

Camden Goods Yard Planning Statement

July 2020



Turley

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Client

St George PLC

Our reference

STGL3003

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1. Introduction

- 1.1 This Planning Statement has been prepared on behalf of the applicant, St George West London Limited (the 'applicant') in support of a Minor Material Amendment application (Section 73 of the Town and Country Planning Act 1990 (as amended)) relating to the approved planning permission (the 'extant planning permission') to the land known as 'Camden Goods Yard', Chalk Farm Road, NW1 8EH, within the London Borough of Camden (LBC).
- 1.2 St George West London Limited is an autonomous company within the Berkeley Group, a renowned residential property developer focused on building homes and neighbourhoods. The Group has a substantial portfolio of developments throughout the United Kingdom, with a particular focus on London, and specialises in regeneration to create sustainable, inclusive places where communities can thrive and enjoy a great quality of life, which leads on development within London. The applicant is dedicated to delivering sustainable developments across London and has a wide ranging portfolio, most notably, the Filmworks in the heart of Ealing, the London Dock in Wapping, and Grand Union located in Alperton near Wembley.
- 1.3 Planning permission was granted on 15 June 2018 for the redevelopment of the existing Morrisons supermarket, surface car park and Petrol Filling Station (PFS) (ref. 2017/3847/P). The approved development would deliver 573 new homes and circa 39,500 sqm GEA of non-residential floorspace, including a replacement supermarket, replacement PFS and new A1, A3, B1, D2 and Sui Generis floorspace, together with associated public realm and landscaping.
- 1.4 The applicant submitted a Minor Material Amendment application (ref. 2020/0034/P), to vary the June 2018 permission, which relates to the Petrol Filling Station, the purpose of which is to allow for a single storey temporary food store. This was granted planning consent on 5 May 2020, hereby referred to as the 'extant planning permission'. Works have commenced on site pursuant to this permission. It is this application which the applicant is now applying to vary via a further Minor Material Amendment.
- 1.5 This current application is for an optimisation of the approved scheme, to be referred to as the 'optimisation scheme' within this Planning Statement, and makes minor amendments predominantly to Blocks A, B, C, F, including inserting additional storeys with largely marginal increases in building heights as a result improving the efficiency of buildings structure by reducing typical floor-to-floor heights to 3.15m, as well as alterations to floorplans and reconfiguration of internal layouts to these blocks. The scheme will deliver 71 additional new homes, resulting in a total of 644 new homes. There has been a minor adjustment to the tenure of homes in Blocks D and E to account for the additional homes. Commercial floorspace will remain largely unchanged with a slight increase to that of the extant planning permission.
- 1.6 The applicant has worked alongside the original architects, Allies & Morrison (A&M) and Piercy and Company, to consider sensitive ways to optimise delivery on the site and maximise associated planning benefits, whilst retaining the integrity of the

approved masterplan. The overall approach to the optimisation scheme is to increase the delivery of new homes whilst maintaining and building upon the design quality and sense of place of the extant permission. Scheme amendments have been developed with the aim to be as consistent as possible with the extant permission whilst delivering additional benefits in-line with adopted and emerging policy.

1.7 The optimisation scheme is being progressed in the context of acute housing need in London and Camden. Camden's Local Plan is clear that housing is the priority land use in the borough and that housing supply should be maximised beyond the adopted target of 1,176 additional homes for the period 2016/17 to 2020/21, and an annual target of 1,092 for the period 2021/22 to 2030/31. Camden has not delivered sufficient housing over 2016/17-2018-19 to meet its objectively assessed housing need and is currently required by MHCLG to produce a housing delivery action plan. Optimising delivery of new homes on this site is therefore a significant planning benefit. Recent reports and research indicates that housing delivery has generally slowed as a result of the COVID-19 pandemic, attributed to suspended development sites and market uncertainty which will impact the delivery of future housing supply. More specifically, this has the potential to limit the housing supply of Camden and hinder the delivery against targets.

1.8 The scheme offers improvements and planning benefits, relative to the extant permission, as follows:

- Site optimisation.
- Increased quantum of new homes, up by 71 to 644.
- Increased quantum of Affordable homes, 38.10% by habitable room across the scheme as a whole (184 out of the extant scheme 573 homes will be affordable as per the extant permission. 19 out of 71 additional homes will be affordable equating to 35% by habitable rooms.
- Minor amendments to landscaping and public realm, building upon the character of the approved masterplan, delivering additional play space.
- Reduced supermarket car parking, from 300 to 250.
- Increased CIL payments as a result of the uplift in floorspace.
- Enhanced sustainable design strategy.
- Delivery of the scheme in a timely manner, St George having an unrivalled reputation for delivery of quality new homes.
- The applicant will be working with Camden Employment and Training team to ensure maximum number of apprentices, engagement with local schools and identify local procurement opportunities.
- The applicant is also committed to community engagement and this is on-going as part of implementation of the extant planning permission.

1.9 This Planning Statement identifies the key planning policies and other material considerations relevant to the site and proposed amendments, and considers how the proposals respond to them. This Planning Statement should be read in conjunction with the technical documents that accompany the planning application, along with the submitted drawings, plans and Design and Access Statement (DAS) Addendum.

- 1.10 The planning application will be made as a Minor Material Amendment pursuant to Section 73 of the Town and Country Planning Act 1990 (as amended). This will be an application to vary conditions associated with the extant planning permission, in order to vary the approved drawings and supporting documents. This results in a new full planning permission. The Local Planning Authority's assessment is based upon the adopted Development Plan and other material considerations, which include emerging planning policy and the extant planning permission itself. The London Borough of Camden (LBC) should focus its planning assessment on changes proposed to the extant planning permission and on significant changes to policy since the original grant of planning permission.
- 1.11 This Planning Statement concludes that the proposals will deliver greater planning benefits than the extant planning permission, through a carefully-considered approach to optimisation which ensures that there are limited additional impacts which are outweighed by the additional benefits. The proposals comply with policy and relevant material considerations and planning permission should be granted to enable the site's contribution to Camden's strategic objectives to be maximised.

2. Application Site and Surroundings

- 2.1 The application site consists of the Morrisons supermarket and its associated car park, the Morrisons Petrol Filling Station and the link road between these two parcels of land (which also serves properties at Juniper Crescent). The site is described in the extant permission as consisting of three ‘parcels’, as follows:
- Petrol Filling Station (PFS) parcel – accommodating the PFS and areas currently used for bus layovers.
 - Main Site (MS) parcel – accommodating the foodstore, associated car parking spaces, the access road and bus stops and stands.
 - Land under the railway line – accommodating a roadway and pavements, which are part of the site access road.
- 2.2 The changes proposed by the optimisation scheme relate solely to the main site parcel.
- 2.3 The site location, surroundings and history are summarised within the Planning Statement submitted with the extant planning permission. The site comprises a surface car park, supermarket, PFS and link road. It offers a poor quality urban environment and is an under-utilised site which presents a clear opportunity for a mixed-use redevelopment scheme.
- 2.4 The site is located within Camden Town Centre, a major town centre as defined in both the Local Plan and London Plan. Specifically, the site is located to the north of Regent’s Canal and Camden Lock, with its associated markets, and to the west of the markets and other commercial uses along Chalk Farm Road, including the Horse Tunnel Market, Camden Market and The Stables. To the east and west the site is bounded by railway lines; the railway lines to the east run over the vaults to Camden Stables Market with Camden Lock Market further to the south. To the north and south the supermarket site is bounded by existing housing at Juniper Crescent and Gilbeys Yard, owned by One Housing Group.
- 2.5 Part of the site falls within the Regent’s Canal Conservation Area though the buildings within the site, at surface level, are not of architectural or historical interest. There are heritage assets below ground and a potential for archaeological remains (Canalside Industry Archaeological Priority Area). Beyond this, there are heritage assets within the site surroundings. Heritage assets are set out below and assessed in full within the submitted Heritage Assessment; however, the most notable heritage assets may be considered to include the following:
- Conservation Areas: Harmood Street Conservation Area, Camden Town and Camden High Street Conservation Area, and Primrose Hill Conservation Area.
 - Listed Buildings: The Roundhouse (Grade II*), the Horse Hospital (Grade II*), Stanley Buildings (Grade II), Primrose Hill Tunnels (Grade II*), the Horse Tunnels, Stairs, Vaults and Canal Basin (Grade II), the Interchange Building (Grade II), and the Camden Incline Winding Engine House (Grade II*).

- Protected Views and Key Views: Part of the application site lies within the Protected Vista for Viewing Location 2A.2 – Parliament Hill: the summit. Other key views include those from Haverstock Hill including the Roundhouse, Primrose Hill, Chalk Farm Road, along the Canal, along Oval Road, townscape views of the Interchange Building and views from the Primrose Hill Conservation Area.
- 2.6 The majority of the application site is highly accessible and benefits from an average Public Transport Accessibility Level (PTAL) rating of 5 although this does vary across the application site from 6a to 2 (where 6 indicates the highest level of connectivity). The 2021 PTAL forecast demonstrates that more of the site will benefit from a rating of 6a. The PTAL rating varies due to the layout of the site within its surrounding context; the PTAL rating is 6a to the north east and reduces to 2 to the west where the site lies adjacent to the railway tracks. The nearest underground stations are Chalk Farm (approximately 460m away) and Camden Town (approximately 780m away) which provide access to the northern line. Furthermore, the site is served by a number of bus routes.
- 2.7 Increased permeability through the site as a result of the proposed development will enable the entire site to be well-connected to public transport options in the surrounding area.

Planning History

- 2.8 As noted above, the original planning application for the redevelopment of the site was approved in June 2018:
- Ref. 2017/3847/P, Granted Subject to a Section 106 Agreement, June 2018 | Redevelopment of petrol filling station site to include the erection of a new building of up to six storeys and up to 11,243 sq m GEA floorspace to accommodate a petrol filling station (Sui Generis use), flexible retail/food & drink floorspace (Class A1, A3 uses) , Class B1 floorspace and a winter garden; with cycle parking, public space, public toilets and other associated works and highways works; all following demolition of existing petrol filling station. Use of part ground/1st floors as a foodstore (Class A1 use) with associated car parking for a temporary period of up to thirty months. Redevelopment of the main supermarket site to include the erection of seven buildings (Blocks A, B, C, D, E1, E2, F) of up to 14 storeys accommodating up to 573 homes (389 market and 184 affordable in up to 60,568 sq m GEA of residential floorspace) together with up to 28,345 sq m GEA non-residential floorspace comprising foodstore (class A1), flexible retail/food & drink (Class A1/A3), office and workshop (Class B1a and B1c), community centre (Class D2), roof level of 'Block B' for food and plant growing/production facility including small scale brewing and distilling (Sui Generis use); with associated ancillary office, storage, education, training, cafe and restaurant activities; together with new streets and squares; hard and soft landscaping and play space; lifts; public cycle parking and cycle hire facility and other associated works, including removal of existing surface level car parking and retaining walls, road junction alterations; all following demolition of foodstore.

2.9 Further planning history is set out in Appendix 2; the following application are of particular note and have been referred to in the Introduction to the Planning Statement:

- Ref. 2020/2786/P, Granted, July 2020 | Amendment to planning permission ref. 2017/3847/P dated 15/06/2018 (as later amended by 2020/0034/P dated 5/5/2020) for redevelopment of the petrol filling station site and main supermarket site, namely to alter the description to omit the number of storeys, unit numbers and floorspace quantum and to insert a planning condition to secure 7 buildings of up to 14 storeys comprising 573 homes (389 market and 184 affordable in up to 60,568 sq m GEA of residential floorspace) together with up to 28,345 sq m GEA non-residential floorspace
- Ref. 2020/0034/P, Granted Subject to a Section 106 Legal Agreement, May 2020 | Variation of Condition 4 (approved drawings) of planning permission 2017/3847/P dated 15/06/2018 (as amended by 2019/6301/P dated 24/12/2019, 2019/0153/P dated 06/02/2019 and 2019/2962/P dated 04/07/2019) for redevelopment of the petrol filling station site and main supermarket site; namely for a single storey temporary food store on the Petrol Filling Station site with associated parking, servicing, access and landscaping. This application is accompanied with an addendum to the original Environmental Statement.

Neighbouring Planning History

2.10 There are a number of forthcoming developments in the surrounding area, as summarised in Appendix 2; of particular note which were not considered as part of the extant planning permission including:

Juniper Crescent and Gilbeys Yard, NW1 8HA, NW1 8HQ and NW1 8HB

- Ref. 2020/2615/P, Registered, June 2020 | Request for scoping opinion under Regulation 15 of the Town and Country Planning Environmental Impact Assessment (EIA) Regulations 2017, for proposed development comprising demolition of existing housing on both sites, and redevelopment of sites to provide approximately 650-680 residential units, approximately 1,200m² of non-residential floorspace, including extra-care facilities, 12,000m² of open space, approximately 58 resident parking bays, cycle parking, improved pedestrian and cycle routes through the site and associated landscaping.

2-6 St Pancras Way, NW1 OTB

- Ref. 2017/5497/P, Granted Subject to a Section 106 Legal Agreement, March 2020 | Demolition of the existing building (Class B1 and B8) and erection of 6 new buildings ranging in height from 2 storeys to 12 storeys in height above ground and 2 basement levels comprising a mixed use development of business floorspace (B1), 73 residential units (C3) (10xstudio, 29x1 bed, 27x2 bed 7x3 bed), hotel (C1), gym (D2), flexible retail (A1 - A4) and storage space (B8) development with associated landscaping work. Granted Subject to a Section 106 Legal Agreement,

St Pancras Commercial Centre, 63 Pratt Street, NW1 0BY

- 2019/4201/P, Resolution to Grant at Committee | Demolition of existing buildings (Class B1c/B8); erection of 3x buildings ranging in height from 5 to 7 storeys above ground and a single basement level comprising a mixed use development of light industrial floorspace (Class B1c/B8), office floorspace (Class B1), 33x self-contained dwellings (Class C3), flexible retail floorspace (Class A1/A3); associated access and servicing, public realm, landscaping, vehicular and cycle parking, bin storage and other ancillary and associated works.

2.11 The cumulative impacts of a number of surrounding schemes are considered as part of the Environmental Statement Addendum submitted in support of this application.

3. Proposed Amendments

- 3.1 The optimisation scheme is for amendments within the main site parcel; specifically there are physical changes to Blocks A, B, C and F, minor tenure mix changes to Blocks D and E, a reduction in supermarket car parking, an increase in accessible car parking, an enhanced sustainable design strategy and some revisions to the public realm strategy.
- 3.2 The application is for a variation of conditions via a Minor Material Amendment under the provisions of Section 73 of the Town and Country Planning Act (1990, as amended). The proposed description of development is set out as follows:

Variation of Conditions 3, 4, 5 and 6 (approved drawings and documents) of planning permission 2020/0034/P dated 5 May 2020 as amended by s96A application 2020/2786/P dated 9 July 2020 for redevelopment of petrol filling station site to include the erection of a new building to accommodate a petrol filling station (Sui Generis use), flexible retail/food & drink floorspace (Class A1, A3 uses), Class B1 floorspace and a winter garden; with cycle parking, public space, public toilets and other associated works and highways works; all following demolition of existing petrol filling station. Use for a foodstore (Class A1 use) with associated car parking for a temporary period. Redevelopment of the main supermarket site to include the erection of seven buildings (Blocks A, B, C, D, E1, E2, F) for new homes (Class C3 market and affordable) together with non-residential floorspace comprising foodstore (class A1), flexible retail/food & drink (Class A1/A3), office and workshop (Class B1a and B1c), community centre (Class D2), roof level of 'Block B' for food and plant growing/production facility including small scale brewing and distilling (Sui Generis use); with associated ancillary office, storage, education, training, cafe and restaurant activities; together with new streets and squares; hard and soft landscaping and play space; lifts; public cycle parking and cycle hire facility and other associated works, including removal of existing surface level car parking and retaining walls, road junction alterations; all following demolition of foodstore; namely, to include amendments to architectural design, building footprint, internal layouts, building heights, building design, unit numbers, floorspace quantum, landscaping and public realm, parking and energy strategy (together with variations to relevant conditions including Conditions 16 (play space), 19 (adaptable homes), 21 (Block C obscure glazing), 22 (Block C gym glazing), 25 (cycle parking), 28 (tree planting), 44 (noise from commercial units), 45 (wind microclimate), 66 (wheelchair homes), 73 (number and mix of residential units)).

- 3.3 The overall approach to the optimisation scheme is to increase the delivery of new homes whilst maintaining and building upon the design quality and sense of place of the extant permission. Scheme amendments are being developed with the aim to be as consistent as possible with both the extant permission and with adopted and emerging policy, including in relation to housing mix, affordable housing quantum and mix, commercial floorspace including affordable workspace, architectural quality and the quality of homes. The scheme offers improvements and planning benefits, relative to the extant planning permission, and is set out in full within the Schedule of Changes in Appendix 1 and also within the supporting documentation submitted with this application outlined in Appendix 3.

3.4 The key changes proposed are as follows, in summary:

- An increase in the delivery of new homes from 573 to 644, an uplift in 71 residential units. 184 out of the extant scheme 573 homes will be affordable as per the extant permission equating to 39% by habitable rooms. 19 out of 71 additional homes will be affordable equating to 35% by habitable rooms. This results in an overall affordable housing provision of 38.10% by habitable rooms.
- Inserting additional storeys in Blocks A, B, C and F with largely marginal increases in building heights as a result of improving the efficiency of the buildings' structure by reducing typical floor-to-floor heights to 3.15m. , with associated minor elevational changes.
- Alterations to floorplans and reconfiguration of internal layouts to all Blocks A, B, C and F, as well as tenure changes to Blocks D and E.
- A reduction in supermarket car parking from 300 to 250 spaces, delivering on the Council's aspirations for the site, as secured through the legal agreement attached to the extant planning permission.
- Deepening an area of 300sqm within the basement footprint by approximately 4m to create a two level basement under Block A. The updated basement layout will include the provision of residents facilities (including a swimming pool, gym and associated facilities), and energy centre.
- An increase in 3 wheelchair accessible car parking spaces for residents to address the uplift in new homes.
- Updated landscape design, including an increase in on-site play space from 1,115 sqm to 1,265 sqm.
- Relocation of the residents facilities and the concierge from Block E to Block A to ensure these are delivered as early as possible. Retail has now been swapped in place of the previous concierge location.
- A limited overall increase in commercial space by 920 sqm.
- An uplift in cycle parking, both long stay and short stay, to address the requirements of the net uplift in new homes and an uplift in commercial floorspace.
- Enhanced sustainable design strategy.

3.5 This application is made to vary the approved drawings and documents as set out in conditions 3, 4, 5 and 6 of the extant planning permission, as amended (ref. 2020/0034/P). A schedule of approved drawings of the extant planning permission and those to be revised under this application is submitted alongside the DAS Addendum.

- 3.6 Within the planning assessment section we review all of the proposed changes in detail and consider the planning policy implications, the planning benefits that will be delivered and any other material considerations.

4. Pre-Application Engagement

London Borough of Camden

4.1 Prior to the submission of the minor material amendment application, pre-application engagement (ref. 2019/5111/PRE) was undertaken with Planning, Transport, Design and Conservation Officers at LBC.

4.2 Meetings took place on the following dates:

- 26th February 2020
- 16th March 2020
- 15th April 2020
- 24th April 2020
- 1st May 2020

Greater London Authority

4.3 Informal discussions were held with GLA officers in January 2020 and officers raised no issues with the amendments.

Public Consultation

4.4 Public consultation undertaken in relation to this application is summarised in the Statement of Community Involvement (SCI) produced by BECG (May 2020) and submitted in support of this application.

4.5 The applicant engaged with Ward councillors, local stakeholder groups and the wider community, including through a public exhibition which took the form of a virtual exhibition, over 11 days, as a result of the COVID-19 pandemic lockdown.

4.6 The applicant is also engaging with stakeholders via the Camden Goods Yard Construction Working Group, as well as through a regular newsletter.

4.7 A website has also been live since December 2019 (www.camdengoodsyardconsultation.com) which has provided regular updates. Interested members of the community have been encouraged to sign up for updates and there are over 200 individuals now receiving regular updates about construction and planning matters.

4.8 A virtual exhibition took place from 14 May 2020 to 26 May 2020 which saw 310 visitors interact with the virtual consultation page including live chat sessions. It is considered that this application sufficiently addresses and/or mitigates the concerns raised during this period.

Response to Pre-Application Engagement

4.9 As a result of pre-application engagement, the evolving design of the optimisation scheme was adjusted. The following design amendments have been made:

- Removal of initially proposed additional storeys; additional storeys on some of the blocks is achieved through alterations to floor-to-ceiling heights, whereas the initial proposals considered a full additional storey to these blocks, as well as alterations to storey heights.
- Detailed design refinements to the façades of the amended buildings, to ensure that the approach to proportionality is not adversely affected by the additional height. This included reverting back to the design of the west side balconies on Block B which were considered to protrude more and were therefore brought in to align with the extant planning permission.
- Detailed consideration of residential layouts, in order to maximise dual-aspect units and to maximise separation distances across internal courtyards.
- Reversion to extant landscape scheme, with enhancements as now proposed; initially a more significant re-design was proposed.

5. Planning Policy Context

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 5.2 The relevant Development Plan documents within the London Borough of Camden consist of:
- the London Plan (Consolidated with Alterations, 2016);
 - Camden Local Plan (2017);
 - Camden Site Allocations Plan (2013); and
 - Camden Policies Map (Consolidated with alterations, 2017).
- 5.3 The draft replacement London Plan is approaching adoption having undergone examination in public and received both the Inspector's Report and Secretary of State's response. Given the advanced stage of the draft replacement London Plan, policies contained in the Intend to Publish London Plan (December 2019) that are not subject to a direction by the Secretary of State carry weight in decision making and are material in assessing this application and are referred to where appropriate.
- 5.4 Other policy documents that are material to the consideration and determination of this planning application include the National Planning Policy Framework (NPPF, 2019), National Planning Practice Guidance (2019), Supplementary Planning Documents (SPDs) and Guidance (SPGs) prepared by the Greater London Authority (GLA) and LBC.
- 5.5 Material considerations of specific relevance to this site and our assessment include the following documents:
- Camden Goods Yard Planning Framework (LBC, 2017).
 - LBC Camden Planning Guidance Supplementary Planning Guidance (CPG).
 - Design CPG (2019).
 - CPG2 Housing (2016, as amended 2019).
 - Energy Efficiency and Adaptation CPG (2019).
 - Town Centres and Retail CPG (2018).
 - Amenity CPG (2018).
 - Transport CPG (2019).
 - Developer Contribution CPG (2019).
- 5.6 LBC is currently reviewing its Site Allocations Plan and undertook its first formal consultation from February to March 2020. Once adopted, this document will effectively replace policies in the Site Allocations Plan (2013). Turley submitted representations on behalf of the applicant.

Planning Policy Designations

- 5.7 Figure 1 from LBC's Policies Map (2017) indicates that the site is subject to the following designations:

- Camden Town Town Centre: This is defined as a Major Town Centre in the Local Plan and London Plan.

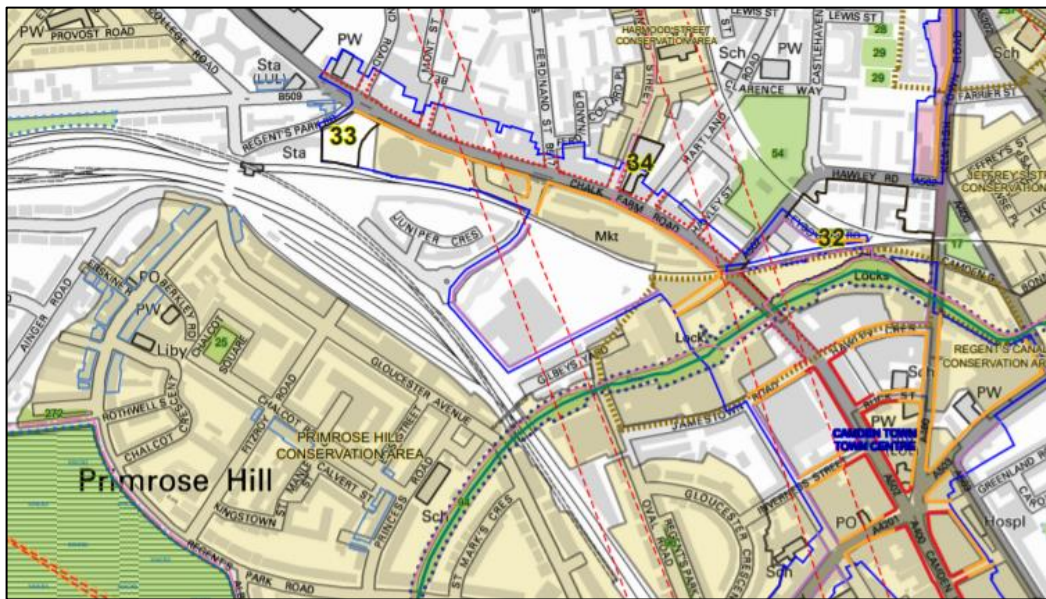


Figure 1: Extract from LBC Policies Map (2019)

5.8 The following designations only apply to part of the site:

- Protected Frontage (Secondary): the MS Parcel as a 'Secondary Frontage' and the PFS Parcel as a 'Sensitive Frontage' within Camden Town Centre.
- Regent's Canal Conservation Area: This designation is only applicable to the PFS parcel towards the north eastern part of the site.
- Canalside Industry Archaeological Priority Area: This designation is only applicable to the eastern corner of the site.
- Designated View 2A.2 Parliament Hill summit to the Palace of Westminster - Viewing Corridor: This runs through the centre of the site. The London View Management Framework (2012, as amended) indicates where building heights should be limited to a threshold above ordnance datum (AOD) across the relevant parts of the Application Site.

5.9 There are a number of conservation areas within the surrounding area, including:

- Harmood Street Conservation Area, to the north-east;
- Camden Town and Camden High Street Conservation Areas, to the south-east; and
- Primrose Hill Conservation Area, to the west and south-west.

5.10 The site has no listed buildings; however, there are a number of listed buildings located within the surrounding area, including:

- the Roundhouse (Grade II*);
- the Horse Hospital (Grade II*);
- Stanley Sidings (Grade II);
- Primrose Hill Tunnels (Grade II*);
- the Horse Tunnels, stairs, vaults and Canal Basin (Grade II);

- the Interchange building (Grade II), and
- Camden Incline Winding Engine House (Grade II*).

5.11 The application site is not located in a designated Neighbourhood Area.

6. Planning Assessment

- 6.1 LBC has previously considered and approved proposals in relation to the redevelopment of the site for a mixed use redevelopment. It was considered that the many and varied uses on the site would complement the Town Centre and offer new facilities and resources back to Camden and that the proposals would create a genuinely mixed use development. The optimisation scheme draws on these principles and addresses the opportunity to bring forward further improvements, deliver efficiencies and respond to ongoing stakeholder comments.
- 6.2 As per the Local Plan, the optimisation scheme seeks to address LBC's strategic objectives by creating conditions for harnessing the benefits of economic growth and securing sustainable neighbourhoods by promoting the most efficient use of Camden's land and buildings. Local Plan Policy G1 sets out that the Council will support development that makes the best use of its site, taking into account the strategic objectives within Camden and local site considerations.
- 6.3 In terms of housing delivery, the proposals now deliver 644 residential units across the site, achieved through re-organisation and design of the residential floor space and sensitive increases to height and massing. An increased quantum of affordable homes is proposed, 38.10% by habitable room across the scheme as a whole (184 out of the extant scheme 573 homes will be affordable as per the extant permission). 19 out of 71 additional homes will be affordable equating to 35% by habitable rooms
- 6.4 The height and bulk of the proposals have been amended to take additional height to Blocks A, B, C and F whilst maintaining the elevational treatments. The overall approach of the optimisation scheme is to maintain and build upon the design quality and sense of place of the extant planning permission with due regard to residential amenity of the existing and incoming community.
- 6.5 Minor amendments have also been made to the provision of commercial floorspace though this is considered to make more efficient use of the site and still maintains the objective to maximise economic benefits and employment generation from the local community.
- 6.6 The spatial priorities for the area focus on the site's Major Town Centre location and allocation within the Camden Goods Yard Planning Framework. The priorities for this area are to maintain the vitality and viability of the town centre whilst delivering a range of new homes, jobs and other facilities. As such there are several spatial priorities for the area. The optimisation scheme continues to meet a range of LBC's strategic objectives, providing a genuinely mixed use development incorporating a range of suitable and complementary uses realised through a high quality design that optimises the potential of the site.
- 6.7 Overall, the proposals represent sustainable development in line with NPPF objectives, through the provision of a wide range of uses in a development that is of the highest quality sustainable design and architecture. The proposals create a lifetime neighbourhood in line with the London Plan objectives, providing a mix of uses and high quality environment, providing homes alongside offices, local shops, social and

community uses and other services, giving employment opportunities and delivering a range of economic, social and environmental benefits in a highly accessible location.

- 6.8 There are no proposed amendments to the previously consented elements associated with Biodiversity, Archaeology, Community Space, Sustainable Drainage Systems, Contaminated Land or Construction Management and so these sections do not appear within the assessment below.

Provision of Additional Residential Units

Housing Delivery

- 6.9 The optimisation scheme will deliver 644 new homes and will make a significant contribution towards meeting LBC's housing targets. The optimisation scheme is being progressed in the context of the acute housing need in London and Camden. Camden's Local Plan sets out that housing is the priority land use in the borough and that the housing supply should be maximised beyond the adopted target of 1,176 additional homes for the period 2016/17 to 2020/21, and an annual target of 1,092 for the period 2021/22 to 2030/31. It is noted that Camden has not delivered sufficient housing over the period of 2016/17 to 2018/19, only delivering 87% of housing against its objectively assessed housing need and is currently required by MHCLG to produce a housing delivery action plan. In addition, the housing targets for Camden as identified within the draft replacement London Plan increased by 22% to deliver 10,380 new dwellings over a ten year period.
- 6.10 The London Plan establishes the pressing need for more homes in London and the need to boost significantly the supply of housing. Policy 3.3 (e) states that Boroughs should identify and seek to enable additional residential development capacity to be brought forward to supplement housing targets and in particular to realise the potential of brownfield housing capacity through intensification, town centre renewal and via mixed use redevelopment in areas with good transport accessibility. This objective is maintained within the draft replacement London Plan Policy H1.
- 6.11 The optimisation scheme will provide 644 homes and the uplift of 71 homes (including 19 additional affordable homes) is a significant planning benefit given local housing need.

Housing Mix

- 6.12 The optimisation scheme has been developed with the aim of reflecting, as far as possible, the dwelling size mix within the extant planning permission. Particular attention has been paid to the mix within the affordable tenure and the importance placed by LBC on the provision of a substantial proportion of the Affordable Rented homes as family homes.
- 6.13 Table 1 sets out the size mix of these units by tenure in relation to the number of bedrooms.

	Studio	1 Bed	2 Bed	3 Bed	4 Bed	Total
Market	61	177	161	42	-	441
%	14	40	37	9	-	67
<i>Consented</i>	62	140	146	41	-	389
Affordable Rent	-	18	37	47	8	110
%	-	16	34	43	7	17
<i>Consented</i>	-	23	29	42	8	102
Intermediate	-	53	40	-	-	93
%	-	57	43	-	-	14
<i>Consented</i>	-	46	36	-	-	82
Total	61	248	238	89	8	644
%	9	39	37	14	1	-
<i>Consented</i>	62	209	211	83	8	573

Table 1: Residential Provision

	1 Bedroom or Studio	2 Bedroom	3 Bedroom	4 Bedroom or greater
Social-affordable rented	Lower	High	High	Medium
Intermediate	High	Medium	Lower	Lower
Market	Lower	High	High	Lower

Table 2: Local Plan Policy H7 'Dwelling Size Priorities'

- 6.14 The revised scheme mix is fully in accordance with LBC's dwelling priorities table set out in Local Plan Policy H7, in terms of Affordable Rent and Intermediate Rent homes. The market housing is market-led and underpins the affordable housing delivery on site. This approach is consistent with that of the extant planning permission.

Affordable Housing

- 6.15 184 out of the extant scheme 573 homes will be affordable as per the extant permission equating to 39% by habitable rooms. 19 out of 71 additional homes will be affordable equating to 35% by habitable rooms. Overall, this results in 203 of the proposed 644 homes being affordable which equates to 38.10% by habitable room. These figures reflect the provision of affordable housing without the GLA grant.
- 6.16 The 184 affordable homes out of the 573 extant scheme will be delivered in accordance with the extant permission tenure split. With regards to the net uplift, the optimisation scheme provides 19 additional affordable homes, comprising around a 60:40 split Affordable Rent to Camden Intermediate Rent). Rent levels are expected to remain the same as per the extant planning permission.

Affordable Tenure	Percentage	Notes
All affordable homes	38.10% by habitable room	
	35.54% by floorspace	NIA floorspace
	31.52% by unit	
Affordable Rent	65.55% by habitable room	
	62.42% of total affordable housing by floorspace	NIA floorspace
	17% by unit	
Intermediate Rent	34.45% by habitable room	
	37.58% of total affordable housing by floorspace	NIA floorspace
	14% by unit	

Table 3: Affordable Housing Tenures

- 6.17 The provision of 71 additional homes including 19 additional affordable homes is a significant planning benefit. The proportion of affordable homes exceeds the requirements of the GLA Fast Track route, at over 38.10% of total habitable rooms.
- 6.18 The affordable housing locations remain distributed throughout the scheme and the tenures present in each block are consistent with the extant planning permission in Blocks B, D, E and F.

Location	Unit Numbers	
	Affordable Rent	Intermediate Rent
Block B	0	60
Block D	9	29
Block E	13	4
Block F	88	0

Table 4: Affordable Housing Distribution

Density

- 6.19 The Local Plan sets out that the Council wants to encourage high quality development with high densities to make the most efficient use of its land and buildings, particularly in the most accessible parts of the borough. It further sets out that the Council seeks to make full use of its capacity for housing, as a priority land use. The Local Plan specifically notes that the Council expects the maximum appropriate contribution to housing on sites that are underused or vacant.
- 6.20 The London Plan Policy 3.4 sets out guideline densities and states that ‘development should optimise housing output for different types of location within the relevant density range’ subject to consideration of the site context, local character and Public Transport Accessibility Levels. These are no longer contained within the draft

replacement London Plan instead reference is made to optimising site capacity through a design-led approach.

	Extant Planning Permission	Optimisation Scheme
Units per hectare (net residential site area)	326	352
Habitable rooms per hectare (NRSA)	874	944
Net residential site area	1.76ha	1.83ha

Table 5: Density capacity

- 6.21 Whilst we note that the density matrix will no longer be directly relevant on adoption of the replacement London Plan, the proposals remain in accordance with the density matrix set out in London Plan Policy 3.4, which specifies a range of 140-405 units per hectare and 650-1100 habitable rooms per hectare in relation to a central site with a PTAL of 4 to 6.
- 6.22 Against this background, it is clear that the proposals should be supported given the uplifted contribution to the provision of housing, including both market and affordable housing, to deliver regeneration and planning benefits. Optimising the delivery of new homes on this site is therefore considered a significant planning benefit and in accordance with the London Plan Policy 3.3, Local Plan Policy H1 and H2 and draft replacement London Plan Policy H1.

Residential Quality and Amenity

- 6.23 As per the extant planning permission, the optimisation scheme remains at a high quality with all relevant housing standards met and exceeded in most cases. This includes all relevant space standards, the orientation and aspect of units and other standards. The size of all units is set out in the residential schedule which accompanies the DAS Addendum.

Space Standard and Private Amenity Space

- 6.24 The Mayor’s Housing SPG (2016) states that private open space is highly valued and should be provided in all new housing developments. A minimum private amenity space standard of 5 sqm per home is required by Standard 26 of the SPG and an additional 1 sqm is required per additional occupant. However, the SPG goes on to state that, in exceptional circumstances where site constraints make it impossible to provide private open space for all dwellings, a proportion of dwellings may instead be provided with additional internal living space equivalent to the area of the private open space requirement.
- 6.25 Private amenity space is provided for the majority of residential units through the provision of terraces, balconies, roof gardens or other forms of amenity space as set out in the DAS Addendum. There are a small proportion of residential units where it has not been possible to provide amenity space however the absolute number of units with private amenity increases from that of the extant planning permission, as set out below.

Location	Extant Planning Permission	Optimisation Scheme
Block A	84 of 107 units (76%) with private amenity, those without are studio units which exceed minimum internal standards.	92 of 110 units (84%) with private amenity , those without are studio units which exceed minimum internal standards and have access to communal amenity space.
Block B	105 of 128 units (82%) with private amenity, those without are studio units which exceed minimum internal standards.	152 of 168 units (90%) with private amenity, those without are studio units which exceed minimum internal standards.
Block C	all units (100%) with private amenity.	all units (100%) with private amenity.
Block D	all units (100%) with private amenity.	all units (100%) with private amenity.
Block E1 + E2	63 of 73 units (86%) with private amenity, those without are studio units which exceed minimum internal standards.	63 of 73 units (86%) with private amenity, those without are studio units which exceed minimum internal standards.
Block F	all units (100%) with private amenity.	all units (100%) with private amenity.

Table 6: Private Amenity Space

- 6.26 Where it is not possible to provide amenity space, oversized internal living space has been provided to mitigate. In addition, these units have access to other forms of amenity space spread across the site. Blocks A, B, C, D, and F have access to communal roof terraces, and Blocks F and B have access to podium gardens. The optimisation scheme has applied the same approach to that accepted as part of the extant planning permission.
- 6.27 In review of the above information, circa 93% of new homes meet the private amenity space standards set out in the Mayor's Housing SPG and all homes have access to appropriate communal amenity space. On balance, given that all new homes will meet and often exceed internal space standards and a significant majority will meet private amenity space standards, the proposals are considered acceptable in this respect with regards to policy and material considerations in particular guidance provided within the Mayor's Housing SPG (Paragraph 2.3.32).

Outlook and Aspect

- 6.28 The majority of the proposed units remain dual aspect with most blocks incorporating 70% or more dual aspect units as noted in the table below. Similar to the extant planning permission, where this figure is lower, design opportunities have been explored to improve the situation and the proportion of dual aspect units.
- 6.29 The overall proportion of dual aspect units within the optimisation scheme is 61%, as compared to 67% for the extant planning permission. Whilst the overall percentage demonstrates a slight reduction, the absolute number of dual aspect units increases

slightly from that of the extant planning permission. In this context, consideration needs to be made to the overall context of planning benefits the proposals will be delivering including an uplift in affordable homes and improved home layouts.

Location	Extant Planning Permission	Optimisation Scheme
Block A	80%	84%
Block B	51%	35%
Block C	78%	79%
Block D	90.5%	83%
Block E1 + E2	73%	78%
Block F	57%	46%
Overall	67%	61%

Table 7: Dual Aspect Units

- 6.30 As per that extant planning permission, with regards to the potential for exposure to unacceptable noise pollution, for single aspect units, the Noise Impact Assessment confirms that all new homes proposed will have acceptable internal noise levels as a result of appropriate glazing specification and mechanical ventilation. With regards to noise to external balconies, the existing noise environment of the site and surrounding area is such that some external balconies will not meet prescribed standards; however, this is to be expected within an urban location and should be balanced against both the benefits of having private amenity space and the overall planning benefits of the development.

Privacy and Separation Distances

- 6.31 All blocks have been carefully considered and positioned within the site as per the extant planning permission to allow an acceptable relationship to be established between each building and the uses it contains from the ground to all upper floors.
- 6.32 It is acknowledged within the Mayor’s Housing SPG that whilst measures to provide adequate visual and acoustic privacy for every home is important, adhering rigidly to guidance on minimum distances can limit the variety of urban spaces and housing types in the city and unnecessarily restrict density.
- 6.33 Separation distances have been maintained as per the extant planning permission, with the exception of Blocks B and F. The proposals include amendments to the central courtyards of these blocks, reducing them in size and thereby reducing the separation distances. Block B’s central courtyard reduces in size by 166 sqm to 619 sqm, resulting in an adjustment in separation distances from 21 sqm to 18.2 sqm. Block F’s central courtyard reduces in size by 129 sqm to 648 sqm, resulting in an adjustment in separation distances from 21 sqm to 17.8 sqm.
- 6.34 Where distances between the windows and terraces of the proposed blocks and sensitive locations of the existing buildings fall below the 18m guidance as set out by LBC’s Amenity CPG (2018), windows have been designed to not be directly facing or the use of the room has been carefully considered to avoid the level of overlooking. In

addition, mitigation measures such as privacy screening and boundary treatment would be incorporated to minimise opportunities for overlooking. This formed part of detailed layout adjustments during pre-application discussions with LBC.

- 6.35 The above information demonstrates that overall sufficient space is afforded between the proposed buildings to ensure that the privacy of future residents will be respected. Whilst 18m is not achieved in all cases the degree of separation is considered reasonable in the context of the site’s central location and given the need to optimise the use of the site.

Accessible Housing

- 6.36 London Plan Policy 3.8 and Local Plan Policy H6 sets out the 90% of homes should meet the Building Regulation M4 (2) ‘accessible and adaptable dwelling’ and that 10% of homes should meet the Building Regulation M4 (3) ‘wheelchair user dwellings’.
- 6.37 The optimisation scheme remains consistent in its approach to be inclusive and incorporate the accessibility features set out within the extant planning permission. In response to the uplift in residential units, the provision of accessible housing has been revised accordingly as set out in the table below.

	Units	%	Tenure
M4(1)	12	2	
M4(2)	504	88	
M4(3)(2)a	40	7	Market and Intermediate
M4(3)(2)b	17	3	Affordable Rent
Total	573		

Table 8: Extant Planning Permission - Accessible Housing Provision

	Units	%	Tenure
M4(1)	12	2	
M4(2)	566	88	
M4(3)(2)a	53	8	Market and Intermediate
M4(3)(2)b	13	2	Affordable Rent
Total	644		

Table 9: Optimisation Scheme - Accessible Housing Provision

- 6.38 The accessible homes within the affordable rented tenure will be built in compliance with Building Regulations M4(3)(2)(b) and those within the market and intermediate accessible homes will be built in compliance with M4(3)(2)(a). This approach is consistent with the extant planning permission and the supporting guidance (Paragraph 3.155) for Local Plan Policy H6. The typical design specifications and layouts are set out in full in the DAS Addendum, including typical layouts.

6.39 Overall, the development proposals are inclusive for all and comply with specific policy requirements set out above.

Commercial Floorspace

6.40 The optimisation scheme maintains a similar level of commercial floorspace across the site although with a small overall reduction associated with the supermarket given that part of the area allocated for parking is no longer needed. The anchor convenience retail is maintained on site and the area of the supermarket is comparable to the extant planning permission. Additionally, revisions to layouts has allowed for a slight increase in commercial floorspace associated with the Class B1 Office uses and Class A1-A3 Retail uses across the site.

Type	Extant Planning Permission	Optimisation Scheme
	GIA	GIA
Retail (A1-A3)		
Main Site	672	950
PFS	1,446	1,446
Supermarket (A1)	19,352	17,715
Retail Area	3,991	3,991
Car Park	9,431	8,855
Back of House Operations	5,930	4,869
Office		
Main Site	4,523	4,712
PFS	6,873	6,873
Affordable Office(B1a)	465	564
Workspace (B1c)	771	657
Urban Farm (Sui Generis)	1,047	1,515
Community Space	74	74
Total	26,904	26,187

Table 10: Commercial floorspace provision

6.41 The concierge has been relocated from Block E to Block A resulting in the creation of a retail unit in its place. Marginal increases have been made to the retail units in Blocks A and C. In addition the resident’s gym has been relocated from Block C to Block A with the space replaced as offices. The area of workspace is reduced marginally but the area of affordable office space is increased.

6.42 Similar to the approach of the extant planning permission, the provision of new retail floorspace within Camden Town Centre seeks to promote, include and integrate a range of uses and activities, including the provision of smaller retail units, to make the most effective use of land. It is considered that the optimisation scheme maintains its

contribution to the vitality of this particular part of the Town Centre introducing an appropriate scale of retail uses relative to the site and function of the Town Centre, where such uses are directed and supported in policy terms.

- 6.43 Overall, the proposed retail activity and floorspace proposed is supported at the site in adopted and emerging policy and in particular given the site's location within Camden Town Centre, the highest order centre in the retail hierarchy. The proposals will support the character, function, vitality and viability of Camden Town as a centre and is not considered to cause harm to the local area or the amenity of neighbours and is therefore in accordance with Local Plan Policy TC1, TC2 and TC5.
- 6.44 The range of types and sizes of employment floorspace (Use Classes B1a and B1c) has slightly increased and the proposed location of these uses is the same as per the extant planning permission. The range of employment floorspace will offer considerable variety of choice for future occupiers and is considered a welcome amendment in relation to Local Plan Policy E1.
- 6.45 There is an increase in floorspace dedicated to the Urban Farm above Block B. This is due to the inclusion of ancillary areas for the stair, lift core and circulation areas which were not previously captured in the extant planning permission. There is no change to the core Urban Farm floor area. The Urban Farm was considered to be an innovative commercial component and was welcomed as part of the extant planning permission. The increase in floorspace supports the objectives of Local Plan Policy E1 as a commercial operation which brings potential for local employment and training opportunities. In addition, it is considered to add to the diversity of commercial operations and premises in the borough and provides social and wellbeing benefits by providing access to community growing space and education opportunities in accordance with Local Plan Policy C1 and A2.
- 6.46 Against this background, it is considered that the optimisation scheme will continue to deliver on the local plan objectives pertaining to business and retail floorspace, with some additional benefits including the increased area for the affordable office space and the increased area for the urban farm.

Design

- 6.47 The overall approach to redeveloping the site follows the masterplan by Allies & Morrison, as per the extant planning permission. The DAS Addendum submitted in support of the extant planning permission sets out the approach in detail. The optimisation scheme does not alter the approach to the proposed masterplan.
- 6.48 The optimisation scheme makes amendments to predominantly to Blocks A, B, C, F, including by inserting additional storeys as a result of reducing residential floor-to-floor heights to 3.15m, inserting extra storeys in addition, as well as alterations to floorplans and reconfiguration of internal layouts. The marginal increase in height proposed in Blocks A, B, C and F is set out in table 11 below. This is considered to be marginal in overall terms. The elevations are amended to ensure that the proportions of the proposed buildings remain appropriate and the overall aesthetic remains unchanged.

- 6.49 The DAS Addendum sets out a detailed schedule of amendments; the following section outlines key changes.

Block A

- 6.50 Through an adjustment of floor-to-floor heights from 3.375m to 3.150m an extra storey has been incorporated in both buildings without a significant increase in height. The parapet height of the East tower has been raised by 0.905m and on the West tower by 1.575m.
- 6.51 In addition, the windows have been increased in height and width in order to create a more elegant elevation and also to improve the apartments in terms of daylight levels and views out.

Block B

- 6.52 The scale of Block B has been adjusted in optimisation scheme as a result of reducing residential floor-to floor heights to 3.15m and inserting one extra full storey in addition.
- 6.53 The general layout for Building B remains unchanged in the optimisation scheme; the residential floorplates have increased in width to accommodate improved home layouts, which in turn has resulted in a minor reduction in the size of internal courtyard. The courtyard retains a minimum of 18m distances between building facades.

Block C

- 6.54 The scale of the Block C has been adjusted in the optimisation scheme as a result of reducing residential floor-to floor heights to 3.15m and inserting two extra storeys in addition to C1.

Block F

- 6.55 The scale of the Block F has been adjusted in the optimisation scheme as a result of reducing residential floor-to-floor heights to 3.15m and inserting two extra storeys in F2 in addition.
- 6.56 The general layout for Building F remains unchanged in the optimisation scheme; there is a small increase in width of residential floorplates to accommodate improved home layouts, which in turn has resulted in a minor reduction in the size of internal courtyard. However, the courtyard retains a minimum of 18m distances between building facades.
- 6.57 In addition, in relation to Blocks B, C and F, it is proposed to remove all glass balustrades directly in response to changes to Part B (fire) of the Building Regulations. These balustrades are all replaced with open vertical metal bars as per the bay studies.

Block	Lower Storeys		Upper Storeys		Building Parapet Heights AOD (m)	
	Consented	Proposed	Consented	Proposed	Consented	Proposed
A1			14	15	84.170	85.075
A2	11	12			74.050	75.625
B1			7	8	62.075	64.775
B2	6	7			55.950	62.075
C	8	10			64.125	68.775
			10	11	71.250	72.250
D	1	1	5	5		
E1			11	11		
E2	3	3	5	5		
F1	5	5				
F2			9	11	67.315	72.210
PFS			6	6		

Table 11: Built Form

- 6.58 Overall, the optimisation scheme includes a marginal increase in height across Blocks A, B, C and F. As per the extant planning permission, it is considered that the taller elements on site are suited to their location within the site. The location of the tallest elements has been informed by townscape and heritage considerations, as set out below, and by pre-application engagement which resulted in some changes to proposed height increases.
- 6.59 The amended building heights have also been informed by a daylight and sunlight assessment to ensure that there is no material impact on the surrounding area and public spaces and that the quality of the residential environment within the development is retained, as set out below. The increased massing will have minimal impact on public realm and amenity space with the Daylight and Sunlight report prepared by GIA Chartered Surveyors (June 2020) demonstrates that the level of sunlight to these areas will continue to exceed BRE guidance.
- 6.60 The blocks retain the overall proportions, detailing and architectural styles of the extant planning permission, influenced by the site history and context. Central to the optimised scheme is the imperative to retain the original vision set out for the design and development of Camden Goods Yard:

“Our vision is to create a new integrated and sustainable neighbourhood on Camden Goods Yard that draws on the rich industrial history of the site whilst improving connections to the town centre and surrounding neighbourhoods. It is an exciting opportunity to transform this underutilised site and contribute to the area’s rich cultural identity and character”

- 6.61 The general form, overall height and position of the optimisation scheme remains unchanged from the extant planning permission. The points of divergence from the extant planning permission, as set out within the DAS Addendum, would have limited effect on the appearance of the development when considered against the principles of the LBC's Design CPG (2019).
- 6.62 The Townscape Visual Impact Analysis (TVIA) Addendum by Tavernor (June 2020) notes that the marginal increase in height across Blocks A, B, C and F is not considered to alter the effects for the relevant views noted within the TVIA for the extant planning permission. Accordingly, no new or amended significant townscape and visual effects are likely to arise for the optimisation scheme.
- 6.63 The design of the optimisation scheme has been developed with careful consideration to the surrounding heritage assets and key views to minimise and mitigate any harm where it is unavoidable, in order to deliver the substantial public benefits that the proposals offers, in particular the redevelopment of this important but underutilised Town Centre site and the creation of a high-quality new neighbourhood. The design development of the optimised scheme has undergone a reasoned and contextual study to deliver a design of high quality design and architecture.

Heritage and Townscape

- 6.64 The site sits within the context of a number of designated heritage assets, including 58 statutorily listed buildings within 500m of the site, 1 registered parks and gardens within 1km of the site and 4 conservation areas within 500m of the site. These are outlined in more detail within the Heritage Statement Addendum, prepared by Turley (July 2020).
- 6.65 The extant planning permission was assessed as causing 'less-than-substantial harm' in relation to relevant designated heritage assets, as set out in the Heritage Statement undertaken by Turley Heritage.
- 6.66 In overall terms, notwithstanding the increase in height of Blocks A, B, C and F and the associated localised area of greater visibility of new built form the optimisation scheme, it is considered in overall terms to preserve the character or appearance of these conservation areas or in some cases cause less than substantial harm to the conversation area as a whole, consistent with the findings of the assessment of the extant planning permission.
- 6.67 LBC's committee report concluded 'less than substantial harm' in relation to:
- Regent's Park;
 - The Horse Hospital;
 - The Roundhouse;
 - Parkhill Conservation Area, and
 - Harmond Street Conservation area.
- 6.68 The nature and extent of the optimisation scheme would not materially change the previously established impacts of the extant planning permission on the significance of

these listed building. Accordingly, the optimisation scheme would, in overall terms, preserve the special interest and setting of these listed buildings.

6.69 Consistent with the impact assessment of the extant planning permission, there are elements of the optimisation scheme that would have adverse impacts on the significance of a small number of heritage assets located within the study area:

- The Roundhouse (Grade II* listed building);
- The Interchange Building (Grade II listed building);
- Nos.1-15 Prince Albert Road (Grade II listed buildings);
- Primrose Hill Infants School (Grade II listed building);
- The Engineer PH (Grade II listed building);
- Primrose Hill Conservation Area;
- Harmood Conservation Area; and
- Regent's Park (Grade I Park and Garden of Special Historic Interest).

6.70 Whilst that adverse impact will be amplified in the case of the Interchange Building, The Roundhouse and the Primrose Hill Conservation Area by the minor increased height of Blocks A, B, C and F, the level of perceived heritage harm in all cases remains less than substantial for the purposes of the NPPF and 'calibrated' as comparatively modest in all instances.

6.71 The planning benefits of the extant planning permission are considered to outweigh this harm, in accordance with the test set out in Paragraph 196 of the NPPF. These planning benefits include the high quality of the scheme itself in terms of urban design and architecture, which serves to offer some enhancements to offset elements of the harm caused by the introduction of new development on the site, as well as wider planning benefits.

6.72 The effect of the application on the significance of non-designated heritage assets is also considered acceptable, including the Goods Yard itself, as a historic remnant of its industrial past, elements of which are expressed in the masterplan design and architectural design.

6.73 Wider townscape impacts were also assessed as part of the Townscape Visual Impact Analysis undertaken by Tavernor in relation to the extant planning permission. The site's relationship with the two London Panorama views, from Parliament Hill and Primrose Hill, was also assessed. The extant planning permission does not exceed the Threshold Plane of the Parliament Hill view. 'Less than substantial harm' was identified in relation to the Primrose Hill view, due to some obstruction of the Interchange building.

6.74 The optimisation scheme delivers the planning benefits of the extant planning permission, as well as additional planning benefits, as set out within this Planning Statement, and continues to give rise to no more than 'less-than-substantial harm'. An assessment of heritage harm is set out within the submitted Built Heritage Addendum by Turley Heritage (June 2020) and relies upon analysis of townscape impacts, set out within the Townscape Visual Impact Analysis (TVIA) Addendum by Tavernor (June 2020).

- 6.75 On this basis the proposals are considered to comply with the Development Plan and material considerations, with regards to heritage and townscape effects, in particular with policy D2 of the Local Plan and 7.8 of the London Plan and the London View Management Framework SPG. The proposals are also compliant with statutory provisions, including of the Planning (Listed Buildings and Conservation Areas) Act, as set out within the submitted Built Heritage Addendum.
- 6.76 In design terms, the scheme is also considered to comply with Local Plan Policy D1 and guidance set out in LB Camden's Design CPG (2019) which requires a high standard of design that respects local context and character, to ensure that buildings are attractive, safe and easy to use. As per the extant planning permission, the character and appearance of the site as a whole derives from its layout, varied height, scale and massing, disposition of uses across the site and the detailed design of individual buildings and spaces.
- 6.77 The TVIA Addendum prepared by Tavernor (June 2020) notes that the marginal increase in height across Blocks A, B, C and F is not considered to alter the effects for the relevant views noted within the TVIA for the extant planning permission. The degree of visibility of the optimisation scheme on View A9 would be very light and unlikely to be noticed by most viewers. The effect on the view is classified as negligible at most. The key buildings and spaces in view, and the viewer's understanding and appreciation of the enclosed market space, canal infrastructure and heritage assets which contribute to the view, would not be affected.
- 6.78 The precise skyline profile of the optimisation scheme would differ from the extant planning permission to a very minor degree. The principles and arrangement of the massing would remain the same per the extant planning permission. The overall skyline would appear very little altered. As in the consented development, Blocks A and E would mark the main entrances to the site with taller points within the masterplan indicating key corners, routes and spaces. Together, the group of buildings would have a varied, layered and positive visual character in the views and within the townscape.
- 6.79 The overall massing of the optimisation scheme would remain consistent with that previously environmentally assessed for extant planning permission. Accordingly, no new or amended significant townscape and visual effects are likely to arise and no additional mitigation would be required.

Basement Impact Assessment

- 6.80 In addition to what was approved as part of the extant planning permission, the optimisation scheme includes the deepening of an area of 300sqm within the basement footprint by approximately 4m to create a two level basement under Block A. The findings of the Basement Impact Assessment approved as part of the extant planning permission are still relevant however a further Basement Impact Assessment prepared by AECOM accompanies this application and provides further details.
- 6.81 The proposed basement will not have any impact on the surface water inflows. The surface water flows arising from the proposed development will discharge into the same existing combined sewer owned by Thames Water. The connection points to this existing sewer have changed compared to the existing site, however these points and

flows have been agreed with Thames Waters regarding capacity. Due to the predominantly cohesive Made Ground and London Clay Formation being low permeability strata and the fact that surface water drainage strategy does not utilise infiltration features as part of the design, the formation of the basement walls by construction of a secant piled wall will not adversely impact groundwater flow.

- 6.82 The building damage assessment was undertaken based on Burland et al. (2001) method for the main and garden walls of the adjacent buildings and railways running along the south-western and north-eastern boundaries, accounting for the demolition of the existing building and the excavation of the new basement. The building damage assessment showed the majority of the Gilbeys Yard walls falling into Damage Category 1 (“very slight” damage) or less. Only five of the garden walls perpendicular to the excavation indicate Damage Category 2 (“slight” damage) and only one of them marginally indicates Damage Category 3 (“moderate” damage). However, these (garden) walls are expected to be made of timber separating the gardens at the rear of the properties and therefore not of structural importance. As a result, the predicted damage category 2 is not considered to be of concern.
- 6.83 The assessment concludes that movements associated with demolition and construction activities are not anticipated to adversely impact the neighbouring structures, with damage categories falling within the visual appearance or aesthetic range of building strains. During the construction works the movement of the basement walls will be monitored. It is recommended that a specialist structural engineer is appointed to carry out a detailed survey of the surrounding buildings and infrastructure.
- 6.84 It is considered that the results of the Basement Impact Assessment are in compliance with Local Plan Policy A5. A detailed basement construction plan has been secured as part of the Section 106 of the extant planning permission (Paragraph 8 of Part 1 in the Section 106).

Public Realm, Public Open Space and Play Space

- 6.85 The scheme retains and enhances the approved public realm and landscaping proposals of the extant planning permission. The revisions proposed by Murdoch Wickham are set in within Chapter 3 of the DAS Addendum and include:
- increased Public Open Space and Play Space provision;
 - a re-alignment of the external flight of steps to the Railway Park;
 - revisions to service bay vehicle bay provision and locations;
 - additional wheelchair accessible parking;
 - additional visitor cycle stands;
 - relocation of the proposed vehicular access control bollards, adjacent to Block E2 rather than Block A under the extant planning permission, facilitated by the revised location of the concierge in Block A, which increases the extent of generally untrafficked public realm;
 - a revised tree planting strategy, with the removal of 11 additional trees but the planting of 14 additional trees, and
 - revisions to the rooftop strategy, in response to architectural changes.

Quantum of Public Realm

- 6.86 Proposed changes to the landscape and public realm have been kept to a minimum and are limited to improvements to the function of the extant planning permission or adjustments to integrate the proposed uplift in the number of homes, revised architecture and associated strategies.

Type	Quantity (sqm)	
	Consented	Proposed
Civic Space	6,155	7,496
Green Amenity Space	3,490	2,932
Play Space	1,115	1,265
Food Growing	463	561
Total	11,223	12,254

Table 12: Amenity Space Provision

Public Open Space

- 6.87 Public Open Space is re-provided at a similar quantum as the extant planning permission, with a minor uplift. Whilst it has not been possible to fully meet the requirements of LBC's Public Open Space CPG (2018) with regards to public open space for the uplift in residential and working population given that the site area is finite, provision has been maximised and positive changes such as the relocation of the vehicle control point increase the area of useable public realm with only a marginal deficit in on site open space provision at 96% against policy requirement.

Play Space

- 6.88 Play space is provided in relation to the uplift in population in accordance with the requirements of LB Camden Public Open Space CPG (2018) and thereby meeting the requirements of Local Plan policy A2. Child yield has been calculated using the GLA's online calculator, accessed in June 2020. The additional 71 residential units will result in a child yield uplift of 23, which equates to a further play space requirement of 149.5 sqm. 1,265 sqm of play space is provided in the optimisation scheme i.e. the extant 1,115 sqm plus the uplift of 149.5 sqm, rounded up.
- 6.89 Play space provision is provided in-line with the extant planning permission, plus a policy compliant level of additional play space to accommodate the increased residential population as a result of the site optimisation. As per the extant planning permission, play is provided through a combination of dedicated areas for different age groups as well as incidental play.

Type of Playspace	Extant Planning Permission Amount (sqm)	Optimisation Scheme Amount (sqm)
Doorstep Play 0-4 years	207	522
Play 5-11 years	578	440
Play 12+ years	330	303
Total public play space	1,115	1,265

Table 13: On Site Play Space

- 6.90 The distribution of play space across the site applies a similar approach to the extant planning permission. Private doorstep play space would be located in the communal courtyards to Blocks B, D, E2 and F to serve the youngest age group residents in those blocks. A complementary area for younger ages would be located close to the bus stops on the approach into the site.
- 6.91 Play elements integrated into the landscape in Roundhouse Way and Makers Yard would provide opportunities for incidental play for 0-4 year olds. The public spaces of Southampton Square, Goods Yard and Interchange Yard each offer a wider provision of play equipment, for ages ranged 0-11.
- 6.92 The amount of play space provided within the scheme is considered a significant amount of valuable play space. The high level of provision on site in this urban town centre location is considered a significant contribution to the open space proposed and provides valuable social and community infrastructure to the existing and new community for a range of ages to meet the principles of a lifetime neighbourhood.
- Tree Removal**
- 6.93 As per the extant planning permission, the Pre-Development Arboricultural Survey, prepared by Middlemarch Environmental (July 2020) identified that no trees within or closely surrounding the study area are subject to Tree Preservation Orders (TPO).
- 6.94 The extant planning permission proposed to remove the majority of existing trees (60 in total), the revised Arboricultural Impact Assessment prepared by Middlemarch Environmental (July 2020), coupled with the Tree Retention and Removal Strategy prepared by Murdoch Wickham identifies a further 15 trees which will need to be removed for demolition and construction purposes. 4 trees identified for removal were considered to be unsuitable for retention and therefore the removal of these trees would be required, irrespective of the proposed development, due to their poor condition.
- 6.95 No Category A trees are included in these additional removals, as detailed in the Tree Retention and Removal Plan and Chapter 3 of the DAS Addendum.
- 6.96 14 additional replacement trees are proposed as part of the tree strategy for the optimisation scheme (204 trees in total compared to 190 for the extant planning permission); therefore the uplift in new trees more than off-sets the increase in tree removals.

- 6.97 The mitigation methods outlined within the extant planning permission to protect and maintain the retained trees will be applied. The tree planting details will be similar to that of the extant planning permission.
- 6.98 Given the relative immaturity of the trees present within the site, it is considered that these specimens can be replaced in the short-term. As such, the removal of these trees should not be considered a significant constraint to the proposed development and the wider planning benefits of the proposals need be considered amongst the wider replanting and landscaping of the site. Against this background, we consider the proposals to be in accordance with the objectives set out in Local Plan Policy A3, London Plan Policy 5.11 and draft replacement London Plan Policy G7.

Daylight and Sunlight

- 6.99 The Daylight and Sunlight report prepared by GIA Chartered Surveyors (June 2020) assesses the internal daylight, sunlight and overshadowing in relation to the proposed homes. In addition, the Internal Daylight, Sunlight and Overshadowing Report, prepared by GIA Chartered Surveyors (June 2020) assesses the potential impact on neighbouring residential receptors.
- 6.100 Within the extant planning permission, 88% of all habitable rooms met the criteria for Average Daylight Factor (ADF) and 74.1% met the criteria for No Sky Line (NSL), in relation to the guidance provided by the Building Research Establishment.
- 6.101 Within the optimisation scheme, 87.4% of habitable rooms meet or exceed the criteria for ADF and 73.6% meet the NSL test. Furthermore, 93.8% of habitable rooms will offer good daylight levels given their urban location, considering that an ADF of 1.5% is still achieved for a large number of living/kitchen/dining areas (L/K/Ds) and a number of tested bedrooms only fall marginally short of recommended levels.
- 6.102 71.9% of living areas facing within 90 degrees of due south will see good levels of sunlight throughout the year, including during winter months.
- 6.103 With regard to public realm and amenity space, 62% of public realm will receive two or more hours on sunlight on the 21st March, exceeding the BRE guidance; this compares to 63% for the extant planning permission. 78% of all communal amenity spaces will meet or exceed the BRE recommendation. In relation to the courtyards within Blocks B and F, these will not meet the BRE test of 50% of the areas receiving two or more hours of sunlight on the 21st of March, comparable with the extant planning permission; however, both blocks are provided with sufficient rooftop amenity by way of a communal rooftop terrace and are able to enjoy sunlight through the use of other open spaces within the site.
- 6.104 Where there are light levels below the guidance recommendations, there are mitigating circumstance and this has been accepted in the extant planning permission; for example, lower floor levels in the courtyard Blocks F are affected by balconies but these provide other benefits i.e. private amenity space and rooms which are under the guidance values are also generously; sized on balance this arrangement was considered acceptable in relation to the extant planning permission and provides overall a high quality of living environment within an urban area. Larger rooms also have an impact

on ADF to the back of the rooms, but the parts nearest the windows are generally well-lit.

- 6.105 The scheme performs similarly to the extant planning permission in relation to natural light for future residents and will provide a good level of natural light. The proposed masterplan and the detailed design of the new properties ensure that future residents will enjoy an excellent standard of amenity within this central London location. The development is compliant with the Development Plan and material considerations in this respect, in particular in relation to Local Plan policy A1 and Camden Planning Guidance on Amenity (2019). The additional planning benefits of the scheme can be achieved without material detriment to residential amenity with regards to sunlight and daylight.

Energy and Sustainability

- 6.106 The Sustainability Strategy Addendum and Revised Energy Strategy prepared by Energist (June 2020), demonstrates that the amendments will result in improvements to the sustainability credentials of the development, compared to that of the extant planning permission.
- 6.107 The general strategy is broadly similar to the extant permission, utilising Air Source Heat Pumps in conjunction with gas fired boilers however significant optimisation has resulted in an increase in energy and carbon savings at each stage of the energy hierarchy. The energy centre remains sited in Block A with flues discharging at roof level of these tallest buildings.
- 6.108 The revisions include additional demand reduction measures, to improve the inherent energy efficiency of the scheme, which has resulted in the 'Be Lean' performance improving to a 13% site-wide improvement over the calculated baseline. High-efficiency heat pumps, gas boilers and photovoltaic arrays are also proposed in order to reduce site emissions further. As such, there will be an increased reduction in on-site CO₂ emissions from 27% to 40% against the Part L Building Regulations 2013 baseline, which exceeds the requirements of the Local Plan Policy CC1, London Plan Policy 5.2 and draft replacement London Plan Policy SI2.
- 6.109 Connection to an existing or proposed district heating scheme has been explored as per Local Plan Policy CC1 and LBC's Energy Efficiency and Adaptation CPG however this is not considered a viable option for the development. Nonetheless, as the development is within an area that could potentially be served by an area-wide network, the design will be progressed to facilitate future connection, should an area-wide network be implemented. This is already secured in the Section 106 agreement for the extant planning permission (Paragraph 52 Part 6 in the Section 106 agreement).
- 6.110 The KWp outputs of proposed PV cells remains the same as the extant planning permission at 165 KWp, through improved panel efficiencies to offset some reduction in space at the roof top due to the increased heat pump capacity. PV cells have been maximised for the site, as per the extant planning permission, the only areas that PV has not been proposed are to the roof of the Urban Farm on Block B, and pitched roofs of Block F, which do not offer suitable orientation.

- 6.111 The implementation of heat pumps and photovoltaics into the design yields a substantial improvement in the predicted on-site carbon emissions above that of the extant planning permission, exceeding the Local Plan target of 20% by providing a site wide total of 27%. The scheme will continue to target BREEAM Excellent in relation to the commercial floorspace.
- 6.112 An Overheating Assessment prepared by Energist (June 2002) which assesses the optimisation scheme against the CIBSE TM59 Methodology in accordance with Local Plan Policy CC2. The optimisation scheme includes passive design in relation to cooling and ventilation. As per the extant planning permission a limited element of comfort cooling is proposed, the residential cooling proposals are in line with the extant permission, and shall have a negligible impact on the site regulated emissions as detailed within the revised energy strategy. The commercial spaces will have active cooling as per the extant permission. The calculations demonstrate that passive measures will reduce the regulated cooling demand to 18% less than that of the notional target. This exceeds the requirements of the London Plan cooling hierarchy and guidance from the GLA.
- 6.113 In addition, a revised carbon offset payment will be due, to achieve overall zero-carbon requirements. This payment is estimated to be £696,600.
- 6.114 The proposal remains compliant with the Development Plan with respect of sustainable design, in particular London Plan Policies 5.1, 5.2 5.3, 5.5, 5.7 5.9 and 5.15, and Local Plan Policies CC1 and CC2, the requirements of which are summarised in the Planning Statement submitted in support of the extant permission.
- 6.115 The Draft London Plan requires a minimum on-site reduction of at least 35% beyond Part L Building Regulations 2013 baseline towards zero carbon. Measures have been maximised on site to reduce energy demand as much as possible and exceed these requirements.

Transport and Servicing

Transport Impacts

- 6.116 A Transport Assessment Addendum, produced by Ardent Consulting Engineers accompanies this application and provides further details as required by London Plan Policy 6.13. The fundamental conclusions of the consented Transport Assessment still apply to these proposals i.e. that the proposals will continue to be served by a safe and suitable site access and that it won't have an adverse impact upon the local highway network.
- 6.117 The assessment indicates that there will be a maximum increase of 1 car driver movement in the morning peak hour (two-way), or 5 movements including motorcycles and taxis relating to the uplift from the proposed amendments. Accordingly, no further assessment of the impact of the proposals is required, in terms of car driver trips, on the local highway network.
- 6.118 An increase of 44 two-way pedestrian movements (including modes which require walking to, i.e. underground, train and buses) is predicted in the busiest peak hour, in addition to a maximum additional 6 two-way cycle movements.

6.119 It is Ardent's assessment the increase in person trip generation would not have an adverse impact on the local highway network and that these additional movements can be adequately accommodated.

6.120 A Travel Plan for each respective element of the proposals is outlined in the accompanying Transport Assessment Addendum.

Highways Design

6.121 The roads within the proposed development have been designed as per the guidance in Manual Streets and will be suitable to accommodate two-way traffic as well as a fire tender that can get within 18 metres of a dry/wet riser inlets located at each block.

6.122 Bollards are located in between Blocks F and Block E2 on the access road to restrict vehicular access. Technical specifications will be provided at a later stage, but the arrangement will be controlled by an intercom that links to the concierge. The location of this vehicle control point has been moved further towards the site entrance, as discussed above, to increase the area of the site which will be subjected to only restricted vehicle access.

Highways Improvements

6.123 As per the extant planning permission and as set out in the extant Section 106 agreement (relevant provisions of which will be applied to the optimisation scheme permission), improvements to the junction at Chalk Farm Road, Ferdinand Street and Juniper Crescent will be delivered. Similarly, the proposed improvements to Juniper Crescent will be implemented as consented.

Car Parking

Supermarket Parking

6.124 As part of the amendments and through further negotiation with Morrisons, the car parking for the supermarket is proposed to be reduced from 300 car parking spaces to 250 car parking spaces. The revised provision of these spaces is as follows:

- 223 standard spaces.
- 15 disabled spaces.
- 12 parent and toddler spaces.

6.125 It is noted that both TfL and LB Camden were keen to reduce the number of car parking spaces further than already achieved in the design of the extant planning permission from 287 standard spaces to 252 standard spaces. The Section 106 agreement contains measures to incentivise this reduction over the span of three years.

6.126 The proposed immediate reduction to 250 spaces provides early and guaranteed delivery on what was previously sought and should therefore be acceptable to both TfL and LB Camden.

6.127 Electric charging points for these spaces will be provided as per the details contained with the extant Section 106 agreement and LB Camden's Transport CPG, requiring no less than 20% of car parking spaces to be equipped with EV charging points. Against this background, within the optimisation scheme 15 car parking spaces are to be fitted

with 3kW EV charging points and 35 car parking spaces are to be fitted with 22kW EV charging points.

- 6.128 In addition to the standard supermarket car parking spaces, there will be 4 motorcycle parking spaces.
- 6.129 Management of the supermarket car parking will be set out within a management plan secured through the relevant Section 106 obligation. A Travel Plan is also to be submitted prior to occupation of the temporary supermarket to satisfy the relevant S106 obligation, which will look to decrease the level of predicted single occupancy car travel to the site.

Residential Parking

- 6.130 Draft replacement London Plan Policy T6.1 (Residential Parking) stipulates that disabled persons parking, as a minimum, should be provided for 3% of the dwellings. In addition, it is required to demonstrate how an additional 7% could be provided in future, should the current provision be insufficient. When applied to the uplift in residential, 3% equates to 2.13 additional spaces.
- 6.131 In response to the uplift in residential units, the amendments include the provision of 3 additional disabled car parking spaces, to a total of 23. 11 of these spaces will be within car parking of Block F, with the remaining 12 disabled car parking spaces to be provided on street along Engine House and Windling Way.
- 6.132 5 of these spaces (20%) will include active EV charging points and the remaining 18 spaces will include a passive provision as per the requirements in the London Plan Policy 6.13 (Parking) and LB Camden's Transport CPG.

Commercial Parking

- 6.133 As per the extant permission, the commercial elements of the scheme will not have any access to car parking and will be car-free, excepting the supermarket.

Cycle Parking

Supermarket Cycle Parking

- 6.134 The level of long-stay and short-stay cycle parking, as secured by Condition 25 of the extant permission is retained as part of this application which comprises 18 long-stay cycle spaces and 38 short-stay spaces.

Residential Cycle Parking

- 6.135 Similarly, cycle parking for the residential units is secured by Condition 25 of the extant permission in accordance with the 'Appendix H Cycle Parking Strategy'.
- 6.136 Additional cycle parking is proposed to accommodate the uplift in residential units. Local Plan Policy T1 (Prioritising walking, Cycling and Public Transport) refers to the standards set out in the London Plan. These standards are increased within the draft replacement London Plan (Policy T5 Cycling) and as this is a material consideration, these standards have been applied to the uplift to ensure that a sufficient amount of cycle parking is provided. Against this background, an additional 142 long stay and 9 short stay cycle parking spaces are proposed, as set out in table 12 below.

6.137 The provision of additional cycle parking, in line with emerging more stringent standards, is a planning benefit in terms of supporting sustainable transport to the site.

	Long Stay	
	Consented	Proposed
Block A	148	173 (+25)
Block B	218	288 (+70)
Block C	132	157 (+25)
Block D	60	60
Blocks E1	66	66
Block E2	42	42
Block F	246	268 (+22)
Total	912	1054

Table 14: Residential Cycle Parking Provision

6.138 As per the extant permission, there were 80 visitor short stay spaces for both residential and non-residential elements across the site in communal areas, this has now increased to 98 to include the uplift in 9 short stay cycle parking spaces for the residential units.

Commercial Cycle Parking (Non-Supermarket)

6.139 In accordance with the approach above, additional cycle parking is proposed on the uplift in commercial floorspace with reference to the relevant policies. Against this background, an additional 19 long stay and 10 short stay cycle parking spaces (an excess of 8 short stay cycle parking spaces) are proposed, as set out in table 15, below.

	Long Stay	
	Consented	Proposed
Block A	12	13 (+1)
Block B	39	43 (+4)
Block C	8	22 (+14)
Block D	2	2
Blocks E1	0	0
Block E2	0	0
Block F	12	14 (+2)
PFS	46	46
Total	119	140

Table 15: Commercial Cycle Parking Provision

6.140 As per the extant permission, there were 80 visitor short stay spaces for both residential and non-residential elements across the site in communal areas, this has now increased to 98 to include the uplift in 10 short stay cycle parking spaces for the commercial floorspace.

Servicing

6.141 All refuse and recycling from the individual blocks will be moved into the store within Block F on bin collection days, such that a refuse vehicle can park in the adjacent loading bay by Block E1. Accordingly, the location and dimensions of the loading bays have been amended and designed in accordance with Transport for London’s guidance as set out in the Transport Assessment Addendum.

- 6.142 The site concierge will be located at Block A and includes a delivery bay along the access road to the south of the block.
- 6.143 A dedicated basement service yard for all deliveries and refuse collections for the foodstore is to be provided as per the extant permission. In addition to the standard supermarket car parking spaces, there will be 10 home delivery parking bays in the southeastern corner of the foodstore level car park to be utilised by Morrisons vehicles for deliveries.
- 6.144 All remaining arrangements will be implemented as per the extant permission and comply with Local Plan Policy A1.

Air Quality

- 6.145 An Air Quality Assessment Addendum, prepared by Ardent (June 2020) accompanies this application and provides further details. Since the previous assessment was conducted for the extant planning permission, there have been a number of changes to the baseline data and have been incorporated into the modelling of the optimisation scheme.
- 6.146 With consideration to the additional receptors, there are no predicted exceedances of the annual mean objectives anywhere within the main site and concentrations are predicted to be below 90% of the relevant objective. Furthermore, concentrations of NO₂ in residential areas are well below 38 µg/m³ which LBC have stated to be the annual mean limit value that they are aiming to meet. No additional mitigation of air quality within the site is required.
- 6.147 Based on the predicted concentrations onsite and taking into consideration the conservative nature of the assessment, it is considered that air quality for future residents of the site will be good and the site is considered suitable for the proposed use. In addition, the impacts of the predicted additional traffic and changes in concentrations at worst case existing receptors are considered to be negligible and the overall impact on local air quality is considered to be 'not significant'.
- 6.148 The proposed development is considered to be air quality neutral in terms of building emissions and transport emissions, therefore no additional mitigation or damage cost is considered necessary.
- 6.149 The construction dust assessment is unaltered though as noted within the extant planning permission, demolition and construction activities may result in dust and exhaust gases however subject to appropriate mitigation (following the GLA SPG on the control of dust and emissions during construction), it is considered that these can be satisfactorily managed through standard approach to mitigation.
- 6.150 The proposals are therefore considered to still be compliant with Local Plan Policy CC4, London Plan Policy 7.14 and relevant material considerations with regards to air quality.

Noise

- 6.151 A Noise and Vibration Addendum, prepared by Ardent (June 2020) accompanies this application and provides further details. The site is in a busy urban location with numerous noise sources in the immediate vicinity, including road, rail and entertainment noise.

Construction Impacts

- 6.152 Similarly to the extant planning permission, the assessment modelled the suitability for the site for proposed residential use, using a future baseline of 2021, which incorporates cumulative schemes and projected traffic flows.
- 6.153 As per the extant planning permission, some parts of the local road network are predicted to be subject to an increase in road traffic noise due to the demolition and constructions works, defined as no change as per the DMRB. Chalk Farm Road (west) and Juniper Crescent will be subject to a slight increase, defined as minor and this is considered to be minor and temporary. Similarly, the noise due to demolition and construction is considered to be negligible on Chalk Farm Road (west) to moderate on Juniper Crescent as per the DMRB. Ferdinand Street has no increase, therefore no change as per the DMRB.
- 6.154 The proposals are considered to have a negligible increase in road traffic noise with Ferdinand Street having no change.

Residential Environment

- 6.155 Similar to the extant planning permission, existing noise levels in the area exceed the requirements of BS8233:2014 in relation to external balconies. However, the BS guidance notes that, in higher noise areas, a balanced view should be taken between noise exceedance and the benefits of redevelopment.
- 6.156 Residents of the new homes will have access to private balconies, which will in some instances exceed the noise criteria, but they will also have access to shared private amenity spaces. In the majority of cases, noise to these spaces has been minimised by placing amenity space at inward facing sheltered areas screened from railway, road and entertainment venues.
- 6.157 All residential units are proposed to have mechanical ventilation. This would maximise the performance of the external facade and glazing, as penetrations through the building façade would be minimised. Windows would be openable however for purge ventilation and cooling.
- 6.158 For outward facing residential windows close to the railways, high performance acoustic double glazing in conjunction with a mechanical ventilation system would achieve the required internal noise levels. In all cases fenestration and façade treatments would comply with the recommendations of the noise report to ensure a suitable internal noise environment for residents.
- 6.159 A glazing assessment has been undertaken in order to ensure measured ambient noise levels at the site are sufficiently reduced by the building facade to provide a suitable

residential environment. All major building elements will be tested in accordance with BS EN ISO 10140-2:2010.

- 6.160 As per the draft replacement London Plan Policy D13, the agent of change principle has been adopted noting that there is existing noise generating activities within the vicinity of the site. This is detailed within the Section 106 agreement of the extant planning permission under paragraph 19.1 of Part 2.
- 6.161 The Noise and Vibration Addendum concludes that changes pertinent to noise from the optimisation scheme are slight and the resultant impact over the consented scheme will be negligible

Wind and Microclimate

- 6.162 The extant planning permission underwent extensive wind tunnel testing, to quantify wind levels against the widely accepted Lawson comfort criteria. Updated wind tunnel testing has been undertaken for the optimisation scheme as a whole to provide an updated wind assessment that includes the increased massing of several blocks and the additional cumulative schemes. A Wind Microclimate Assessment Addendum prepared by RWDI is submitted alongside this application and provides further details.
- 6.163 In relation to demolition and construction, the wind microclimate within and around the site remain as per the extant planning permission and therefore off-site wind conditions would remain suitable for the intended use.
- 6.164 Wind conditions during the windiest season and summer season at balconies and roof terraces for standing use are considered to have negligible residual effect. Conditions at ground level amenity spaces and entrances for strolling, sitting or standing use are considered to have a negligible to minor adverse residual effect and those within thoroughfares for sitting or strolling use are considered to have negligible to moderate beneficial residential effect.
- 6.165 There would be two instances of strong winds exceeding the 15m/s safety threshold for more than 2.2 hours per year at the roof terrace and northwest corner of the site. Probe location 242 was identified as part of the extant planning permission and was considered acceptable given that this part of the site is for maintenance use only. Probe location 173, would be a potential safety concern for pedestrians and occupants using the space and therefore wind mitigation measures would be required to improve wind conditions.
- 6.166 The wind tunnel test concluded that the overall effect on the wind microclimate at ground level would be no worse than previously assessed for the extant planning permission. The assessment concluded that wind conditions would be windier than suitable at four locations:
- Designated seating area to the south of Block A (Probe location 112);
 - Designated seating area to the east of Block A (probe location 128);
 - The north-west corner of the PFS Block (probe location 173); and
 - Roof terrace amenity space at the PFS Block (probe location 242).

- 6.167 The inclusion of the proposed landscaping strategy to the scheme would provide beneficial shelter to the proposed development although this is not considered to mitigate at all locations. It is expected that subject to incorporating the mitigation measures noted within the assessment, wind conditions will be expected to improve and become safe and suitable for the intended use.
- 6.168 Wind conditions at the proposed development would generally represent a negligible to moderate beneficial effect, however, several seating areas to the south and west of Block A and to the south of Block E2 would be one category windier than suitable for the intended sitting use and would therefore require mitigation to provide localised shelter consistent with the extant planning permission. In addition, all the balcony, roof terrace and podium level locations would have the desired sitting to standing use wind conditions during the summer season with the exception of probe location 199 which would be one category windier than suitable for sitting use conditions.
- 6.169 With the introduction of the cumulative surrounding buildings, the comfort conditions within and around the site would remain largely similar to the extant planning permission with the existing surrounding buildings. The primary change to the wind microclimate is likely due to the introduction of 100 Chalk Road, which would alleviate all the safety exceedance that would occur as it provides shelter against the approaching winds from the west.
- 6.170 On the basis of the above and subject to suitable mitigation at the detailed design stage, the proposals are not considered likely to give rise to material harm to amenity as a result of wind microclimate. The proposals are therefore considered to comply with the Development Plan and material considerations in this respect.

Economic Regeneration Statement

- 6.171 The proposed development will support jobs in both the construction (temporary) and operational (permanent end use) phases.
- 6.172 Analysis undertaken for the extant planning permission identified approximately 780 person-years of direct employment over the construction period, or 130 FTE gross direct construction jobs per annum over a six year construction period, as set out in the Economic and Regeneration Statement submitted in support of the extant planning permission. This was anticipated to represent a net additional employment on site of 51, when compared to the existing supermarket employment and accounting for the temporary supermarket. The construction cost of the optimisation scheme is anticipated to be higher than that of the extant planning permission and therefore we would anticipate an equal or greater beneficial creation of construction jobs during construction period. This analysis has not been updated for the optimisation scheme as it is likely that this would result in minimal changes to these figures.

Proposed Employment	Direct Gross FTE Jobs
Demolition and Construction Works	130
Temporary Store	81
Residential Facilities	11
Retail	129
Office	869
Workspace	14
Morrisons	161
Total (Permanent)	1184

Table 16: Extant Planning Permission - Operational Employment Yield

6.173 The S106 agreement (June 2018) sets out comprehensive commitments to employment and training including:

- Construction Employment and Training Plan submitted prior to each Phase for approval including reflection of Construction Industry Training Board benchmarks for local employment when recruiting for construction-related jobs. This will include no less than 73 construction apprentices at any one time plus no less than 20 work placements and work experience opportunities.
- Supermarket Employment and Training Plan including no less than 3 end use full time apprentices at any one time, provided with appropriate on the job or day release training to achieve a Level 2 Apprenticeship Framework qualification.

6.174 The construction phase of the project will also generate substantial construction jobs and related beneficial spend in the local area.

6.175 There would also be wider job creation as a result of spend in the local economy, both during the construction phase and also during the operational phase of the employment premises proposed and also as a result of the new residential population. The resident population of the extant planning permission was estimated as 1,124 residents; this is estimated as 1,331 for the proposed optimisation scheme, based on the GLA population yield calculator. The economic benefits of the increased population will exceed that associated with the extant planning permission.

Community Benefits

6.176 The optimisation proposals will generate additional public revenue through the Community Infrastructure Levy, Council Tax, business rates and New Homes Bonus.

6.177 The proposal will deliver community benefits including extensive new areas of public realm, with landscaped amenity areas, children's and youth play space and food growing opportunities.

6.178 As per the extant planning permission, the proposal includes a new community space, located in Block D. The use of the community space will be managed in compliance

with a Community Facility Maintenance and Management Plan as required under the terms of the Section 106 legal agreement (Paragraph 10.1 of Part2).

Regeneration Strategies

- 6.179 The proposals are brought forward within the context of the Camden Town Regeneration Project, which is jointly funded by the Mayor's Regeneration Fund, LB Camden, TfL and Camden Town Unlimited. The regeneration project will improve public space and invest in local businesses and expand the Collective scheme. The proposals will tie into this through the creation of high quality public realm, new job opportunities within the site and given that Camden Town Unlimited will operate the affordable workspace proposed in the scheme.
- 6.180 As per the extant planning permission, the optimisation scheme is considered to contribute towards local regeneration initiatives and quantifies net additional economic impacts both during its construction phase and operational lifetime.
- 6.181 The redevelopment of the application site will make a valuable contribution to achieving economic growth and prosperity within the neighbourhood, local and wider London economies through the provision of new homes, by attracting new and expanding businesses and through the creation of new employment opportunities across a range of occupations, during both the construction and operational lifetime phases of the development.
- 6.182 The additional population residing in the new homes will enhance the capacity and skills of the local labour force and generate an uplift in income and household expenditure, in turn supporting local shops and services.

Health Impact Assessment

- 6.183 There is an onus within the draft replacement London Plan to create a healthy city and improve Londoners' health and reduce health inequalities through planning and development. A Health Impact Assessment Addendum, prepared by Turley accompanies this application. The assessment concludes that there are no implication on the previous assessment of any indicators relating to the themes of 'Air Quality, Noise and Neighbourhood Amenity', 'Social Cohesion and Inclusive Design', 'Minimising the use of Resources' or 'Climate Change'.
- 6.184 There is an onus within the draft replacement London Plan to create a healthy city and improve Londoners' health and reduce health inequalities through planning and development. The optimisation scheme has been tested against the following factors:
- Housing Quality and Design;
 - Access to Health and Social Care Services and Other Social Infrastructure;
 - Access to Open Space and Nature;
 - Accessibility and Active Travel;
 - Crime Reduction and Community Safety;
 - Access to Healthy Food; and
 - Access to Work and Training.

- 6.185 The optimisation scheme is considered to provide a positive health impact therefore no further action or mitigations are required.
- 6.186 Against this background, the optimisation scheme is considered to be in accordance with Camden Local Plan Policies A1, C1 and C2.

Planning Obligations

- 6.187 The extant permission was granted subject to a legal agreement, pursuant to Section 106 of the Town and Country Planning Act (1990, as amended). This existing legal agreement will require amending, via a Deed of Variation, in order to reflect the details of the planning permission now sought (description of development, approved plans etc.) and to vary obligations where these are affected by the proposed amendments to the extant permission.
- 6.188 The full Heads of Terms of the legal agreement and the specific drafting will be finalised during the determination period of the application and considered with reference to the statutory tests set out in Regulation 122 of the Community Infrastructure Levy Regulations (2010, as amended). However, at this stage we consider that key items of note include:
- Updates to employment, skills and training requirements, in accordance with the proposed altered quantum of development.
 - Revised Carbon Dioxide offset contribution and other amendments related to the revised sustainable design strategy.
 - Review of requirements in relation to future feasibility of a decentralised energy network.
 - Amendments to secure the revised affordable housing provision and mix.
 - Revised plan setting out accessible homes.
 - Reduction in proposed commercial car parking numbers, and review of related provisions within the legal agreement.
 - Increase in proposed accessible car parking numbers.
 - Review of various financial contributions where related to the quantum of development.

7. Conclusions

- 7.1 The extant planning permission delivers on LBC's planning aspirations for the site, as set out within the Development Plan and the Planning Framework. The proposals deliver a mix of uses which will deliver a range of planning benefits on a centrally-located site, delivering sustainable development as defined by the NPPF.
- 7.2 The optimisation scheme will deliver enhanced planning benefits whilst retaining the principles and overall masterplan approach of the extant planning permission; changes are made where they can maximise planning benefits without any material increase in impacts on the surrounding area.
- 7.3 Consistent with the extant planning permission, the re-provision of the Morrisons foodstore and the temporary provision of the foodstore on the PFS site during the redevelopment of the main site will ensure that Camden Town Centre is served by an enhanced food retail offer.
- 7.4 The optimisation scheme makes a greater contribution to the supply of new homes, including affordable homes, than the extant planning permission. It is evident that it is important within LBC to optimise the provision of new homes on every available site, given the acute housing need.
- 7.5 The housing need has become more acute since planning permission was granted. Camden's Local Plan is clear that housing is the priority land use in the borough and that housing supply should be maximised beyond the adopted target of 1,176 additional homes for the period 2016/17 to 2020/21, and an annual target of 1,092 for the period 2021/22 to 2030/31. Camden has not delivered sufficient housing over 2016/17-2018-19 to meet its objectively assessed housing need and is currently required by MHCLG to produce a housing delivery action plan. Optimising delivery of new homes on this site is therefore a significant planning benefit. Recent reports and research indicates that housing delivery has generally slowed as a result of the COVID-19 pandemic, attributed to suspended development sites and market uncertainty which will impact the delivery of future housing supply. More specifically, this has the potential to limit the housing supply of Camden and hinder the delivery against targets.
- 7.6 Planning permission granted for the optimisation scheme will secure timely delivery of the homes previously permitted and of the proposed uplift in housing numbers.
- 7.7 The scheme continues to be compliant with the GLA 'Fast Track' through the provision of 38.10% affordable housing by habitable room, which is what the extant planning permission supports in the 'without grant' scenario. The scheme delivers an increased quantum of Affordable homes, 38.10% by habitable room across the scheme as a whole (184 out of the extant scheme 573 homes will be affordable as per the extant permission. 19 out of 71 additional homes will be affordable equating to 35% by habitable rooms.
- 7.8 The optimisation scheme continues to deliver a significant uplift in town centre commercial uses, comprising flexible Class A uses, offices and workspace, including

increased affordable workspace as well as continuing to deliver a community space. The broad mix of uses will ensure a vibrant and sustainable community.

7.9 The addition to building heights has been carefully conceived by the original architectural team and in conjunction with LBC through a series of pre-application discussions, as well as through consultation with key stakeholders and the wider community. The height and position of the proposed buildings and the additional height has been influenced by the heritage assets and townscape views which have been assessed in relation to the extant and optimisation proposals, and also with regard to amenity impacts. As a result of pre-application engagement the proposed height increases were scaled-back in certain locations in order to ensure that all parties were comfortable with the proposed approach. It is clear that the additional planning benefits of the proposals justify the increased building heights in the carefully chosen locations and that the optimisation scheme ensures best use is made of the plots comprising blocks A, B, C and F.

7.10 The optimisation scheme has been developed with reference to the potential redevelopment of the neighbouring One Housing Group sites, in particular Juniper Crescent which sits closest to the buildings to be amended. St George has engaged with One Housing Group in this respect. The proposals are compatible with the future redevelopment of the wider Framework area.

7.11 The proposals continue to implement the vision for the site and wider area, set out in the Planning Framework, which is:

Our vision is to enable the delivery of an attractive, inclusive and accessible mixed use neighbourhood at Camden Goods Yard. The new neighbourhood will become an integral part of Camden in physical, economic and cultural terms. It will be a new place that builds on the sites' distinctive past, that is respectful of neighbours and which optimises the potential to realise much needed local jobs, homes and shopping. The scheme will introduce significant public realm and will create a very open and permeable site, which connects with the wider area, including existing and emerging cycle routes supported by LBC. The hard landscaped yards, landscaping, play space and routes will be a public benefit and will serve to integrate the development into its surroundings within the wider Camden Goods Yard area and the Town Centre.

7.12 The proposals align with this vision and delivery additional benefits compared to the extant planning permission, as follows:

- Increased quantum of new homes, up by 71 to 644;
- Increased quantum (19) of Affordable homes, 38.10% by habitable room across the scheme as a whole;
- Revised landscaping and public realm, building upon the character of the approved masterplan, delivering additional play space;
- Reduced commercial car parking, from 300 to 250;
- Increased CIL payments as a result of the uplift in floorspace;

- Sustainable design improvement, including on-site Carbon Dioxide reductions of £696,600;
- Delivery of the scheme in a timely manner, Berkeley Group having an unrivalled reputation for delivery of quality new homes;
- The applicant will be working with Camden Employment and Training team to ensure maximum number of apprentices, engagement with local schools and identify local procurement opportunities; and
- The applicant is committed to community engagement and will be working with BECG and HATO to deliver this.

7.13 The proposed new neighbourhood for this key site within the Camden Goods Yard area will be an exemplary new community with a sustainable mix of uses that will deliver against key planning policy priorities of LBC and which respond to community feedback during pre-application consultation. The proposed scheme is supported by Development Plan policy and relevant material considerations and delivers even greater planning benefits than the extant planning permission whilst being sensitive to the impacts of development; planning permission should be granted accordingly.

Appendix 1: Schedule of Changes

The following sets out key elements of the proposals in comparison to the extant planning permission.

Built Form

Block	Lower Storeys		Upper Storeys		Building Parapet Heights AOD (m)	
	Consented	Proposed	Consented	Proposed	Consented	Proposed
A1			14	15	84.170	85.075
A2	11	12			74.050	75.625
B1			7	8	62.075	64.775
B2	6	7			55.950	62.075
C	8	10			64.125	68.775
			10	11	71.250	72.250
D	1	1	5	5		
E1			11	11		
E2	3	3	5	5		
F1	5	5				
F2			9	11	67.315	72.210
PFS			6	6		

Elevational Treatments

- The Elevations remains unchanged as far as possible and only the additional height and some relocation of windows in Blocks B and F will be noticeable. The biggest change to the elevational treatment will be the removal of all glass balustrades and timber cladding due to the changes to Part B (Fire) of the building regulations. These balustrades are all replaced with open vertical metal bars as per the bay studies and timber with folded metal cladding. The brick texture and colour remains unchanged except for the Block B and F courtyard elevations where a lighter brick will be proposed to enhance the daylight of the courtyard space and the homes facing into the courtyard.

Residential

- Residential Provision**
 - An increase of 71 units to 644 from 573.

	Studio	1 Bed	2 Bed	3 Bed	4 Bed	Total
Market	61	177	161	42	-	441

	%	14	40	37	9	-	67
<i>Consented</i>		62	140	146	41	-	389
Affordable Rent		-	18	37	47	8	110
	%	-	16	34	43	7	17
<i>Consented</i>		-	23	29	42	8	102
Intermediate		-	53	40	-	-	93
	%	-	57	43	-	-	14
<i>Consented</i>		-	46	36	-	-	82
Total		61	248	238	89	8	644
	%	9	39	37	14	1	-
<i>Consented</i>		62	209	211	83	8	573

3. Residential Provision Across Blocks

Block	Market	Consented		Market	Proposed	
		Affordable Rent	Intermediate		Affordable Rent	Intermediate
A	107	-	-	110	-	-
B	88	-	40	108	-	60
C	82	-	-	96	-	-
D	-	9	33	4	9	29
E1 and E2	50	12	11	56	13	4
F	56	85	-	67	88	-
Total	383	106	84	441	110	93

4. Density of new homes

	Consented	Proposed
Units per hectare (net resi site area)	326	352
Habitable rooms per hectare (NRSA)	874	944
Bedrooms per hectare	Not reported	
Bedspaces per hectare	Not reported	
Floor area ratio (GEA/site area)	Not reported	
Site coverage ratio (GF GEA/site area)	Not reported	
Net residential density	As above	
Net residential site area	1.76ha	1.83ha

5. Affordable Housing

Affordable Tenure	Percentage	Notes
All affordable homes	38.10% by habitable room	
	35.54% by floorspace	NIA floorspace
	31.52% by unit	
Affordable Rent	65.55% by habitable room	
	62.42% of total affordable housing by floorspace	NIA floorspace
	17% by unit	
Intermediate Rent	34.45% by habitable room	
	37.58% of total affordable housing by floorspace	NIA floorspace
	14% by unit	

6. Accessible Housing

Consented

	Units	%	Tenure	Notes
M4(1)	12	2		
M4(2)	504	88		
M4(3)a	40	7	Market and Intermediate	
M4(3)b	17	3	Affordable Rent	
Total	573			

Proposed

	Units	%	Tenure	Notes
M4(1)	12	2		
M4(2)	566	88		
M4(3)a	53	8	Market and Intermediate	
M4(3)b	13	2	Affordable Rent	
Total	644			

7. Private Amenity

Type	Quantity	
	Consented	Proposed
A	588	664
B	1,006	1,111

C	588	698
D		
E1		
E2		
F	1,027	983

Communal Amenity, Play Space and Landscaping

Type	Quantity (sqm)	
	Consented	Proposed
Civic Space	6,155	7,496
Green Amenity Space	3,490	2,932
Play Space	1,115	1,265
Food Growing	463	561
Total	11,223	12,254

Commercial Floorspace

8. Overall Commercial Provision

Type	Consented		Proposed	
	GIA	GEA	GIA	GEA
Retail (A1-A3)				
Main Site	672	787	950	1,092
PFS	1,446	1,627	1,446	1,627
Supermarket (A1)	19,352	19,963	17,715	18,246
Office				
Main Site	4,523	4,867	4,712	5,324
PFS	6,873	8,114	6,873	8,114
Affordable Office(B1a)	465	565	564	677
Workspace (B1c)	771	779	657	664
Urban Farm (Sui Generis)	1,047	1,298	1,515	1,894
Community	74	86	74	86

Space				
Total	26,904	28,345	26,187	27,983

9. Retail Provision Across Blocks

Location	GIA		Notes
	Consented	Proposed	
Block A	177	307	Additional 114 sqm of new space as mezzanine. Concierge and resident facilities now all in this block.
Block B	47	48	Not including Supermarket
Block C	153	156	
Block D	118	118	
Block E1 and E2	-	151	Previous concierge, retail swapped into space instead
Block F	45	170	
	131		
PFS	80	80	Unit 1
	115	115	Unit 2
	40	40	Unit 3
	275	275	PFS ancillary shop
	560	560	Café/restaurant

Transport and Parking

10. Car Parking

Location	Consented	Proposed	Notes
PFS			No changes as part of this application
Temporary PFS Condition			No changes as part of this application
Foodstore	300	250	12 accessible. 50 active EV charging points, comprising 30% 3kW (15 spaces) and 70% 22kW (35 spaces).

Residential	20	23	23 accessible bays – 11 in Block F and 12 along Engine House and Windling Way. 20% of spaces include active EV (5 EV spaces) and remaining with passive provision (18 spaces).
Total	320	273	

11. Residential Cycle Parking

- Provision has been increased to meet adopted emerging policy in relation to uplift only.
- Previously there were 80 visitor short stay spaces for both residential and non-residential element across main site and PFS in communal areas, this has now increased to 98.

	Long Stay	
	Consented	Proposed
Block A	148	173
Block B	218	288
Block C	132	157
Block D	60	60
Blocks E1	66	66
Block E2	42	42
Block F	246	268
Total	912	1054

12. Commercial Cycle Parking

- Provision has been increased to meet adopted emerging policy in relation to uplift only.
- Previously there were 80 visitor short stay spaces for both residential and non-residential element across main site and PFS in communal areas, this has now increased to 98.

	Long Stay	
	Consented	Proposed
Block A	12	13
Block B	39	43
Block C	8	22
Block D		
Blocks E1		
Block E2		
Block F	12	14
PFS		

**includes PFS site and residential provision.*

	Long Stay		Short Stay	
	Consented	Proposed	Consented	Proposed
Retail	26	28	80*	98*
Office	41	58		
Workspaces	6	6		

Appendix 2: Planning History

Our understanding is that the foodstore and the PFS at the Application Site were constructed under a planning permission granted in 1994 (ref: 9400778). This decision followed a successful planning appeal against non-determination which was granted in 1993 (ref: 9300246) and a parallel planning application granted by LBC in the same year (ref: 9300040), which granted planning permission for a PFS.

Permissions granted in 2002 (ref: PEX0001067), 2009 (ref: 2009/0802/P) and 2010 (ref: 2010/3652/P) approved inter alia alterations and extensions to the approved foodstore. Planning permission granted in 2005 (ref: 2005/4882/P) approved the 'pod' exit from the Stables Market which can now be found within the foodstore car park.

Table 1 below sets out planning decisions as identified on the Camden Council website.

Table 1: Planning History

Reference	Application Type	Description of Development	Decision	Decision Date
2020/2786/P	Non Material Amendment	Amendment to planning permission ref. 2017/3847/P dated 15/06/2018 (as later amended by 2020/0034/P dated 5/5/2020) for redevelopment of the petrol filling station site and main supermarket site, namely to omit the number of storeys, unit numbers and floorspace quantum from the development description and to insert a planning condition to secure seven buildings of up to 14 storeys comprising 573 homes (389 market and 184 affordable in up to 60,568 sq m GEA of residential floorspace) together with up to 28,345 sq m GEA non-residential floorspace	Granted	09 July 2020
2020/0034/P	Variation or Removal of Condition(s)	Variation of Condition 4 (approved drawings) of planning permission 2017/3847/P dated 15/06/2018 (as amended by 2019/6301/P dated	Granted Subject to a Section 106 Legal Agreement	05 May 2020

Reference	Application Type	Description of Development	Decision	Decision Date
		24/12/2019, 2019/0153/P dated 06/02/2019 and 2019/2962/P dated 04/07/2019) for redevelopment of the petrol filling station site and main supermarket site; namely for a single storey temporary food store on the Petrol Filling Station site with associated parking, servicing, access and landscaping. This application is accompanied with an addendum to the original Environmental Statement.		
2019/6377/P	Approval of Details	Details pursuant to Condition 62a (contaminated land) of planning permission ref. 2017/3847/P (dated 15/07/2018) for Redevelopment of petrol filling station site to include the erection of a new building of up to six storeys and redevelopment of the main supermarket site to include the erection of seven buildings.	Granted	14 January 2020
2019/6111/P	Approval of Details	Details pursuant to Condition 29a (tree protection) of planning permission ref. 2017/3847/P (dated 15/07/2018) for Redevelopment of petrol filling station site to include the erection of a new building of up to six storeys and redevelopment of the main supermarket site to include the erection of seven buildings.	Granted	08 January 2020
2019/6301/P	Variation or Removal of Condition(s)	Variation of description of temporary supermarket in description of development	Granted	24 December 2019

Reference	Application Type	Description of Development	Decision	Decision Date
		of planning permission 2017/3847/P dated 15/06/2018 (as amended by 2019/0153/P dated 6th Feb 2019 and 2019/2962/P dated 4th July 2019) for redevelopment of the petrol filling station site and main supermarket site.		
2019/5988/P	Approval of Details	Details pursuant to Condition 54 (bat survey) of planning permission ref. 2017/3847/P (dated 15/07/2018) for Redevelopment of petrol filling station site to include the erection of a new building of up to six storeys and redevelopment of the main supermarket site to include the erection of seven buildings.	Granted	22 December 2019
2019/2368/P	Approval of Details	Details of a Written Scheme of Investigation as required by condition 50 of planning permission 2017/3847/P dated 15th June 2018 (as amended by 2019/0153/P dated 06/02/19 and 2019/2962/P dated 04/07/2019).	Granted	18 July 2019
2019/2962/P	Non-material amendment	Amendments to planning conditions 29 (tree protection), 50 (archaeology) and 60 (lighting) approved under planning permission 2017/3847/P dated 15/06/2018 (as amended by 2019/0153/P dated 06/02/19) for redevelopment of the petrol filling station site and main supermarket site.	Granted	04 July 2019
2019/3105/P	Approval of Details	Written detailed scheme of assessment of land	Granted	03 July 2019

Reference	Application Type	Description of Development	Decision	Decision Date
		contamination as required by condition 61 (parts a and b) of planning permission ref 2017/3847/P (dated 15/06/2018) for redevelopment of Petrol Filling Station and Supermarket sites.		
2019/0153/P	Non-material amendment	Changes to timing of triggers for submission of details for conditions 47 (Drainage strategy), 48 (Water supply infrastructure) and 49 (HS2) approved under planning permission 2017/3847/P dated 15/06/2018 for redevelopment of the petrol filling station site and main supermarket site.	Granted	10 February 2019
2017/3847/P	Full Planning Permission	Redevelopment of petrol filling station site to include the erection of a new building of up to six storeys and up to 11,243 sq m GEA floorspace to accommodate a petrol filling station (Sui Generis use), flexible retail/food & drink floorspace (Class A1, A3 uses) , Class B1 floorspace and a winter garden; with cycle parking, public space, public toilets and other associated works and highways works; all following demolition of existing petrol filling station. Use of part ground/1st floors as a foodstore (Class A1 use) with associated car parking for a temporary period of up to thirty months. Redevelopment of the main supermarket site to include the erection of seven buildings (Blocks A, B, C, D,	Granted Subject to a Section 106 Legal Agreement	18 July 2019

Reference	Application Type	Description of Development	Decision	Decision Date
		<p>E1, E2, F) of up to 14 storeys accommodating up to 573 homes (389 market and 184 affordable in up to 60,568 sq m GEA of residential floorspace) together with up to 28,345 sq m GEA non-residential floorspace comprising foodstore (class A1), flexible retail/food & drink (Class A1/A3), office and workshop (Class B1a and B1c), community centre (Class D2), roof level of 'Block B' for food and plant growing/production facility including small scale brewing and distilling (Sui Generis use); with associated ancillary office, storage, education, training, cafe and restaurant activities; together with new streets and squares; hard and soft landscaping and play space; lifts; public cycle parking and cycle hire facility and other associated works, including removal of existing surface level car parking and retaining walls, road junction alterations; all following demolition of foodstore.</p>		
2016/6418/P	Request for Scoping Opinion	<p>Request for scoping opinion under the Town and Country Planning (EIA) regulations for proposed mixed use redevelopment involving 8 buildings of up to 17 storeys, basement, comprising 600-750 residential units, 8500m2 supermarket, 8000m2 business space, 1800m2 additional retail and petrol filling station, 650m2 leisure floorspace and c.360 car</p>	EIA Required	23 December 2016

Reference	Application Type	Description of Development	Decision	Decision Date
		parking spaces, with associated basement, landscaping, provision of open space and alterations to existing road network.		
2011/0182/P	Approval of Details	Submission of details for approval of Condition 1 (hard & soft landscaping), Condition 2 (works to be completed before the proposed extension is brought into use) pursuant to planning permission granted on 22/10/2002 (ref: PEX0001067) for the extension of the existing retail store for additional sales and ancillary floorspace (Class A1), including an extension to the existing coffee shop and alterations to the existing bus turning area.	Granted	13 January 2011
2010/3652/P	Full Planning Permission	Amendments to planning permission PEX0001067/R1 dated 22nd October 2002 for "extension of the existing retail store for additional sales and ancillary floorspace (Class A1)", to include alterations to the existing bus turning area, the reduction in size of the extension, elevational alterations, new entrance doors and relocation of existing recycling area.	Granted	14 July 2010
2010/1982/P	Full Planning Permission	Amendments to planning permission PEX0001067/R1 dated 22nd October 2002 (for extension of the existing retail store for additional sales and ancillary floorspace (Class A1)), including	Withdrawn Decision	Not known

Reference	Application Type	Description of Development	Decision	Decision Date
		alterations to the proposed south west elevation, fenestration changes to the proposed north west elevation, alterations the main entrance elevation, and relocation of fire exit doors.		
2010/1964/P	Full Planning Permission	Relocation of ATMS and associated infilling of existing entrance to superstore (Class A1)	Granted	24 June 2010
2009/0802/P	Full Planning Permission	Amendments to planning permission PEX0001067/R1 dated 22nd October 2002 (for extension of the existing retail store for additional sales and ancillary floorspace (Class A1), including an extension to the existing coffee shop and alterations to the existing bus turning area) to reduce size of extension, elevational alterations and further revisions to the existing bus turning area.	Granted	27 August 2009
2005/4882/P	Full Planning Permission	Creation of a new level of retail below ground including the creation of 3 new openings to horse tunnel brickwork and erection of a pod for exit in Morrisons car park at upper ground floor level including reinstatement of the car park (This application is a resubmission and is identical to the previous planning application ref. 2005/2698/P, which was withdrawn as a legal agreement was not completed).	Granted Subject to a Section 106 Legal Agreement	17 February 2006
PEX0001067	Full Planning Permission	Extension of the existing retail store for additional	Granted	22 October 2002

Reference	Application Type	Description of Development	Decision	Decision Date
		sales and ancillary floorspace (Class A1), including an extension to the existing coffee shop and alterations to the existing bus turning area, as shown on drawing numbers 615/NW1/33/1, 3273-PL-01, 02, 03A, 04N, 691/07B, 08C, 1602/XS/04B, 1602/PP/05B.		
9401804	Full Planning inc Councils Own	Amendments to planning permission dated 10.01.94 (Reg No. 9301122) for redevelopment for housing in respect of a reduction of total parking provision by seven spaces as shown on drawing nos. 92/442-PL112 and SK205C.	Granted Full or Outline Perm. With Condit.	11 May 1995
9400778	Full Planning inc Councils Own	Amendment to condition 08 of the planning permission dated 31 August 1993 for the development of the site for a food superstore to allow an increase in the maximum permissible net sales area for 30,000 sqft to 30,500 sqft as shown on drawing no(s) 2274/SK34 and 2274/L.01.C.	Grant Full or Outline Planning Permission	05 August 1994
9400060	Councils Own Approval of Details	Approval of details of hard and soft landscaping and the proposal lightly scheme pursuant to conditions 1 and 2 of the outline planning permission dated 31st August 1993 (Reg: PL/9300040) including the use of grey and charcoal Greenham Alpha concrete setts as indicated. as shown on drawing numbers 92/442/SK501 SK502 and unnumbered booklets containing lightly details and landscaping details.	Granted Appr. Of Details/Res.Matte rs (Plan)	21 April 1995

Reference	Application Type	Description of Development	Decision	Decision Date
9301284	Full Planning inc Councils Own	Approval of matters relating to design external appearance; the layout of roads footpaths cycle routes and car parking areas; fencing and other means of enclosure to the sites; and the preservation and restoration of the canal towpath wall and railings within the site as shown on drawing nos. PL/101A 102B 103B 104A 105A 107A 108A HEF/01-08 10-15 16A HES/01-06 08-10 HER/01-03 13 SK104 109 202 204 206A 305-316 318 HP/01-06 07A 08 09 10A 11-18 and materials:- artificial slate Birchwood Yellow London stocks Anglian Smooth Buff Cambrian Smooth Blue Engineering bricks reconstituted stone softwood for painting steel balconies render & glazed bricks in panels (pursuant to conditions 1 2 11 12 15 of the permission dated 31.08.93 (Reg. No. 9300040) as revised 13.12.93).	Granted Full or Outline Perm. With Condit.	09 January 1994
9301122	Full Planning inc Councils Own	Approval of matters relating to design external appearance; the layout of roads footpaths cycle routes and car parking areas; fencing and other means of enclosure to the sites; and the preservation and restoration of the canal towpath wall and railings within the site as shown on drawing nos. PL/101A 102B 103B 104A 105A 107A 108A	Granted Full or Outline Perm. With Condit.	06 January 1994

Reference	Application Type	Description of Development	Decision	Decision Date
		HEF/01-08 10-15 16A HES/01-06 08-10 HER/01-03 13 SK104 109 202 204 206A 305-316 318 HP/01-06 07A 08 09 10A 11-18 and materials:- artificial slate Birchwood Yellow London stocks Anglian Smooth Buff Cambrian Smooth Blue Engineering bricks reconstituted stone softwood for painting steel balconies render & glazed bricks in panels (pursuant to conditions 1 2 11 12 15 of the permission dated31.08.93(Reg. No. 9300040)as revised 13.12.93).		
9300246	Outline Planning inc Council's Own	Outline application for 30 000sq.ft. of food superstore 533 space car park petrol filling station and servicing and accessing from Chalk farm Road and Oval Road. (Site Plan only)	Appeal Decided	1993
9300040	Outline Planning Permission	The redevelopment of land at Camden Goods Yard to provide a retails tore with a gross floorspace of 58,000 sqft (30,000 sqft net) associated surface car parking for staff and customers a petrol filling station and a total of 197 residential units consisting of 28 four-bedroom houses 49 three-bedroom houses 70 two-bedroom units and 50 one-bedroom flats together with 135 car parking spaces as shown on drawing nos. 92/442/P01 2274/P/1 and 92/442/SK4a and 5 for illustrative purposes revised	Granted	31 August 1993

Reference	Application Type	Description of Development	Decision	Decision Date
		on 26.02.93		
9200046	Full Planning inc. Councils Own	Temporary use of the land for a maximum of 30 car parking spaces until 31.03.93. *(Plans submitted)	Withdrawn after Reg'n (not used PACIS)	08 May 2003
9110021	Councils Own Approval of Details	Submission of details pursuant to condition 01 of the planning permission dated 10.05.91 (Reg No. 9003598) for the construction of dual access onto Chalk Farm Road with associated works including the construction of retaining walls and the installation of traffic signaling equipment and facilities for pedestrians. *(Plans submitted)	Grant Appr. Of Details/Res.Matters (Plan)	10 December 1991
9100025	Full Planning inc Councils Own	Construction of dual access onto Chalk Farm Road with associated works including the construction of retaining walls and the installation of traffic signaling equipment and facilities for pedestrians as shown on drawing nos. 163444/S2A 5205/1B 2C 83056/100B 102D 104B 105B 106B 107A 108B 109C 7277/CS/107 7277B/CS/100/E 83056/115. revised on 06.03.91.	Grant Full or Outline Perm. With Condit.	11 March 1991
9003551	Councils Own Approval of Details	Submission of details pursuant to Conditions 1 and 6 of the appeal decision granted by the Secretary of State on 01.11.90 for refurbishment of building except for proposed mansard roof for B1 use together with associated car parking and servicing. *(Plans submitted) Appeal received against the Council's failure to issue their	Grant Appr. Of Details/Res.Matters (Plan)	15 August 1991

Reference	Application Type	Description of Development	Decision	Decision Date
		decision within the appropriate period.		
9003460	Outline Planning inc Council's Own	Renewal of the outline planning permission given on appeal by the Secretary of State on 27.11.87 for redevelopment of the site by erection of buildings to provide non-food retail industrial & residential together with the retention and refurbishment of the Interchange Warehouse to provide restaurants discos wine bar coffee bar and shops formation of means of access to Chalk Farm Road. *(Site plan only)	Withdrawn after Reg'n (not used on PACIS)	08 May 2003
9003461	Approval of Reserved Matters	Submission of details pursuant to the outline permission granted by the Secretary of State on 27.11.87 for redevelopment of site by erection of buildings to provide non-food retail industrial & residential together with the retention and refurbishment of the interchange warehouse to provide restaurant discos wine bar coffee bar and shops and formation of means of access to Chalk Farm Road.*(Plans submitted)	Withdrawn after Reg'n (not used on PACIS)	08 May 2003
9070409	Conservation Area Consent	Applications - To demolish within a (Conservation Area) 1.9070409 - Demolition of 92.5m of part of the wall on Chalk Farm Road to create a new access for vehicles and pedestrians. Duplicate application Reg No. 9070410. 2. 9070411 - Demolition of 113m of part of the wall on	Withdrawn after Reg'n (not used on PACIS)	08 May 2003

Reference	Application Type	Description of Development	Decision	Decision Date
		Chalk Farm Road to create a new access for vehicles and pedestrians. Duplicate application Reg. No. 9070412. 3.9070413 - Demolition of 50m of part of the wall on Chalk Farm Road to create a new access for vehicles and pedestrians. Duplicate application Reg. No. 9070414 *(Plans submitted)		
9003100 & 9003101	Outline Planning inc Council's Own	Redevelopment of the Camden Goods Yard site for housing office and industrial uses together with associated works servicing car parking and landscaping as shown on drawing no. TPMP01. Appeal received against the Council's failure to issue their decision within the appropriate period.	Refuse Full or Outline Permission (10 April 1990) / Appeal Decided	10 April 1990
9003102 & 9003103	Outline Planning inc Council's Own	Outline permission to develop the site at Camden Goods Yard for offices industry (B1c) retail (A1 A2 and A3) leisure and housing together with associated roadworks servicing and landscaping including the refurbishment of 30 Oval Road as shown on drawing nos 9151 TP/A01 A02 to A010; 9151 TP/BO1 to BO5; 9141TP/CDO1 to CDO5; 9151TP/EO1 to EO4; 9151TP/FO1 to FO3; 9151TP/GO1 to GO4; 9151TP/FO1 to FO7; 9151TP/HO1 To HO4; 9151TP/JO1 to JO3; 9151TP/MPO1 to MPO6; 7277B/CF/10; 7277/TP 504C; 9151/TP CAO1 and 7277/TP	Refuse Full or Outline Permission (10 April 1990) / Appeal Decided	10 April 1990

Reference	Application Type	Description of Development	Decision	Decision Date
		MPO1. Appeal received against the Council's failure to issue their decision within the appropriate period.		
90003029	Outline Planning inc Council's Own	Renewal of outline permission granted on 16th January 1987 for the redevelopment of land to the east of the Roundhouse on Chalk Farm Road (known as the Simclan site for office and light industrial uses as shown on drawing nos 2444/SK1/OW SK2/OW SK3/OW and a location plan submitted at that time.	Refuse Full or Outline Permission (10 April 1990)	10 April 1990
9003005 & 9003006	Outline Planning inc. Councils Own	Outline permission to develop the site at Camden Goods Yard for offices industry (B1c) retail (A1 A2 and A3) leisure and housing together with associated roadworks servicing and landscaping including the refurbishment of 30 Oval Road as shown on drawing numbers 915TP01 and TP02.	Appeal Decided	Not known
8903511	Outline Planning inc Council's Own	Redevelopment of the Camden Goods Yard site for housing office and industrial uses together with associated road works servicing car parking and landscaping as shown on drawing nos TP100A-108A 109 110A-112A 201-221 230-240 301A 302A 303-304 401-409 500-502 2051 2061 and TPMP01.	Appeal Decided	Not known
8602146	Outline Planning inc Council's Own	Outline application for the redevelopment of the site to provide 4 acres of Council housing (approx. 120 dwellings) and 10 acres of	Grant Full or Outline Perm. With Condit.	18 December 1986

Reference	Application Type	Description of Development	Decision	Decision Date
		industry and the use of the Interchange Warehouse for studio workshops residential and leisure/museum uses; 30 Oval Road to be retained for existing studio and workshop uses *(plans submitted).		
8500890 & 8500891	OH – Data Takeon	Outline application for the redevelopment of the site by the erection of buildings to provide non-food retail industrial and residential accommodation together with the retention and refurbishment of the Interchange Warehouse to provide restaurants discos wine bar coffee bar and shops and the formation of a new means of access to Chalk Farm Road as shown on 1- unnumbered site plan and as revised on 15th October 1985. Appeal received against refusal of permission	Appeal Decided (Granted PX/X5210/A/86/0 50795)	Not known

Neighbouring Developments

Reference	Application Type	Description of Development	Decision	Decision Date
5-17 Haverstock Hill, NW3 2BP				
2016/3975/P	Full Planning Permission	Demolition of existing building and erection of a part-six, part-seven storey development comprising 77 residential units (8 x studio, 18 x 1-Bed, 32 x 2-Bed and 19 x 3-Bed units) (Use Class C3) and retail (Use Class A1-A5) use at ground floor with associated cycle parking, amenity space, refuse and recycling store and associated works.	Granted Subject to a Section 106 Agreement	October 2018

11 Crogsland Road, NW1 8HF

2015/0921/P	Full Planning Permission	Redevelopment of vacant site by the erection of a 6 storey building comprising a day centre (Class D1) on the ground floor and 38 extra-care residential flats (Class C3) on the upper floors, plus roof terraces, communal gardens and minibus parking.	Granted Subject to a Section 106 Agreement	March 2015
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The Roundhouse Theatre, Chalk Farm Road, NW1 8EH

2016/5760/P and 2016/5761/	Full Planning Permission	The erection of a new building ranging from two to four storeys in height to accommodate new studios (Class D1) and offices (Class B1) within the service yard and the addition of a sixth storey to the existing 'container' office building for office accommodation (Class B1) together with installation of rail side storage containers and associated works within the service yard area.	Granted Subject to a Section 106 Agreement, August 2018	August 2018
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28 Camden Wharf, Jamestown Road, NW1 7BY

2017/1515/P	Full Planning Permission	Erection of extensions at 2nd & 3rd floor to provide additional office (B1a) floorspace; demolition of rooftop plant room and erection of new 4th floor for flexible restaurant (A3)/office use; relocation of existing plant to rear 1st floor and 4th floor; new office/restaurant entrance lobby and shopfront at ground floor level; public realm improvements and enhancement of private road to the west of the site including relocation of existing loading bay.	Resolution to Grant at Committee	-
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2-6 St Pancras Way, NW1 OTB

2017/5497/P	Full Planning	Demolition of the existing building (Class B1 and B8) and	Granted Subject to a Section 106	March
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Permission	erection of 6 new buildings ranging in height from 2 storeys to 12 storeys in height above ground and 2 basement levels comprising a mixed use development of business floorspace (B1), 73 residential units (C3) (10xstudio, 29x1 bed, 27x2 bed 7x3 bed), hotel (C1), gym (D2), flexible retail (A1 - A4) and storage space (B8) development with associated landscaping work.	Legal Agreement, 2020
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St Pancras Commercial Centre, 63 Pratt Street, NW1 0BY

2019/4201/P	Full Planning Permission	Demolition of existing buildings (Class B1c/B8); erection of 3x buildings ranging in height from 5 to 7 storeys above ground and a single basement level comprising a mixed use development of light industrial floorspace (Class B1c/B8), office floorspace (Class B1), 33x self-contained dwellings (Class C3), flexible retail floorspace (Class A1/A3); associated access and servicing, public realm, landscaping, vehicular and cycle parking, bin storage and other ancillary and associated works	Resolution to Grant at Committee	-
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Appendix 3: List of Submission Documents

Title	Prepared By
Planning Application Form, Certificates and Notices	Turley
Community Infrastructure Levy Form	Quod
Planning Statement	Turley
Design and Access Statement	Allies and Morrison
Proposed Drawings	Allies and Morrison Piercy and Company
Landscape Drawings	Murdoch Wickham
ES Vol 1 Main Report <i>Environmental Implications Letter and supporting Technical Note</i>	Ramboll
ES Vol 2a TVIA Addendum	Tavernor
ES Vol 2b Built Heritage Addendum	Turley
ES Vol 3a Technical Appendices:	
<i>Socio-Economics Addendum</i>	Turley
<i>Air Quality Addendum</i>	Ardent
<i>Noise and Vibration Addendum</i>	Ardent
<i>Daylight, Sunlight and Overshadowing Addendum</i>	GIA
<i>Wind and Microclimate Addendum</i>	RWDI
<i>Accessibility</i>	David Bonnett Associates
ES Vol 3b Transport Assessment Addendum	Ardent
Air Quality Assessment	Ardent
Arboricultural Impact Assessment	Middlemarch Environmental
Basement Impact Assessment	AECOM
Health Impact Assessment Addendum	Turley
Noise and Vibration Impact Assessment	Ardent
Statement of Community Involvement	BECG
Sustainable Design & Construction Statement Vol. 1 - Main Report	Energist
Sustainable Design & Construction Vol. 2 Energy Statement	Energist

Sustainable Design & Construction Vol 3. - BREEAM Pre-Assessment	Energist
Sustainable Design & Construction Vol 4 - Thermal Comfort	Energist
Tree Retention and Removal Strategy	Murdoch Wickham
Typical Tree Details	Murdoch Wickham
Surface Water Drainage Strategy	AECOM

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