite side to the appeal property.
- 6.21 Planning permission was granted in 2013 (ref: 2012/4512/P) for various works, including amongst other things, alterations to the elevations, and conversion of the upper storeys to residential use, as well as the construction of an additional storey."
- 6.22 An appeal scheme later in 2013 (2013/6696/P) proposed a further additional floor to that approved in under the 2012/4512/P scheme. This was dismissed for harming the character and appearance of the host building and the wider area with specific regard to:
1. Whilst the previously approved additional floor would be adequately assimilated with the host building, the further additional floor would appear incongruous and discordant.
 2. The additional glazed top storey would appear 'box-like' and add to the bulk of the existing building. It would also be unsympathetic to the character and age of the existing property.
- 6.23 The current proposal seeks total demolition of the host building and its replacement with a modern design which addresses both the scale of Euston Road and Warren Street.

Proposed demolition

- 6.24 The site is outside a conservation area. Moreover the building has not been identified as an undesignated heritage asset or one worthy of locally listing. In this regard its demolition is acceptable subject to the design of the replacement.

Height and scale

- 6.25 The height of the part of the building facing Euston road is comparable to the larger scale buildings on the arterial route. The narrowness of the plot would create a tall slender building. However this uniqueness would serve to enhance the variety of

scale and design found along this stretch of the road.

- 6.26 Along Warren Street the scheme relates to the regular relative shoulder height of the development on the north side of the street with stepped back upper floors. The first set back is in line with the extension approved in 2013.
- 6.27 The rear of the building facing Warren Street has been designed to better reflect different, smaller scale of properties along the street. It incorporates a 'shoulder' that relates to those adjoining with a series of setbacks on the upper floors that read as subordinate roof floors, which reflects the form of adjoining buildings when viewed for Warren Street.
- 6.28 The scheme proposes a contemporary design which uses high quality traditional stone cladding with deeply recessed curtain wall glazing system.
- 6.29 The Euston Road aesthetic would respond to the commercial character of the busy Road with expanse of glazing between masonry façade. The double height entrances proportion the building appropriately for its height and relates to the banding on the adjoining traditional facades.
- 6.30 On Warren Street a more appropriate domestic windows arrangement has been provided with smaller window punched in from the masonry facades. The double height entrance vastly improves the relationship and welcoming appearance from the street compared with the current building
- 6.31 The upper floor would have a dark tone to relate to the tone of roofs in the area.
- 6.32 The success of the development is considered to depend on the appropriate use of high quality materials, detailed design and finished appearance. The exact detailing can be dealt with by way of condition; however the applicants, through details on the approved drawings, have committed to high quality stone cladding, high quality curtain walling window system with deep reveals.
- 6.33 The design is sympathetic to the character and appearance of the Euston Road façade as well as Warren Street and the setting of the adjoining Fitzroy Square Conservation Area. The proposal is considered to result in an improvement over the existing building on the site.

Amenity

- 6.34 Neither of the adjoining properties, nos. 359 and 355, have any residential uses within them. The closest residential units to the site are directly opposite the site to the rear at no. 29 Warren Street and no. 24 Conway Street.

Privacy

- 6.35 Nearby properties at 29 Warren Street and 2 Conway Street have windows which face the application site. There is an approximate distance of 15 metres between these properties and the application site. Owing to the position of the buildings on each side of the road being offset, direct overlooking would not occur and any

oblique views allowed would not harm the residential amenity of the occupiers of either of the residences. It is not considered that the rear roof terrace would impact on the privacy of nearby residents.

Daylight

- 6.36 The proposed new building is higher than the existing building; however the upper floors would be set back from the rear elevation by 2-3 metres in a stepped form. As such it is not considered to reduce daylight to the properties on the opposite side of Warren Street and would not result in overshadowing.

Noise

- 6.37 From plant – The applicant has not provided details of plant to be installed at the property. The location of the plant is specified and would be within a plant enclosure at roof level. A background noise survey has been submitted which is considered satisfactory. However, any plant would still need to be assessed by the Council in order to ensure that it would not harm the amenity of occupiers nearby residential and office buildings. To enable control, a condition is recommended requiring the submission of plant details.
- 6.38 From traffic - The application is accompanied by a Noise Assessment which establishes that the site falls into Noise Exposure Category D which is not suitable for residential use. However, there are measures set out to deal with the noise from Euston Road including double-glazing which could achieve a good and reasonable sound level within the habitable rooms. A condition is recommended to ensure that the measures specified in the Noise Assessment are implemented in full.

Transport

- 6.39 The site has an excellent Public Transport Accessibility Level (PTAL of 6b) and is within a controlled parking zone. The site is within walking distance of Great Portland Street and Warren Street underground stations and many bus routes in the area. The site is therefore considered to be suitable to be made car free through a section 106 agreement.
- 6.40 Policy DP17 and DP18 require development to provide for the needs of cyclists. The London Plan cycle parking standard has a higher requirement and is most up to date and relevant standard. For this development, Table 6.3 of the London Plan requires 2 cycle parking for the office and 12 cycle parking spaces for the residential units which should be provided at ground floor level or in an easily accessible location. The proposal includes the provision of 7 secure cycle parking spaces and falls short of the requirements by 7 spaces. The only suitable area for cycle storage is the ground floor which provides the best quality of office accommodation, which would be compromised if the space was increased. It is important to note that the existing B1 space does not have any cycle parking provision. On balance therefore, given that this is a constrained and relatively narrow site, a lower provision is considered acceptable in this instance. The provision of cycle parking would be controlled by a recommended condition.

- 6.41 DP21 seeks to protect the safety and operation of the highway network. For some developments this may require control over how the development is implemented (including demolition and construction) through a Construction Management Plan (CMP) secured via S106. Due to the scale and kind of this development a CMP is required. Any occupation of the highway, such as for hoarding, skips or storage of materials, will require a licence from Highways Management and this, along with the existing on-street waiting and loading controls to ensure the work is carried out in such a way as to not adversely affecting the safety or operation of the public highway. It is recommended that the CMP be secured by Section 106 legal agreement.

Sustainability

- 6.42 The applicant has submitted an energy and sustainability statement which sets out how the proposal would comply with Part L1A of the building regulations (2013) and Code for Sustainable Homes Level 4. The proposal through a range of measures i meets requirements set out in Part L1A of the Building Regulations (2013) which replaces the previous Ecohomes standards. A condition has been attached securing the requirement to meet the relevant building regulation.

CIL

- 6.43 This proposal will be liable for the Mayor of London's Community Infrastructure Levy (CIL) as the additional floorspace exceeds 100sqm or one unit of residential accommodation. Based on the Camden and Mayor's CIL charging schedule and the on information provided, the CIL is likely to be £246,500 and £24,650 (£500 x 493 and £50 x 493 sqm [the residential floorspace]). This will be collected by Camden after the scheme is implemented and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, and subject to indexation in line with the construction costs index.

Section 106

- 6.44 A Construction Management Plan is sought due to the sensitive location; this would manage the impact of the construction to the surrounding area. A highways contribution of £7,200 is sought to make good any damage to the public highway. Due to the constrained nature of the site, it is not practical to deliver private amenity space for each unit. An open space contribution of £8,971 is therefore sought in line with the calculation set out in fig.4 of Camden Planning Guidance 8.

7. CONCLUSION

- 7.1 The redevelopment of 357 and 44 Warren Street is considered to be acceptable. Whilst there would be some loss to the existing provision of office floorspace, the proposed office would be of a better quality and provide level access. The loss of storage use at this site is considered acceptable given the poor quality and inappropriate location and means of vehicular access. The proposal would provide nine residential units of an appropriate mix which meet the national housing standards. The proposal would provide a building that would enhance the variety

of scale and design found along this stretch of the road. The proposal would not cause harm to the amenity of neighbouring occupiers. Overall the redevelopment of the site is considered to be acceptable.

7.2 Planning Permission is recommended subject to a S106 Legal Agreement covering the following Heads of Terms:-

- Construction Management Plan
- Highways Contribution- £7,200
- Car free
- Open space contribution - £8,971

8. **LEGAL COMMENTS**

8.1 Members are referred to the note from the Legal Division at the start of the Agenda.

APPENDIX 1: CONDITIONS

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. The development hereby permitted shall be carried out in accordance with the following approved plans: PD-15-288 001. PD-15-288 002. PD-15-288 003. PD-15-288 004. PD-15-288 005. PD-15-288 006. PD-15-288 007. PD-15-288 008. PD-15-288 009 Rev 3. PD-15-288 010 Rev 3. PD-15-288 011 Rev 3. PD-15-288 012 Rev 3. PD-15-288 013 Rev 3. PD-15-288 014 Rev 3. PD-15-288 015 Rev 3. PD-15-288 016 Rev 3. PD-15-288 017 Rev 3. PD-15-288 018 Rev 3. PD-15-288 019 Rev 3. PD-15-288 020 Rev 3. PD-15-288 021 Rev 3. PD-15-288 022 Rev 3. PD-15-288 023 Rev 3. PD-15-288 024 Rev 3. PD-15-288 025 Rev 3 and PD-15-288 026 Rev 3. Supporting documents: Planning Statement (dated September 2015)

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

3. Noise levels at a point 1 metre external to sensitive facades shall be at least 5dB(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 10dB(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 policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP28 of the London Borough of Camden Local Development Framework Development Policies.

4. Before the use commences, the extract ventilating system/air-conditioning plant shall be provided with sound attenuation and anti-vibration measures in accordance with the scheme approved in writing by the local planning authority. All such measures shall thereafter be implemented in accordance with the approved details prior to first use of the building and subsequently retained and maintained in accordance with the manufacturers' recommendations.

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP28 of the London Borough of Camden Local Development Framework Development Policies.

5. The development hereby approved shall achieve a maximum internal water use of 10litres/person/day, allowing 5 litres/person/day for external water use. Prior to occupation, evidence demonstrating that this has been achieved shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure the development contributes to minimising the need for further water infrastructure in an area of water stress in accordance with policies CS13 (Tackling climate change through promoting higher environmental standards), DP22 (Promoting sustainable design and construction) and DP23 (Water) of the London Borough of Camden Local Development Framework Development Policies.

6. The new dwelling hereby approved shall be designed and constructed in accordance with Building Regulations Part M 4 (2).

Reason: To ensure that the internal layout of the building provides flexibility for the accessibility of future occupiers and their changing needs over time, in accordance with the requirements of policy CS6 of the London Borough of Camden Local Development Framework Core Strategy and policy DP6 of the London Borough of Local Development Framework Development Policies.

7. Before the development commences, details of secure cycle storage area shall be submitted to and approved by the local planning authority. The approved facility shall thereafter be provided in its entirety prior to the first occupation of any of the new units, and permanently retained thereafter.

Reason: To ensure the development provides adequate cycle parking facilities in accordance with the requirements of policy CS11of the London Borough of Camden Local Development Framework Core Strategy and policy DP17of the London Borough of Camden Local Development Framework Development Policies.

8. A sample panel of the facing materials demonstrating the proposed colour, texture and detailed design shall be provided on site and approved in writing by the local planning authority before the relevant parts of the works are commenced and the development shall be carried out in accordance with the approval given. The approved panel shall be retained on site until the work has been completed.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.

APPENDIX 2: INFORMATIVES

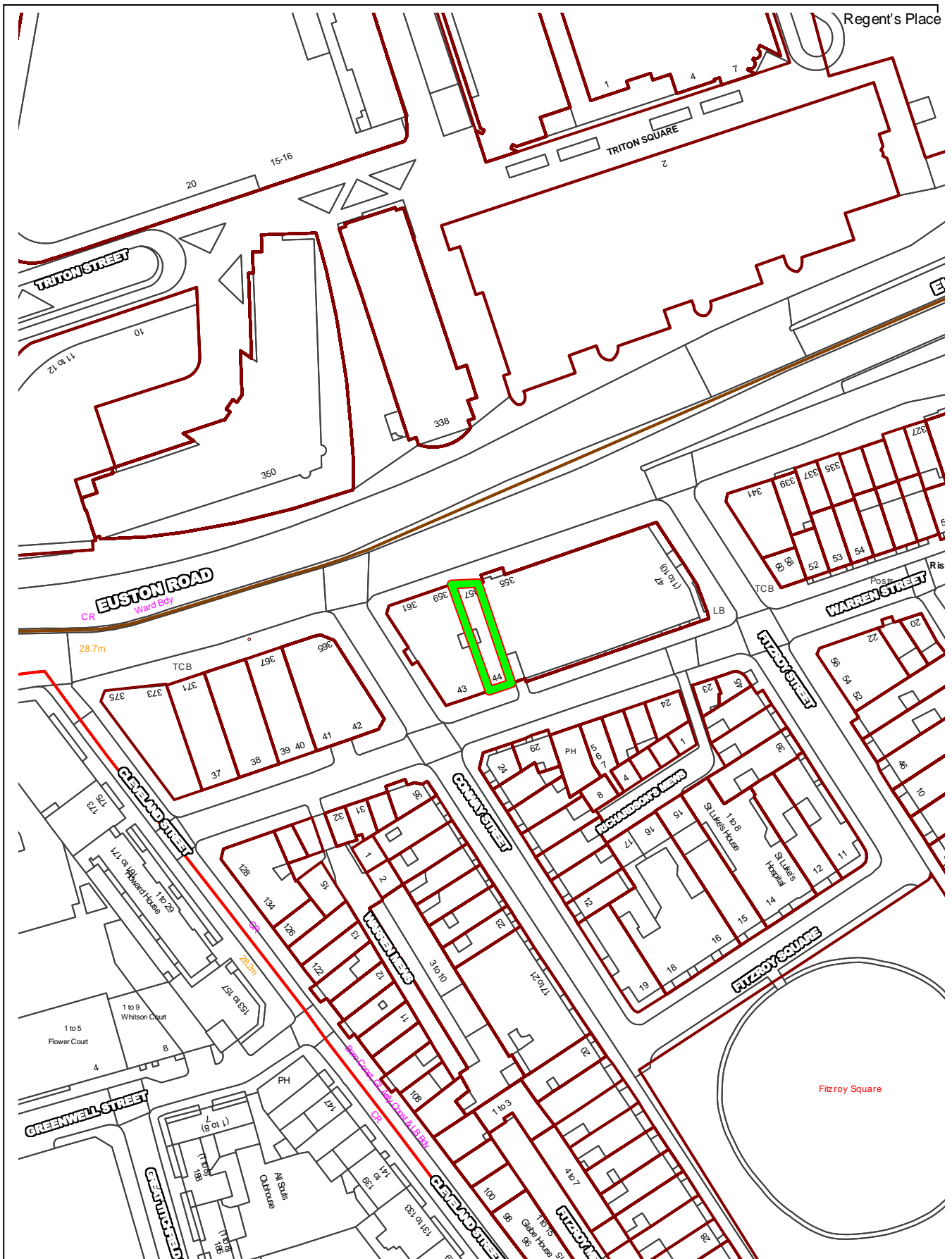
- 1 Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts which cover aspects including fire and emergency escape, access and facilities for people with disabilities and sound insulation between dwellings. You are advised to consult the Council's Building Control Service, Camden Town Hall, Argyle Street WC1H 8EQ, (tel: 020-7974 6941).
- 2 Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You are advised to consult the Council's Compliance and Enforcement team [Regulatory Services], Camden Town Hall, Argyle Street, WC1H 8EQ (Tel. No. 020 7974 4444 or on the website <http://www.camden.gov.uk/ccm/content/contacts/council-contacts/environment/contact-the-environmental-health-team.en> or seek prior approval under Section 61 of the Act if you anticipate any difficulty in carrying out construction other than within the hours stated above.
- 3 The proposal would be liable to pay both the Camden and the Mayor of London introduced a Community Infrastructure Levy (CIL). Any permission granted after this time which adds more than 100sqm of new floorspace or a new dwelling will need to pay this CIL.

The proposed charge in Camden will be £500 per sqm for Camden CIL and £50 per sqm for the Mayoral CIL on all uses except affordable housing, education, healthcare, and development by charities for their charitable purposes. You will be expected to advise us when planning permissions are implemented. Please use the forms at the link below to advise who will be paying the CIL and when the development is to commence. You can also access forms to allow you to provide us with more information which can be taken into account in your CIL calculation and to apply for relief from CIL.

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

We will then issue a CIL demand notice setting out what monies needs to paid when and how to pay. Failure to notify Camden of the commencement of development will result in a surcharge of £2500 or 20% being added to the CIL payment. Other surcharges may also apply for failure to assume liability and late payment. Payments will also be subject to indexation in line with the construction costs index.

Please send CIL related documents or correspondence to CIL@Camden.gov.uk



Application No: 2015/5928/P

**357 Euston Road
London
NW1 3AL**

**Scale:
1:1250**

**Date:
16-Feb-16**



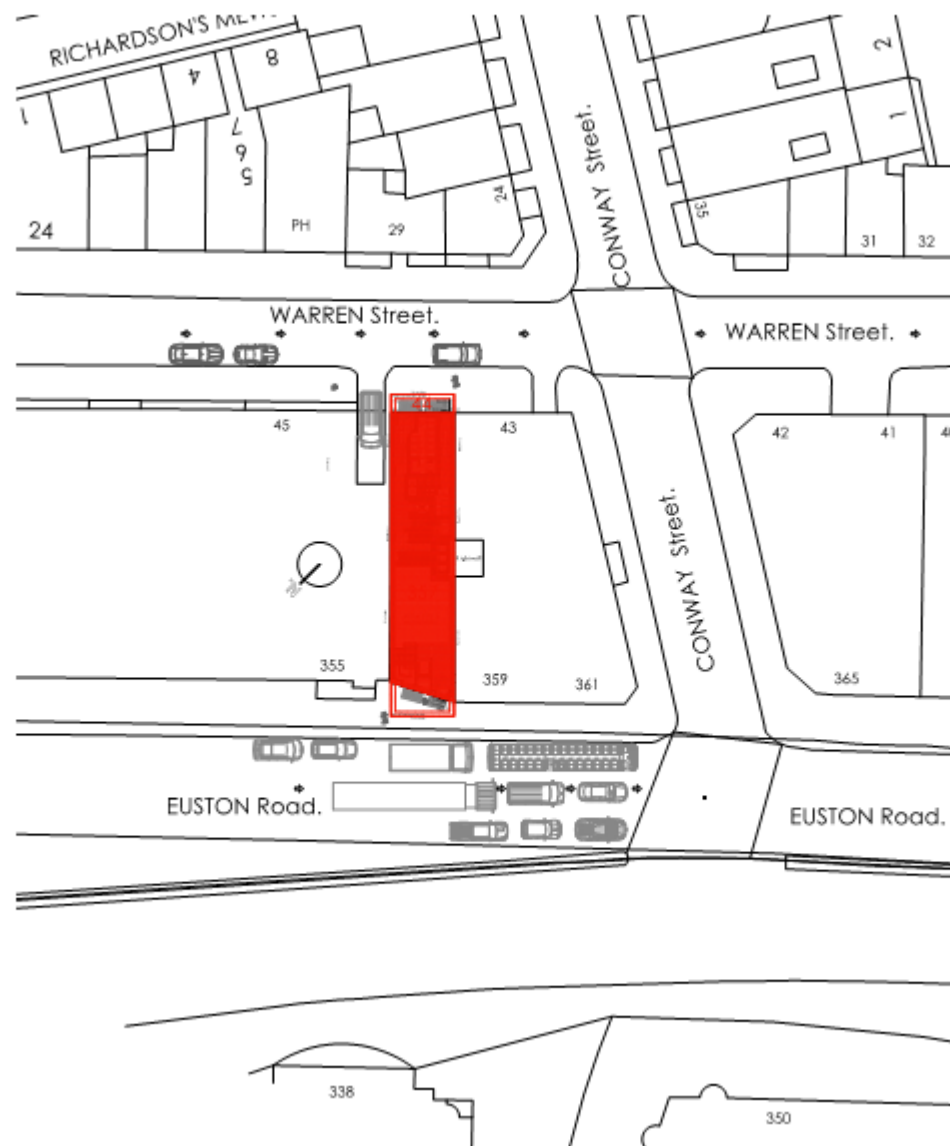
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1. DC Committee

25 February 2016

2015/5928/P

357 Euston Road



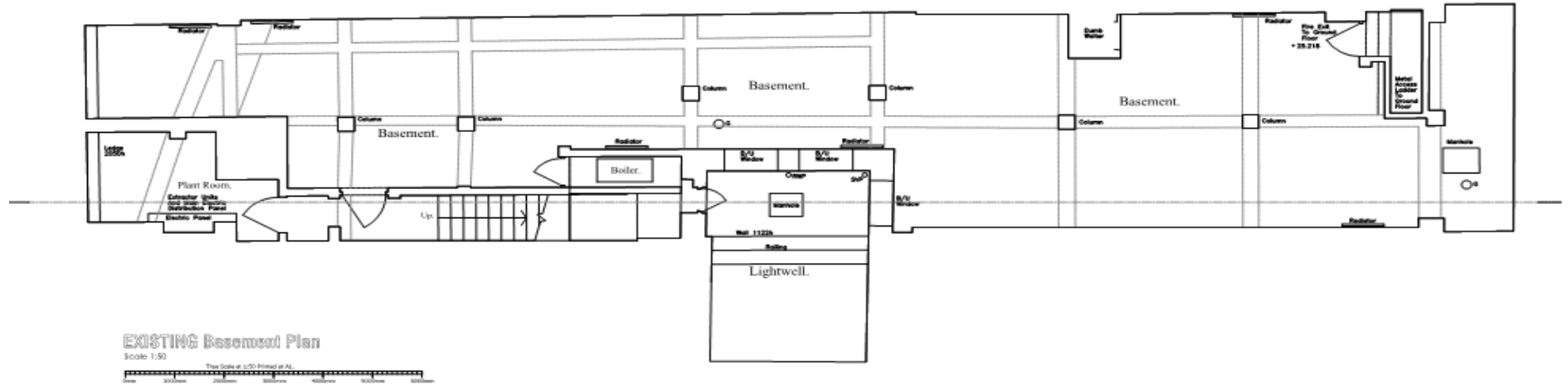
Site Plan.

Scale: 1:200

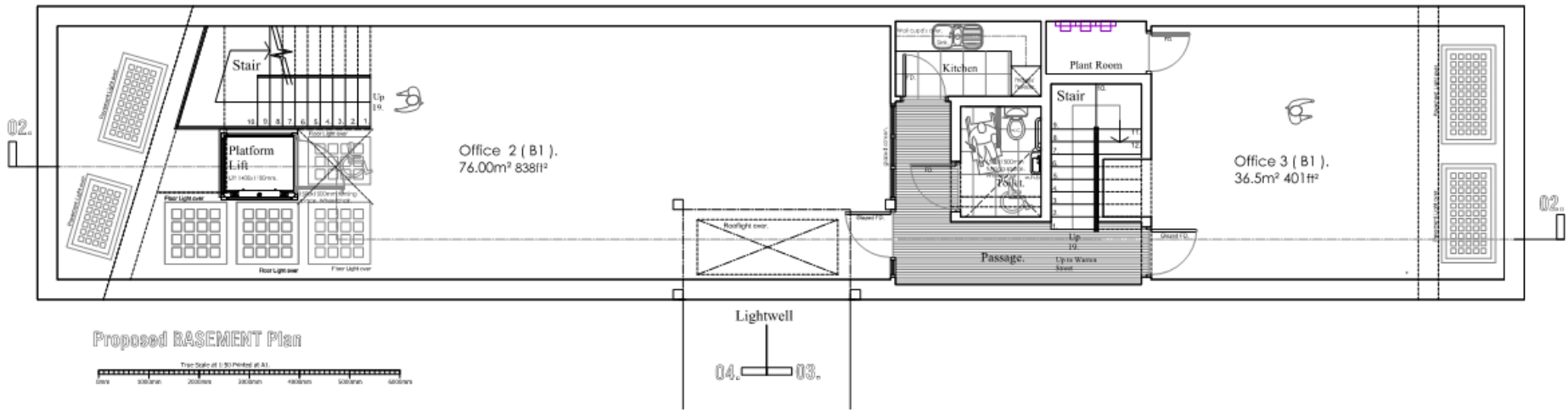


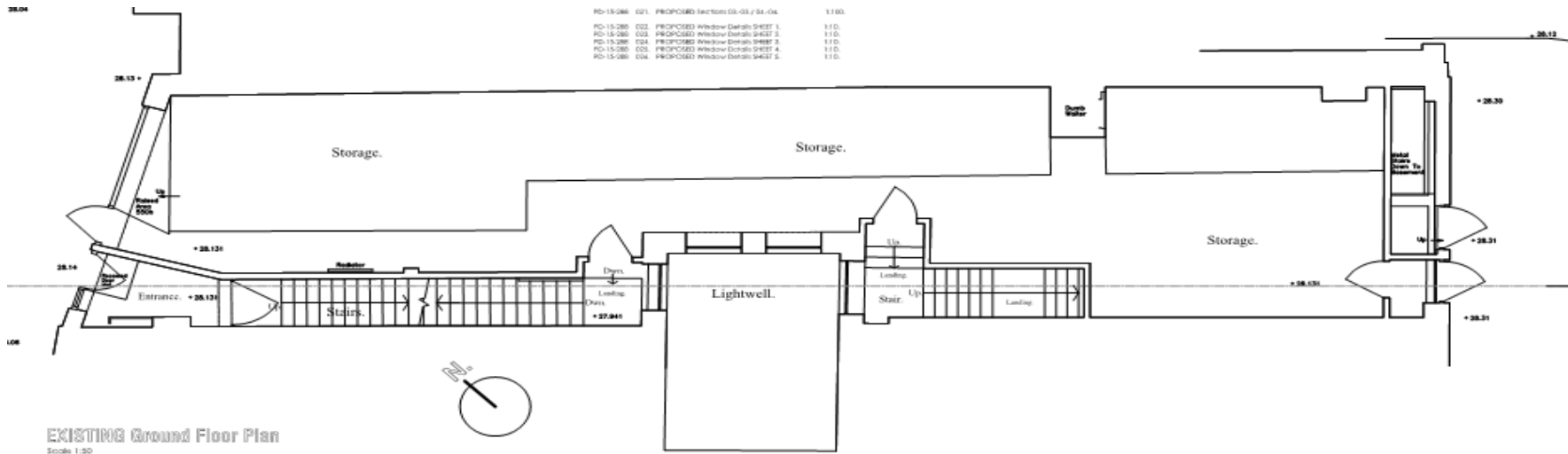
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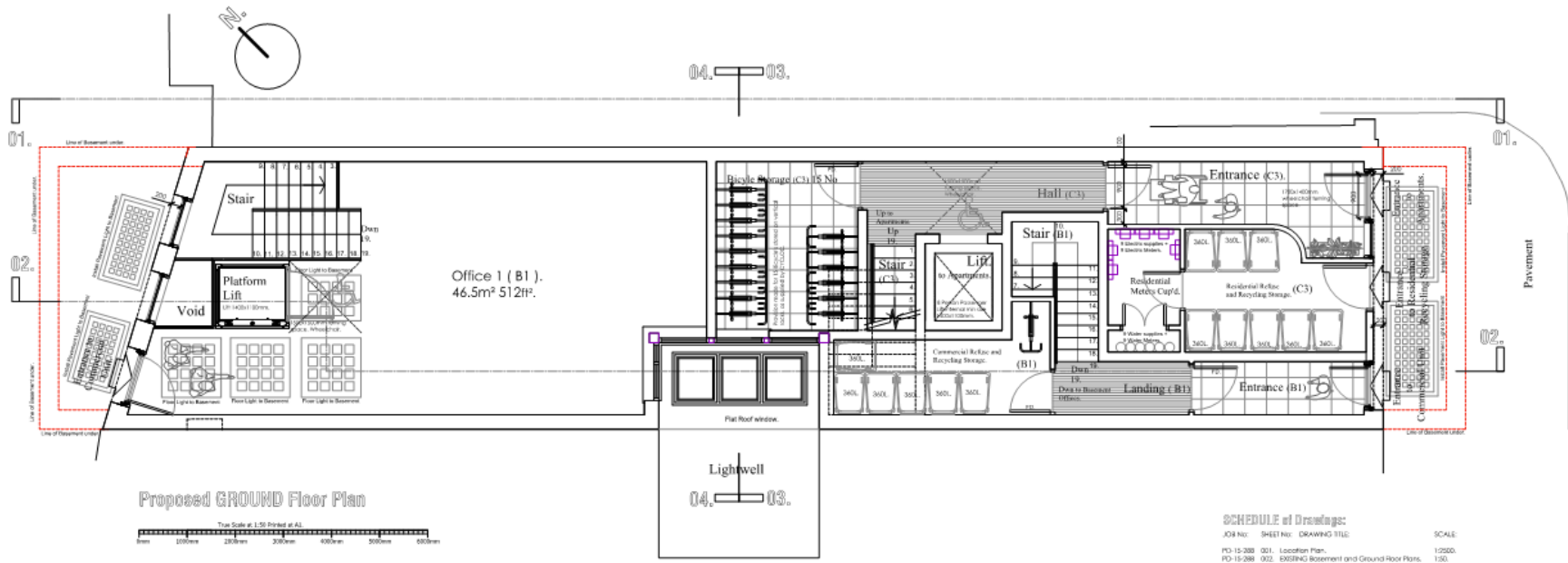


- PD-15-288 001 PROPOSED Section 02-02 1:300
- PD-15-288 002 PROPOSED Sections 03-03/04-04 1:100
- PD-15-288 022 PROPOSED Window Details SHEET 1 1:10
- PD-15-288 023 PROPOSED Window Details SHEET 2 1:10
- PD-15-288 024 PROPOSED Window Details SHEET 3 1:10
- PD-15-288 025 PROPOSED Window Details SHEET 4 1:10
- PD-15-288 026 PROPOSED Window Details SHEET 5 1:10





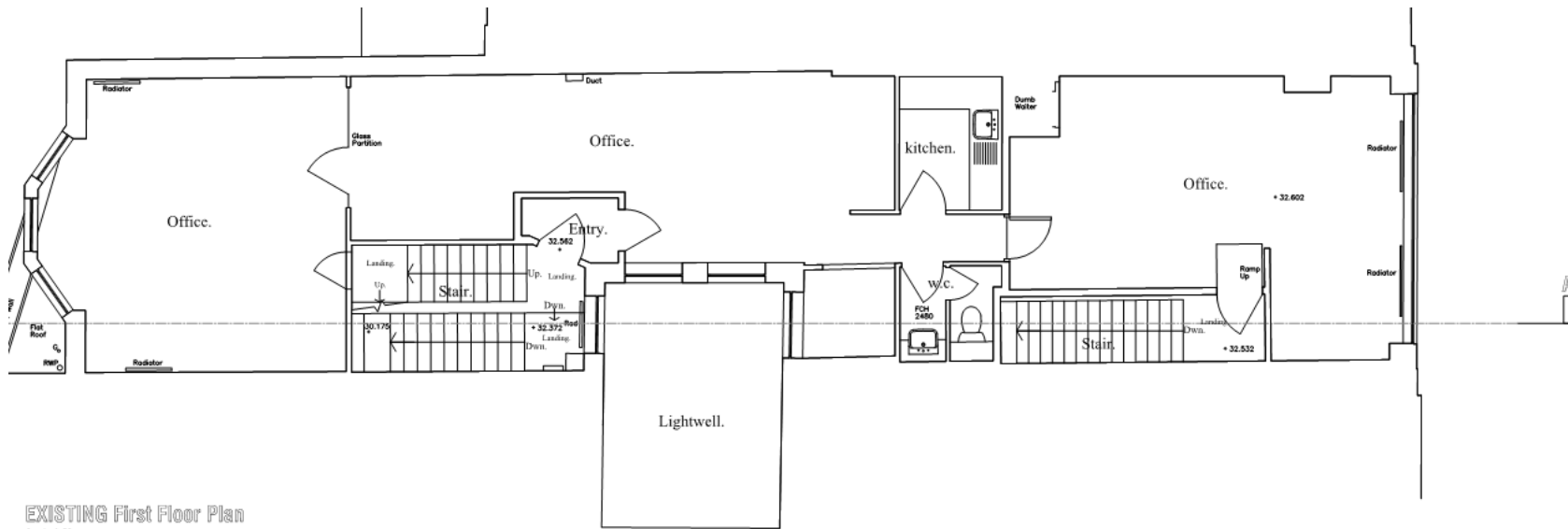
EXISTING Ground Floor Plan
Scale 1:50



Proposed GROUND Floor Plan

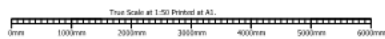


SCHEDULE of Drawings:
JOB No: SHEET No: DRAWING TITLE: SCALE:
PD-15-288 001. Location Plan. 1:2500.
PD-15-288 002. EXISTING Basement and Ground Floor Plans. 1:50.

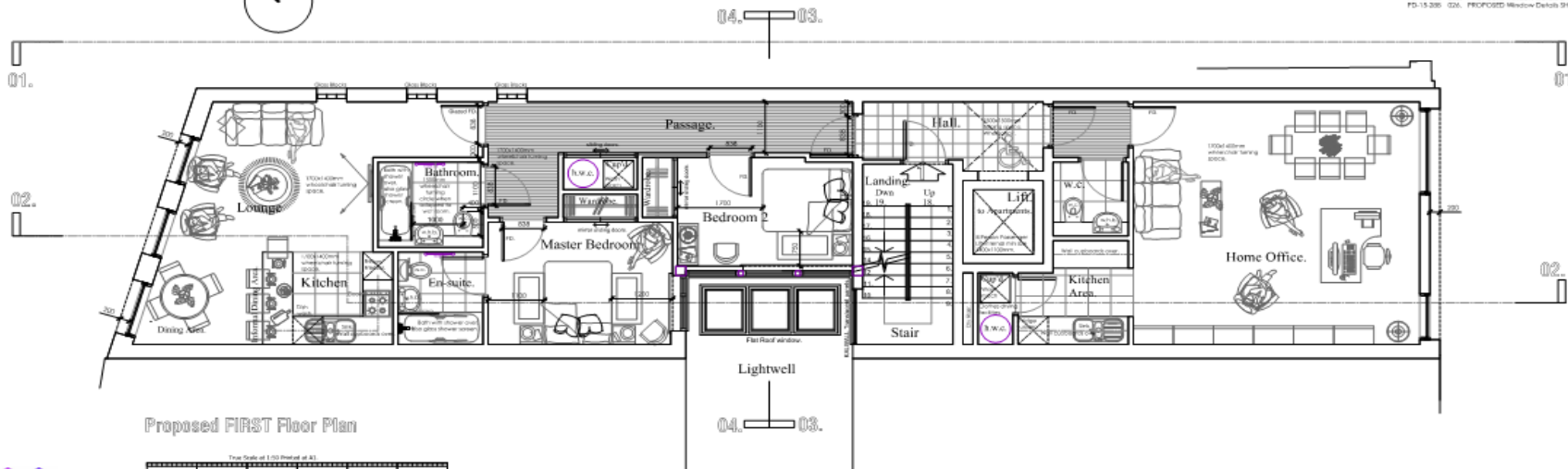


EXISTING First Floor Plan

Scale 1:50



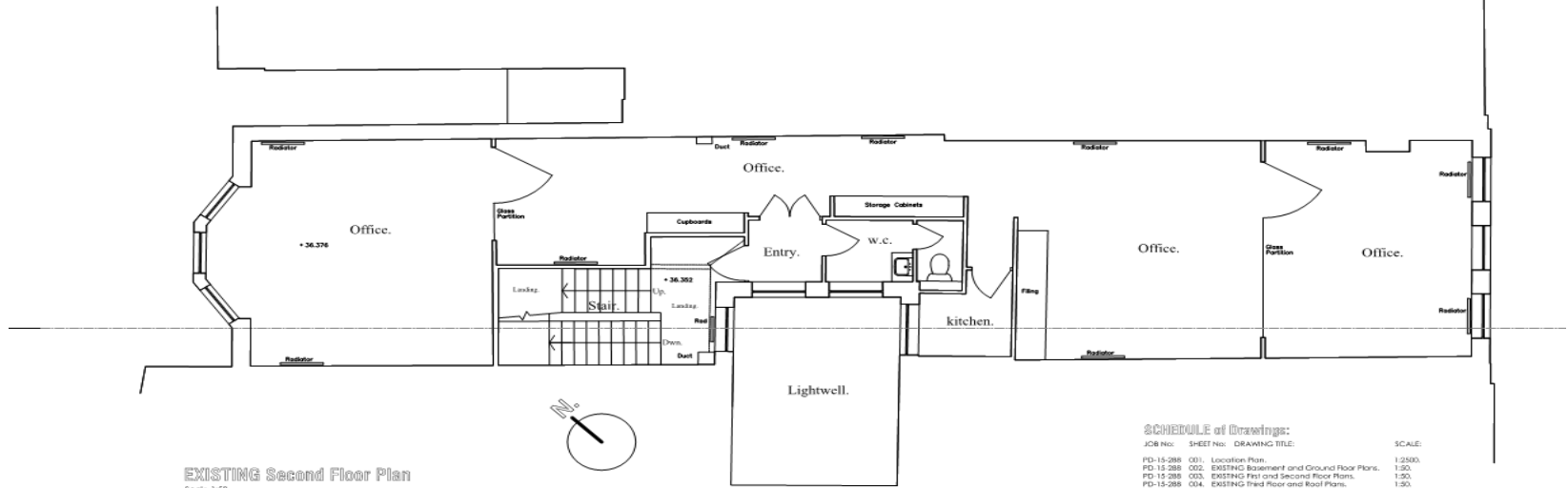
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FD-15-206-022	PROPOSED WINDOW DETAILS SHEET 1	1:10
FD-15-206-023	PROPOSED WINDOW DETAILS SHEET 2	1:10
FD-15-206-024	PROPOSED WINDOW DETAILS SHEET 3	1:10
FD-15-206-025	PROPOSED WINDOW DETAILS SHEET 4	1:10
FD-15-206-026	PROPOSED WINDOW DETAILS SHEET 5	1:10



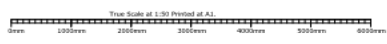
Proposed FIRST Floor Plan



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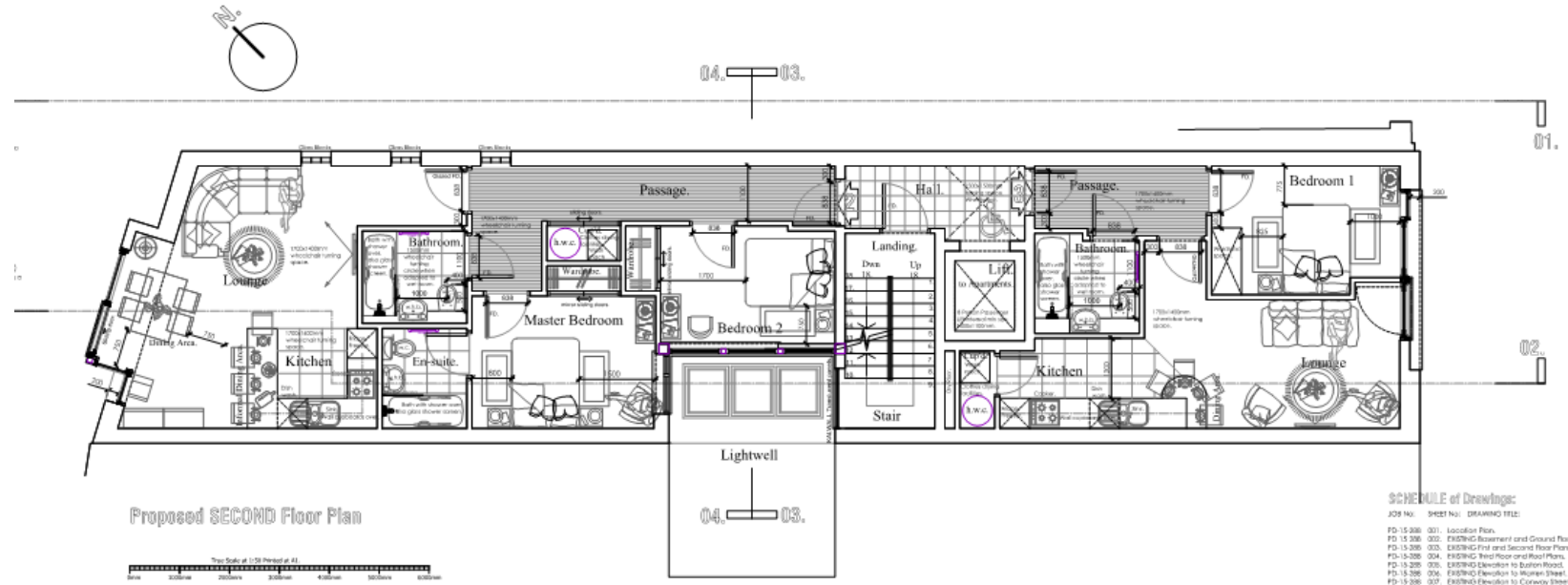


EXISTING Second Floor Plan
Scale 1:50



SCHEDULE of Drawings:

JOB No:	SHEET No:	DRAWING TITLE:	SCALE:
PD-15-288	001	Location Plan	1:2500
PD-15-288	002	EXISTING Basement and Ground Floor Plans	1:50
PD-15-288	003	EXISTING First and Second Floor Plans	1:50
PD-15-288	004	EXISTING Third Floor and Roof Plans	1:50
PD-15-288	005	EXISTING Elevation to Buxton Road	1:100
PD-15-288	006	EXISTING Elevation to Warren Street	1:100
PD-15-288	007	EXISTING Elevation to Conroy Street	1:100
PD-15-288	008	EXISTING Section Through Building	1:100
PD-15-288	009	PROPOSED Site Layout	1:200
PD-15-288	010	PROPOSED Basement and Ground Floor Plans	1:50

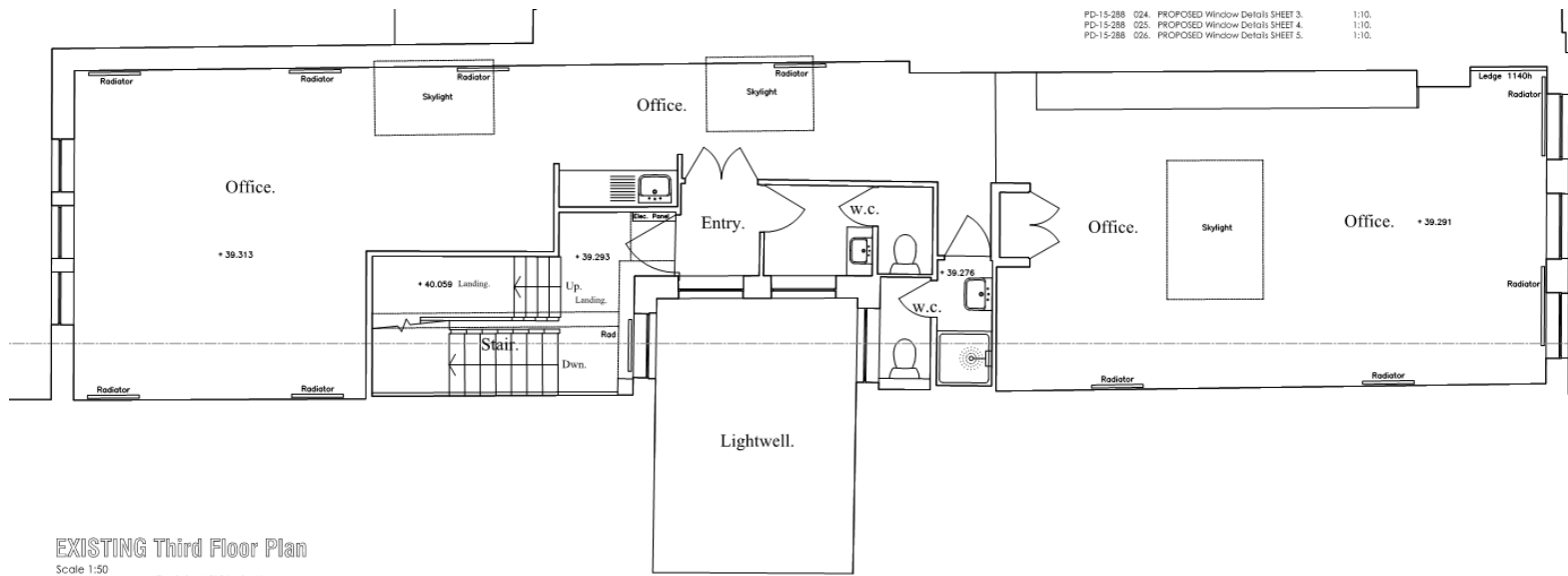


Proposed SECOND Floor Plan



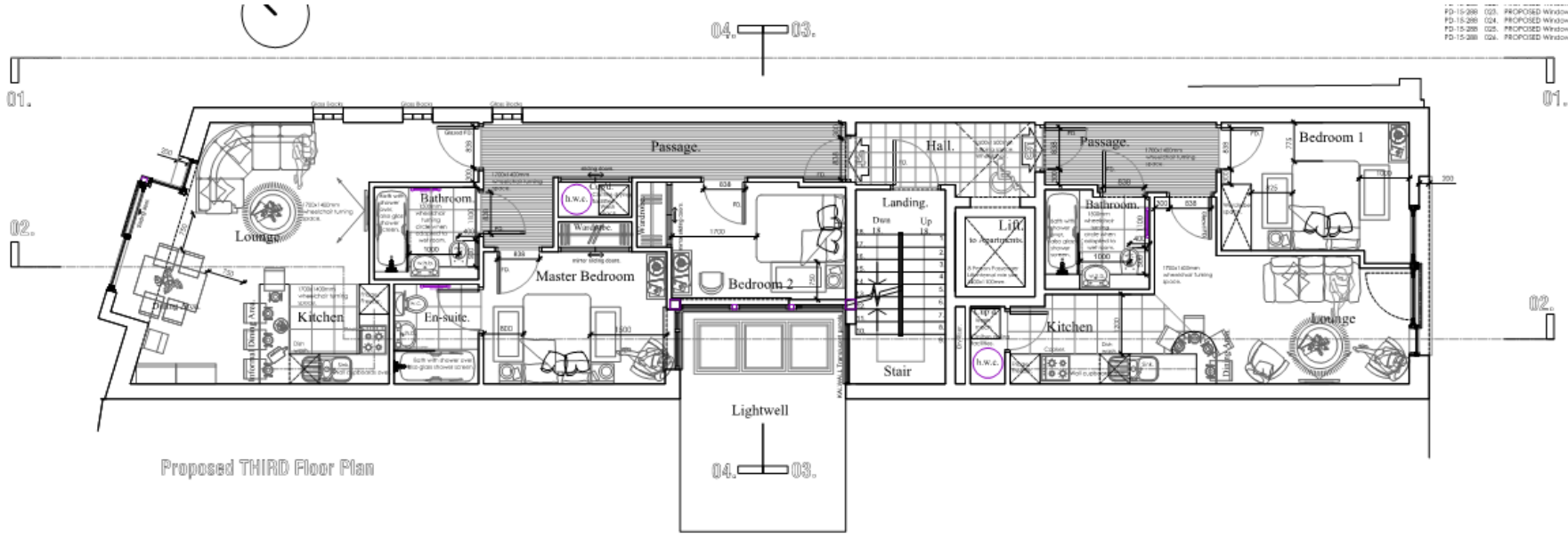
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PD-15-288	002	EXISTING Basement and Ground Floor Plans	1:
PD-15-288	003	EXISTING First and Second Floor Plans	1:
PD-15-288	004	EXISTING Third Floor and Roof Plans	1:
PD-15-288	005	EXISTING Elevation to Buxton Road	1:
PD-15-288	006	EXISTING Elevation to Warren Street	1:
PD-15-288	007	EXISTING Elevation to Conroy Street	1:
PD-15-288	008	EXISTING Section Through Building	1:



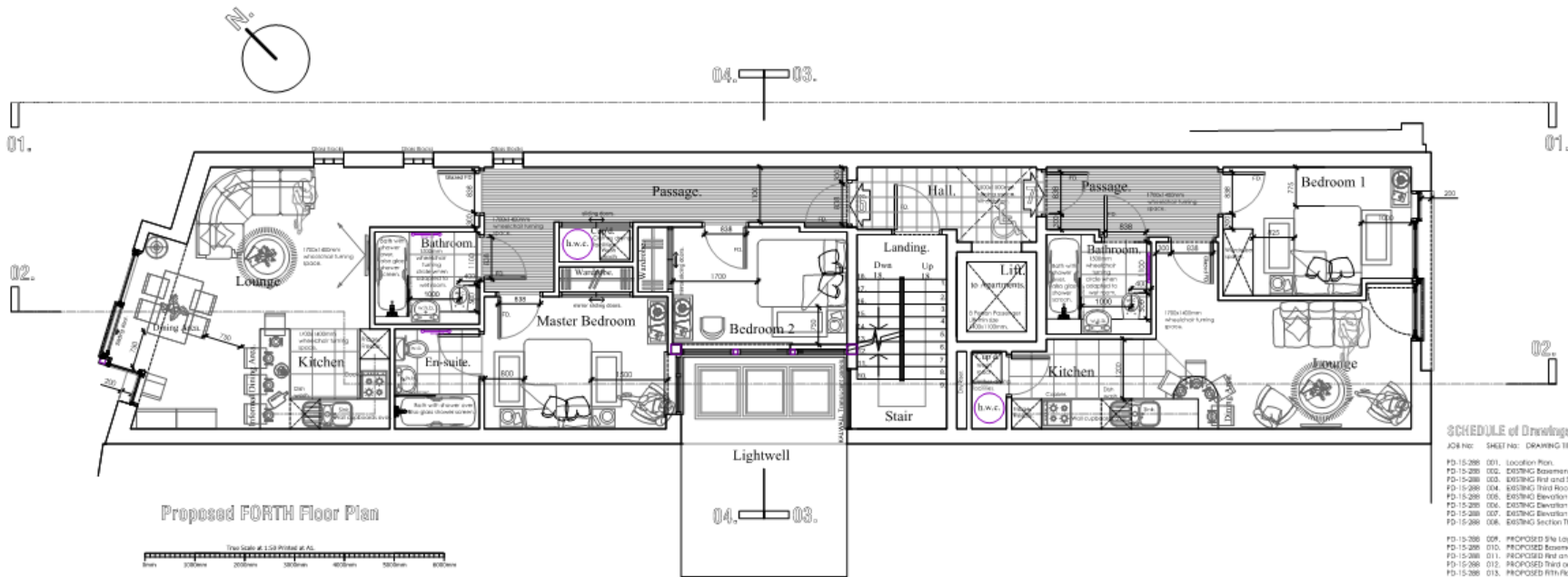
EXISTING Third Floor Plan

Scale 1:50
 True Scale at 1:50 Printed at A1.
 0mm 1000mm 2000mm 3000mm 4000mm 5000mm 6000mm



Proposed THIRD Floor Plan

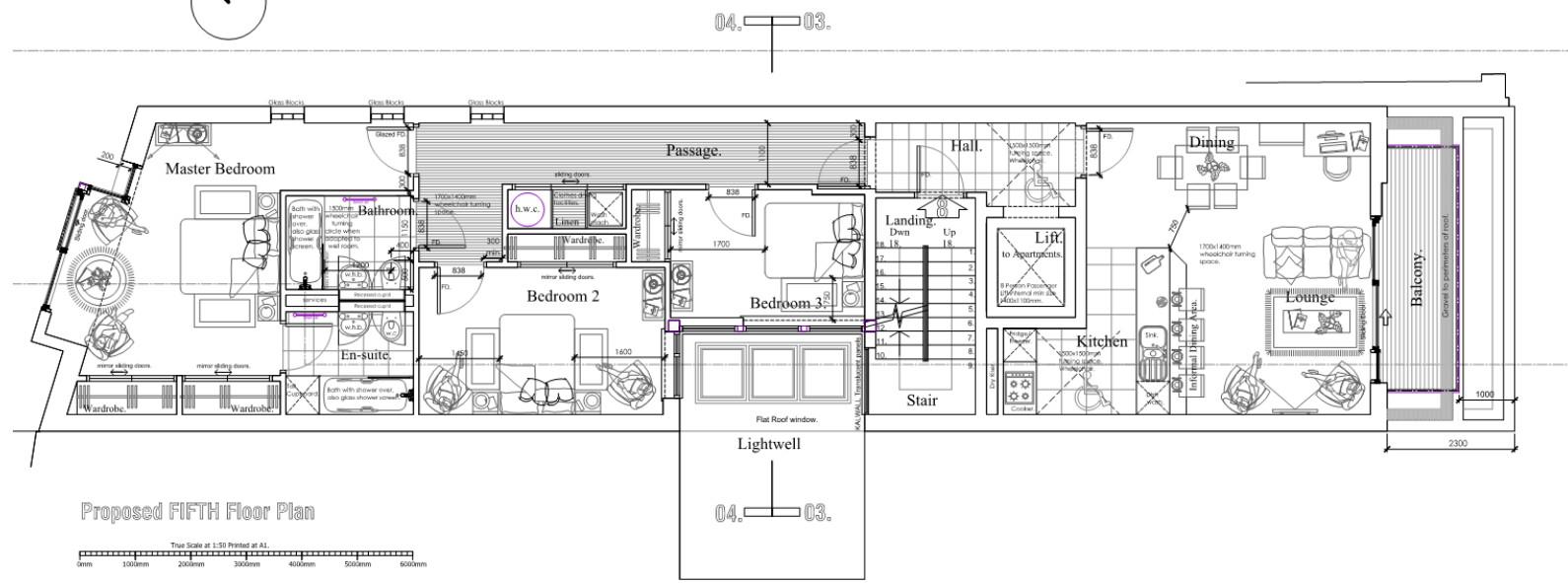
True Scale at 1:50 Printed at A1.
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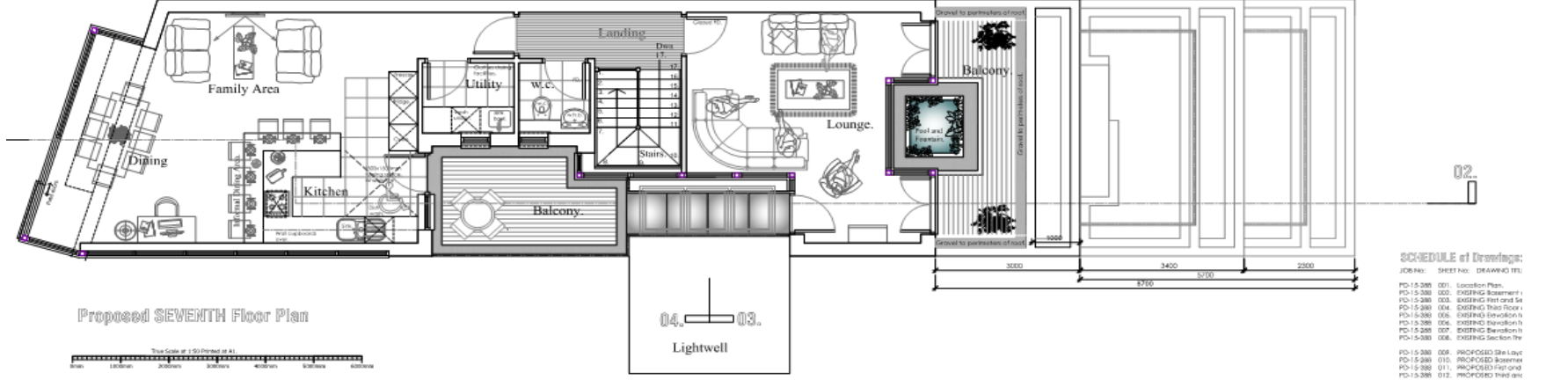
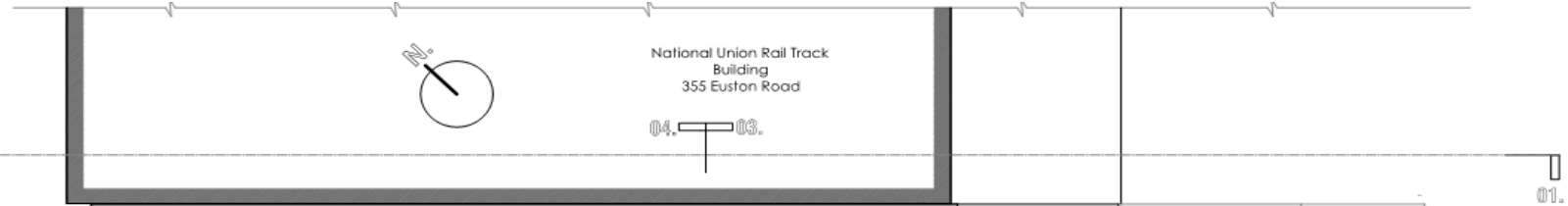
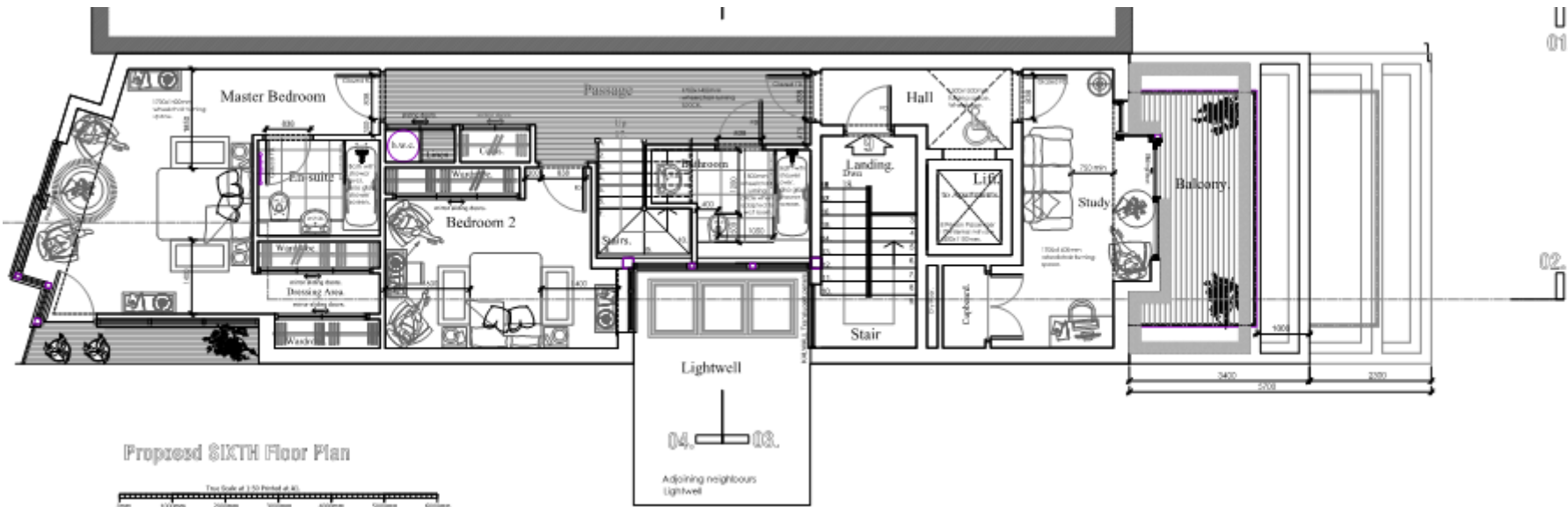


SCHEDULE of Drawings:

JOB No: SHEET No: DRAWING TITLE

- FD-15-289 001. Location Plan
- FD-15-289 002. EXISTING Basement c
- FD-15-289 003. EXISTING Flat and Site
- FD-15-289 004. EXISTING First Floor c
- FD-15-289 005. EXISTING Elevation 1c
- FD-15-289 006. EXISTING Elevation 1c
- FD-15-289 007. EXISTING Elevation 1c
- FD-15-289 008. EXISTING Section Th
- FD-15-289 009. PROPOSED Site Layout
- FD-15-289 010. PROPOSED Basement
- FD-15-289 011. PROPOSED Flat and Site
- FD-15-289 012. PROPOSED First and
- FD-15-289 013. PROPOSED FORTH Floor
- FD-15-289 014. PROPOSED Skyland





SCHEDULE of Drawings:

JOB No.	SHEET No.	DRAWING TITLE
PD-15-288	001	Location Plan
PD-15-288	002	EXISTING Basement 1
PD-15-288	003	EXISTING First and 2nd
PD-15-288	004	EXISTING Third Floor
PD-15-288	005	EXISTING Section A-H
PD-15-288	006	EXISTING Section I-H
PD-15-288	007	EXISTING Section J-H
PD-15-288	008	EXISTING Section K-H
PD-15-288	009	PROPOSED Site Layout
PD-15-288	010	PROPOSED Basement
PD-15-288	011	PROPOSED First and 2nd
PD-15-288	012	PROPOSED Third and 4th
PD-15-288	013	PROPOSED Fifth Floor



EXISTING Easton Road Elevation

Scale 1:100





NORTH Elevation to EUSTON Road.

Euston Road Elevation



Proposed Front Elevation



EXISTING Warren Street Elevation

Scale 1:100



Existing Warren Street Elevation



GROUND FLOOR LEVEL
SOUTH Elevation to WARREN Street, F.

Warren Street Elevation

draught
 CAMDEN 2014

SCALE

Proposed Warren Street Elevation



EXISTING Conway Street Elevation



Existing Side Elevation (Conway Street)



Proposed Side Elevation (Conway Street)



