



Date: 04/09/2019
Our ref: 2019/2909/PRE
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Dear Mr Flight,

Re: 1 Chalton Street, London, NW1 1JD

Thank you for submitting a pre-planning application enquiry for the above property which was received on 05/06/2019 together with the required fee. This advice has been informed by a site visit to the property with a member of the conservation team, as well as a pre-app meeting which was held at the Council's offices on the 03/09/2019.

1. Drawings and documents

- 1.1. The following documentation was submitted in support of the pre-application request:
- Existing Plans - 19162_001A,
 - Proposed Plans 19162_002A
 - Proposed Section 19162_003
 - Site photographs

2. Proposal

- 2.1. Advice is requested in relation to the upwards extension of the existing single storey (plus basement) building to provide an additional four floors above. It is assumed that this would involve the demolition of existing (above ground) and replacement of a five storey (plus basement) building. The proposed building would host a retail unit (Use Class A1) at ground floor and basement and office accommodation (B1a) at upper floors. Submitted plans do not indicate any changes to the existing basement plan, other than internal fit out works and replacement for access stair.

3. Site description

- 3.1. The site in question relates to a single storey (plus basement) end of terrace commercial building on the western side of Chalton Street. The property currently hosts a retail unit (A1) at ground floor, with ancillary storage in the basement below.

- 3.2. The application site is not located within a conservation area. However, immediately to the South of the building sits the grade II listed 'The Rocket' public house. This adjacent building forms the corner with Chalton Street and Euston Road and is a heritage asset of national significance.
- 3.3. The property also sits within the designated Chalton Street Neighbourhood Centre, whereby special policies apply to manage the retail and commercial offer of the centre. The Council's registers indicate that the site is subject to a number of underground development constraints, including issues relating to ground stability and subterranean groundwater.

4. Relevant planning history

- 4.1. The following planning history is relevant to this site:

No.1 (Application Site)

TP103351/16579: Planning permission was granted on the 06/12/1963 for the 'Installation of new shop front and use of ground floor as a retail shop'

Rocket Public House, 120/122 Euston Road (adjacent)

TP8707/6451: Planning permission was refused on the 18/09/1961 for the 'The redevelopment of the site of 120/122 Euston Road, by the erection of an office block'

8570022: Listed build consent was granted on the 17/04/1985 for the 'Internal and external works of refurbishment including the renewal of the parapet wall around the front extension and the reinstatement of the columns and cornice to the ground floor in fibre glass'.

9170116: Listed build consent was refused on the 23/07/1992 for the 'Internal and external alterations including (i) Replacement of entrance lobby and doorway on Euston Road frontage with new window bay (ii) Erection of single storey toilet extension to rear on Chalton Street side (iii) Internal alterations to alter entrance lobbies remove timber bar counter and glazed screen and create new raised floor area'

9200523: Planning permission was granted on the 20/08/1992 for the 'Erection of rear extension at ground floor for use as ladies' WC and minor external alterations to the entrance doors on the corner'

9400757 & 9470156: Planning permission and listed building consent was granted on the 21/07/1994 for the 'Change of use of the ground floor from retail to an extension to the public house next door and associated works of alteration to the external frontage'

2019/2124/P & 2019/2737/L: Application registered (pending decision) for the 'External alterations comprising of new tiled floor, works to glazing panels, tiled fascia and associated works' & 'Full internal refurbishment of public house, including alterations to internal lobby, bar servery, walls and floor finishes'

Nos.122 Euston Road (adjacent – prior to amalgamation with pub)

TP19729/15929: Planning permission was granted on the 01/02/1940 for the 'The erection of a single storey extension to the existing factory to form a store and cold store on land at the rear of No.122 Euston Road, St. Pancras.'

20553: Planning permission was granted on the 11/06/1975 for the 'The retention of a single storey extension for storage purposes at the rear of 122 Euston Road, N.W.1.'

10082: Planning permission was granted on the 29/01/1971 for the 'Retention of a single storey extension at the rear of 122 Euston Road, Camden, for a further limited period.'

Nos.124 Euston Road (adjacent)

TP19729/14376: Planning permission was refused on the 14/05/1963 for the 'The redevelopment of the site of No. 124 Euston Road, St. Pancras, by the erection of a building comprising part-basement and ground floors and part-basement, ground and seven floors over, for use as showroom, stores and offices'

L13/11/G/37038: Planning permission was granted on the 08/03/1984 for the 'The change of use from retail to restaurant with takeaway facilities'

8500294: Planning permission was granted on the 22/05/1985 for the 'Erection of a new shopfront and the insertion of a new window in flank wall.'

9300467: Planning permission was granted on the 06/01/1994 for the 'Change of use of part ground floor and basement from Retail use within Class A1 of the Town and Country Planning (Use Classes) Order 1987 to use as a Drop-In Centre within Class D1 of the same Order and the installation of two new shopfronts to front and side elevations'

5. Relevant policies and guidance

- [National Planning Policy Framework \(2019\)](#)
- [London Plan \(2016\)](#)
- **LB [Camden Local Plan \(2017\)](#)**
 - G1 - Delivery and location of growth
 - C1 - Health and well-being
 - C4 - Public houses
 - C5 - Safety and security
 - C6 - Access for all
 - E1 - Promoting a successful and inclusive Camden economy
 - E2 - Employment premises and sites
 - A1 - Managing the impact of development
 - A4 - Noise and vibration
 - D1 - Design
 - D2 - Heritage
 - D3 - Shopfronts
 - CC1 - Climate change mitigation
 - CC2 - Adapting to climate change
 - CC3 - Water and flooding
 - CC4 - Air quality
 - CC5 - Waste
 - TC1 - Quantity and location of retail development
 - TC2 - Camden's centres and other shopping areas
 - T1 - Prioritising walking, cycling and public transport
 - T2 - Parking and car-free development
 - T3 - Transport infrastructure

- T4 - Sustainable movement of goods and materials
- DM1 Delivery and monitoring
- **Euston Area Plan**
- **Camden Planning Guidance:**
 - CPG Access for all (March 2019)
 - CPG Air quality (March 2019)
 - CPG Amenity (March 2018)
 - CPG Basements (March 2018)
 - CPG Community uses, leisure facilities and pubs (March 2018)
 - CPG Design (March 2019)
 - CPG Developer contributions (March 2019)
 - CPG Employment sites and business premises (March 2018)
 - CPG Energy efficiency and adaptation (March 2019)
 - CPG Town centres (March 2018)
 - CPG Transport (March 2019)
 - CPG Planning for health and wellbeing (March 2018)
- Emerging [New London Plan \(2019 draft\)](#)
- Emerging Somers Town [Neighbourhood Plan](#)

6. Assessment

6.1. The main issues to consider in this case are as follows:

- Land use,
- Design and heritage,
- Managing impacts of the development,
- Transport,
- Sustainable design and construction,
- Planning Obligations,
- AOB

7. Land Use

7.1. Based on the plans submitted for pre-app, the works proposed would involve the following land use changes:

<i>(all GIA* sqm)</i>	Retail (A1)	Office (B1a)	Total
Existing:	71.5	0	71.5
Proposed:	62	134	196
		Total uplift:	+124.5sqm

**Gross Internal Area*

Office (B1a)

7.2. The submitted plans show that the works would involve the uplift of 134sqm of office floorspace. Although housing is the priority land use of the Local Plan, policy G1 states that to

meet Camden's objectively assessed needs up until 2031 an additional c.695,000sqm of new office floorspace is required. Accordingly, Policy E1 states that the Council will direct new office development to the growth areas, Central London or town centres in order to meet this forecast demand. Policy E2 (Employment premises and sites) states that the Council will encourage the provision of employment premises and sites in the borough.

- 7.3. The application site is located outside of a designated growth area, but inside Central London and in a highly sustainable location that is very highly accessible by public transport (PTAL 6b – highest). As such, the site is in a suitable location for new employment floorspace and the principal of this uplift is supported in policy terms. The proposed uplift would fall short of the policy trigger for the provision of affordable workspace and so there would not be a requirement to provide (para.5.44).
- 7.4. In terms of the office accommodation, the layouts and floor to ceiling heights shown on plans would indicate that the floor plates provided would allow for an appropriate standard of employment accommodation. The space could viably be let to a single tenant across all upper floors (1st to 4th) or split between multiple tenants if the 1st floor facilities were shared. As such the accommodation could provide for a range of business sizes, including SMEs as required by policy E2. It is noted that between 1st and 3rd floor levels the rear elevation would not feature any windows, meaning that at each floor two front sash windows would provide natural light. In order to improve the levels of natural light for future occupiers, it is recommended that rear fenestration is added. Should privacy to the rear be an issue, such windows could either be obscure glazed and fixed shut or clerestory windows could be installed. It is also noted that the upper floor would not be step-free. Whilst our Access policy (C6) would require all new commercial development to be designed in accordance with accessible design standards, it is noted that in this instance the spatial requirements for the installation of a lift core would likely render the scheme unviable and so this is not objectionable. This should however be fully justified in support of the application.

Retail (A1)

- 7.5. Plans show that below the office, a retail unit would be retained at ground and basement floor levels. As the additional floors would require a separate core, the works would however result in a reduction to the size of this unit (-9.5sqm). In addition, by relocating the access stair from its existing position to the rear of the unit, the area of the unit at ground floor level would be further reduced.
- 7.6. As the unit is located within a designated Neighbourhood Centre, the reprovision of the retail unit would be necessary for the scheme to be supported. The inclusion of a retail unit is therefore welcomed. Whilst the works would result in some overall loses in retail floor area, it is noted that the reductions are a necessity of upwards extension. Furthermore it is noted that in order to ensure separation between units, the new access stair to basement level is also required. Although the resulting unit would have a ground floor trading area of only 25sqm, it would still maintain a dedicated basement area for storage or additional trading area. As such, it is considered that these reductions are acceptable on balance as they would still maintain a viable retail unit on site whilst also allowing for the provision of office accommodation. Should a formal application be submitted and recommended for approval, a condition would be applied that this unit should remain in retail use and be reprovided and ready for occupation before first occupation of the offices above to ensure that the health and retail offer of the local centre is maintained for the local community.

Mixed Use Development

- 7.7. Although the site is located within the Central London Area, as the proposed uplift is less than 200sqm, the Council's mixed-use policies (H1/H2) would not be triggered. As such there

would be no policy expectation for the development to contribute towards the supply of housing and/or affordable housing (H2/H4).

7.8. In light of the above, I would advise that in principal the proposed development would be supported by officers in terms of its land use changes.

8. Design and heritage

8.1. Policy D1 (Design) requires that all developments, including alterations and extensions to existing buildings, secure high quality in design that responds and respects local character. Policy D2 seeks to preserve and, where appropriate, enhance Camden's rich and diverse heritage assets and their settings, including listed buildings. As the site is immediately adjacent to a listed building, the Council has a statutory duty to pay special attention to the desirability of preserving the special architectural and historic interest of the listed building, including its setting, under s.66 of the Listed Buildings and Conservation Areas Act 1990 as amended by the Enterprise and Regulatory Reform Act (ERR) 2013.

8.2. The application site is a single storey building situated at the end of a terrace that stretches northwards along Chalton Street. No.1 sits between the terrace of 19th century townhouse that line Chalton Road and The Rocket a Grade II 19th century public house which occupies the corner of Chalton and Euston Road. The plot is occupied by a single storey retail unit which appears at odds with the buildings that form a generally unified terrace along the street.

8.3. Along Chalton Street, heights and styles of properties vary however, there is a general consistency in the parapet/shoulder height at three stories and enough of the double fronted, 19thC terrace buildings survive to mean that the established character of the street remains historic. Accordingly, properties tend to feature sash windows with tiled dual pitch or mansard roofs, though many have since been lost over the years. Generally, properties feature brick or rendered facades. There have been some insensitive alterations to properties within the row, including the adjacent no.2 which features inappropriate uPVC casement windows and French doors to its front elevation. These features detract from the character of the area and should not form a precedent for future developments. The adjacent listed public house is a brick faced building with intricate detailing. The buildings features windows on its side elevation that face over (and most likely predate) the application site as well as brick decoration to the chimney and side elevation. These will act to limit the development potential of the site. Ensuring that the setting of the adjacent listed building pub is preserved would be a prerequisite of any development on this site being supported by officers. Likewise, ensuring that any development here sits comfortably within the terrace and streetscene would also be necessary.

8.4. At present, the proposed development is considered to be too tall for its setting and context. It would have a parapet height a full storey higher than the wider terrace and would even sit above the shoulder height of the adjacent public house. Not only would this detract from the prominence of this corner building, it would also fully mask views towards the chimney and brick detailing to the side flank of the listed pub, features that contribute towards its significance. For these reasons in its current form the scheme would be considered harmful in design and conservation terms. The scheme would not deliver any convincing public benefits that might outweigh such harm and as such I would advise that it would not be supported and would be refused if submitted in its current form. I would advise that in order to address this harm, the scheme would need to be reduced by a full storey, with the top storey articulated as a mansard. I would also advise that the left hand side to the mansard would need to be angled/sculpted, rather than have a gable end, to increase views to the brick chimney of the adjacent listed pub. Given that this area serves the stair core only, this could be accommodated maintaining a minimum floor to ceiling above each step and without

causing a loss of lettable floorspace. Such a change to the roof form would also help to demarcate the property as forming the end of the terrace and therefore enhancing its contribution to the streetscene.

- 8.5. In addition to the above amendments, in order to be supported the architectural treatment to the front elevation would need to represent high quality. At present, submitted elevations would not provide the necessary confidence that such quality would be provided. For instance, the replacement shopfront would not follow principals of good shopfront design, featuring a minimal stall riser and over sized large fascia board. In addition, the design of upper floors has sought to replicate the poor quality late 20th C property next door with its use of casement windows with minimal recesses. Whilst the use of an appropriate brick (most likely London stock) would be supported, the bond and detailing would need to remain high quality and to add interest to meet adopted design policy requirements. I would suggest that applying a high quality brick with stretcher bond and more intricate windows surround details, or a Flemish bond with simple soldier course across the front elevation would greatly improve the design quality of the building whilst remaining sympathetic to context. In addition, the use of timber sash windows would also more appropriately accord with local context and a meaningful recess to windows (at least 150-200mm) should be allowed for, in order for the elevation to remain robust in appearance.
- 8.6. In summary, I would advise that the scheme as currently shown would not be supported by officers and would be refused if it was submitted formally. This would be as a result of its impact to the setting of the adjacent listed building as well as disruption to the wider streetscene. I would advise that the above concerns could however be addressed by making the following changes:
- Reduction in height by a full storey;
 - Sculpting of mansard roof form above stair to improve views towards flank of listed building;
 - Amend windows to timber sashes with meaningful recesses; and
 - Increase stall riser to shop front and include solid horizontal band with fascia(s) set within to demarcate the base of the new building.

9. Managing the impacts of the development

- 9.1. Notwithstanding the above comments in relation to acceptability of the design of the proposals, in order for any future development of the site to be considered acceptable it would, in line with policy A1, also need to avoid adverse impacts to the amenities of the local area, neighbouring residents and local highways conditions.
- 9.2. Properties along Chalton Street generally feature commercial units at their ground floors, with residential units at upper floors. During the site visit, it was noted that this is true of the adjacent no.3-7 which features five flats at upper floors. In addition, records show that the adjacent Rocket Public House feature three residential flats at upper floors. One of which remains ancillary to the public house, but two remain separate flat accommodation. Access to these units was not afforded during the site visit but it is noted that the property features side windows that look out over the application site. Behind the site, the rear elevation of the property backs onto an area of densely built out single storey infill developments to the rear of properties along both Euston Road and Chalton Street. Observations made during the site visit as well as based on Council tax searches would suggest that these units remain in commercial uses.
- 9.3. Concern is raised with regard to the resulting impacts of the development upon the residential occupiers of the upper floors of the public house (no.120/122) and so this aspect of the

scheme would require closer attention. Depending on the types of rooms that the side windows to this property serve, there may be a requirement to commission a daylight / sunlight report to test the impact to natural light to these units, even once the height of the proposal is reduced in line with the advice set out above. If these windows are shown to serve only non-habitable rooms then this concern would be lessened. Conversely, if these windows serve primary habitable rooms and are the main source of natural light and/or outlook then this may act to limit the development potential of the site. This concern is also extended to the windows to the rear elevation of no.122 (understood to now be amalgamated into the public house). Though the proposed building would not project directly in front of the aspects from these windows, if they serve habitable rooms, impacts to natural light would need to be tested.

- 9.4. In relation to the adjacent no.3-7 Chalton Street, it is not considered likely that the proposed development would give rise to a harmful loss of outlook, natural light or privacy to these neighbouring residents. As the new building would share a party wall with those residential properties, there would however be some concern in terms of noise transfer into these units and the potential for disruption. As such, any subsequent permission would likely include conditions for the installation of sound insulation measures to be installed to this party wall to attenuate noise transfer.
- 9.5. Whilst the development, once built, may not give rise to detrimental loss of amenity (subject to consideration of windows of nos.120/122), the construction phase of the works would also require close attention to avoid undue disruption. Given the proximity of the site to Euston Road, the street markets and residential units along Chalton Street as well as lack of any onsite areas for the storage of materials, a Construction Management Plan would be required. This will be discussed further in the following transport section.

10. Transport

- 10.1. Policy T1 of the Local Plan promotes sustainable transport by prioritising walking, cycling and public transport in the borough; Policy T2 seeks to limit the availability of parking in the borough and requires all new development in the borough to be car-free; Policy T3 seeks improvements to transport infrastructure in the borough; and Policy T4 promotes the sustainable movement of goods and materials and seeks to minimise the movement of goods and materials by road. The Council's / Mayors policies therefore seek to promote sustainable modes of transport and dis-incentivise the use of private vehicular travel.
- 10.2. In order to encourage the use of cycles, the London Plan sets minimum thresholds for the spaces for different types of development. This requirement is supported by policy T1 of the Local Plan. For commercial development (Class B1) in inner London, the London Plan requires 1x long-stay space per 90sqm and 1x short-stay space per 500sqm. Long stay spaces should be provided internally in secure and easily accessible locations. No cycle parking is shown on the submitted plans for the scheme. It is noted, however, that to make such a provision would require the removal of a larger area of the ground floor commercial unit to the extent that this unit would be retained as a kiosk only. Given the policy preference for the promotion of the neighbourhood centre, the lack of provision is therefore not objectionable in this instance given the high PTAL score for the site. If a formal application is forthcoming, transport officers would however review whether a financial contribution would be required to fund the installation of short stay spaces (normally Sheffield stands) on the adjacent footway. Should this be necessary, the contribution would be secured as an obligation via a s106 legal agreement.
- 10.3. Further to the above, in order to ensure that the development does not worsen issues of local traffic, parking and air quality and also helps to promote more sustainable forms of travel, the development would need to be secured as car-free to be supported. This is a

requirement of all new development in the Borough. As such, an obligation would be secured via a s106 legal agreement to remove the rights to apply for on street parking permits from the property.

- 10.4. Finally, it is noted that the construction phase of the development could have the potential to cause damage to the adjacent foot/highway and also, if not properly managed, impacts to local amenities and traffic conditions. Should a formal submission be forthcoming, transport officers would determine whether a Construction Management Plan and/or Highways Contribution (in case of damage) would also need to be secured under the s106 legal agreement. We would expect a draft CMP (in line with our adopted pro-forma) to be submitted upfront. The final CMP would be secured after the consent and contractors have been appointed as a planning obligation.

11. Sustainable design and construction and air quality

- 11.1. Policy CC1 requires all development to minimise the effects of climate change and encourages all developments to meet the highest feasible environmental standards that are financially viable during construction and occupation. Policy CC2 requires development to be resilient to climate change by adopting climate change adaptation measures.
- 11.2. Whilst the application would not be of sufficient scale to warrant the need for a full energy / sustainability statement, nevertheless it would be expected that your supporting documents set out how the development minimises the effects of climate change and meets the highest feasible environmental standards that are financially viable during construction and occupation. This could be included within your planning statement.
- 11.3. Finally, it is noted that the application site is situated adjacent Euston Road, which has one of the poorest air quality in the Borough. By introducing new employment space, the development would be introducing new sensitive receivers (i.e. staff) into an area of poor air quality. In line with the requirement to ensure that exposure to poor air quality is reduced under policy CC4 (Air Quality), we would therefore expect a basic Air Quality Assessment to be provided upfront with your submission. Should the results of the basic AQA find that either further testing or mitigation measures are necessary these would then be secured during the course of the application. For more guidance of AQAs please see our guidance document.

12. AOB

Basements

- 12.1. As set out at the beginning of the report, as the submitted plans do not indicate that the works would involve any excavation works advice in relation to basement development has not been issued. Please note that if your scheme were to be amended to include additional excavations to the existing basement floor, you will need to prepare a Basement Impact Assessment (BIA) to be submitted alongside your application. This may be required even where the basement would remain single storey. For instance, if you intend to lower of basement floor slab to a level below the existing foundation level then a BIA may be necessary, especially considering the underground development constraints and proximity to listed structures. Such a BIA would need to be subject to an independent verification audit by third party consultants at your expense. If your scheme involves basement works you are strongly advised to ensure that both you and your basement consultants have read the Council's Basement CPG.

Flexible uses

- 12.2. During our meeting, the potential for the commercial unit to be secured as a flexible A1/A2 permission was discussed. As well as retail, this would also permit the use of the unit for purposes described as 'Financial and Professional Services' (e.g. banks, building societies, estate / employment agencies and professional services (not health or medical services). A travel agents would fall within the use class A1.
- 12.3. Should such a permission be sought then the potential loss of the retail unit would need to be considered against policy TC2. This policy seeks to retain a minimum proportion of retail units across the designated centre as set out in appendix 3 of the Local Plan. This specifies that a minimum of 50% of units are retained as retail (A1). Should this be sought then it is recommended that you read through the supporting guidance document (CPG Town centres (March 2018)) and update your planning statement to discuss this element of the land use assessment.

Plant equipment

- 12.4. Though the submitted plans do not include areas for plant equipment, if any mechanical HVAC (Heating, ventilation and air conditioning) is proposed that would include external plant equipment then there would also be a requirement to submit an acoustic report to demonstrate that noise emissions would not result in any disturbance. Please see appendix 2 of the Local Plan for the Council's adopted noise thresholds. However, it should be noted that air conditioning is discouraged and passive ventilation would be preferable in sustainability terms.

Community Infrastructure Levy (CIL)

- 12.5. Lastly, you should note that an application of this type is likely to trigger a requirement for both Camden and Mayoral CIL payment. The CIL will be charged at a rate per square metre based on the proposed floorspace of developments (Gross Internal Area) and the rates will vary according to different uses and locations. These are set out in CIL Charging schedules for both the Mayor's and Camden CIL. Affordable housing, charitable development for charitable purposes and self-build housing and extensions are exempt from CIL but exemptions can only be granted if an application for relief is made before development commences.
- 12.6. The site is located within the southern area (Zone A) of the borough. Within this area, the Camden CIL tariff for office development is £45 per sqm. As of April 2019, the Mayoral CIL tariff for office development in central London is £185 per sqm. CIL payments 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. CIL charges are subject to indexation in line with the construction costs index

13. Conclusion

- 13.1. Whilst the land use principles of the development would be supported, concern is raised with regard to the scale of the development and its impacts on local character, the setting of the adjacent listed building as well as the potential impacts upon adjacent windows facing the site. A number of suggestions set out above (and during our meeting) seek to overcome these design concerns, however, the development potential of the site will inevitably depend upon the nature of the rooms these windows serve. Before the scheme is submitted, it would therefore be necessary to fully test impacts to these units via a daylight/sunlight assessment.

13.2. If the outcome of such testing remains favourable, and the scheme would remain viable after the reductions/changes required then I would advise that the scheme could be supported subject to technical assessments and the application of conditions and obligations. At this stage, it is likely that if a formal scheme were supported by officers the following obligations would need to be secured via a section 106 legal agreement:

- Car free development (commercial)
- Highways contribution (in case of damage)

[Potential obligations additional sought (tbc upon formal submission)]:

- Construction Management Plan; and
- Cycling contribution for installation of short stay cycle stands

14. Planning application information

14.1. If you submit a planning application which addresses the outstanding issue detailed in this report satisfactorily, I would advise you to submit the following for a valid planning application:

- Completed form – [Full Planning]

Plans

- An Ordnance Survey based location plan at 1:1250 scale denoting the application site in red.
- Elevations, floor / roof plans and sections labelled 'existing' and 'proposed' (with a scale bar on the drawing)
- Demolition drawings (plans and sections – showing relationship between basement slab and adjacent buildings)

Supporting Information / Reports

- Design and access statement
- Planning Statement (including access and sustainability statements)
- Heritage report (could be within planning statement)
- Daylight / Sunlight Report
- Draft Construction Management Plan
- Air Quality Assessment (basic)

- The appropriate fee
- Please see [supporting information for planning applications](#) for more information.

Please ensure you label all pdfs submitted via the Planning Portal, so that is clear what the drawing / document relates to (e.g. existing front elevation).

14.2. We are legally required to consult on applications with individuals who may be affected by the proposals. We would notify neighbours by sending out e-alerts, putting up notices on or near the site and advertising in a local newspaper. The Council must allow 21 days from the consultation start date for responses to be received.

14.3. It is likely that that a proposal of this size would be determined under delegated powers, however, if more than 3 objections from neighbours or an objection from a local amenity group is received the application will be referred to the Members Briefing Panel should it be recommended for approval by officers.

This document represents an initial informal officer view of your proposals based on the information available to us at this stage and would not be binding upon the Council, nor prejudice any future planning application decisions made by the Council.

If you have any queries about the above letter or the attached document please do not hesitate to contact me direct.

Thank you for using Camden's pre-application advice service.

Yours sincerely,

John Diver
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