Date: 15/01/2021
Our ref: 2020/5008/PRE
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Nexus Planning
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Dear Natasha Bullen,

Re: 14 Leeke Street & 1-6 Field Street, London,

Thank you for submitting a pre-planning application enquiry for the above property. The required fee of £3,708.81 was received on 28th October 2020.

1. Proposal

The proposal is for:

- Part one, part two roof extension in association with reconfiguration of building's uses, relocating commercial (Class E) to the western part of the site and residential (Class C3) to the eastern part;
- Elevational alterations including provision of separate commercial and residential entrances;
- Incorporation of roof terraces at first floor upwards.

2. Site description

The site comprises a part 3 / part 4 storey building located between Field Street and Leeke Street, both accessed from King's Cross Road, with elevations and entrances on both streets. The ground floor and first floors are both vacant but were last occupied by 'The Joint' a music recording studio (formerly Class B1, now Class E). The part 1/ part 2 storeys above the recording studio comprise seven residential units with balconies.

The site is the last building on Field Street, which is terminated by the railway line that abuts the site to the west. The surrounding buildings are mainly in office (B1) use or residential (C3) use.

The site is situated within Kings Cross Conservation Area (not identified as making a positive or negative contribution) and the Central London Area.

3. Relevant planning history

2004/0311/P - The construction of a balcony, part demolition of an existing wall to form an opening in front of two new windows and the installation of panelling to the station elevation; together with louvres enclosure for roof top plant as amendments to planning permission dated 13th January 2004 (reg. no 0304067) for the partial demolition of an

existing workshop and extension to form a part 3, part 4 storey building comprising light industrial floorspace and 4 residential units. – **Granted 2004**

2004/3590/P - Partial demolition of existing workshop and extension to form a part 3 part 4 storey building comprising of Class B1 commercial space at ground and first floor level and 7 residential units (5x 1 bed, 1x 2 bed and 1x 3 bed) at second and third floor levels **– Approved 2006**

2003/2039/P - The retention of 6 no. condenser units on first floor parapet and the installation of an additional 4 units in connection with an existing Class B1 use **– Granted 2004**

4. Relevant policies and guidance

National Planning Policy Framework 2019

The London Plan 2016

Publication London Plan 2020

Camden Local Plan 2017

G1 Delivery and location of growth
H1 Maximising housing supply
H2 Maximising the supply of self-contained housing from mixed-use schemes
H3 Protecting existing homes
H4 Maximising the supply of affordable housing
H6 Housing choice and mix
H7 Large and small homes
E2 Employment premises and sites
A1 Managing the impact of development
D1 Design
D2 Heritage
CC1 Climate change mitigation
CC3 Water and flooding
CC5 Waste
C5 Safety and security
T1 Prioritising walking, cycling and public transport
T2 Car-free development and limiting the availability of parking
DM1 Delivery and Monitoring

Camden Planning Guidance – adopted 2018 - 2020

CPG (Design)
CPG (Housing) *
CPG (Sustainability)
CPG (Amenity)
CPG (Transport)
CPG (Developer's Contributions)

* A revised Housing CPG has been consulted on and is expected to be adopted early 2021. Once adopted, the CPG document will be a 'material consideration' in planning decisions. The key implications it has for the proposal is discussed in the affordable housing section of the advice.

5. Assessment

The planning considerations material to the determination of this application are as follows:

- Principle of demolition
- Land use
- Standard of accommodation
- Design
- Amenity
- Transport
- Sustainability
- Planning obligations/CIL

6. Principle of demolition

The proposal involves a substantial amount of demolition (upper modern storeys and part-demolition of lower storeys, stripping back to frame) of a relatively new building that on the face of it, could last for many more years to come. It would be useful to understand more about the justification for why the existing fabric (and associated embodied carbon) of the upper floors is not workable into any proposed scheme, either by repurposing the existing residential into commercial (with associated alterations) or extending the core upwards and providing a roof extension. To date, the explanation has been focussed on improving the amenities of the existing residential units adjacent to the railway and making the building work better from an operational and management perspective which, whilst valid, is not sufficient to obtain support for substantial demolition. In terms of the impact on residential amenities, further information would be welcomed as to what the issues are – for instance do occupants repeatedly cite noise from the railways as a reason for moving on, to what extent would the relocation of residential units mitigate the noise inside the units.

Any proposal for substantial demolition must be mindful of Policy CC1 (Climate Change Mitigation), in particular, points (e) and (f)) which require all proposals involving substantial demolition to demonstrate that it is not possible to retain and improve the existing building. Paragraph 8.16 of the Local Plan describes how the construction process and new materials employed in developing buildings are major consumers of resources and can produce large quantities of waste and carbon emissions. The possibility of sensitively altering or retrofitting buildings should always be strongly considered before demolition is proposed and should be explored further in this instance.

As such, any proposal to demolish the existing building would need to be fully justified in terms of the optimisation of resources and energy use in comparison with the existing building. Where the demolition of a building cannot be avoided, we will expect developments to divert 85% of waste from landfill and comply with the Institute for Civil Engineer's Demolition Protocol and either reuse materials on-site or salvage appropriate materials to enable their reuse off-site. We will also require developments to consider the specification of materials and construction processes with low embodied carbon content.

It is necessary to understand resource efficiency when comparing the overall impact of a new development with that of refurbishing an existing building. The stages to assess include:

- production of materials and components (raw material extraction, material production, wastage and waste processing, transportation)
- construction stage (transport, storage of products, wastage and waste processing, energy and water use in construction, ancillary materials)
- use stage (energy and water used in operation, maintenance, repair, replacement and refurbishment)
- end of life stage (de-construction or demolition, transport, waste processing, disposal of waste).

When comparing the carbon impacts of a new development and a refurbished scheme, the following should be included within the scope of the assessment:

Refurbished scheme	**New development**
Embodied carbon of any new materials used within the refurbishment (do not include the carbon content of the existing building materials as these are considered 'spent'). Expected operational carbon emissions of the refurbished scheme over the expected lifetime of the building (60 years is typical)	Embodied carbon of all materials used within the development. Expected operational carbon emissions from the new scheme over the expected lifetime of the building (60 years is typical)

Embodied carbon is calculated by finding the quantity of all materials needed for the building's lifetime and multiplying this by the carbon factor (expressed in kg CO2e per kg of material/product) for each material to produce the embodied carbon figure. Please refer to policy CC1(e) and CPG Energy efficiency and adaptation.

From a design perspective, the existing building is considered to fit comfortably on the plot in terms of scale and massing whilst the character of the building blends in well to the context. If demolition is accepted in sustainability terms then a replacement building would need to preserve, and ideally enhance, the site's contribution to the Kings Cross Conservation Area. Please refer to 'design and conservation' section for full discussion.

7. Land use

Existing

The building was last in use as a music recording studio. The use class was identified as B1 in a previous planning consent (reference 2004/3590/P); however, since this time amendments to the Use Class Order mean that the commercial space now falls under Class E.

Above the recording studio, at second and third floor levels, are 7 residential units (Class C3).

Proposed

The proposal seeks to retain the existing land uses on site – commercial, business and service (Class E) and residential (Class C3) but reconfigure them in two distinct vertically stacked uses.

The proposed uplift of floorspace is 689 sqm, of which 478 sqm (69%) is commercial and 211 sqm (31%) is residential.

Due to the site's location in the Central London area and the uplift in floorspace of over 200 sqm, the proposal triggers policy H2 (Maximising the supply of self-contained housing from mixed-use schemes) which requires 50% of the uplift to be provided as self-contained housing. At present, only 31% of the uplift is residential and it is encouraged that this is increased further to meet policy requirement. If the Council is convinced that the potential for residential has been maximised on-site (and on any nearby sites in the applicant's ownership) then a payment-in-lieu might be allowable to make up the shortfall.

The shortfall based on the current figures is 133.5 sqm. Based on the PIL rates of £1,500 per sqm in the draft Housing CPG, which is expected to be adopted early 2021, the payment would be £200,250 (133.5 x £1,500). The £1,500 per sqm rate reflects both market and affordable floorspace combining them into a single payment rather than two distinct payments for market and affordable floorspace as the current situation is under interim Housing CPG. For clarity, the development is eligible to make a contribution to affordable housing as it would result in a net additional unit of one or more and an uplift of floorspace of over 100sqm.

The provision of additional office floorspace in this location is welcomed and complies with policy E1 and E2 which encourages the provision of employment premises and directs new office development primarily to the growth areas and Central London. The site is located in the Central London and the King's Cross Growth Area. The layout of the office floorspace is flexible and conducive to being divided into smaller units for SMEs or used by a larger single occupier.

8. Housing

The current proposal increases the housing provision on site by 211 sqm, increasing the number of units from 7 to 9 comprising 2 x 1-beds; 4 x 2-bed and 3 x 3-beds. The unit size mix accords well with policy H7 (large and small homes) which identifies a need for units of all sizes but particularly 2 and 3-beds in market tenure. The policy also seeks a mix of large and small homes in developments, which the proposal would achieve.

Given that the large majority of residential floorspace would be reprovided, it is necessary to compare the proposed with the existing. At present, the site comprises 5x 1 bed, 1x 2 bed and 1x 3 bed which still meets policy insofar that it provides some higher priority units and a mix of larger and smaller units. The proposed mix is slightly more closely aligned to the Council's current priorities.

Policy D1 and H6 seeks high quality, accessible housing that meets space standards and benefits from good daylight levels, aspect and private amenity space. The existing homes are of good quality, meet space standards, are all dual aspect bar one of the 1-bed units and each have a balcony. The units along the western edge of the building overlook the railway cutting

but it is not understood how this impacts noise levels within the flats. All flats benefit from lift access.

The proposed units appear to provide a generally good level of accommodation with all units achieving space standards, but there are some limitations. As a general comment, the residential element feels secondary to the commercial in terms of quality of space and priority. It is appreciated the drawings are relatively indicative at this stage but going forward, it would help to provide further detail to the plans, including door ways and furniture.

At ground floor level, a studio unit appears to be shoehorned in which feels uncomfortable (in part due to the impact on the layout of commercial space, fully discussed in design section) particularly the fact that the only window abuts the street level failing to incorporate principles of 'secured by design'. The 3-bed units have now been brought down to ground floor level and turned into ground/first floor duplexes following feedback but the outlook from the main living space onto a lightwell is a poor situation for a large unit. At first floor, outlook from what appears to be the main bedroom looks slightly restricted by a neighbouring building. Sections through the site would help illustrate the relationship. Also at first floor is 2-bed unit which would incorporate quite a small balcony relative to its size. At third floor, the arrangement of units feels overly complicated consisting of a 2-bed, the lower floor of a 2-bed duplex and a studio shoehorned in-between which compromises the layout of the duplex, limiting its access to windows.

Currently, officers remain to be convinced that the quality of the (part-replacement) residential accommodation would outweigh the quality of the existing. You are encouraged to give further consideration to whether this is the right location for high quality residential accommodation is required.

9. Design and conservation

The site comprises what was originally a pair of mid-20th- and late-20th-century commercial buildings that have been relatively recently extended with a two-storey metal fish-scale roof extension. The extension has united the building and turned it into a single mass. The site is within the Kings Cross St Pancras Conservation Area. There is a group of four grade-II-listed shops/flats to the east of the site on Kings Cross Road.

Leeke Street and Field Street are short, narrow, setted streets demonstrating the industrial character of Kings Cross in years gone by. Leeke Street contains disparate 19th- and early-20th-century buildings of varying plot widths, but all clearly of commercial or light-industrial origin. At four storeys, the application site is already the tallest building in Leeke Street, the predominant height being two or three storeys. A recent permission for the site opposite (no's 5-13 Leeke Street) would see the height being increased to four storeys with a high quality roof extension. Field Street has seen more change, with two modern blocks and a car park facing the application site. The prevailing height here is three storeys, which the application site already achieves, along almost the whole of the south side.

The Leeke Street elevation is modern, with a two-storey section of header-bond brickwork and no lintels, resembling a garage, mirroring the large portals opposite. The Field Street elevation

is of an earlier period, with load-bearing brickwork and metal window frames at ground-floor level. Despite its modest historical interest, the application site is visibly commercial in nature, certainly at ground-floor level, which reveals its origins and ties it into its setting.

Each street offers oblique views of the site from the east, but Leeke Street offers a prominent, long, flat view from the west from the other side of the railway. Looking east along Field Street, the existing building sits in the background of the listed buildings on Kings Cross Road, which are only just larger than it is. Looking east along Leeke Street, the tallest, four-storey, section of the site is seen in the distance, so does not dominate the smaller, older structures in the foreground. Looking west along Leeke Street, across the railway line, the four-storey block above the garage is fully visible. However, the size of this section is mitigated by a one-storey section, with a three-storey section set behind it.

It appears that care was taken when extending the existing building to respect the scale of the adjacent streets (although pushing the height limit on Leeke Street). For additional development to be successful on this site, it will need to achieve two key things. It will need to complement the character of the two streets, in terms of grain, commercial character, composition, materiality and plot width. This is not the place for a shiny new, attention grabbing building. The surrounding streets have a worn in, self-effacing charm about them that nods to their historic uses and this character should be respected.

Any new development will also need not to add excessive bulk. On Field Street it would appear the shoulder height increases from three to four storeys plus a set back storey would be added creating a fifth floor level. Although it is appreciated that the actual shoulder height does not increase by a whole storey, the introduction of an additional row of windows results in perceived height which should be considered in tandem with the detailed design. The large window openings, which seem to be smaller at ground floor level and increase on the upper floors, contribute to a sense of height. While some additional height may be absorbed, the addition of effectively two storeys to Field Street feels overwhelming in views from Kings Cross Road.

On the Leeke Street elevation an additional set-back storey is proposed, adding additional height to what is already the tallest structure on this street. The wide views of the site looking eastwards from the Leeke Street bridge fully expose the additional height on Leeks Street, already the tallest building on the street. From this vantage point, the height and form appears unresolved, the various setbacks at roof level creating a tiered ‘wedding cake’ effect which reveals how the architecture is driven by a desire to achieve the maximum amount of floorspace rather than a response to urban grain, local heights and characterbut in a rather contrived way, using set-backs to hide its prominence with varying degrees of success.

Owing to the narrowness of the streets, a set-back storey on Field Street feels comfortable but views eastwards from Leeke Street make the additional height prominent and more problematic.

Bulk is also added through the partial infilling of the kink on the western elevation at first floor level upwards. At present, this set-back helps to break up the massing of the building and retain the original urban grain of two separate views. This is particularly important to views of the building from the Leeke Street bridge. The existing and proposed images below clearly

demonstrate the impact the additional height in combination with the infilling of the recess would have, a much more massive building that feels uncomfortable when aware of the lower, finer grained context.

The design of the elevations is at an early stage with some different options for fenestrations arrangements provided. The design seeks to distinguish between the residential and commercial elements with the former taking on a looser, more irregular arrangement whilst the commercial comprises larger openings in a more regular and grid-like formation. It is recognised these are initial thoughts only but you are strongly encouraged to avoid an overly commercial, 'showy' character on this secondary street of a more humble, industrial character.

At ground floor level on both elevations there is an opportunity to engage more with the street through providing a more active frontage. This is particularly the case on Field Street where the residential entrance would be located. Currently it does not feel like this has been taken advantage of, the entrance feels slightly mean and the street facing windows would serve bedrooms rather than rooms that could give more life and surveillance to the street such as kitchens or living areas. Similarly, the office development would incorporate cycle parking along the Field Street frontage which feels like a missed opportunity to promote interaction with the street. It is understood that the cycle store area would consist of glazed curtain

walling which would allow for views through to the office area but in the absence of any detail, this remains an area of concern.

The roof terraces at higher levels, particularly the terrace at fifth floor level, do not appear to be well incorporated into the design of the building and so further consideration about their impact on elevations and in longer views should be considered.

10. Amenity

Preliminary modelling has suggested that the additional height on Field Street would give rise to some impact on the daylight/ sunlight within 'acceptable' limits. A full daylight/ sunlight assessment which assesses the impact using BRE guidance and methodology has not been provided at this stage but should be submitted alongside a planning application so the true impact can be assessed.

It is not expected that the new terraces would give rise to any additional overlooking given the presence of existing balconies; however, any planning application should include drawings that include all neighbouring windows so the impact can be fully assessed. Various terraces have been proposed in associated with the Class E use. It is possible these may be subject to conditions that control their use in order to prevent noise and disturbance to surrounding residential uses.

11. Transport considerations

Cycle parking

Cycle stores for both the residential elements are shown at ground floor level in accessible, covered and secure stores. Details of the type of racks and a plan with dimensions would be needed at application stage.

In terms of provision, cycle parking should be provided in accordance with the quantums specified in the new London Plan. At present, only long stay cycle parking is proposed.

The new London Plan standards for office accommodation are shown below.

	Long-stay (e.g. for residents or employees)	**Short-stay (e.g. for visitors or customers)**
B1 business offices	- areas with higher cycle parking standards (see Figure 10.2): 1 space per 75 sqm (GEA)	- first 5,000 sqm: 1 space per 500 sqm (GEA)
C3 dwellings	- 1 space per studio or 1 person 1 bedroom dwelling - 1.5 spaces per 2 person 1 bedroom dwelling - 2 spaces per all other dwellings	- 5 to 40 dwellings: 2 spaces

Car parking

The development (office and residential elements) would need to be secured as car-free in line with policy T2 of the Camden Local Plan by a section 106 legal agreement.

Construction Management Plan

Due to the location of the building in a busy Central London location and the scale of the works, a Construction Management Plan (CMP) would be secured plus an implementation support contribution of £3,136 and a construction impact bond (£7,500). These would be secured by a section 106 legal agreement.

Travel plan

Although estimated staff numbers have not been provided, the office floorspace would be able to accommodate more than 20 staff, which over the threshold for a travel plan. The development would lead to an increase number of people traveling to and from the site for primarily work reasons. The Council would seek to mitigate the impact by securing a Local (Workplace) Travel Plan and associated monitoring and measures contribution of £4,881 (to be confirmed at planning application stage) as part of a section 106 agreement.

Transport statement

Any future full application should include a Transport Statement, which provides the information required as stated in the Council's planning guidance document CPG Transport. This should include information on trips, location of proposed servicing, as well as frequency and vehicle types. Given the location of the site and the uplift proposed, it is expected that the additional trips can be comfortably accommodated by the existing transport network but this would need to be demonstrated.

The development would introduce new work trips to the area and the Council aims to encourage walking and cycling as the primary mode of transport for short journeys. A financial contribution for pedestrian, cycling and environmental improvements may be requested. This would be assessed if a planning application were to be submitted.

12. Sustainability

The Council will require all development to minimise the effects of climate change and encourage all developments to meet the highest feasible environmental standards that are financially viable during construction and occupation.

The Council promotes zero carbon development and requires all development to reduce carbon dioxide emissions through following the steps in the energy hierarchy; requires all major development to demonstrate how London Plan targets for carbon dioxide emissions have been met, including zero carbon development; and expects all developments to optimise resource efficiency. All major developments are required to assess the feasibility of connecting to an existing decentralised energy network, or where this is not possible, establishing a new network.

The Council aims to tackle the causes of climate change in the borough by ensuring developments use less energy and through the use of decentralised energy and renewable

energy technologies. Policy CC1 requires all development to minimise the effects of climate change and encourages all developments to meet the highest feasible environmental standards. It requires all developments to achieve a 20% reduction in CO2 emissions through renewable technologies (the 3rd stage of the energy hierarchy) wherever feasible. Policy CC2 requires development to be resilient to climate change by adopting climate change adaptation measures.

Policy 5.2 of the London plan requires development to be designed in accordance with the energy hierarchy: be lean (use less energy), be clean (supply energy efficiently), be green (use renewable energy). In addition chapter 5 of the London Plan sets out the need for schemes to secure a minimum 35% reduction in regulated CO2 emissions below the maximum threshold allowed under Part L 2013. The Council expects zero carbon development, with at least 35% reduction to be made on-site. A carbon offset contribution would be required for the shortfall. This would be used to secure the delivery of carbon reduction measures elsewhere in the borough.

Developments are also expected to implement the sustainable design principles as noted in policy CC2 by achieving a BREEAM 'Excellent' rating and minimum credit requirements under Energy (60%), Materials (40%) and Water (60%).

As part of the assessment of resource efficiency, all developments involving five or more dwellings and/or more than 500 sqm gross internal floor space are encouraged to assess the embodied carbon emissions associated with the development within the energy and sustainability statement. Where such an assessment has been completed we would encourage that the results are logged on the WRAP embodied carbon database in order to contribute to the embodied carbon knowledge base.

Cooling

All new developments will be expected to submit a statement demonstrating how the London Plan's 'cooling hierarchy' has informed the building design. Any development that is likely to be at risk of overheating (for example due to large expanses of south or south west facing glazing) will be required to complete dynamic thermal modelling to demonstrate that any risk of overheating has been mitigated.

Active cooling (air-conditioning) will only be permitted where dynamic thermal modelling demonstrates there is a clear need for it after all of the preferred measures are incorporated in line with the cooling hierarchy.

Water and flooding

The Council will seek to ensure that development does not increase flood risk and reduces the risk of flooding where possible, through the incorporation of water efficiency measures (policy CC3).

Developments must be designed to be water efficient. This can be achieved through the installation of water efficient fittings and appliances (which can help reduce energy

consumption as well as water consumption) and by capturing and re-using rain water and grey water on-site.

Policies D1 and CC2 of the Local Plan encourage sustainable urban drainage systems, green roofs and walls and high quality hard and soft landscaping. The inclusion of a green roof is therefore welcomed.

13. Air Quality

The Council will take into account the impact of air quality when assessing development proposals, through the consideration of both the exposure of occupants to air pollution and the effect of the development on air quality.

Owing to the site's location near to a busy road in the Central London area, there is the possibility that new occupants will be exposed to poor air quality. Furthermore, the demolition and construction work could have a detrimental impact on local air quality. As such, a basic Air Quality Assessment should be submitted with an application. For more information, refer to CPG Air Quality.

14. Refuse and recycling

You are advised to design in adequate facilities for recycling and the storage and disposal of waste for both the commercial and residential elements. Further information can be found in CPG Waste.

15. Planning obligations

The following Section 106 planning obligations may be required if planning permission were granted:

- Housing (combined market and affordable) payment-in-lieu (amount dependent on housing provision)
- Construction Management Plan (plus associated contributions)
- Highways contribution (£tbc)
- Energy and sustainability plan (subject to floorspace)
- Employment and training opportunities (subject to floorspace)
- Pedestrian, cycling and environmental improvements (subject to floorspace)

16. Conclusion

The first, crucial step is to reflect on the requirement to substantially demolish the building and consider options that reuse the existing building fabric. Should officers be convinced that the extent of demolition can be justified then the proposed design would need to be well considered and sensitive to the urban grain and character of this part of the Kings Cross Conservation Area. Whilst some additional height could be accommodated, the proposals are currently too large, a result of excessive height combined with the enlargement to the building footprint on the western elevation. Furthermore, the character of the elevations is not currently

responding to the more modest, industrial character of the immediate and relevant context and has the effect of further unifying the building into a single, large mass.

The proposed land use is acceptable in principle. The office accommodation appears to be of a flexible layout and of high quality, suitable for a range of occupiers. The residential element currently feels more compromised. Whilst the mix of units are welcomed, the quality of residential accommodation requires more thought, particularly the ground/first floor duplexes, the second/third floor single aspect duplex and the ground floor studio. The existing residential accommodation appears to be of good quality and so any reduction in standard would be strongly resisted. For both elements, the ground floor relationship with the street should be reconsidered.

17. Planning application information

Should you choose to submit a planning application which addresses the outstanding issues detailed in this report satisfactorily, I would advise you to submit the following for a valid planning application:

- Completed form – Full Planning Application
- An ordnance survey based location plan at 1:1250 scale denoting the application site in red
- Floor plans at a scale of 1:50 labelled 'existing' and 'proposed'
- Roof plans at a scale of 1:50 labelled 'existing' and 'proposed'
- Elevation drawings at a scale of 1:50 labelled 'existing' and 'proposed'
- Section drawings at a scale of 1:50 labelled 'existing' and 'proposed'
- Planning statement
- Design and access statement
- Daylight and sunlight assessment
- Energy and Sustainability statement(s) including justification for demolition
- Air quality assessment
- Noise assessment
- The appropriate fee
- Please see supporting information for planning applications for more information

We are legally required to consult on applications with individuals who may be affected by the proposals. We would put up a notice on or near the site and advertise in a local newspaper. The Council must allow 21 days from the consultation start date for responses to be received. You are advised to contact your neighbours to discuss the proposals.
Non-major applications are typically 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. For more details click here.

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 Kristina Smith on **020 7974 4986**

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

Yours sincerely,

Kristina Smith

Principal Planning Officer
Planning Solutions Team