



ttp consulting
transport planning specialists

**15a-37 Camden High Street,
London Borough of Camden**

Transport Statement

October 2018

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1 INTRODUCTION

- 1.1 TTP Consulting has been appointed to provide traffic and transport advice in relation to the proposed change of use application at 15a-37 Camden High Street (the site), located within the London Borough of Camden (LBC).
- 1.2 The site is located within Camden Town Centre to the rear of buildings that front onto the western side of Camden High Street. As such, it is highly accessible and in close proximity to pedestrian and cycle networks as well as public transport opportunities including Mornington Crescent Underground Station, Camden Road Overground Station and numerous local bus stops.
- 1.3 The existing three-storey building, which is currently vacant, provides 1,149 square metres (sqm) of D1 art gallery floorspace and C3 residential use (2 studio units). The primary access for pedestrians is taken from Symes Mews whilst a secondary access is located on Camden High Street adjacent to no.15. This also provides access to a rear alleyway and yard that serves no.13 and no.15 Camden High Street as well as the site itself. There is no car parking associated with the site.
- 1.4 The proposals seek to convert the existing building into B1 office space (960 sqm NIA). The development will be car-free whilst cycle parking will be provided in accordance with standards. All deliveries and refuse collections are expected to take place on-street.
- 1.5 This report considers the effect of the proposed change of use in terms of accessibility, parking, trip generation and servicing matters. It is pertinent to note that the building formerly operated under office use prior to its current leisure use.
- 1.6 The remainder of the report is set out as follows:
- Section 2 - describes the existing situation;
 - Section 3 - presents relevant policy guidance;
 - Section 4 - sets out the proposals and considers the effect of development;
 - Section 5 - provides a summary and conclusion.

2 EXISTING SITUATION

Site and Surrounding Area

- 2.1 The existing three storey building provides 1,149 sqm of D1 gallery and C3 residential use. It is located to the rear of buildings that front onto Camden High Street. A site location plan is provided below in **Figure 1**.



Figure 1: Site Location Plan

- 2.2 Pedestrian access is provided to the north via Symes Mews whilst a secondary access is provided in between nos. 13 and 15 Camden High Street leading to a rear yard, as shown in **Photograph 1**. The access is gated and served by a crossover on Camden High Street. The width of the access measures 2.45m, whilst the crossover widens at the carriageway to 5.85m in width.



Photograph 1 – Secondary access on Camden High Street

- 2.3 Camden High Street is the main road operating in the vicinity of the site providing retail, commercial, employment and residential uses. The surrounding areas are made up of Camden Town to the north, Regent's Park to the west, Euston to the south and King's Cross to the east. As such, the local area is highly accessible and benefits from numerous public transport opportunities and local amenities.

Local Highway Network

- 2.4 Camden High Street is a 20mph road that forms part of the Transport for London Road Network (TLRN). It connects with Hampstead Road to the south outside Mornington Crescent Underground Station and Chalk Farm Road to the north just past Camden Market. Outside of the site, it provides 3 lanes in a one-way northbound direction including a bus lane on the western side of the carriageway which accommodates intermittent parking/loading opportunities with varying restrictions. On the eastern side of the carriageway there is a further on-street parking bay as well as a footway/loading bay.
- 2.5 Symes Mews is a no through road that provides local access towards the surrounding buildings including a gated yard to the north. It is subject to double yellow lines on both sides of the carriageway and provides a connection for pedestrians onto Carlow Street via a set of steps.
- 2.6 The site is located within the Camden Town South Controlled Parking Zone (CA-F (s)) which is in operation from 8.30am – 6.30pm Monday to Friday, between 9.30am and 5.30pm on Saturdays and between 9.30am and 5.30pm on Sundays for resident bays only.

Accessibility

On-foot

- 2.7 Camden High Street is served by generous footways, street lighting and a signalised pedestrian crossing with dropped kerbs and tactile paving just south of Symes Mews. The site is well connected to the main pedestrian routes that serve public transport facilities and local amenities, including Mornington Crescent and Camden Town Underground Stations, Camden Road Overground Station and local bus stops on corridors such as Camden Street to the east, Hurdwicke Place to the south, Delancey Street to the west and Camden High Street itself. A 1km and 2km walking catchment map is shown at **Figure 2**.

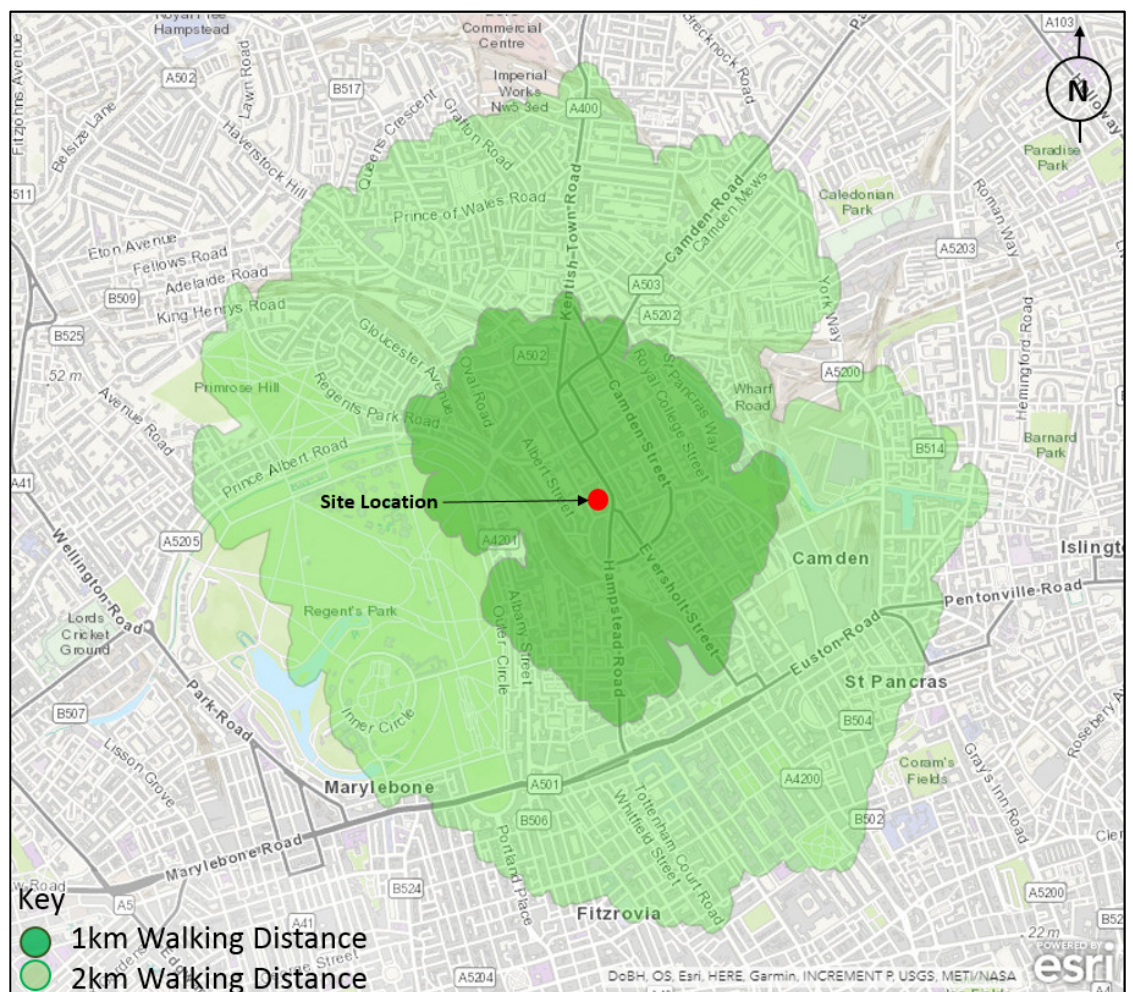


Figure 2 – Walking Catchment Map

- 2.8 It is widely accepted that walking has the greatest potential to replace car journeys for distances less than 2 kilometres, with the Chartered Institution of Highways and Transportation (CIHT) Guidelines suggesting a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2 kilometres, which has been summarised in **Table 2.1** below.

Table 2.1: Suggested Acceptable Walking Distances (Source: Providing for Journeys on Foot, CIHT, 2000)			
Definition	Walking Distances (m)		
	Town Centres	Commuting / Schools	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

- 2.9 **Table 2.2** sets out details of approximate distances between the site and local public transport opportunities. The table illustrates that there are a number of facilities located below the 'acceptable maximum walking distance' of the site.

Table 2.2: Approximate Distances to Local Public Transport Opportunities			
Amenity	Location	Distance	Approximate Walking Time
Bus Stops	Stop E & J – Camden High Street	100m	1 minute
	Stop D – Hurdwicke Place	110m	2 minutes'
Underground / Overground Stations	Mornington Crescent	100m	1 minute
	Camden Town	520m	7 minutes'
	Camden Road	960m	12 minutes'

By Bicycle

- 2.10 It is generally accepted that cycling is a suitable mode of travel for journeys up to 8km in length although in London, longer journeys are commonplace. Much of Inner and Central London is within an 8km cycle ride of the site, as shown in **Figure 3**.

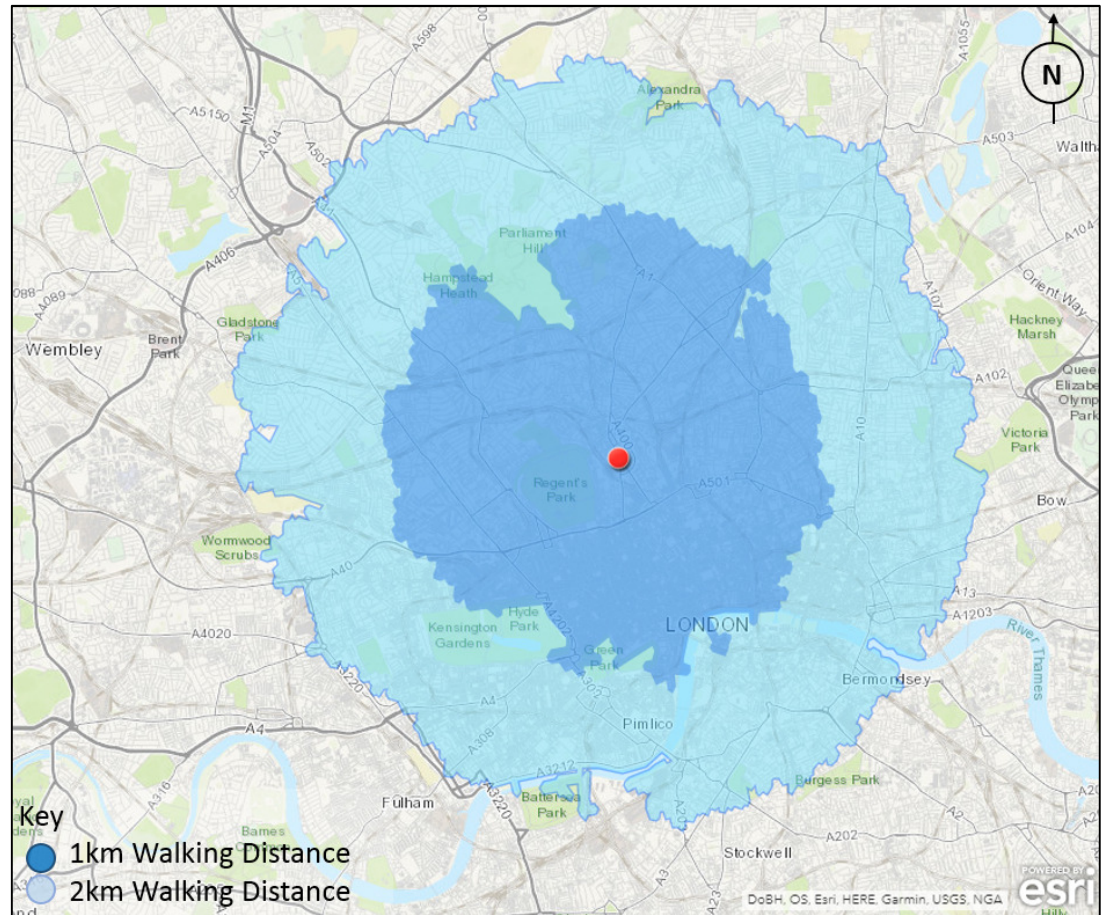


Figure 3 – Cycle Catchment Map

- 2.11 Transport for London's (TfL) Cycle Map 7 shows the cycle routes within the local area. This includes Arlington Street, Mornington Crescent and Delancey Street which are all identified as *"other routes that have been recommended by cyclists"*.
- 2.12 Camden High Street is served by a number of publically available cycle parking stands located on the footway. This includes 8 Sheffield stands on the western footway south of Symes Mews. The closest Santander cycle docking stations are located within a 250m walking distance to the south of the site, adjacent to Harrington Square Gardens. These stations provide capacity for 64 bicycles.

Public Transport

- 2.13 The site is highly accessible by public transport with numerous bus routes available from Camden High Street, Delancey Street, Hurdwicke Place and Camden Street whilst Mornington Crescent, Camden Town and Camden Road stations are all within suitable walking distance.

Underground Services

- 2.14 Northern Line services are available from Mornington Crescent and Camden Town underground stations providing access towards locations between Morden and High Barnet / Edgware. Services operate every 2 minutes in each direction.

Overground Services

- 2.15 Camden Road Station is located within a 960m walking distance of the site providing access onto the London Overground network. This provides approximately 5 services per hour to Clapham Junction, 8 per hour to Stratford and 4 per hour to Richmond as well as locations in between.

Bus Services

- 2.16 The closest bus stops 'E' and 'J' are located on Camden High Street within 200m walking distance to the north. There are further bus stops within a suitable walking distance of the site, as set out in **Figure 4**.

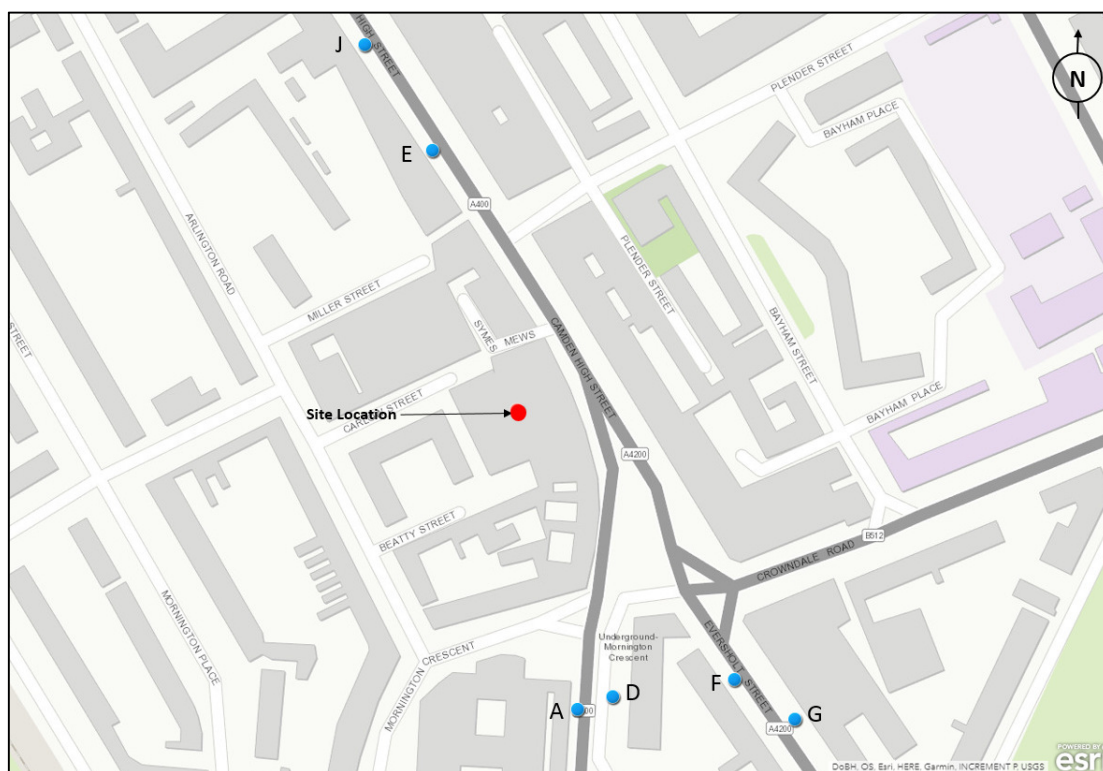


Figure 4 – Location of Bus Stops in Proximity to the Site

- 2.17 The local bus services are summarised in **Table 2.3**, whilst the TfL Bus Spider Map is provided in **Appendix A**.

Table 2.3: Summary of Bus Service Frequency

Bus Stop Location	No.	Route	Weekday Frequency (Vehicles per hour)
Bus Stop E	88	Camden Town to Clapham Common	9
	134	North Finchley to Tottenham Court Road	12
	214	Highgate Village to Moorgate	8
Bus Stop J	24	Hampstead Heath to Pimlico	10
	27	Chalk Farm to Chiswick	8
	29	Trafalgar Square to Wood Green	15
	168	Hampstead Heath to Old Kent Road	9
	253	Euston to Hackney Central	12

Public Transport Accessibility Level (PTAL)

- 2.18 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.
- 2.19 The site has a PTAL level of 6b, the highest classification available, demonstrating that it has an excellent level of accessibility to public transport. **Appendix B** includes a summary of the PTAL report.

Car Club

- 2.20 There are a number of car club vehicles located on surrounding streets. This includes vehicles on Arlington Road and Mornington Crescent, approximately 300m to the west of the site. The vehicles are operated by City Car Club.

Method of Journey to Work

- 2.21 The 2011 Census has been examined to establish the method of journey to work for employees in the area (associated with the longest part of their journey). **Table 2.4** indicates that, in the Middle Layer Super Output Area Camden 021, 77% are undertaken on public transport, whilst 10% of all journeys are undertaken by active modes of travel.

Table 2.4: Existing Modal Split (Census 2011)

Mode	Percentage (%)
Underground	37%
Train	30%
Bus	10%
Taxi	0%
Motorcycle	1%
Car Driver	11%
Car Passenger	1%
Bicycle	4%
On foot	6%
Total	100%

3 POLICY

National Planning Policy Framework

- 3.1 The National Planning Policy Framework (NPPF) was published on the 24th July 2018 setting out the Government's planning policies for England and how these are expected to be applied.
- 3.2 When considering the transport effects of a development, NPPF states that:
- "all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment and that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*
- 3.3 Plans and decisions should take account of whether:
- *"the opportunities for sustainable transport modes have been taken up depending on the nature of the development and location of the site;*
 - *safe and suitable access to the site can be achieved for all people; and*
 - *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*
- 3.4 Paragraph 109 advises that:
- "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

The London Plan

- 3.5 The London Plan (March 2016) is a Spatial Development Strategy which sets out the framework for the development of London over the next 20-25 years.
- 3.6 Policy 6.1 sets out a number of strategic aims, with those relevant to the proposals as follows:
- a) *"encouraging patterns and nodes of development that reduce the need to travel, especially by car;*
 - b) *seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand;*
 - c) *improving interchange between different forms of transport, particularly around major rail and Underground stations, especially where this will enhance connectivity in outer London;*
 - i) *promoting walking by ensuring an improved urban realm."*

3.7 The London Plan parking standards are summarised in **Table 3.1.**

Table 3.1. Parking Standards for B1 Office		
Type	Long-stay	Short-stay
Cycles	1 per 90sqm	First 5,000 sqm: 1 per 500sqm Thereafter: 1 per 5,000sqm
Cars	Max 1 space per 600-1,000 sqm (GIA)	

Draft London Plan

3.8 The Draft London Plan was published for consultation between December 2017 and March 2018. The current 2016 plan is still the adopted Development Plan, however, the Draft London Plan is a material consideration in planning decisions.

3.9 Policy T1 seeks a strategic approach to transport and states at paragraph 10.1.1. that:

*"The integration of land use and transport, and the provision of a robust and resilient public transport network, are essential in realising and maximising growth and ensuring that different parts of the city are connected in a sustainable and efficient way. In order to help facilitate this, an integrated strategic approach to transport is needed, with an **ambitious aim to reduce Londoners' dependency on cars** in favour of increased walking, cycling and public transport use. Without this shift away from car use, London cannot continue to grow sustainably".*

3.10 Furthermore, T2 sets out the Healthy Streets Approach which states that:

"Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling."

3.11 With regards to parking, the relevant standards are set out below in **Table 3.2.**

Table 3.2. Draft London Plan Parking Standards for B1 Office		
Type	Long-stay	Short-stay
Cycles	1 per 75 sqm	First 5,000 sqm: 1 per 500sqm Thereafter: 1 per 5,000sqm
Cars	Car-free	

Camden Local Plan

- 3.12 The Local Plan was adopted by the Council on the 3rd July 2017 and has replaced the Core Strategy and Camden Development Policies documents as the basis for planning decisions and future development in the borough.
- 3.13 Chapter 10 provides details on the transport policy objectives for the borough including:
- Policy T1 - Prioritising walking, cycling and public transport;
 - Policy T2 - Parking and car-free development;
 - Policy T3 - Transport infrastructure; and
 - Policy T4 - Sustainable movement of goods and materials.
- 3.14 With regards to cycle parking the document states that developments should provide for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan.
- 3.15 For car parking, the document states that the Council will limit the availability of parking and require all new developments in the borough to be car-free.

4 ASSESSMENT OF THE PROPOSALS

The Proposal

- 4.1 The proposed change of use seeks to provide B1 office floorspace within the existing building. A copy of the Architect's plans is included at **Appendix C**. The site will be car-free whilst cycle parking will be provided in accordance with standards. All deliveries and refuse collections would take place on-street.

Trip Generation

- 4.2 The site has a PTAL rating of 6b, will not be providing on-site parking and is located within a controlled parking zone. On this basis, vehicle activity associated with the proposed office use will be limited to deliveries, taxis, disabled users and servicing. The impact on the local highway network is therefore expected to be negligible, especially when considered in context with the existing and previous uses.
- 4.3 The office building is expected to accommodate approximately 88 employees based on the British Council of Offices (BCO) 2013 publication "Occupier Density Study" which suggests a mean density of one workplace per 10.9 m² NIA. The vast majority of employees would typically arrive between 7am and 10am and depart between 4pm and 7pm.
- 4.4 The Census data set out in **Table 2.4** suggests that 37% of employees (33 people) would travel by underground for the longest part of their journey to work, 30% (26 people) by rail and 10% (9 people) by bus. When these trips are split across the peak periods and numerous public transport services available within the area, the change of use at the site is not considered to have a material impact on public transport services in the area. As aforementioned, the site achieves the highest PTAL rating possible with Mornington Crescent, Camden Town, Camden Road and Euston stations all within walking distance.
- 4.5 Based on the above there is expected to be no impact on the local road and public transport networks.

Parking

- 4.6 The development will be car-free. This is considered appropriate given the site has an excellent PTAL rating and is in close proximity to public transport opportunities as well as walking and cycling routes. The existing CPZ restrictions that are in operation within the local area will also prevent any parking on-street, except for disabled users. On this basis, the proposals are in accordance with local policy.

- 4.7 Any disabled parking demand would be met on-street. The closest opportunities include parking bays on Camden High Street which permit parking for a maximum 3 hours. In addition, blue badge holders are permitted to park within resident and pay and display parking bays free of charge and with no time limit.

Cycle Parking

- 4.8 Cycle parking will be provided in accordance with standards. This would include secure and undercover facilities and secured by way of condition.

Deliveries and Servicing

- 4.9 Delivery and servicing activity will take place on-street within existing loading bays located on Camden High Street. This permits loading for up to 20 minutes.
- 4.10 Office developments typically generate approximately 0.25 deliveries per 100 sqm. As such, it is reasonable to assume that 1,149 sqm of floorspace will generate circa 3 deliveries per day, resulting in no material impact on the local highway, especially when considered in context with the existing and previous uses.
- 4.11 The majority of deliveries to office units are typically associated with post, online orders and office supplies which typically take place from Luton or Transit style box vans. Many vehicles making deliveries to office developments are already travelling in the area in any event as part of their schedule of multiple drop-offs and will therefore have little or no impact on the surrounding area.
- 4.12 A private refuse collection agreement would be arranged by the office tenant with bins stored within the site boundary. Refuse vehicles would collect waste from the street in a similar arrangement to the existing building and other neighbouring properties.

5 SUMMARY AND CONCLUSION

Summary

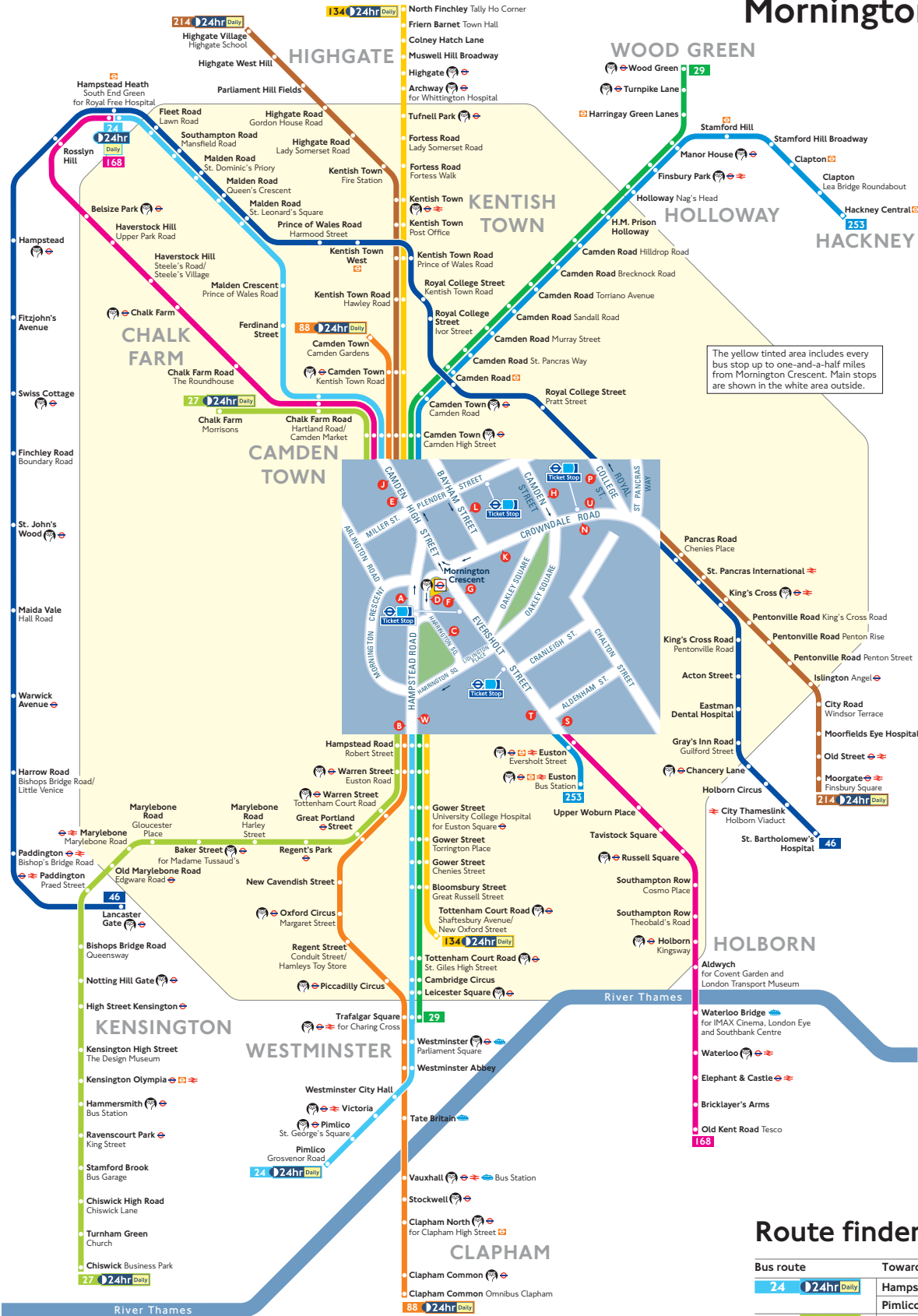
- 5.1 TTP Consulting has been appointed to provide traffic and transport advice in relation to the proposed change of use to provide office space at 15a-37 Camden High Street, located within the London Borough of Camden (LBC).
- 5.2 The proposals can be summarised as follows:
- The site achieves a PTAL rating of 6b and is highly accessible by all modes. As such, it is anticipated that the majority of trips associated with the site would be undertaken using sustainable modes of travel. Given the vast number of public transport services available within walking distance, the change of use application is not expected to have a material impact on public transport networks;
 - The development will be car-free. This is considered appropriate given the site's location in proximity to public transport opportunities and given there are existing CPZ restrictions operating within the local area. Vehicle activity will be limited to disabled users, deliveries, taxis and servicing and therefore this is unlikely to have a noticeable impact on the local road network, especially when considered in context with the existing and previous uses;
 - Cycle parking will be provided in accordance with local policy and secured by way of condition. This will include sheltered and secure cycle parking facilities; and
 - Deliveries and servicing activity will be undertaken on-street within existing loading bays and in line with existing restrictions.

Conclusion

- 5.3 The proposed scheme will not give rise to any material transport related impacts. It therefore meets the test of the NPPF and paragraph 109, which states that:
- "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*
- 5.4 In light of the above, we conclude that the proposal is acceptable in traffic and transport terms.

Appendix A

Buses from Mornington Crescent



Information correct from February 2017
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Route finder

Bus route	Towards	Bus stops
24 24hr Daily	Hampstead Heath	A B J
	Pimlico	C W
27 24hr Daily	Chalk Farm	A B J
	Chiswick Business Park	D W
29	Trafalgar Square	C W
	Wood Green	A B J
46	Lancaster Gate	P
	St. Bartholomew's Hospital	H U
88 24hr Daily	Camden Town	A B E
	Clapham Common	D W
134 24hr Daily	North Finchley	A B E
	Tottenham Court Road	C W
168	Hampstead Heath	J T
	Old Kent Road	G S
214 24hr Daily	Highgate Village	E K N
	Moorgate	L U
253	Euston	G S
	Hackney Central	F J T

For night bus information, please see separate poster

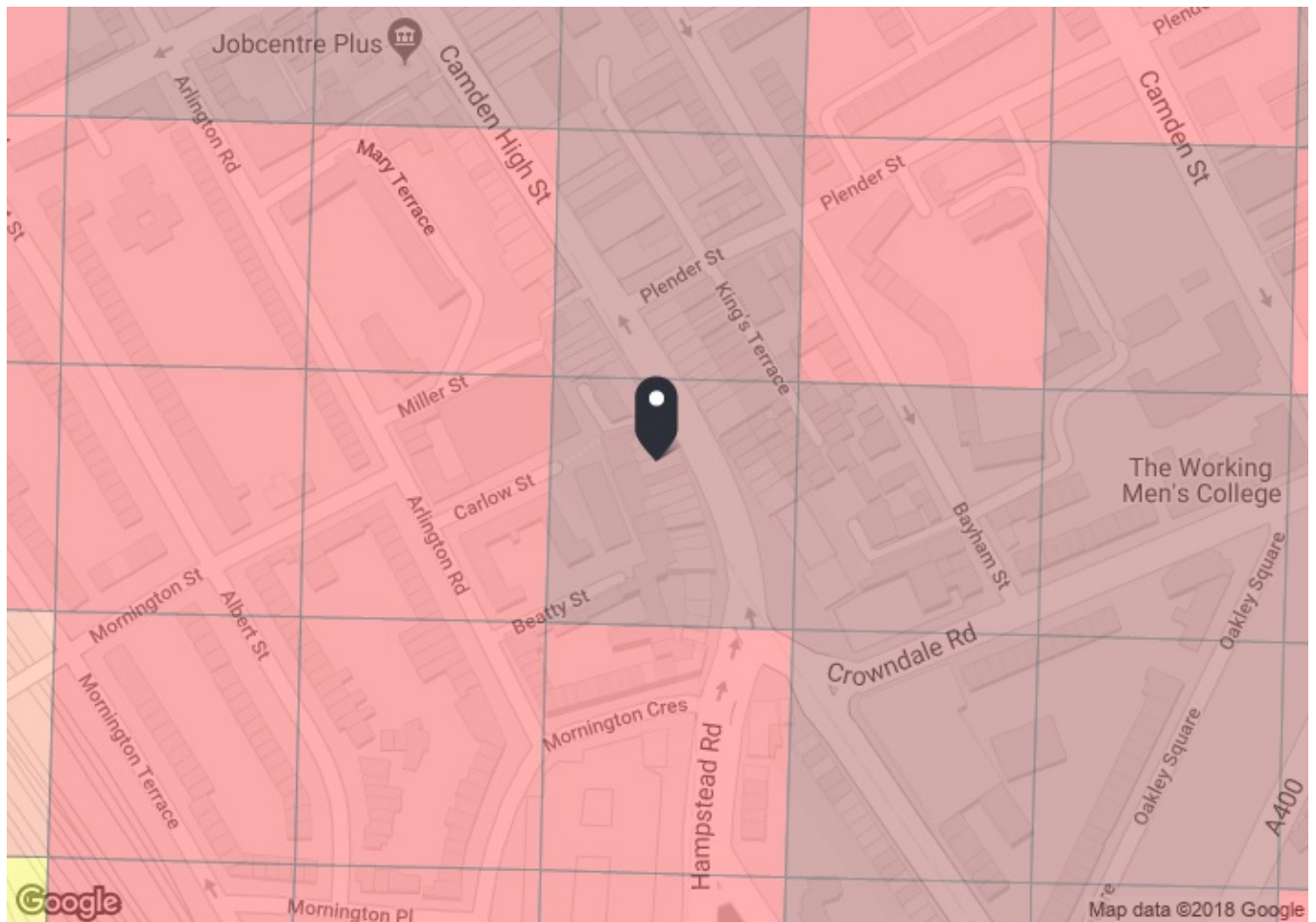
Ways to pay

	Use your contactless debit or credit card. It's the same fare as Oyster and there is no need to top up.
	Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.
	Sign up for an online account to top up online and see your travel history and spending

Key

	Connections with London Underground
	Connections with London Overground
	Connections with National Rail
	Connections with river boats
	Tube station with 24-hour service Friday and Saturday nights

Appendix B



PTAL output for Base Year 6b

29 Camden High St, Kings Cross, London NW1 7JE, UK
Easting: 529140, Northing: 183461

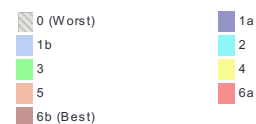
Grid Cell: 95611

Report generated: 09/10/2018

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL



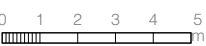
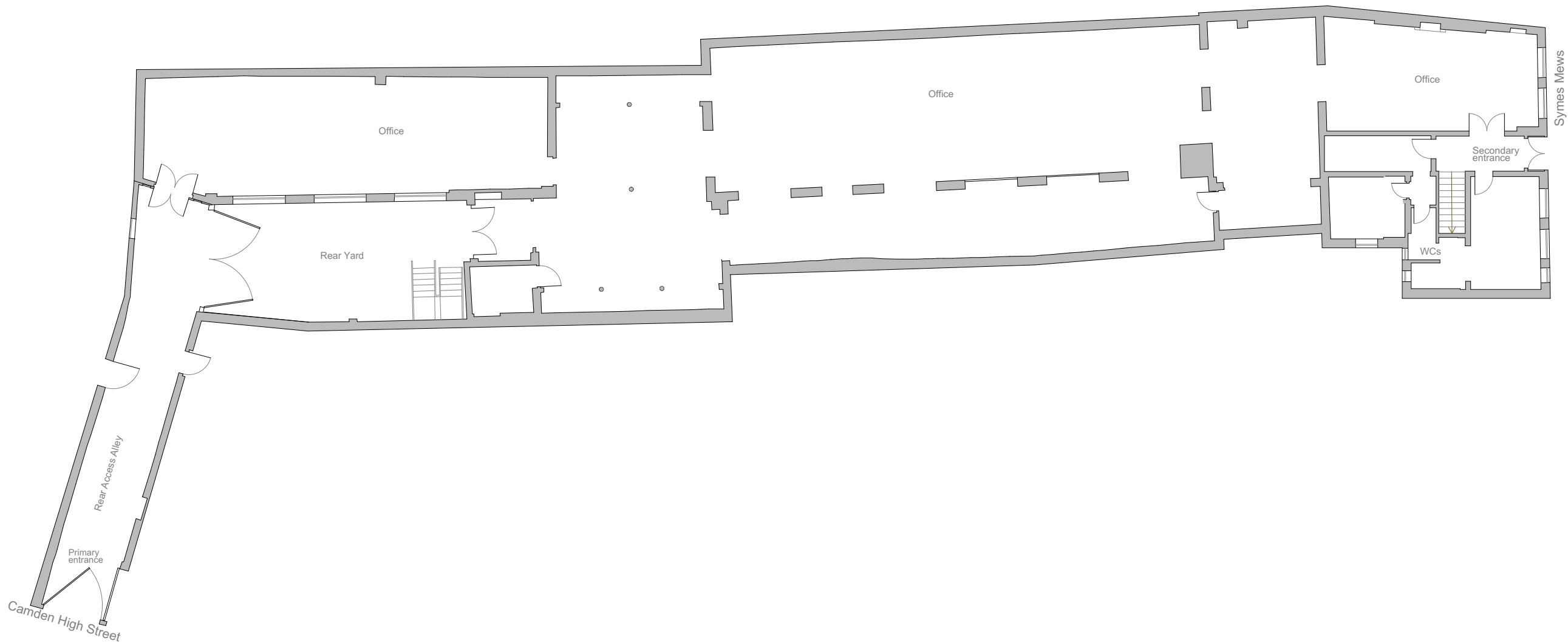
Map layers

 PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	CAMDEN TOWN STATION	31	372.75	10	4.66	5	9.66	3.11	0.5	1.55
Bus	CAMDEN HIGH S PLENDER ST	24	184.65	10	2.31	5	7.31	4.11	0.5	2.05
Bus	CAMDEN HIGH S PLENDER ST	134	184.65	12	2.31	4.5	6.81	4.41	0.5	2.2
Bus	CAMDEN HIGH S PLENDER ST	29	184.65	15	2.31	4	6.31	4.76	1	4.76
Bus	CAMDEN HIGH S PLENDER ST	88	184.65	9	2.31	5.33	7.64	3.93	0.5	1.96
Bus	CAMDEN HIGH S PLENDER ST	27	184.65	8	2.31	5.75	8.06	3.72	0.5	1.86
Bus	CAMDEN HIGH S PLENDER ST	214	184.65	8	2.31	5.75	8.06	3.72	0.5	1.86
Bus	E'SHOLT S CROWDALE CENT	168	172.64	9	2.16	5.33	7.49	4	0.5	2
Bus	E'SHOLT S CROWDALE CENT	253	172.64	12	2.16	4.5	6.66	4.51	0.5	2.25
Bus	CAMDEN ST CROWDALE RD	46	431.47	6	5.39	7	12.39	2.42	0.5	1.21
Bus	PRATT STREET	C2	278.72	8	3.48	5.75	9.23	3.25	0.5	1.62
Bus	PRATT STREET	274	278.72	7.5	3.48	6	9.48	3.16	0.5	1.58
Rail	Camden Road	'CLPHMJ2-STFD 2L50'	950.91	3.67	11.89	8.92	20.81	1.44	1	1.44
Rail	Camden Road	'STFD-CLPHMJ2 2Y11'	950.91	3.67	11.89	8.92	20.81	1.44	0.5	0.72
LUL	Camden Town	'Edgware-Morden'	527.41	9	6.59	4.08	10.68	2.81	0.5	1.41
LUL	Camden Town	'Morden-HighBarnet'	527.41	14.67	6.59	2.79	9.39	3.2	0.5	1.6
LUL	Camden Town	'Morden-MillHillE'	527.41	4	6.59	8.25	14.84	2.02	0.5	1.01
LUL	Camden Town	'Morden-Edgware'	527.41	4.67	6.59	7.17	13.77	2.18	0.5	1.09
LUL	Mornington Crescent	'HighBarnet-Morden'	102.73	0.33	1.28	91.66	92.94	0.32	0.5	0.16
LUL	Mornington Crescent	'Kennington-Edgware'	102.73	14.67	1.28	2.79	4.08	7.35	1	7.35
LUL	Mornington Crescent	'HighBarnet-Kenningt'	102.73	5.33	1.28	6.38	7.66	3.92	0.5	1.96
LUL	Mornington Crescent	'MillHill-Morden'	102.73	1.67	1.28	18.71	20	1.5	0.5	0.75
LUL	Mornington Crescent	'MillHillE-Kenningt'	102.73	1.67	1.28	18.71	20	1.5	0.5	0.75
Total Grid Cell AI:										43.16

Appendix C



Copyright pH+
No implied licence exists. This drawing should not be used to calculate areas for the purpose of valuation. Do not scale this drawing. All dimensions to be checked on site by the contractor and such dimensions to be their responsibility. All work must comply with relevant British Standards and Building Regulations requirements. Drawing errors and omissions to be reported to the architect.

Revisions			
Rev.	By	Date	Description
/	LLG	17/10/18	Planning Issue

pH+

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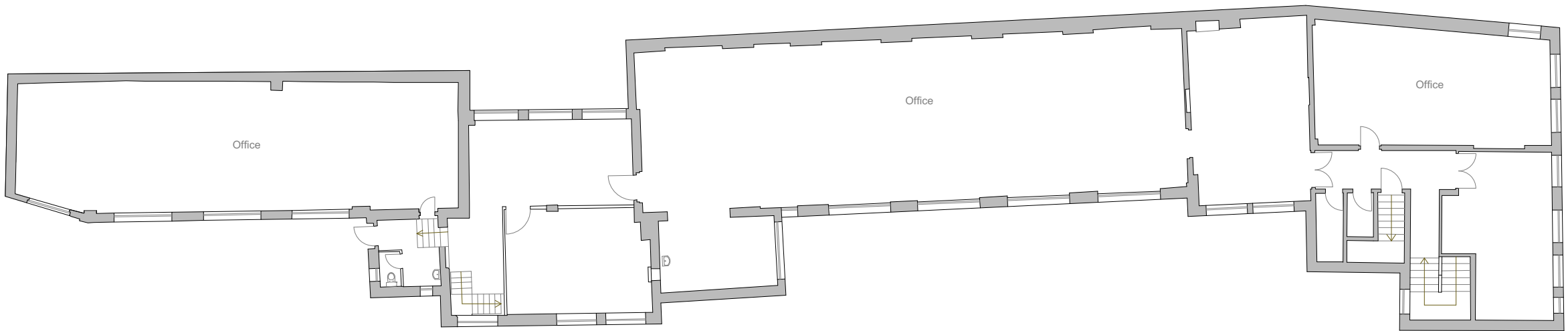
Project Title
Symes Works
Project Address
15a - 37 Camden Hight Street
London NW1 7JE

Drawing Name
Proposed Ground Floor

Status
Planning

Scale
A3 1:200
A1

Proj. No.	Area	Dwg. No.	Type	Rev
861	- X -	0200	- GA -	/



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Revisions			
Rev.	By	Date	Description
/	LLG	17/10/18	Planning Issue

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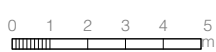
Project Title
Symes Works
Project Address
15a - 37 Camden Hight Street
London NW1 7JE

Drawing Name
Proposed First Floor

Status
Planning

Scale
A3 1:200
A1

Proj. No.	Area	Dwg. No.	Type	Rev
861	- X -	0201	- GA -	/



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Revisions			
Rev.	By	Date	Description
/	LLG	17/10/18	Planning Issue

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Drawing Name
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Scale
A3 1:200
A1

Proj. No.	Area	Dwg. No.	Type	Rev
861	- X -	0202	- GA -	/