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# Planning Statement

Camden Goods Yard:  
PFS Site - Juniper  
Building Revisions

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AUGUST 2022

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# 1 Introduction

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- 1.1 This Planning Statement has been prepared on behalf of, St George West London Limited (the 'applicant') in support of a minor material amendment (MMA) application under Section 73 of the Town and Country Planning Act 1990 (as amended) ('TCPA') relating to approved planning permission 2020/3116/P (the 'extant planning permission') for the Camden Goods Yard development, Chalk Farm Road, NW1 8EH, within the London Borough of Camden (LBC). This MMA seeks approval for:

*Variation of Condition 4 (approved drawings and documents (II/IV), 5 (approved drawings and documents (III/IV), 6 (approved drawings and documents (IV/IV) and 36 (PFS retail (Phase 1b) of planning permission 2020/3116/P dated 03/12/2020 as amended by s96a application 2022/0673/P dated 23 February 2022 for the redevelopment of petrol filling station site to include the erection of a new building to accommodate 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.*

- 1.2 Planning permission was originally granted for the comprehensive redevelopment of the Camden Goods Yard site in June 2018 (reference: 2017/3847/P) for the following components:
- Six storey building on the Petrol Filling Station site (the PFS site or 'PFS parcel') including a replacement petrol filling station, Class A1/A3 and B1 uses;
  - Temporary use of the PFS parcel for a food store (Class A1 use) for a period of 30 months; and
  - Redevelopment of the Morrisons Supermarket site (or 'Main Site' parcel) to include 573 homes and circa 28,345 sqm (GEA) non-residential floorspace.
- 1.3 Since 2018 the consent has been subject to a number of amendments via non-material amendment applications (s96a) and two previous minor material amendment applications (s73).
- 1.4 The first minor material amendment application (reference: 2020/0034/P) was granted on 5th May 2020 (the May 2020 permission) and related to the PFS site specifically. The amendments allowed for the insertion of a new development phase (Phase 1a) to allow for a

single storey temporary food store to be constructed enabling the development of the Main Site (the former Morrisons store site) to come forward sooner.

- 1.5 The second minor material amendment application (reference:2020/3116/P) was approved by LBC on 3<sup>rd</sup> December 2020 and is the current planning permission for the Site (the December 2020 consent). This application related to the Main Site only and secured minor amendments to Blocks A, B, C and F delivering 71 additional homes, alterations to floorplans, a reduction in supermarket car parking from 300 to 250 spaces, in addition to a number of other minor amendments. No changes were secured to the PFS site.
- 1.6 Full details of the planning history for this site can be found in Section 3 of this Statement.
- 1.7 This planning application is submitted as the third minor material amendment pursuant to Section 73 of the Town and Country Planning Act 1990 (as amended). The application seeks amendments to vary the conditions associated with the extant planning permission, in order to vary the approved drawings and supporting documents and the wording of condition 36 (PFS retail (Phase 1b)), resulting in a new full planning permission to replace the most recent consent obtained in December 2020.
- 1.8 Local Planning Authorities are to assess MMA applications based upon the adopted Development Plan and other material considerations, focusing their assessment on the changes proposed to the extant planning permission and on significant changes to policy since the original grant of planning permission.
- 1.9 The proposed amendments sought by this application and outlined in this Planning Statement relate to the PFS site only (the Juniper Building specifically). They seek to bring the planning permission up to date to enable the delivery of a high-quality office building in this important town centre location resulting in the delivery of 2,207 sqm (GIA) additional high-quality office floorspace and creating approximately 180 additional jobs. The updated proposal also includes the removal of the existing PFS and replacement with a public Electric Vehicle Charging Station, which will result in an enhanced relationship with Chalk Farm Road and significant reduction in vehicle movements encouraging a modal shift in transport.
- 1.10 As discussed in further detail within this Planning Statement, the revised scheme offers a number of improvements and planning benefits relative to the extant permission:
  - The creation of 2,207 sqm GIA additional high-quality office floorspace in Camden town centre;
  - The creation of circa 180 additional jobs;
  - An uplift of circa £530,000 per annum of employee spending and an uplift of approximately £13.7 million gross value added (GVA) per annum;
  - Approximately £400,000 of additional CIL contributions;
  - Removal of the existing Petrol Filling Station and replacement with a public Electric Vehicle Charging Station which will significantly reduce vehicle trips to the Site;
  - Additional and enhanced cycle facilities which will support the Borough's and London's sustainable transport agenda;

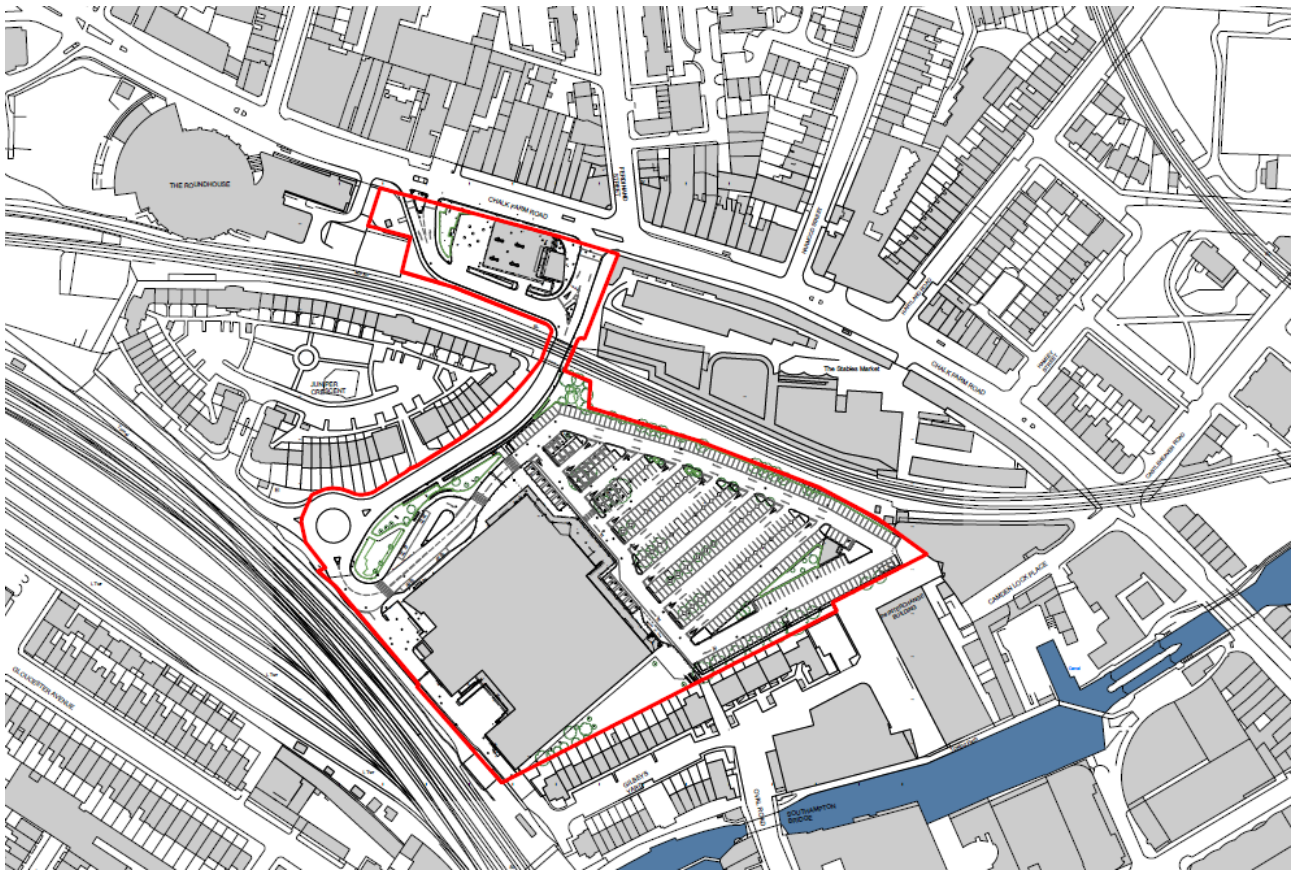
- An improved ground floor active frontage to Chalk Farm Road resulting from the removal of the PFS and associated service vehicle and petrol tanker entrance;
  - An enhanced relationship and setting for the adjoining Youth Space to the west by removing the neighbouring open air petrol tanker and service yard, and vehicle entrance and providing greater surveillance of the space and the opportunity for the flank wall of the building to be an interactive element of the Youth Space; and
- 1.11 This Planning Statement should be read in conjunction with the approved documents and plans associated with the original planning permission as varied (the December 2020 consent).
- 1.12 Updated plans and documents are submitted with this application. These are scheduled in **Appendix 1** of this Planning Statement.
- 1.13 This Planning Statement concludes that the proposals will deliver greater planning benefits than the extant planning permission and that the revised scheme continues to comply with relevant planning policy and material considerations. It is therefore considered that planning permission should be granted without delay to enable an enhanced development to come forward on this site.
- 1.14 The rest of this Planning Statement is structured as follows:
- **Section 2:** Application Site and Surroundings
  - **Section 3:** Planning History
  - **Section 4:** Proposed Amendments
  - **Section 5:** Pre-Application Engagement
  - **Section 6:** Planning Policy
  - **Section 7:** Planning Assessment
  - **Section 8:** Conclusion

## 2 Application Site and Surroundings

2.1 The application site is the same as that which formed the original planning permission. A detailed description of the site is provided within the Planning Statement relating to the original planning permission however in summary the Camden Goods Yard site is formed by two primary elements (as illustrated on the plan below):

1. The Morrisons Supermarket site (or 'Main Site Parcel'); and
2. The PFS site.

Figure 1 - Camden Goods Yard Site Location Plan



2.2 The two primary areas combine to cover an area of approximately 3.26 hectares. However, the focus of this planning application is on the PFS parcel which is located in the northern section of the site, comprising an area of approximately 0.4 hectares. The Site has been cleared from its original use as a petrol filling station and associated retail facilities and is currently occupied by a temporary supermarket, consented by the May 2020 permission.

2.3 The PFS site is bound to the north by Chalk Farm Road, to the east by Juniper Crescent, to the west by 100 Chalk Farm Road and to the south by the railway line that separates it from the Main Site. Vehicular access is currently obtained from Tottenham Rise where a car park associated with the temporary supermarket is located to the rear of the building. The PFS site



is situated within Camden Town Centre, as defined in the Camden Local Plan (2017) and the defined as a Major Town Centre in the London Plan (2021). The PFS site is also designated in Camden's Local Plan Policies Map and Planning Guidance on Town Centres and Retail (January 2021) as a 'Secondary Frontage'.

- 2.4 The PFS site is located approximately 780m from Camden Underground Station and 460m from Chalk Farm Underground Station. A number of bus routes operate along Chalk Farm Road. The highly accessible nature of the Site means that the site benefits from a public transport accessibility level (PTAL) of 6a (the highest possible).
- 2.5 Whilst there are no heritage assets or any features of architectural or heritage merit on the Site itself, the PFS site lies within the Regents Canal Conservation Area. The Site also falls within the Protected Viewing Corridor from Parliament Hill and is located in close proximity to a number of heritage assets in the surrounding area.

## 3 Planning History

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### Camden Goods Yard site

- 3.1 The original planning permission for the Camden Goods Yard development was approved by LBC on 15<sup>th</sup> June 2018 for:

*Redevelopment of petrol filling station site to include the erection of a new building of up to six storeys and up to 11,243 sqm 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 sqm 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.*

- 3.2 The first s73 planning application was approved by LBC on 5<sup>th</sup> May 2020 (referred to as the May 2020 consent) for:

*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 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.*

- 3.3 The proposed amendments allowed for the insertion of a new development phase (Phase 1a) to allow for a single storey temporary food store to be constructed enabling the development of the main site (the former Morrisons store site) to come forward sooner. This new temporary store opened in February 2021.

- 3.4 The second s73 planning application and extant planning permission was approved by LBC on 3<sup>rd</sup> December 2020 (the December 2020 consent) for:

*Variation of Conditions 3 (approved drawings) and 73 (number and mix of residential units) of planning permission 2020/0034/P dated 05/05/2020 which varied condition 4 (approved*



*drawings) of planning permission 2017/3847/P dated 15/06/2018 (as amended by 2020/2786/P dated 09/07/2020, 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: additional storeys across buildings A, B, C and F creating 71 additional residential units (52 market, 19 affordable) (Class C3) and associated elevational changes; relocation of concierge to Block A; and alterations to basement and landscaping. This application is accompanied by an addendum to the original Environmental Statement.*

- 3.5 This application related to the Main Site only and secured amendments to Blocks A, B, C and F enabling the delivery of 71 additional homes, alterations to floorplans, a reduction in supermarket car parking from 300 to 250 spaces, in addition to a number of other minor amendments. No changes were secured to the PFS site.
- 3.6 In relation to the proposed amendments sought by this third s73 planning application, a non-material amendment application (reference: 2022/0673/P) was approved on 23rd February 2022 to update the approved description of development and remove reference to the reprovision of the petrol filling station use.
- 3.7 A number of other non-material amendment applications and discharge of conditions have also been submitted in relation to the wider development proposals. A schedule of the full planning history for this site can be found at **Appendix 2**.

## Neighbouring developments

- 3.8 There are a number of notable developments coming forward in the surrounding area, some of which have been submitted and/or consented since the extant planning permission was granted.
- 3.9 The cumulative impacts of a number of surrounding schemes are considered as part of the Environmental Implications Letters submitted in support of this application. A copy of the schedule of cumulative developments can also be found within **Appendix 2**. This schedule highlights which schemes and applications have been submitted or approved since the previous planning permission.

## 4 Proposed Amendments

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- 4.1 The proposed amendments sought by this s73 application relate to the PFS site only (the Juniper Building). Primarily, the removal of the PFS and replacement with a publicly accessible Electric Vehicle Charging Station, extension of the Juniper Building westward and associated amendments to the ground floor and upper floorplans resulting from the removal of the PFS and extension of the building.
- 4.2 The application is for a variation of condition 4, 5, 6 and 36 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 Condition 4 (approved drawings and documents (II/IV), 5 (approved drawings and documents (III/IV), 6 (approved drawings and documents (IV/IV) and 36 (PFS retail (Phase 1b) of planning permission 2020/3116/P dated 03/12/2020 as amended by s96a application 2022/0673/P dated 23 February 2022 for the redevelopment of petrol filling station site to include the erection of a new building to accommodate 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.*

- 4.3 The proposed amendments seek to bring the planning permission up to date to enable the delivery of a high-quality office building in this important town centre location that is capable of meeting current day office occupier needs. The scheme amendments have been developed with the aim of being as consistent as possible with the consented scheme whilst also taking the opportunity to make improvements to the approved scheme, maximise the benefits it can deliver and align the proposals with both adopted and emerging planning policy.
- 4.4 A full tracked change version of the conditions this application seeks to amend is located within **Appendix 3**.

### Key changes

- 4.5 The key changes proposed are as follows:

- Removal of the Petrol Filling Station including removal of the petrol tanker and service vehicle entrance off Chalk Farm Road;
- Reconfiguration of the ground floor layout to accommodate:
  - a) Additional improved office and retail floorspace and back of house functions;
  - b) Enlarged office lobby;
  - c) Introduction of an office lobby-café;
  - d) Inclusion of a dedicated office cycle entrance;
  - e) Introduction of office mezzanine level; and
  - f) Replacement of the Petrol Filling Station with an electric vehicle (EV) charging station (comprising four public bays).
- Extension of the building 6 metres westward resulting in the creation of additional office floorspace across all levels (2,207 sqm GIA) and an additional ground floor retail unit (50 sqm GIA);
- Introduction of a mezzanine level at first floor level;
- Addition of ground floor windows to the western elevation adjoining the consented Youth Space (also within the PFS site);
- Adjustment of building footprint to the east (shifted 390mm westwards to improve pavement widths by 0.4m);
- Internal reconfiguration of the Corner Building to convert the retail floorspace on level 2 (197 sqm GIA) to office floorspace retaining the consented retail floorspace at levels 1, 3 and 4 including the winter garden;
- Reconfiguration of Morrisons convenience store floorplan to widen the frontage by one bay and reduce depth of unit to facilitate improved trading and back of house operations;
- Minor increase in the extent of the fifth floor terrace to the south.
- The introduction of a new ground floor terrace (the 'yard garden') to the rear of the building providing external amenity space for office occupiers.
- Rationalisation of plant space at ground floor enabling the omission of plant from 2nd floor; and
- Reconfiguration of plant at roof level.

4.6 The proposed amendments are outlined in further detail in the planning assessment part of this Planning Statement and within the supporting Design and Access Statement however on the basis that the proposed amendments result in changes to the consented floorspace Table 4.1 below outlines the consented and proposed floorspace:

Table 1 - Table of consented and proposed floorspace

Use	Consented (December 2020 ref: 2020/3116/P) Quantum of Development			Proposed Quantum of Development		
	GEA (sqm)	GIA (sqm)	NIA* (sqm)	GEA (sqm)	GIA (sqm)	NIA* (sqm)

Use	Consented (December 2020 ref: 2020/3116/P) Quantum of Development			Proposed Quantum of Development		
Office <sup>1</sup>	8,114	6,873	6,585	9,398	9,080	8,766 <sup>2</sup>
Retail (A1, A3, A4)	1,627	1,446	1,103	1,048 <sup>3</sup>	1,013 <sup>4</sup>	994
Winter garden	329 <sup>5</sup>	143 <sup>6</sup>	98	100 <sup>7</sup>	97 <sup>8</sup>	96
<b>Sub Total</b>	<b>10,070</b>	<b>8,462</b>	<b>7,786</b>	<b>10,546</b>	<b>10,190</b>	<b>9,856</b>
Open sided covered area/service yard and EV Charging Station	1,118	0	0	339	339	-
Plant room	55	46	0	0	0	-
Primary Core/Circulation	0	0	0	1,571	1,518	-
Secondary Core/Circulation	0	0	0	513	495	-
BOH <sup>9</sup>	562 <sup>10</sup>	534	0	828	800	-
<b>Total</b>	<b>11,805</b>	<b>9,042</b>	<b>7,786</b>	<b>13,797</b>	<b>13,342</b>	<b>-</b>

4.7 In summary, the proposed amendments to the Juniper Building will cumulatively result in an overall uplift of 1,728 sqm floorspace (GIA), which includes an uplift of 2,207 sqm GIA of office floorspace, and a reduction of 433 sqm GIA of retail floorspace.

## Planning application

<sup>1</sup> GEA and GIA figures are inclusive of office lobby and office lobby café. Exclusive of core/circulation as itemised above.

<sup>2</sup> Excludes office lobby and lobby café as unlettable space.

<sup>3</sup> Excludes core and circulation. Inclusive of retail floorspace (272 sqm GEA), Morrisons Store (389 sqm GEA) and Restaurant/Café (387 sqm GEA).

<sup>4</sup> Excludes core and circulation. Inclusive of retail floorspace (263 sqm GIA), Morrisons Store (376 sqm GIA) and Restaurant/Café (374 sqm GIA).

<sup>5</sup> Includes 5<sup>th</sup> floor void area and circulation (139 sqm GEA).

<sup>6</sup> Includes circulation space.

<sup>7</sup> Excludes secondary core, circulation and terrace.

<sup>8</sup> Excludes secondary core, circulation and terrace.

<sup>9</sup> BOH includes plant (excluding 46 sqm GEA and 46 sqm GIA plant room in consented scheme as already included above), refuse, cycle changing/showers, internal cycle storage but excluding service yard and EV charging station.

<sup>10</sup> GEA for BOH not provided within consented scheme accommodation schedule. St George have inserted a GEA figures at a GEA to GIA conversion of 95%.

- 4.8 This application is made to vary the approved drawings and documents as set out in condition 4, 5, 6 and 36 of the extant planning permission (reference: 2020/3116/P). A schedule of approved drawings of the extant planning permission and those to be revised under this application is enclosed at **Appendix 1**.
- 4.9 As the original application was supported by an Environmental Statement (ES) (owing to its categorisation as a “Schedule 2 Development” under the Town and Country Planning (EIA) Regulations 2011 (as amended)), Ramboll and the relevant environmental specialists have reviewed the proposed changes sought by this s73 application to consider the potential implications for the likely environmental effects reported within the previous ES’s and Addendums. The application is supported by an “Environmental Implication Letter” (EIL) which outlines the implications and confirms that the conclusions of the original ES remain and that the proposed amendments will not result in impacts that have not previously been assessed.
- 4.10 Table 4.2 below sets out the plans and documents that comprise this minor material amendment application.

Table 2 - List of planning application documents

Forms	Consultant
Application Form and ownership certificates	Quod
Community Infrastructure Levy (CIL) Additional Information Form	Quod
Design	
Application Drawings	Makower Architects and Murdoch Wickham
Design and Access Statement Addendum including landscaping	Makower Architects and Murdoch Wickham
Planning	
Cover Letter	Quod
Planning Statement	Quod
Environmental Implication Letter	
Socio-Economics	Ramboll/Turley
Transport	Ardent
Air Quality	Ardent
Noise and Vibration	Ardent
Daylight, sunlight, overshadowing, solar glare and light pollution inc. solar glare analysis	GIA
Townscape and Visual Impact	Tavernor
Wind Assessment	RWDI
Other Technical Statements	
Heritage Addendum	Turley Heritage
Transport Addendum	Ardent
Sustainability Strategy Addendum	Waterman
Energy Statement	Waterman
BREEAM	Energist
Whole Lifecycle Carbon Statement	Ramboll

Circular Economy Statement	Energist
Planning Gateway 1 Form	Elementa
Statement of Community Involvement Addendum	BECG

## Massing and Built Form

- 4.11 The elevations of the Juniper Building, and all its key datum lines, are unchanged, with the exception of a number of minor amendments. Primarily, this includes extending the building westwards by 6 metres, which creates additional office floorspace on all levels and an additional ground floor retail unit. The eastern boundary of the building has also been adjusted, shifting 390mm westward to improve the pavement width by 0.4m.
- 4.12 The Design and Access Statement provides comparative views of the changes to the massing. In summary, the amendments include:
- Westward extension by only 6 metres;
  - Adjustment of western façade base; fronting onto Youth Space with active windows, and infilling former PFS void;
  - Adjustment of southeast corner base and south façade base related to infilling of the PFS and introduction of the EV charging station;
  - Adjustment of horizontal floor lines relating to introduction of first floor double height / mezzanine space;
  - Removal of plant zone from second floor south elevation (which was shown in the consented plans but not the consented elevations); and
  - Adjustment of roof plant.

## Layout

- 4.13 The proposed amendments provide an opportunity to optimise and reconfigure the layout of the consented Juniper Building.

### Office Layout

- 4.14 The office lobby remains in the same location as the original consent, but has been enhanced with the following additions:
- Lobby-café with direct access from the street for the general public, adding to street diversity and activation;
  - Cycle entrance and a generous mezzanine cycle store, with state-of-the-art facilities for cyclists including showers, lockers, bike maintenance bench and secure parking;
  - More generous depth of space for general circulation.
- 4.15 The removal of the PFS has enabled a ground floor workspace to be added to the building; with a mezzanine accessed from within and via a gallery to the main lobby. The space has a yard-garden looking south onto the railway viaduct wall, and has windows giving additional safety and passive surveillance to the neighbouring Youth Space.



- 4.16 The second floor of the Corner Building have now been converted from the consented F&B floorspace to workspace following a detailed review of the viability of the F&B uses. Further details of the review are available within the Design and Access Statement.
- 4.17 In addition to the removal of the second floor plant, and inclusion of the second floor workspace in the Corner Building, other enhancements to the quality and diversity of workspace include the creation of a special double height space with mezzanine level and an accommodation stair to the first floor. This reflects the original design intent of making the first floor a taller dimension than the floors above, but through the slight adjustment of vertical datums, adds both external visual interest and internal qualities to the design. Additionally, the connections between the third and fourth floor office spaces and the Winter Garden F&B have improved.
- 4.18 The floorplate of the offices have been designed to facilitate maximum flexibility for tenant occupation. The structural strategy allows for minimum number of columns and the office core is located as close to the centre of the plan as the pressures on the ground floor will allow.

### *Retail*

- 4.19 Morrisons remain a key part of the ground floor activity for the Juniper Building, with the proposal including a Morrisons convenience store occupying three façade bays compared to the two within the consented scheme. This provides a workable optimum balance between front of house and back of house space for Morrisons to operate effectively as a retail unit; including storage, refuse, plant and rear access.
- 4.20 The retail frontages, including signage, are unchanged in appearance, with the exception of door locations which have been repositioned slightly to better suit occupiers following specialist advice.
- 4.21 The revised ground floor plan includes one retail unit at the western end and three retail units on the eastern half of the building. They will occupy three of the bays and provide an opportunity for a wider range of occupiers whilst providing more useable, deeper spaces, increasing from 5.4 metres to 9.2 metres. This improvement in the ratio of depth to frontage provides flexibility and a better trading environment for retailers.

### **Removal of Petrol Filling Station**

- 4.22 The proposals include a public Rapid / Ultra EV charging forecourt comprising four spaces to be commercially operated by Morrisons. This operation replaces the previous PFS function on the site and supports the transition to zero emission modes of transport for local Camden business and residents, phasing out of the sale of petrol vehicles by 2030 and becomes part of fast-growing London's e-vehicle infrastructure.
- 4.23 The spaces will be strictly for the purpose of EV charging only and not ancillary car parking. An enforcement and management regime will be in place using Automatic Number Plate Recognition cameras linked to the EV charger payment systems to ensure that the spaces are not used for parking. The charging forecourt will be located on the south eastern corner of the building, easily accessible via the rear access lane to the south of the building, which takes access from Juniper Crescent. The rear access lane will also be where deliveries and servicing can access the proposal.

## Servicing

- 4.24 The Morrisons convenience store and the office will be serviced via the service yard to the rear of the building.
- 4.25 Further details of the delivery and servicing arrangements will be provided within a Delivery and Servicing Management Plan, as secured by the relevant Section 106 Agreement. This will be prepared and discharged prior to occupation.
- 4.26 A private company will be in place to manage site waste, recycling, and all site waste collection. Collections will take place twice weekly, however bin storage has been sized for once weekly collections to allow flexibility. Bin storage is allocated off the service yard on the ground floor. Office waste is to be taken down the allocated dual-purpose lift and through the back of house service route to the service yard and relevant refuse storage room. Morrisons waste is to be taken via the allocated back of house service route to the service yard and relevant refuse storage room. Restaurant waste is to be taken down the allocated dual-purpose lift and to the service yard and relevant refuse storage room via Tottenham Rise. Retail waste is to be taken around the site and via the dedicated access road and to the service yard and relevant refuse storage room. The Design and Access Statement contains further details on refuse, in addition to a plan which illustrates the respective service routes.

## 5 Pre-Application Engagement

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### London Borough of Camden

5.1 The Applicant has carried out extensive pre-application engagement with planning and design officers at LBC in relation to the proposed amendments to the PFS site since July 2021. Pre-application meetings have taken place on the following dates:

- 16<sup>th</sup> July 2021
- 15<sup>th</sup> December 2021
- 9<sup>th</sup> February 2022
- 2<sup>nd</sup> March 2022
- 11<sup>th</sup> April 2022

### Public Consultation

5.2 Full details of the public consultation that has taken place in relation to these proposed amendments can be found in the Consultation Statement (July 2021) submitted in support of this application.

5.3 It confirms that the applicant has engaged with interested stakeholders including a briefing to the ward Councillor and Deputy Leader on 12<sup>th</sup> July 2022, an email to key and interested stakeholders which was also sent on 12<sup>th</sup> July 2022 and included a digital copy of the update newsletter which seeks to update the community and key stakeholders on the implementation of the Camden Goods Yard development. The email was issued to over 300 email addresses.

5.4 A website has also been live since December 2019 ([www.camdengoodsyardconsultatio.com](http://www.camdengoodsyardconsultatio.com)) which provides regular updates on the Camden Goods Yard development. The website was updated to provide additional information on the PFS application and an on-line feedback form for responses.

5.5 A four page newsletter was also sent to 1,700 addresses in the local area.

5.6 Feedback to the consultation has been mixed, with 9 respondents disagreeing to the principle of the development as opposed to the specific proposals presented. There was support for removing the petrol filling station with some concerns over the ability of those on lower incomes being able to afford the transition to electric vehicles. Notwithstanding this, overall, the response rate was relatively low reflecting the minor nature of the proposed changes.

### Response to Pre-Application Feedback

5.7 As noted above, the proposed amendments have been developed in consultation with LBC and seek to respond to comments received from planning and design officers in the following ways:

- Retention of double skin flu wall façade;

- Retention of fifth floor setback to west façade;
- Retention of stair to Corner Building across all floors;
- Creation of a lobby-café;
- Rationalisation of cycle racks on street;
- Single gate to EV Charging and rear service yard;
- Inclusion of ground-mezzanine windows to provide natural light and natural surveillance to Youth Space; and
- Retention of retail floorspace at first floor level.

## 6 Planning Policy Context

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- 6.1 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

### Development Plan

- 6.2 The Development Plan in this instance comprises:

- The London Plan (2021);
- Camden Local Plan (2017);
- Camden Site Allocations (2013); and
- Camden Policies Map (2021).

- 6.3 The development plan has been updated somewhat since the determination of the extant planning permission namely the formal adoption of the London Plan in March 2021 and some updates to the Camden Policies Map in August 2021.

- 6.4 The following documents are also material considerations:

- The National Planning Policy Framework ('the NPPF') (2021);
- (National) Planning Practice Guidance ('PPG') (2021); and
- The National Design Guide (2021).

- 6.5 The NPPF has been updated and the National Design Guide introduced since the previous s73 was granted. Both documents place greater emphasis on the quality of design.

- 6.6 Mayoral and LBC supplementary planning guidance (SPG's) and supplementary planning documents (SPD's) are also material considerations in the determination of planning applications and provide further details on policies included within the Development Plan. A number of SPGs/SPDs have been updated and/or adopted since the grant of the extant planning permission in December 2020 (see Table 6.1). The list below identifies all SPGs/SPDs relevant to the Proposed Development, with the dates identifying those updated since the grant of the extant permission:

### LBC

- Camden Goods Yard Planning Framework (2017)
- Camden Planning Guidance:
  - Access for All (March 2019)
  - Air Quality (January 2021)
  - Amenity (January 2021)

- Design (January 2021)
- Developer Contributions (March 2019)
- Employment sites and business premises (January 2021)
- Energy efficiency and adaptation (January 2021)
- Planning for Health and Wellbeing (January 2021)
- Town centres and retail (January 2021)
- Transport (January 2021)
- Water and Flooding (March 2019)

6.7 LBC have also begun preparing a Site Allocations Review (2020), which is currently at draft stage having been consulted on at the beginning of 2020 and end of 2021.

#### GLA

6.8 In addition to the updates to the Development Plan, there are also a number of London Plan Supplementary Planning Guidance ('SPG') and London Plan Guidance ('LPG') documents which have been adopted or published for consultation since the extant planning permission was consented in December 2020 (see Table 6.1). The list below identifies all London Plan SPGs and LPGs relevant to the determination of the Proposed Development:

#### **Adopted:**

- Accessible London SPG (October 2014)
- Planning for Equality and Diversity in London SPG (October 2007)
- Character and Context SPG (June 2014)
- Be Seen Energy Monitoring LPG (September 2021)
- Circular Economy Statements LPG (March 2022)
- The Control of Dust and Emissions LPG (July 2014)
- Whole Life Carbon LPG (March 2022)

#### **Emerging:**

- Energy Assessment Guidance (2020)
- Fire Safety LPG (2022)
- Urban Greening Factor LPG (2021)
- Air Quality Positive LPG (2021)
- Air Quality Neutral LPG (2021)
- Sustainable Transport, Walking and Cycling (2021)



## SPG/SPD Summary

6.9 Table 6.1 below provides a summary of the LBC and GLA SPG's and SPD's that have been adopted or published for consultation since the extant permission was obtained in December 2020.

**Table 3 - LBC and GLA SPG's and SPD's adopted or published for consultation since the December 2020 consent**

	Policy Document	Date Adopted
Camden Planning Guidance	Air Quality SPD	January 2021
	Amenity SPD	January 2021
	Basements SPD	January 2021
	Design SPD	January 2021
	Employment Site and Business Premises SPD	January 2021
	Energy Efficiency and Adaptation SPD	January 2021
	Planning for Health and Wellbeing SPD	January 2021
	Town Centres and Retail SPD	January 2021
	Transport SPD	January 2021
London Plan	Be Seen Energy Monitoring LPG	September 2021
	Circular Economy Statements LPG	March 2022
	Whole Life Carbon LPG	March 2022
	Draft Fire Safety LPG	February 2022
	Draft Urban Greening Factor LPG	March 2021
	Draft Air Quality Positive LPG	November 2021
	Draft Air Quality Neutral LPG	November 2021
	Draft Sustainable Transport, Walking and Cycling	September 2021

6.10 Since the grant of the December 2020 consent, there have been a number of updates to adopted national, regional and local policy. Whilst consideration of these amendments is given within the Planning Assessment in section 7, the policy setting in relation to the proposals remains broadly unchanged.

## Site specific designations

6.11 Figure 6.1 below is an extract from LBC's Policies Map (updated August 2021) and illustrates the site specific designations that apply to the PFS site.

Figure 2 - Extract from LBC's Policies Map (August 2021)

6.12 The following site specific designations apply to the PFS part of the Camden Goods Yard Site either in full or in part:

- Camden Town Centre;
- Protected frontage: Secondary;
- Regent's Canal Conservation Area; and
- Protected Vista for Viewing Location 2A.2 Parliament Hill summit to the Palace of Westminster.

6.13 In addition to the Site's location within the Regent's Canal Conservation Area, the Site is also located within close proximity to a number of other conservation areas, listed buildings and heritage assets, including:

#### *Conservation areas*

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

#### *Listed buildings*

- The Horse Hospital with ramps and boundary wall (Grade II\*);
- Stanley Sidings (Grade II);
- The Roundhouse (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\*).

*Archaeological Priority Area*

- Canal Industry Archaeological Priority Area (eastern corner of the Main Site)

## 7 Planning Assessment

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- 7.1 This section explains how, in the context of Section 38 (6) of the Planning and Compulsory Purchase Act (2004), the proposed amendments accord with the statutory development plan.
- 7.2 The part of the Camden Goods Yard development (the Juniper Building or PFS site) that this application seeks to amend has already been considered and approved by LBC. The principle of an office building in this town centre location is supported and is considered to complement town centre uses and activities, offering new facilities and resources back to Camden. The employment offer was considered diverse and flexible enough to contribute to supporting the local economic activities as well as contributing positively to the character of the site. The revised scheme identifies the opportunity to deliver an enhanced scheme and employment offer that will ensure the consented scheme can be delivered as well as securing greater economic, social and environmental benefits for Camden.
- 7.3 With this in mind, and in accordance with National Planning Practice Guidance, the key considerations in the determination of the proposed amendments are:
- Whether planning policies and other material considerations have changed since the extant planning permission was granted; and
  - Whether the proposed amendments are acceptable having regard to the Development Plan and other material considerations.
- 7.4 The amendments to the Proposed Development have been developed with reference to – and to accord with – national, regional (London) and local policy. In consideration of the planning policy framework and other relevant material considerations set out in Section 6, the below provides an assessment of the proposals against the following topics:
- Principle of development / non-residential uses;
  - Design;
  - Heritage and townscape;
  - Highways, parking and servicing;
  - Sustainability and energy; and
  - Environmental.
- 7.5 There are no proposed amendments to the previously consented elements relating to biodiversity/ecology, archaeology, construction management, ground conditions, flood risk. These therefore do not appear in the planning assessment below.

### Principle of development / non-residential uses

#### *National Policy*

- 7.6 The principle of achieving sustainable development is at the core of the NPPF. To achieve this the planning system has three overarching objectives, one of which is an economic objective (paragraph 8). The economic objective is “*to help build a strong, responsive and*

*competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity...”*

- 7.7 Paragraph 81 of the NPPF states that *“planning policies and decisions should help create conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.”*
- 7.8 Paragraph 86 states that *“planning policies should support the role that town centres play...by taking a positive approach to their growth, management and adaptation”*.

### *Regional Policy*

- 7.9 Policy SD6 ‘Town centres and high streets’ of the adopted London Plan (2021) requires town centres to be the main focus for commercial activity beyond the CAZ.
- 7.10 This is further supported by Policy E1 ‘Offices’ (part D) which seeks to focus new (office) development in town centres and other existing office clusters by consolidating and where viable extending the diverse office markets in outer and inner London. It also outlines its aspirations for new office provision, refurbishment and mixed-use developments to improve the quality, flexibility and adaptability of office space of different sizes (part A) and supports increase in current office stock in the locations outlined in parts C and D (part B).
- 7.11 Policy E2 ‘Providing suitable business space’ also notes that development of B Use Class business uses should ensure that the space is fit for purpose having regard to the type and use of the space.

### *Local Policy*

- 7.12 Policy E1 of the Camden Local Plan (2017) states that LBC will *“direct new office development to the growth areas, Central London, and the town centres in order to meet the forecast demand of 695,000sqm of office floorspace between 2014 and 2031”*. In line with the London Plan, proposals for intensification of employment sites and premises where these provide additional employment is also supported.
- 7.13 The Camden Goods Yard Planning Framework (2017) outlines a number of ‘Framework Objectives’ for the ‘Chalk Farm Road’ area within which this site falls. It notes that redevelopment of this Site creates an excellent opportunity to build upon the vibrant commercial environment of Camden Town and that the area within the town centre has the potential to provide a mix of space. The framework also notes the need for a range of office accommodation including move on space so businesses can remain in the area and grow. It also seeks to ensure that an engaging high street frontage is created on Chalk Farm Road south side which should include an active frontage with new commercial uses at ground floor level that interact with the street and add to the character, diversity and vibrancy of the town centre.
- 7.14 It also states that *“cafes, restaurants and other uses that add to the variety and diversity of the offer which bring activity to the neighbourhood at different times of the day and week may also be appropriate”*.

- 7.15 Draft policy reaffirms this position. Policy CGY3 ‘Morrisons Petrol Filling Station’ of the draft Site Allocations document (2020), sets out a requirement for an employment-led development on this site and supporting text at paragraph 5.8 explains that the priority for Chalk Farm, will be to intensify commercial uses taking into account the specific context, heritage and character of these areas.
- 7.16 Notwithstanding the significant policy support for the promotion of commercial uses in key employment areas such as town centres, LBC has a bespoke policy which applies to new non-residential development involving a significant floorspace increase. Policy H2 ‘maximising the supply of self-contained housing from mixed use schemes’ seeks to support Policy H1 ‘maximising housing supply’ of the Local Plan by requiring the provision of self-contained houses and flats from mixed use schemes.
- 7.17 Policy H2 applies to non-residential development of over 200 sqm additional floorspace (GIA) for sites in the Central London Area and the town centres of Camden Town, Finchley Road/Swiss Cottage and Kilburn High Road. The policy promotes the inclusion of self-contained homes as part of a mix of uses and in particular, it will be applied where 1,000 sqm (GIA) of additional floorspace or more is proposed. Where this policy applies, 50% of all additional floorspace is to be self-contained housing subject to a series of considerations. The provision or suitability of self-contained housing will be considered in the context of the following criteria:
- “a. the character of the development, the site and the area;*
- b. site size, and any constraints on developing the site for a mix of uses;*
- c. the priority of the Local Plan gives to the jewellery sector in the Hatton Garden area;*
- d. whether self-contained housing would be compatible with the character and operational requirements of the proposed non-residential use and other nearby uses; and*
- e. whether the development is publicly funded or serves a public purpose.”*
- 7.18 The policy allows for the housing requirement to be secured on an alternative site nearby or via a payment-in-lieu, where it can be demonstrated that on-site housing is not practical or could be more appropriately provided elsewhere.
- 7.19 In support of this, paragraph 5.8 of the Draft Site Allocations document (2020) acknowledges the challenge of delivering significant amounts of additional housing on Chalk Farm Road due to the challenges associated with noise generating uses and activities, further stating that an off-site contribution to housing may be required.
- 7.20 In relation to retail, the Town Centres and Retail CPG (2021) confirms that the PFS site is in a secondary frontage area of Camden Town Centre. Paragraph 4.18 notes that the secondary frontages and areas have a varied character and a range of uses and they include the side streets of the town centre, the employment and market areas adjacent to the Regent’s Canal and the Roundhouse. Paragraph 4.19 advises that the Council will generally resist proposals that will result in less than 50% of the premises in Secondary Frontages being in retail use.



### Principle of additional and enhanced office floorspace

- 7.21 The proposed amendments to the Juniper Building primarily through the removal of the PFS and the extension of the building enable the provision of an additional 2,207 sqm of office floorspace on this site.
- 7.22 The removal of the PFS enables the ground floor of the building to be re-configured to provide an enhanced active frontage onto Chalk Farm Road and the introduction of additional ground floor office space; with a mezzanine accessed from within and via a gallery to the main lobby; and the introduction of a lobby-café and cycle entrance. The revisions to the Juniper Building also incorporate a yard-garden for users of the building looking south onto the railway viaduct wall.
- 7.23 The floorplates on the upper levels of the offices have been revisited and designed to facilitate maximum flexibility for tenant occupation by minimising the number of columns and locating the office core as close to the centre of the plan as possible. The previously consented retail (F&B) floorspace located at the second floor level in the Corner Building has also been converted to office floorspace providing opportunities for multipurpose dynamic work amenity space which could be used for break out space and collaboration areas. This further enhances the quality of the office floorspace on offer and its ability to attract high quality office occupiers.
- 7.24 A special double height space with mezzanine level and an accommodation stair to the first floor has also been created. This reflects the original design intent of making the first floor a taller dimension than the floors above, but through the slight adjustment of vertical datums, adds both external visual interest and enhanced internal quality to the design. Additionally, the connections between the third and fourth floor office spaces and the Winter Garden food and beverage (F&B) have improved.
- 7.25 The additional and reconfigured commercial floorspace will help to improve the overall quality and diversity of office space on offer in this important town centre location and at the gateway to the strategic Camden Goods Yard site. The proposed amendments will therefore result in an enhanced configuration of the proposed office (and retail) floorspace that will ensure it can meet current day office occupier needs and attract a range of tenants.
- 7.26 Both adopted and emerging national, regional and local policy offer significant support for new office floorspace within growth areas, Central London and town centres of which this site lies within. The proposed additional 2,207 sqm office floorspace and enhancements to the previously consented office floorspace within Camden Town Centre is therefore fully supported by all levels of planning policy and will make a meaningful contribution towards Camden's forecast demand of 695,000sqm of office floorspace between 2014 and 2031.

### Revisions to retail floorspace

- 7.27 The proposed amendments result in some alterations to the consented retail floorspace both at ground and upper floor levels:

1. **Ground floor level** – reconfiguration of ground floor layout to accommodate:

- a. Additional and improved retail floorspace including an additional ground floor retail unit (50 sqm (GIA)) at the eastern end of the frontage increasing the number of retail units here from two to three alongside the consented retail unit at the western end of the Chalk Farm Road frontage;
  - b. Reconfiguration of Morrisons convenience store floorplan to widen the frontage by one bay and reduce depth of unit to facilitate improved trading and back of house operations; and
  - c. Incorporation of a lobby café.
2. **Upper floor levels** – internal reconfiguration of the Corner Building to convert the retail floorspace (food and beverage) on level 2 (197 sqm (GIA)) to office floorspace, retaining the consented retail floorspace at levels 1, 3 and 4 including the winter garden, following extensive consultations with retail agents.

7.28 The additional retail unit and proposed enhancements to the retail units will provide an opportunity for a wider range of occupiers whilst providing more useable, deeper spaces. The retail frontages will remain unchanged in appearance, with the exception of door locations which have been repositioned to accommodate the revised layout of ground floor retail units.

7.29 The proposed extension to the Morrisons convenience store by one bay (now three bays in total instead of the two within the consented scheme) will further enhance the contribution the convenience store makes to the ground floor activity of the Juniper Building.

7.30 The frontage to Chalk Farm Road is maintained with the same mixture of retail and office uses within this Secondary Frontage and town centre location, continuing to achieve the required minimum of 50% of the frontage as A1 use. The proposed amendments therefore continue to align with planning policy requirements and the objectives of the Camden Goods Yard Planning Framework (2017) for **Area 1: Chalk Farm Road**, which seeks to create an engaging high street frontage on Chalk Farm Road south side and the access road. It requires the creation of an active frontage with new commercial uses at ground floor level that interact with the street and add to the character, diversity and vibrancy of the town centre.

7.31 The extant planning permission already benefits from a planning condition (condition 36) which seeks to control the retail uses at ground floor level to former A1 and A3 uses. The full wording of condition 36 is set out below:

*Condition 36: PFS retail (Phase 1b)*

*Notwithstanding the provisions of Class A of the Schedule of the Town and Country Planning (Use Classes) Order 1987, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, the following applies to the retail/food and drink uses in the PFS building:*

- a. No fewer than 2 of the commercial units at ground floor (identified as Retail 1, 2, 3 and 'PFS' in the accommodation schedule hereby approved) and no fewer than 4 of the total commercial units within the PFS (identified as Retail 1, 2, 3, PFS at ground floor; Café at 1st floor;*

*Restaurant at each of 2nd and 3rd floors in the accommodation schedule hereby approved) shall be occupied by retail uses (Class A1)*

*b. The three commercial units numbered 'retail 1, 2, and 3' shall not be enlarged to occupy more than 3 bays of the street frontage*

*c. The PFS convenience store shall not be merged with any other floorspace which occupies a bay on the street frontage*

*Reason: To ensure that the future occupation of the premises does not lead to an over concentration of food and drink uses in the area, to support the retail function and character of the Town Centre and to protect local amenity from the impacts of food and drink uses, in accordance with policies G1, A1, A4 and TC2 of the Camden Local Plan 2017.*

- 7.32 Notwithstanding this, some minor amendments are needed to the wording of this condition to reflect the proposed revisions sought via the s73 including the addition of a retail unit at ground floor level and removal of some of the upper floor retail (F and B) uses. The suggested amendments are set out below with deleted text marked in red and new text marked in green:

*Condition 36: PFS retail (Phase 1b)*

*Notwithstanding the provisions of Class A of the Schedule of the Town and Country Planning (Use Classes) Order 1987, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, the following applies to the retail/food and drink uses in the PFS building:*

*a. No fewer than 2 of the commercial units at ground floor (identified as Retail 1, 2, 3 and 4 ~~and 'PFS'~~ in the accommodation schedule hereby approved) and no fewer than 4 of the total commercial units within the PFS (identified as Retail 1, 2, 3, and 4 ~~PFS~~ at ground floor; Café at 1st floor; Restaurant at each of 2nd and 3rd floors in the accommodation schedule hereby approved) shall be occupied by retail uses (Class A1)*

*b. The ~~three~~ four commercial units numbered 'retail 1, 2, ~~and 3~~ and 4' shall not be enlarged to occupy more than 3 bays of the street frontage*

*c. The PFS convenience store shall not be merged with any other floorspace which occupies a bay on the street frontage*

*Reason: To ensure that the future occupation of the premises does not lead to an over concentration of food and drink uses in the area, to support the retail function and character of the Town Centre and to protect local amenity from the impacts of food and drink uses, in accordance with policies G1, A1, A4 and TC2 of the Camden Local Plan 2017.*

- 7.33 In relation to the change of use of the retail floorspace on the upper levels to commercial floorspace, there is no policy requirement for retail uses on upper floor levels and therefore no protection against their loss or change of use. The design and appearance of the Corner Building will remain the same as consented and the replacement commercial floorspace will help to improve the quality and diversity of office space by providing opportunities for multipurpose dynamic work amenity space which could be used for break out space and

collaboration areas. These types of office uses will continue to deliver activity and animation throughout the day across these upper levels.

7.34 As part of reviewing the proposals for the second floor level of the Corner Building and following pre-application discussions with the Council, the applicant has engaged retail agents Bruce Gillingham Pollard. They advised that this floor were not considered appropriate for retail (restaurant-café) use due to there being no demand for retail units at these levels in London and severe challenges letting upper floor retail space elsewhere, alongside good supply at ground floor in Camden generally. The third and fourth floor retail (café-restaurant) continues to provide a compelling destination for visitors.

7.35 The proposed change of use of the retail floorspace on the upper levels is therefore considered acceptable.

### **Policy H2 requirement for self-contained housing from mixed-use schemes**

7.36 The proposed amendments will result in an overall uplift of 1,728 sqm of non-residential floorspace. Policy H2 is therefore relevant on the basis that the proposed uplift in floorspace exceeds the 1,000 sqm threshold. 50% of this proposed uplift is therefore required to be delivered as self-contained housing. In this instance, this would equate to a requirement for 864 sqm to be delivered as self-contained housing which broadly equates to 10 average sized homes.

7.37 Policy H2 acknowledges that the suitability of providing self-contained housing on site will be considered in the context of a suite of criteria including relevant site constraints and whether the self-contained housing would be compatible with the character and operational requirements of the proposed non-residential use and other nearby uses. This policy allows for the housing requirement to be secured on an alternative site nearby or via a payment-in-lieu, where it can be demonstrated that on-site housing is not practical or could be more appropriately provided elsewhere.

7.38 As noted in the policy section, adopted and emerging policy considers the PFS site to be most appropriate for commercial uses. Chalk Farm Road is a busy main road and thoroughfare, which generates a lot of noise, making it unsuitable for residential uses. In addition, immediately to the rear of the site lies a busy freight railway line. Development along Chalk Farm Road is dominated by non-residential uses with residential uses typically set back from the main road. There are therefore serious environmental concerns with delivering residential in this location in terms of air quality and noise. This is acknowledged at paragraph 5.8 of the Draft Site Allocations document (2020) which states that:

*“...Delivering significant amounts of additional housing in Chalk Farm Road is also considered to be challenging because of exposure to noise generating uses and activities and an off-site contribution to housing may be required”.*

7.39 To that end, it is not considered appropriate to bring forward residential uses on the PFS site.

7.40 For the avoidance of doubt, the proposed revisions to the Juniper Building which are the subject of this s73 planning application seek to vary the extant Camden Goods Yard planning permission (the December 2020 consent) which secured permission for an additional 71 new

homes, of which 19 were affordable (in accordance with policy). When considering the requirements of Policy H2 for the proposed amendments to the PFS site, these must be therefore be considered in the context of the wider Camden Goods Yard site.

- 7.41 All of the residential development that has been consented by the Camden Goods Yard extant planning permission is being delivered on the Main Site (on the other side of the railway line) as it is deemed to be the most suitable location within the Camden Goods Yard development for residential development. As noted above, the PFS site is located fronting the busy main road and thoroughfare of Chalk Farm Road with a busy freight railway line located to the rear of the site. Its location means that it is subject to serious environmental concerns including noise and air quality. The PFS site also occupies a location that is dominated by non-residential uses with residential uses typically set back from the main road.
- 7.42 It is therefore clear that the Main Site would be the most appropriate location for delivering any further residential development that is required by Policy H2, in this instance the equivalent of 864 sqm or 10 residential units. This has also been confirmed in principle by officers at LBC following the pre-application meeting on 16<sup>th</sup> July 2021 who confirmed that the Main Site would be the most appropriate location for residential under Policy H2 (instead of the PFS site) subject to a justification as to why the PFS site is not suitable, namely air quality and noise issues. Furthermore, the December 2020 consent, secured permission for an additional 71 homes (the equivalent of an additional 5,281 sqm floorspace (GIA)) through the optimisation of the consented buildings. These additional 71 homes or additional 5,281 sqm of residential floorspace represent circa six times the required additional floorspace arising from the Policy H2 requirement which significantly exceeds the number of homes required by the proposed uplift in non-residential floorspace at the PFS site. To that end St George consider the requirement of Policy H2 to have already been met and significantly exceeded.

## Design Considerations

### National Policy

- 7.43 Section 12 of the NPPF outlines the policies for achieving well-designed places.
- 7.44 The 2021 updates to the NPPF place greater weight or importance on good design and the need for proposals to reflect local design policies and government guidance on design (paragraph 134) as well as encouraging outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area.
- 7.45 Importantly, the 2021 iteration of the NPPF introduced a new paragraph relating to the quality of development not materially diminishing between permission and completion. Paragraph 135 states *“Local planning authorities should seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used)”*.

### Regional Policy

- 7.46 Policy D3 of the London Plan 2021 outlines a design-led approach to optimising site capacity and states that *“all development must make the best use of land by following a design-led approach that optimises the capacity of sites... Optimising site capacity means ensuring that*



*development is of the most appropriate form and land use for the site” (part A). Further, it states that “high density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling... where these locations have existing areas of high density buildings, expansion of the areas should be positively considered by Boroughs where appropriate” (part B).*

- 7.47 With regard to form and context, the policy seeks to ensure that development enhances local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape. Active frontages and positive reciprocal relationships between what happens inside the buildings and outside in the public realm to generate liveliness and interest is also sought.

#### Local Policy

- 7.48 Policy D1 of the Camden Local Plan (2017) outlines the Council’s aspiration for high quality design in development.

- 7.49 The Camden Goods Yard Planning Framework (2017) identifies the site as being located within Area 1: Chalk Farm Road, which is noted as being fragmented and detracts from the character and vitality of the town centre. It notes that there are inactive frontages interrupted by wide vehicular access roads and vehicle dominance created by the petrol filling station, all of which contribute to a poor quality of place. Development in this area is expected to create an engaging high street frontage on Chalk Farm Road south side and the access road which should include an active frontage with new commercial uses at ground floor level. It should also be of a high quality building design that is appropriate to its high street location and draws on the special character of this part of the high street and its historic context. Particular consideration will be given to the level of enclosure created by any development, ensuring that it is sympathetic to the surrounding urban form and character and the listed wall.

- 7.50 The Draft Site Allocations document (2020), which remains in its infancy and is not yet adopted provides the most up to date policy guidance relating to the Camden Goods Yard site. Policy CGY3 relates specifically to the PFS site and states at paragraph 5.49 in the supporting text that:

*“this site occupies a prominent location at the entrance to the wider Goods Yard and has an important relationship with a number adjoining sites, where future development proposals may come forward. The existing layout is convoluted with extensive space given over to the petrol station forecourt, the gyratory and an area of unattractive scrubland providing a poor relation with 100 Chalk Farm Road.”*

- 7.51 Policy CGY3 (part b) requires architecture to be of the highest standard which acts as a visible marker for the entrance to the wider Goods Yard. Part c requires development on this site to be successfully integrated with adjoining land (and future proposals) for 100, 100a and 100b Chalk Farm Road to allow development to be optimised and the townscape along Chalk Farm Road to be enhanced, with the area of scrubland developed subject to the consented youth space being provided elsewhere. Development should also contribute to a more engaging frontage on the south side of Chalk Farm Road (part e).

- 7.52 The Camden Planning Guidance on Design was adopted in January 2021 and seeks to promote design excellence and to outline ways in which developments can achieve high quality



design. It primarily relates to Camden Local Plan (2017) policies D1 Design and D2 Heritage. In accordance with these policies, high quality design and preserving and enhancing Camden's rich heritage should be at the heart of all development in the borough.

### Assessment

- 7.53 The Design and Access Statement Addendum submitted in support of the application provides full details of the proposed amendments and a summary of the proposed amendments can be found in section 4 of this Planning Statement.
- 7.54 The DAS explains that the proposed amendments remain faithful to and consistent with the consented design as far as possible. The design principles and design intent of the consented scheme remain the same, however the opportunity has been taken to further enhance the design through the removal of the PFS, extension of the building west and reconfiguration of the ground and upper floor layouts to provide an office building that meets current day occupier needs. The optimisation of this strategic site within a town centre location fully aligns with the objectives of London Plan Policy D3 which seeks to prioritise and promote high density development in locations that are well connected to jobs, services, infrastructure and amenities.
- 7.55 The proposed removal of the PFS and replacement with a publicly accessible rapid EV charging station (four bays) and improved ground floor active frontage to Chalk Farm Road including the removal of petrol tanker and service vehicle entrance fully aligns with the guidance in adopted and emerging local policy which considers that the inactive frontages in this location are interrupted by vehicle dominance created by the petrol filling station. Its removal will therefore help to 'mend' this broken and fragmented frontage and enable the delivery of a high-quality active frontage that can create *'liveliness and interest'* in line with Policy D3 of the London Plan (2021) and the Camden Goods Yard Planning Framework specifically.
- 7.56 The proposed extension to the Juniper Building will also result in a superior relationship with the setting of the adjoining Youth Space to the west. Within the extant planning permission the consented Youth Space lies adjacent to the PFS open air petrol tanker and service yard and vehicle entrance which is proposed to be removed through this application. The former service yard and vehicle entrance will be infilled by the proposed Juniper Building extension creating a more defined sense of enclosure and improved relationship to the Youth Space. Windows are also proposed to be inserted to the western elevation of the Juniper Building which will provide natural light and greater surveillance of this space and the opportunity for the flank wall of the building to be an interactive element of the Youth Space. This proposal was strongly supported by the Designing Out Crime Officer (DOCO) during pre-application discussions. The revisions also provide the opportunity for the space to have controlled access at different times of day to ensure it is a safe environment for users of the space as well as pedestrians and cyclists, following the removal of the crossover for petrol tanker HGVs.
- 7.57 Importantly, the Design and Access Statement Addendum confirms that the general form, overall height, detailing and architectural style remains the same as the extant planning permission. Comparative images within the DAS Addendum demonstrate that with the exception of the westward extension by one bay, the differences between this proposed revised scheme and the extant permission are imperceptible in the viewpoints assessed. The

proposals therefore remain consistent with both adopted and emerging planning policy and in particular the design principles outlined within LBC's Design CPG (2021).

- 7.58 Furthermore, the proposed revised Juniper Building remains within the consented red line of the Camden Goods Yard development and remains separated from the adjoining site at 100 Chalk Farm Road by the consented Youth Space (which forms part of the Camden Goods Yard red line). The consented Youth Space provides playspace that will meet the requirements of 12+ year olds (teenagers) from the wider Camden Goods Yard development. No changes are proposed to the size or location of the consented Youth Space and this will be subject to a detailed design process via the relevant s106 obligation. It was relocated from the Main Site in the originally submitted Camden Goods Yard masterplan to this location between the two sites (the PFS site and 100 Chalk Farm Road) as it was considered a *'better suited location for a well overlooked space which can be tailored specifically to local young peoples' needs'* (paragraph 11.37 of the original Camden Goods Yard planning committee report dated July 2017). The proposed revisions to the Juniper Building, therefore, do not compromise the redevelopment potential of the 100 Chalk Farm Road site.
- 7.59 The revised proposals therefore fully accord with the requirements of Policy CGY3 of the draft Site Allocations document, which remains in draft and in its infancy in any event.
- 7.60 Overall, the revised design of the Juniper Building will deliver the following benefits or enhancements to the scheme:
- An improved ground floor active frontage to Chalk Farm Road resulting from the removal of the PFS and associated service vehicle and petrol tanker entrance;
  - Enhanced relationship and setting of the adjoining Youth Space to the west by removing the neighbouring open air petrol tanker and service yard, and vehicle entrance and providing greater surveillance of the space and the opportunity for the flank wall of the building to be an interactive element of the youth space;
  - Improved office space maximising the employment potential of the building; and
  - Improved second floor workspace and rear façade, with plant space removed.
- 7.61 The proposed amendments to the consented design of the Juniper Building remain in line with both the original design intent for this building and importantly with adopted and emerging planning policy.

## Heritage and Townscape

### National Policy

- 7.62 The policies specific to built heritage matters within the updated National Planning Policy Framework (2021) are not materially different from those in the 2019 version, which was the adopted version when the extant permission was granted. However, there have been some minor updates to paragraph numbering. Relevant paragraphs to this proposal are listed as follows:
- Paragraph 194 – requires applicants to describe the significance of heritage assets affects, including any contribution made by their setting.

- Paragraph 195 – requires applicants to identify and assess the particular significance of any heritage asset that may be affected by proposals;
- Paragraph 197 – outlines that local planning authorities should take account of; the desirability of sustaining and enhancing the significance of heritage assets; the positive contribution that conservation of heritage assets can make to sustainable communities; and the desirability of new development making a positive contribution to local character and distinctiveness.
- Paragraph 199 – great weight must be given to the conservation of a designated heritage asset when considering the impact of proposed development, the more important the asset, the greater weight should be given.
- Paragraph 200 – any harm to the significance of a designated heritage asset should require clear and convincing justification and substantial harm to (or loss of); grade II assets, should be exceptional; assets of the highest significance, should be wholly exceptional.
- Paragraph 202 – where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.
- Paragraph 203 – the effect of a proposal on the significance of a non-designated heritage asset should be considered in the determination of the application – requiring a balanced judgement having regard to the scale of any harm or loss and the significance of the asset.
- Paragraph 206 – local planning authorities should look for opportunities for new development within conservation areas and the setting of heritage assets, to enhance or better reveal their significance.
- Paragraph 207 – notes that not all elements of a conservation area will necessarily contribute to its significance and that loss of a building which makes a positive contribution to significance should be treated as either substantial or less than substantial harm taking account of relative significance of the element affects and its contribution to the significance of the conservation area, as a whole.

### Regional Policy

- 7.63 Policy D1 London’s form, character and capacity for growth of the London Plan (2021) outlines how borough’s should define an area’s character to understand its capacity for growth which includes understanding its urban form and structure (for example townscape, block pattern, urban grain, extent of frontages, building heights and density) (A(3)), historical evolution and heritage assets (including an assessment of their significance and contribution to local character) (A(7)) and views and landmarks (A(12)). It also notes that boroughs should meet borough-wide growth requirements by following the design-led approach outlined in Policy D3.
- 7.64 Policy D3 Optimising site capacity through the design-led approach states that development proposals should *“enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape... providing active frontages and positive reciprocal relationships between what happens inside the buildings and outside in the public realm to generate liveliness and interest”*. The policy further states that development proposals should:

*“11) respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character*

*12) be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan through appropriate construction methods and the use of attractive, robust materials which weather and mature well.”*

- 7.65 Policy HC1 Heritage conservation and growth outlines how development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations. Specifically, the policy states that *“development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets’ significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings, should also be actively managed. Development proposals should seek to avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process...(part C)”*.

#### Local Policy

- 7.66 The Camden Local Plan (2017), Camden Site Allocations (2013) and Camden Goods Yard Planning Framework (2017) remain unchanged from the December 2020 consent.
- 7.67 Camden Planning Guidance: Design has however since been adopted in 2021, superseding the 2019 version of this document. The guidance includes matter relating to heritage, which remain consistent with the 2019 version and therefore remains unchanged.
- 7.68 The draft Site Allocations document (2020) provides some guidance on built heritage matters within Draft Policy CGY1:

*“To ensure that the area will realise its full development potential, proposals within this area must:*

*....c. Deliver high quality, healthy and inclusive neighbourhoods with exemplary urban design and architecture with new streets and spaces, while taking account of all aspects of local character.*

*d. Responding appropriately to the predominant scale and heights of the surrounding townscape and preserve or enhance local heritage assets and their settings, in particular The Roundhouse, the Interchange building and The Winding Vaults.*

*e. Draw upon and celebrate the area’s industrial, canal and transport heritage in the design of new development and take opportunities to raise understanding and appreciation of surviving assets and their history*

*f. Protect the view designated by the London View Management Framework from Parliament Hill summit to the Palace of Westminster and take into account locally significant townscape views and views to/from surrounding conservation areas...”*

7.69 Draft Policy CGY3 which relates to the Morrisons Petrol Filling Station site requires development to:

*b) Provide architecture of the highest standard which acts as a visible marker for the entrance to the wider Goods Yard.*

*c) Be successfully integrated with adjoining land (and future proposals) for 100, 100a and 100b Chalk Farm Road to allow development to be optimised and the townscape along Chalk Farm Road to be enhanced, with the area of scrubland developed subject to the consented youth space being reprovided elsewhere. This should draw on the historic context and character of this part of the Town Centre and carefully consider the impact of development on locally important views and the setting of the Horse Hospital/Stables Market and listed walls.*

*d) Setback the building line along Chalk Farm Road to deliver a widened pavement, providing an improved route towards Chalk Farm Road station.*

*e) Contribute to a more engaging frontage on the south side of Chalk Farm Road drawing on the historic context and character of this part of the Town Centre.*

#### Assessment

7.70 A Heritage Statement Addendum (August 2022) has been prepared by Turley and an updated Townscape and Visual Impact Assessment carried out by Tavernor Consultancy is outlined within the EIL submitted in support of this planning application. They both assess the built heritage impacts and townscape and visual impacts of the proposed amendments and of the amended proposed development as a whole.

7.71 With respect to Built Heritage, the Heritage Statement Addendum confirms that there are no additional heritage assets within the study area since the previous built heritage assessments were carried out. The Heritage Statement Addendum considers only the effects of the proposed amendments to the PFS site on the basis that no changes are proposed to the wider Camden Goods Yard site. The relevant heritage assets therefore considered in the addendum include:

- Grade II\* - Horse Hospital with ramps and boundary wall at north of site
- Ground II\* - The Roundhouse
- Grade II - Chalk Farm Underground Station
- Regents Canal Conservation Area
- Locally listed buildings 2-8 Ferdinand Street and 36-37 Chalk Farm Road

7.72 The Heritage Statement Addendum confirms that with respect to the listed buildings outlined above the revised proposals would not materially change the previously established effects of the December 2020 consented scheme on the significance of the listed buildings.

7.73 In relation to the Regents Canal Conservation Area the revised proposals are considered to 'repair' the streetscene in this part of the conservation area through the removal of the PFS. On the basis that the overall scale, form, height, quality and character of the consented building remains the same (except for the proposed extension of the building) the significance of the conservation area is considered to be sustained and the proposals continue to transform this

incongruous and unattractive site consistent with the findings of the December 2020 consented scheme.

- 7.74 For the locally listed buildings, the Heritage Impact Assessment Addendum confirms that consistent with the December 2020 consented scheme, the proposed amendments would sustain the local heritage significance of these buildings and in the case of Ferdinand Street enhance an element of its setting (consistent with the previously assessed effects of the December 2020 consented scheme).
- 7.75 In overall terms, consistent with the assessment of the impacts of the December 2020 consented scheme, the proposed amendments sustain, and, to a degree, enhance the particular significance of a wide range of the heritage assets identified within the study area, including the contributions made by setting to that significance. On that basis, the proposed amendments remain consistent with the relevant statutory duties of the 1990 Act and the requirements of the NPPF as well as regional and local planning policy.
- 7.76 Furthermore, the Heritage Statement Addendum outlines how the proposed amendments would not amplify or otherwise alter the previously established levels of heritage harm, which, in all cases, remains less than substantial for the purposes of the NPPF.
- 7.77 The Design and Access Statement provides a comparative analysis of the consented proposal and the proposed revised Juniper Building from different locations and at different times of the day. The images demonstrate that with the exception of the westward extension by one bay, the differences between the consented and proposed are imperceptible, and in the case of the western end, the relationship with the Youth Space, and loss of the crossover for petrol tankers, is positive.
- 7.78 The updated Townscape and Visual Impact Assessment outlined in the EIL confirms that the maximum height of the revised Juniper Building remains the same as the December 2020 consented scheme, however the roofscape has been amended so that more parts of the proposal reach that maximum height and the building has been extended westward by 6 metres. The verified views show that the changes proposed to the building mass and roofscape would not be noticeable in views along Chalk Farm Road. The proposed revised Juniper Building would therefore remain consistent with that previously environmentally assessed for the 2017 EIA (as amended). Additional mitigation is therefore not required and no new or amended significant townscape and visual effects are likely to arise.
- 7.79 Planning policy remains consistent to that which was adopted in the previous iteration of the London Plan when the extant and original planning permission was obtained. It is therefore considered that the proposed amendments to the Juniper Building remain compliant with adopted planning policy.

## Transport

### Removal of Petrol Filling Station and Replacement with EV Charging Forecourt

#### *National Policy*



- 7.80 Paragraph 104 of the NPPF states that transport issues should be considered from the earliest stages of plan-making and development proposals including b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised.
- 7.81 Paragraph 112 states that applications for development should e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 7.82 Travel trends and the switch to ULEZ vehicles is aided by government policy change and a switch towards net-zero carbon emissions and a more sustainable future. Overarching national policy, as set out in the publication 'Transition to zero emission cars and vans: 2035 delivery plan' (July 2021), outlines a timeline of key deliverables, including all new cars and vans to be 100% zero emission by 2035 with the sale of new petrol and diesel vehicles phased out from 2030.

### *Regional Policy*

- 7.83 The 2021 iteration of the London Plan promotes car-free developments within the Central Activities Zone, Inner London Opportunity Areas, Metropolitan and Major Town Centres, all areas of PTAL 5-6 and Inner London PTAL 4.
- 7.84 Specifically, Policy T6 states that *"car-free development should be the starting point for all development proposals... with no general parking."* Part G further states that *"where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles... all operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities."*
- 7.85 Transport for London and the Mayor of London published 'London Electric Vehicle Infrastructure Delivery Plan' (June 2019) and also 'London Electric Vehicle Infrastructure Delivery Plan: One Year On' (November 2020) to aid the increase in EV charging infrastructure. Of particular note, in the 'London Electric Vehicle Infrastructure Delivery Plan: One Year On' (November 2020) document, it was discussed that additional rapid EV charge points are required to improve overall coverage of rapid charge points.
- 7.86 The 'London's 2030 electric vehicle infrastructure strategy' (December 2021) seeks to help achieve Government aims for net-zero emissions. This delivery plan seeks to achieve net-zero targets in the capital by 2030, ensuring the accurate delivery of EV charging infrastructure. The report discusses that rapid charging hubs offer a number of benefits including offering 'on-the-go' charging, similar to the fuel station model which people are familiar with, and improved commercial viability.

### *Local Policy*

- 7.87 There is no policy within adopted or emerging planning policy that seeks to protect against the loss of petrol stations.
- 7.88 The Camden Goods Yard Planning Framework (2017) identifies the site as being located within Area 1: Chalk Farm Road, which is assessed as fragmented and detracts from the character and vitality of the town centre. It notes that there are inactive frontages interrupted by wide



vehicular access roads and vehicle dominance created by the petrol filling station, all of which contribute to a poor quality of place. The framework objectives go as far as to say that proposals should seek to diminish vehicle dominance and if possible reduce the land required for the petrol filling station.

- 7.89 The Draft Site Allocations document (2020), whilst not yet adopted provides the most up to date policy guidance relating to the Camden Goods Yard site. Policy CGY3 relates specifically to the PFS site and states at paragraph 5.49 that:

*“this site occupies a prominent location at the entrance to the wider Goods Yard and has an important relationship with a number adjoining sites, where future development proposals may come forward. The existing layout is convoluted with extensive space given over to the petrol station forecourt, the gyratory and an area of unattractive scrubland providing a poor relation with 100 Chalk Farm Road.”*

- 7.90 With regards to any potential removal of the PFS paragraph 5.5 of the Draft Site Allocations document (2020) states that:

*“The Council will support the removal of this facility providing the potential impacts are fully assessed in line with Camden Planning Guidance: Transport”*

- 7.91 Policy T2 of the Camden Local Plan (2017) states that all new developments in the borough must be car-free. The Camden Goods Yard Planning Framework (2017) also requires all new development within the defined area to be car-free. The Framework also states that any retained vehicle fuelling uses should include low emission charging infrastructure that is compliant with the new Ultra Low Emission Zone for London.

- 7.92 Camden’s Transport CPG (2021) provides more detailed guidance on EVCP’s. Paragraph 10.3 of the CPG states that *“the Council will support proposals enabling the continued operation of the borough’s petrol filling stations for the refuelling of vehicles as the principle use of the site (sui generis). This could include remodelling to facilitate new technologies such as electric vehicle charging points and the provision of other low emission fuelling options such as hydrogen”*.

### *Assessment*

- 7.93 The PFS site is currently the subject of a planning permission that seeks to retain the existing PFS use (which would be delivered post removal of the Morrisons temporary store (Phase 1a)), a use which enables cars to enter the site, refuel and exit the Site. The proposed amendments sought by this application seek to remove the existing (or former) and consented PFS use and replace it with a new publicly accessible rapid electric vehicle (EV) charging station (four bays). In essence a remodelling of the current petrol filling use.

- 7.94 There is no policy within adopted or emerging planning policy that seeks to protect against the loss of petrol filling stations. This is confirmed in paragraph 8.39 of the committee report for the original Camden Goods Yard proposals (reference: 2017/3847/P) which states that:

*“the general aim of the Local Plan transport policies is to reduce the borough’s dependency on private motor vehicles and the removal of the filling station functions from this location would*

receive no policy objection... there is no policy basis on which to support the re-provision of the existing petrol station.” [NB: Our emphasis].

- 7.95 The removal of the PFS will therefore not only reduce the land required for the PFS but will remove this facility entirely in accordance with regional and local planning policy objectives which seek to reduce dependency on the car and promote more sustainable modes of transport particularly in highly accessible locations such as town centres. Cars will continue to enter the site, re-charge, and exit the site after re-charging with a significant reduction in vehicle movements at the site owing to the remodelled facility. An Outline Management Framework has been drafted in relation to the proposed Electric Vehicle Charging Station and is enclosed with the planning application. This document outlines the proposed management regime for the charging station to ensure it is correctly used.
- 7.96 The Petrol Filling Station Technical Note (August 2022) that accompanies this planning application confirms that there will be an overall reduction from a maximum of 192 two way movements in the busiest peak hour to approximately 16 two way movements an hour based on the assumption that 2 vehicles would charge per space per hour across the four spaces. Whilst the Technical Note outlines a net reduction in trips at the site, it is considered that the proposals will not reduce traffic significantly along Chalk Farm Road, owing to the fact that the majority of trips are already on the local highway network.
- 7.97 The proposals for four Rapid / Ultra Rapid EV charging points would assist with the transition to zero emission modes of transport and a modal shift in transport facilities. Furthermore, St George’s transport consultant has spoken with LBC’s Principal Transport Planner who has advised that the proposal will support TfL targets for Plug In Hybrid EV black taxis and the expansion of the ultra-low emission zone (ULEZ).
- 7.98 In summary, the removal of the PFS use fully accords with planning policy and guidance which seeks to reduce the PFS floorspace, reduce car usage and vehicle trips to the Site. This and improvements to the office floorplates seek to improve the quantum of employment floorspace in Camden in line with the site’s town centre location and policy framework requirements. The provision of rapid EV charging infrastructure is seen to be a suitable and enhanced replacement use of the former petrol filling station use on this site, providing infrastructure that supports the transition to 100% zero emission cars and vans by 2035.

## Cycle Parking

### *National Policy*

- 7.99 Paragraph 92 of the NPPF relates to achieving healthy, inclusive and safe places. Included within this policy is guidance which seeks to promote and encourage cycle connections and usage.
- 7.100 Paragraph 104 of the NPPF states that transport issues should be considered from the earliest stages of plan-making and development proposals including c) opportunities to promote walking, cycling and public transport use are identified and pursued.
- 7.101 Paragraph 110 of the NPPF states that in assessing specific applications for development, it should be ensured that ‘*the design of streets, parking areas, other transport elements and the*

content of associated standards reflects current national guidance, including the National Design Guide and the National Mode Code’.

### Regional Policy

7.102 The London Plan (2021) introduced a stronger emphasis on the requirement for developments to be car-free within the Central Activities Zone, Inner London Opportunity Areas, Metropolitan and Major Town Centres, all areas of PTAL 5-6 and Inner London PTAL 4. Along with the car-free ambitions, the London Plan also sets out higher minimum cycle parking standards for developments.

7.103 Policy T5 of the London Plan 2021 outlines how development proposals should help remove barriers to cycling, in part, by securing an appropriate level of cycle parking provision that is “fit for purpose, secure and well-located”. The policy requires the following minimum standards:

Table 4 - London Plan (2021) Policy T5 cycle parking requirements

Type	Policy T5 Requirement – London Plan (2021)	
	Spaces per sqm	Juniper Building requirements
Office	1 long-stay space per 75 sqm; and  1 short-stay / visitor space per 500 sqm for the first 5,000 sqm, thereafter: 1 space per 5,000 sqm	121 no. long stay  See total short stay provision below
Retail – Food	1 long-stay space per 175 sqm; and  1 short-stay / visitor space per 20 sqm for the first 750 sqm, thereafter: 1 space per 150 sqm	4 no. long stay  See total short stay provision below
Retail – Non-Food	1 long-stay space per 250 sqm for the first 1,000 sqm, thereafter: 1 space per 1,000 sqm; and  1 short-stay / visitor space per 60 sqm for the first 1,000 sqm, thereafter: 1 space per 500 sqm	2 no. long stay  See total short stay provision below
Restaurant	1 long-stay space per 175 sqm; and  1 short-stay / visitor space per 20 sqm	2 no. long stay  See total short stay provision below
<b>Total</b>		<b>129 no. long stay</b> <b>53 no. short stay</b>  <b>TOTAL: 182 no. spaces</b>

### Local Policy

7.104 Policy T1 of the Camden Local Plan (2017) states that the Council will seek to ensure that development provides for and makes contributions towards connected, high quality,

convenient and safe cycle routes, in line or exceeding London Cycle Design Standards. Further, the policy states that development should provide for accessible, secure parking facilities exceeding minimum standards outlined within the London Plan and design requirements outlined within the supplementary planning document Camden Planning Guidance on transport. The policy also requires development to make provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers.

7.105 The Transport (2021) Camden Planning Guidance reiterates policy T1 of the Local Plan, providing further guidance on the design of cycle parking facilities, referring to London Plan guidance.

7.106 The Camden Goods Yard Planning Framework (2017) states that “*The Mayor’s ‘Healthy Streets’ principles should be incorporated into designs. The environment should be pedestrian and cycle friendly and a place that is instinctively easy to understand and navigate.*”

### Assessment

7.107 One of the main changes and benefits of the proposed amendments to the Juniper Building is enhanced cycle parking provision. Long-stay and short-stay cycle parking is provided for all uses, both within the building and also on the adjacent street. All cycle parking provision for the Juniper Building will be provided in accordance with the cycle parking requirements outlined in Policy T5 of the London Plan (2021) as outlined in Table 7.1 below:

Table 5 - Cycle parking provision – consented and proposed

Type	No. of spaces		Policy Requirement
	Consented	Proposed	London Plan (2021)
Office	46 no. long stay	151 no. long stay:  11 no. short stay	121 no. long stay
Retail – Food	16 short stay spaces undefined by use	3 no. long stay:  20 no. short stay	4 no. long stay
Retail – Non-Food		2 no. long stay  5 no. short stay	2 no. long stay
Restaurant		4 no. long stay:  20 no. short stay	2 no. long stay
<b>Total</b>	<b>46 no. long stay 16 no. short stay  TOTAL: 62 no. spaces</b>	<b>160 no. long stay 56 no. short stay  TOTAL: 216 no. spaces</b>	<b>129 no. long stay 53 no. short stay  TOTAL: 182 no. spaces</b>

7.108 Policy T5 of the London 2021 also seeks to ensure that cycle parking provision is “*fit for purpose, secure and well-located*”.

7.109 The proposed amendments seek to significantly improve the quality of the cycle provision. The reconfiguration of the ground floor layout has enabled the implementation of a dedicated cycle entrance and lobby, which provides lift and stair access to a new Ground Floor Mezzanine level (ref. CGY-MAK-XX-00-DR-A-06-161), which is a designated floor for state-of-the-art cycle changing and parking facilities. These facilities include showers, lockers, drying rooms and a maintenance bench. The layout, areas and dimensions also align with the London Cycling Design Standards, including 2m wide corridors. These proposals are a significant improvement on the consented provision which provided no space for showers, lockers or other facilities. An additional access for tenants via the rear service route, with a stair with side tracks for wheeled access is also provided.

7.110 The revised proposals and cycle facilities represent a significant improvement against the consented provision and fully align with current London Plan cycle parking standards and national, regional and local planning policy requirements and aspirations for cycling provision.

### Delivery and Servicing

#### National Policy

7.111 Paragraph 112 of the NPPF states that applications for development should allow for the efficient delivery of goods, and access by service and emergency vehicles.

#### Regional Policy

7.112 There is no relevant regional policy or guidance in relation to delivery and servicing.

#### Local Policy

7.113 Policy CC5 from the Camden Local Plan (2017) relates to waste and states that the Borough will *'make sure that developments include facilities for the storage and collection of waste and recycling.'*

7.114 Camden Planning Guidance Design (2021) includes guidance on the storage and collection of recycling and waste. The guidance outlines guidelines for developers relating to the design and location of waste storage areas, specifically outlining guidance in relation to convenience, screening or covering, signage, accessibility, access paths, materials and finishing, locks, fire safety, and ventilation and lighting.

7.115 The Transport (2021) Camden Planning Guidance document includes details on what delivery and servicing plans should include. The guidance states that delivery and service plans are required once planning permission has been granted and are secured as a planning obligation via a section 106 legal agreement.

#### Assessment

7.116 The quantum of refuse provision has been increased to account for the increased and reconfigured floorspace for all use classes. A total of 23 Eurobins will be provided within the revised building, which has been designed in accordance with the Camden Planning Guidance on Design (2021). Whilst the plans submitted alongside the application provide full details of the layout of the bin store, the table below provides a summary of the provision for each use within the proposal:

Table 6 - Proposed refuse provision for the revised Juniper Building

Refuse (No. of 1,000 litre Eurobins based on 2 pickups per week)	Use	Refuse Provision
	Office – 2,000 litres per 1,000m2 GIA	17 Eurobins
	Retail – 4,000 litres per 1,000m2 GIA	4 Eurobins
	Restaurant – 1,500 litres for less than 500m2 GIA	2 Eurobins
	<b>Total</b>	<b>23 Eurobins</b>

7.117 Direct vehicular access to the previously consented servicing yard located to the south of the building will be from Tottenham Rise. The development will be served by a priority-controlled T-junction at the eastern edge of the site.

7.118 The previously consented Chalk Farm Road access/exit for refuse trucks and petrol tanks in the northwest corner of the site is proposed to be removed owing to the removal of the PFS.

7.119 Swept path analysis for the Juniper Crescent access has been undertaken for the largest anticipated vehicle to enter the Site, a Morrisons Rigid Vehicle, and confirms that this can be accommodated at the Site access. The servicing yard will still be located to the south of the building, where direct access to plant will be located, in addition to the refuse and delivery requirements for the office and Morrisons convenience store uses. The other uses, which are predicted to generate minimal servicing demand, will utilise the existing delivery opportunities on Chalk Farm Road, as per the delivery and servicing strategy previously consented.

7.120 On the basis that the revised proposal provides sufficient storage for waste and refuse and continues to provide for efficient delivery of goods, the development remains in line with adopted and emerging policy in relation to delivery and servicing.

## Sustainability and Energy

### National Policy

7.121 The principle of achieving sustainable development is at the core of the NPPF (paragraph 8), to achieve this the planning system has three overarching objectives:

- a) *an **economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right*



*time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*

- b) a **social objective** – *to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and*
- c) an **environmental objective** – *to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.*

7.122 Paragraph 152 of the NPPF outlines how the planning system should support the transition to a low carbon future in a changing climate. In further detail, Paragraph 154 states that “*new development should be planned for in ways that:*

- a) *Avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and*
- b) *Can help to reduce greenhouse gas emissions, such as through its location, orientation and design.”*

7.123 Paragraph 155 of the NPPF states how plans should identify opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.

### Regional Policy

7.124 Policy SI 2 of the London Plan (2021) states that major development should be net zero-carbon following the energy hierarchy:

- 1) *Be lean: use less energy and manage demand during operation*
- 2) *Be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly*
- 3) *Be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site*
- 4) *Be seen: monitor, verify and report on energy performance*

7.125 Policy SI 2 further states that “*development proposals referable to the Mayor should calculate whole life-cycle carbon emissions through a nationally recognised Whole-Life-Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions.*” The Whole-Life Carbon Assessments London Plan Guidance (March 2022) explains guidance on how to prepare a Whole-Life Cycle Carbon (WLC) assessment in line with this policy.



7.126 Policy SI 3 (part E) outlines how heat networks should achieve good practice design and specification standards for primary, secondary and tertiary systems.

7.127 Policy SI 4 relates to managing heat risk and part A requires developments to minimise adverse impacts on the urban heat island through design, layout, orientation, material and incorporation of green infrastructure. Part B outlines how proposals should reduce the potential for internal overheating and reliance on air conditioning systems by following the cooling hierarchy.

7.128 Policy GG6 Part A states that *“those involved in planning and development must seek to improve energy efficiency and support the move towards a low carbon circular economy, contributing towards London becoming a zero-carbon city by 2050.”* Policy SI 7 further states that a more circular economy should be promoted, by improving resource efficiency and innovation, minimising waste through reuse of materials and meeting or exceeding targets for various waste and material streams (amongst other requirements). It requires developments to be designed with adequate, flexible and easily accessible storage space and collection systems that support, as a minimum, the separate collection of dry recyclables and food.

7.129 The GLA released further guidance on matters pertaining to the circular economy through London Plan Guidance – Circular Economy Statements’ (March 2022). The guidance explains how applicants can prepare a circular economy statement to demonstrate compliance with Policy SI 7.

#### Local Policy

7.130 Policy CC1 Climate change mitigation of the Camden Local Plan (2017) requires all development to minimise the effects of climate change and encourage developments to meet the highest feasible environmental standards that are financially viable during construction and occupation.

7.131 Policy CC2 Adapting to climate change requires developments to achieve a BREEAM rating of ‘excellent’.

7.132 The Camden Goods Yard Planning Framework (2017) outlines a number of sustainability factors for the area, of particular relevance:

- “New development should maximise opportunities for renewable energy generation and secondary heat/cooling sources (for example heat from supermarket cooling systems and cooling utilising the canal).
- As set out in the ‘Well connected and accessible to all’ section, any retained vehicle fuelling uses should include low emission charging infrastructure that is compliant with the new Ultra Low Emission Zone for London.
- New development should minimise its impact on local air quality and meet the GLA’s proposed Air Quality Positive standard.”

7.133 The Energy Efficiency and Adaptation Camden Planning Guidance published in January 2021 provides information on key energy and resource issues within the Borough. Key requirements of the guidance include:

- Natural 'passive' measures should be prioritised over active measures to reduce energy;
- Non-residential development should achieve 15% reduction in energy usage (beyond part L Building regulations), in accordance with the new London Plan, through on-site energy efficient measures (Be Lean stage); and
- Developments are to target a 20% reduction in carbon dioxide emissions from on-site renewable energy technologies.

### Assessment

7.134 An Energy Statement Addendum and Sustainability Statement Addendum have been drafted by Waterman both of which demonstrate that the proposed amendments will result in improvements to the sustainability credentials of the development and will secure an enhanced energy strategy for the PFS site, compared to that of the extant planning permission.

7.135 The updated Energy Strategy for the PFS site is outlined in the Energy Statement Addendum which forms an addendum to the consented Revised Energy Strategy produced by Energist (July 2020). The Addendum provides specific emissions predictions for the PFS site (the Juniper Building) only and explains that the energy strategy for the Juniper Building is broadly similar to the consented scheme, with Air Source Heat Pumps used as the primary source of heating and cooling. In response to current energy policies the scheme does however seek to move away from fossil fuels entirely and therefore no longer seeks to connect to the main site ASHP heating network which uses back up fossil fuel gas fired boilers to supplement heat demand. The Juniper Building will instead use standalone ASHP's to provide the required heating and cooling.

7.136 The proposed amendments to the Juniper Building have therefore facilitated signification optimisation which has resulted in an increase in the energy and carbon savings predicted at each stage of the energy hierarchy. A summary of the main changes and overall improvements and benefits of the consented energy strategy is set out below:

- Additional demand reduction measures, to improve the inherent energy efficiency of the scheme, which has resulted in the 'Be Lean' (Fabric Efficiency) performance achieving 16% against the 13% target site-wide improvement (set out in the extant planning permission) over the calculated baseline.
- A reduction in the area of PV's on the roof in order to accommodate the required ASHP's. As ASHP's afford the highest percentage of energy and carbon emission reductions, this technology has been prioritised resulting in much lower emissions over the Part L target baseline and surpassing requirements of latest policy guidance. Conversion to an all-electric building with heating and cooling generated entirely from ASHP's in accordance with the GLA energy hierarchy.
- Achieving a 16% fabric efficiency requirements for the building as a whole compared to the latest planning policy requirement of 15% (retail and office).
- High efficiency variable speed controlled ventilation systems which will reduce fan energy by 40% over previous specified proposals.
- Achieving 56% CO2 reduction over Part L 2013 baseline (compared to 40% within the approved Revised Energy Strategy (2020)).
- The building will continue to achieve a BREEAM rating of 'Excellent'.

- 7.137 The updated Sustainability Strategy is outlined in the Sustainability Strategy Addendum. It confirms that the general strategy is broadly similar to the December 2020 Consented Scheme with the primary alterations relating to the energy and carbon emissions predictions of the development, which have been optimised with a greater emphasis on Whole Life Carbon. As noted above, the proposals now achieve a 56% reduction in operational carbon emissions when compared with 40% to the December 2020 Consented Scheme achieved through more efficient heating and cooling systems, as well as high specification ventilation systems which will reduce fan energy by 40% over previous proposals. Further opportunities have also been identified to reduce the embodied carbon of the scheme.
- 7.138 An updated BREEAM Pre-Assessment has also been carried out for the proposed revised Juniper Building which confirms that the Proposed Development will continue to attain the minimum standard credits required for a BREEAM 'Excellent' rating. It confirms that the Juniper Building has the potential to achieve an overall score of 77.8% for office and 72.2% for retail. This meets the required level set by LBC in Policy CC2 of the Camden Local Plan (2017).
- 7.139 Finally, in response to policy requirements outlined in the London Plan (2021) a Whole Life-cycle Carbon Assessment (WLCA) prepared by Ramboll and a Circular Economy Statement prepared by Energist have been submitted in support of this application.
- 7.140 The WLCA summarises the development's carbon emissions over its 60 year lifetime, accounting for its embodied and operational carbon emissions and post 'end of life' and sets out general recommendations to further reduce whole life-cycle emissions including specifying products with a high recycled content, procuring materials with Environmental Product Declarations (EPDs) and using bolted connections for steel sections rather than welded joints.
- 7.141 The Circular Economy Statement outlines how the Proposed Development has been designed to meet circular economy principles which includes the following key commitments and design strategies:
- i) minimising resources used;
  - ii) minimising waste; and
  - iii) the definition of a Strategic Approach which follows the Circular Economy Core Principles.
- 7.142 With regards to the minimisation of resources used, the Circular Economy Statement outlines how materials have been chosen that outlast the proposed design life of the Proposed Development with the key structural materials all recyclable, re-usable or can be re-used on site.
- 7.143 In terms of the minimisation of waste, waste storage capacities have been calculated as per the LBC Waste and Recycling Planning Guidance. The Applicant's target is to reuse or recycle a minimum of 95% of the demolition excavation, and construction waste generated from the Proposed Development in line with London Plan policy targets.

7.144 The following Circular Economy Core Principles have been incorporated into the Proposed Development:

- i) building in layers;
- ii) designing out waste;
- iii) designing for longevity;
- iv) designing for adaptability or flexibility;
- v) designing for disassembly; and
- vi) using systems, elements or materials that can be re-used and recycled.

7.145 In conclusion, the sustainability credentials and revised energy strategy, as well as the WLCA and Circular Economy Statement proposed for the revised Juniper Building will result in improvements to the consented sustainability credentials and an enhanced energy strategy for the Juniper Building. The updated sustainability strategy and revised energy strategy therefore fully align with and exceed current policy requirements set out in the London Plan (2021) and Camden Local Plan (2017) and supporting guidance.

## Environmental

7.146 This section provides an assessment of environmental matters which include air quality, noise and vibration, wind, daylight and sunlight and fire.

### Air Quality

#### National Policy

7.147 The National Planning Policy Framework recommends that both the impacts of a potential development on the environment and the risk to new development from existing pollution is taken into account. Paragraph 186 states that “*opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.*”

#### Regional Policy

7.148 Policy D3 of the London Plan (2021) states that development proposals should “*help prevent or mitigate the impacts of noise and poor air quality.*”

7.149 Policy SI 1 relates to improving air quality, principally stating that development proposals should not lead to further deterioration of existing poor air quality and at least be Air Quality Neutral. The policy states that Air Quality Assessments are required to be submitted with major development proposals to demonstrate compliance with the policy.

7.150 Part C of Policy SI 4 states that large-scale development proposals subject to an Environmental Impact Assessment should consider how local air quality can be improved, through a statement demonstrating:

*“1) how proposals have considered ways to maximise benefits to local air quality, and  
2) what measures or design features will be put in place to reduce exposure to pollution,  
and how they will achieve this.”*

## Local Policy

- 7.151 Policy CC4 of the Camden Local Plan (2017) relates to air quality, specifically stating that the Council will ensure that the impact of development on air quality is mitigated and ensure that exposure to poor air quality is reduced in the Borough. The policy states that LBC will consider both the exposure of occupants to air pollution and the effect of the development on air quality.
- 7.152 The Camden Planning Guidance covering Air Quality (2021) outlines what should be included within Air Quality Assessments; this includes information on a) emissions, b) impact modelling, c) impact and significance, and d) cumulative impacts

## Assessment

- 7.153 An Air Quality Technical Note has been prepared by Ardent and is submitted in support of this application. It confirms that the conclusions outlined in the previous July 2020 AQA Addendum with regards to potential construction dust impacts, potential impacts associated with development-generated construction traffic and development-generated completed development traffic at off-site receptors and development-generated completed development traffic would not materially change and the site remains suitable for its proposed end use.
- 7.154 The proposed revised PFS parcel in isolation is considered to be better than ‘air quality neutral’ in terms of transport emissions in the context of both current policy guidance and draft consultation guidance and the whole application site (i.e the Camden Goods Yard site) has been determined to be substantially better than ‘air quality neutral’ in terms of transport emissions in the context of both adopted and draft guidance.
- 7.155 Ardent have also considered the benefits associated with the removal of the petrol filling station use next to the Youth Space and advised that the removal of the PFS forecourt and service yard associated activity will result in vehicle emissions (i.e. nitrogen dioxide and particulate matter (PM10 and PM2.5)) in close proximity to the Youth Space as a result of the removal of the vehicle routing directly adjacent to the eastern section of the Youth Space. There will therefore be an improvement to air quality for users of the Youth Space.
- 7.156 Overall, the Air Quality Technical Note concludes that the proposed revised development, changes to legislation, policy, guidance and tools, updated listed of cumulative schemes and changes to baseline conditions would not materially affect the outcomes of the 2020 AQA Addendum.
- 7.157 The proposed amendments with respect to air quality therefore continue to accord with up to date planning policy.

## Noise and vibration

### National Policy

7.158 Paragraph 185 of the NPPF outlines how new development should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development, and avoid noise giving rise to significant adverse impacts on health and the quality of life.

#### Regional Policy

7.159 Policy D14 of the London Plan (2021) relates to noise, stating that in order to reduce, manage and mitigate noise to improve health and quality of life, development proposals should manage noise by implementing a number of principles and requirements outlined within the policy.

#### Local Policy

7.160 Policy A4 of the Camden Local Plan (2017) relates to controlling and managing noise and vibration. The policy outlines noise and vibration thresholds, stating that planning permission will not be granted where development is likely to generate unacceptable noise and vibration impacts.

7.161 The Amenity (2021) Camden Planning Guidance covers noise and vibration, specifically stating that noise mitigation is expected to be incorporated into developments at the design stage. The guidance outlines methods of mitigating noise impacts and what information should be included within acoustic reports.

#### Assessment

7.162 A Noise and Vibration Addendum has been prepared by Ardent in support of this planning application. The addendum considers that the only proposed amendment that could result in impacts on the acoustic environment relate to the removal of the PFS and changes in the number of vehicle movements.

7.163 The proposed removal of the PFS will result in a significant reduction in on site vehicle movements and a slight overall reduction in vehicle movements on the surrounding road network.

7.164 The Noise and Vibration Assessment therefore concludes that noise would be expected to reduce as a result of the proposed amendments therefore complying with all levels of planning policy.

### Wind

#### National Policy

7.165 No new relevant national policy or guidance has been adopted since the extant permission obtained consent.

#### Regional Policy

7.166 Part J of Policy D8 of the London Plan (2021) relates to microclimate considerations for the public realm. The policy states that microclimatic considerations, including temperature and wind should be taken into account in order to encourage people to spend time in a place.

#### Local Policy

7.167 The Amenity (2021) Camden Planning Guidance covers the impacts of development on wind. The guidance outlines what is required within a wind impact statement and states that relevant developments are required to use the established Lawson Comfort Level Ratings when assessing local wind environments.

#### Assessment

7.168 A Wind Microclimate Assessment Report has been prepared by GIA using high resolution CFD modelling to provide an assessment of the impact of the proposed amendments to the Juniper Building with respect to the wind microclimate.

7.169 It confirms that conditions for the August 2022 revised proposals are of the same magnitude and scale as conditions for the December 2020 consented scheme. The August 2022 proposals would have windier conditions at the southeast corner of the PFS site, and calmer conditions at the northwest corner of the PFS site, but would not be materially altered.

7.170 For the August 2022 revised proposals, all conditions would be suitable for the intended use and not subject to any significant strong winds. This relates to all thoroughfares, on-site entrances, off-site entrances, bus stops, off-site amenity, on-site ground floor amenity, roof level amenity, and balconies.

7.171 The assessment confirms that there would be no adverse wind impacts, and wind effects would range from negligible to moderate beneficial.

7.172 The wind microclimate therefore remains compliant with relevant adopted and emerging planning policy.

## Daylight and Sunlight

#### National Policy

7.173 Paragraph 125 of the NPPF states that authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site.

#### Regional Policy

7.174 The Draft London Plan Guidance 'Optimising Site Capacity: A Design-led Approach' was published for consultation in February 2022. The guidance states that "*appropriate building height-to-street width ratios can encourage vitality while allowing good levels of daylight and sunlight to be reached in public realm and to dwellings along the street.*"

#### Local Policy

7.175 The Amenity (2021) Camden Planning Guidance covers daylight and sunlight, stating that levels will be considered flexibly taking into account site-specific circumstances and context. The guidance states that daylight and sunlight assessments should be submitted and follow the guidance in BRE's 'Site layout planning for daylight and sunlight: A guide to good practice'.

#### Assessment



- 7.176 The proposed amendments to the consented Juniper Building, namely the 6 metre westward extension, have been informed by a daylight and sunlight, overshadowing, solar glare and light pollution review which is set out within the supporting EIL to ensure that the revised proposals will not result in any further impacts. The daylight, sunlight, overshadowing, solar glare and light pollution chapter confirms that overall, there would be no changes in residual effect in relation to daylight, sunlight, overshadowing, solar glare and light pollution.
- 7.177 With regard to daylight and sunlight, whilst there would be small numerical alterations in daylight and sunlight, there would not be noticeable to occupants and therefore considered negligible when compared with the December 2020 consented scheme, in line with the BRE Guidelines criteria.
- 7.178 No technical reassessment has been undertaken for overshadowing owing to the distance of sensitive amenity areas from the proposed amendments.
- 7.179 In relation to solar glare, the proposed 6 metre extension to the building would not materially alter the conclusions from the solar glare assessments carried out on the December 2020 consented scheme.
- 7.180 On this basis, the 2017 Environmental Statement (as amended) residential effects remain valid.
- 7.181 The daylight, sunlight, overshadowing, solar glare and light pollution remain compliant with BRE guidance and relevant adopted and emerging planning policy.
- 7.182 Separate to the EIL assessment, a supplementary overshadowing assessment has been carried out by GIA ('Overshadowing Report' August 2022) to confirm that the proposed westward extension to the Juniper Building will not have any detrimental impact on the adjoining Youth Space with regard to sunlight and overshadowing. The assessment concludes that *"the newly proposed extension to the western end of the PFS building only very marginally affects sunlight in the Youth Space, which far exceeds BRE's recommendation and remains excellently sunlit in summer, when it is most likely to be in use due to longer and warmer days...In conclusion, it is not considered that the proposed extension to the PFS building would materially alter sunlight amenity in the Youth Space"*.

## Fire

### National Policy

- 7.183 Planning Gateway One was introduced in August 2021. National Planning Practice Guidance requires developers to submit a fire statement setting out fire safety considerations specific to the development with a relevant application for planning permission for development which involves relevant buildings. For the purposes of Planning Gateway One for non-residential or educational accommodation uses, 'relevant buildings' comprise buildings of 18m or more in height, or 7 or more storeys.

### Regional Policy

- 7.184 Policy D5 Inclusive Design of the London Plan (2021) seeks to ensure that development proposals achieve the highest standards of accessible and inclusive design and specifically be

designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, a minimum of at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.

7.185 Policy D12 of the London Plan (2021) relates to fire safety and principally seeks to ensure the safety of all building user by requiring development proposals to achieve the highest standards of fire safety. The policy requires a Fire Statement to be submitted with all major development proposals, which demonstrates how the proposals accords with a number of outlined requirements.

7.186 The Draft Fire Safety LPG was published for consultation in February 2022 this outlines guidance for Fire Statements for major development (which does not apply to this development) including the need to demonstrate how proposed fire safety measures meet the requirements of the London Plan policy, how evacuation lifts have been incorporated into the development, how the development meets the minimum fire safety regulations and standards, what additional fire safety measures are to be included beyond the minimum requirements of the Building Regulations and whether a Planning Gateway One Fire Statement has also been submitted.

#### Local policy

7.187 There is no relevant local planning policy relating to fire safety.

#### Assessment

7.188 By nature of this application being a S73 application there is no requirement for the submission of a Fire Statement and/or Planning Gateway 1 Form, however, given the importance of this matter the applicant has opted to provide this voluntarily and a Planning Gateway 1 Form has been completed by Elementa with respect of the development on the PFS site only, and is enclosed with the submission of this application.

7.189 On the basis that the s73 application seeks to update the extant planning permission which is for the wider Camden Goods Yard site, the application is GLA referable, and the Planning Statement and submission therefore seek to address the relevant policies outlined in the London Plan (2021).

7.190 The Planning Gateway 1 Form submitted with this application confirms that internal consultation has been carried out amongst the design team to inform the proposed amendments. The Form confirms that the recommendations within Policy D5 and D12 from the London Plan (2021) have been addressed by the development proposals. Specifically, the Form outlines a number of specific fire safety measures integrated into the proposal:

- The lobby café will be separated with fire curtains to ensure compartmentation of the firefighting lobby, which is extended through the main lobby by maintaining a fire-load controlled space.
- Egress for disabled persons in the office space will be via a platform lift controlled by management.

- A staircase is provided on the fifth floor that discharges into a firefighting stair at the fourth floor.
- The eastern firefighting shaft does not extend up to the top floor, however this is mitigated with the introduction of a stair that leads into the firefighting stair at the fourth floor. The dry riser also provides sufficient coverage of the floorspace.
- The structural fire resistance will achieve 90 minutes.
- All materials within the external wall will achieve relevant European Classifications.
- Any insulation product, filler material (such as the core materials of metal composite panels, sandwich panels and window spandrel panels but not including gaskets, sealants and similar) etc. used in the construction of an external wall should be class A2-s3, d2 or better.
- Dry riser inlets will be located on the façade of each building and be within 18m of the fire service appliance parking location.
- External terraces to be classified as roofs, for the purposes of BS9999.

## S106 and Heads of Terms

7.191 With regard to s106 obligations, the extant planning permission is already subject to a comprehensive package of s106 mitigation measures that were secured by the original planning permission (June 2018 and as varied on 5 May 2020 and 3 December 2020). A further deed of variation will be negotiated and concluded to ensure that this s73 planning application is subject to those extant s106 obligations.

## 8 Conclusion

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- 8.1 The proposed variations to condition 3 of the extant planning permission (reference: 2020/3116/P) for the Camden Goods Yard development as amended by s96a application reference: 2022/0673/P dated 23 February 2022, are considered acceptable in planning terms.
- 8.2 The minor material amendment application does not significantly alter the consented development, preserving the design intent and architectural language of the scheme whilst retaining the principles and overall masterplan approach of the extant planning permission. The amendments maximise the planning benefits and do not result in a development that is “*substantially different from the one which has been approved*” (NPPG, Paragraph 017 – reference 17a-017-20140306).
- 8.3 The amendments sought within this s73 application will significantly improve the PFS site consented building, increasing the provision of office floorspace in this important town centre location whilst providing improvements to the active frontage onto Chalk Farm Road. The principal amendments are as follows:
- Removal of the petrol filling station and related adjustments to ground floor and south façade;
  - Extension of building west by approximately 6 metres;
  - Reconfiguration of ground floor layout to accommodate:
    - Additional improved office and retail floorspace;
    - Enlarging the office lobby, with a lobby-café, and a dedicated cycle entrance;
    - Introducing a mezzanine level with increased and improved provision for cyclists;
    - Replacing the petrol filling station with an electric vehicle charging station for four vehicles; and
    - Building footprint to the east shifted 0.4mm eastwards to improve pavement widths for pedestrians.
- 8.4 Whilst the proposed amendments to the scheme are considered minor, the result is a revised proposal that has significant benefits and improvements on the consented scheme, without any material increase in impacts on the surrounding area. The principal scheme benefits the amendments will enable include:
- The creation of additional high-quality employment floorspace in Camden town centre;
  - Improved ground floor active frontage to Chalk Farm Road resulting in the removal of the PFS and associated service vehicle and petrol tanker entrance;
  - An enhanced relationship and setting for the adjoining Youth Space to the west by removing the neighbouring open air petrol tanker and service yard;
  - The creation of circa 180 additional jobs;

- An uplift of circa £530,000 per annum of employee spending and an uplift of approximately £13.7 million gross value added (GVA) per annum;
- Approximately £400,000 of additional CIL contributions;
- Improved quality of office space;
- Removal of the existing petrol filling station and replacement with a public electric vehicle charging station; and
- Additional and enhanced cycle facilities.

- 8.5 The environmental and sustainability implications of the amendments have been assessed within the EIL. The effects, as compared to the extant planning permission, have been found to be in broad accordance with those assessed in the 2017 Environmental Statement and subsequent addendums and are therefore considered acceptable in planning terms.
- 8.6 The amendments proposed have responded to comments received from planning and design officers following extensive pre-application engagement with planning and design officers at LBC since July 2021.
- 8.7 As per Section 38(6) of the Planning and Compulsory Purchase Act, the determination of this application “*must be made in accordance with the plan unless material considerations indicate otherwise.*” This report demonstrates that the proposals put forward are in accordance with the local development plan. This minor material amendment application should therefore be approved without delay.

## Appendix 1 Schedule of drawings and plans

Drawing Name	Consented Drawing Reference	Proposed Revised Drawing Reference	Proposed Revision
Existing Location Plan	1605-PL_001	CGY-MAK-XX-ZZ-DR-A-00-100	P1
Existing Site Plan	1605-PL_002	CGY-MAK-XX-00-DR-A-00-110	P1
Proposed Site Plan	1605-PL_010	CGY-MAK-XX-ZZ-DR-A-02-150	P1
Proposed Site Plan – First Floor Level	1605-PL_011	CGY-MAK-XX-ZZ-DR-A-02-151	P1
Proposed Site Plan – Roof Level	1605-PL_012	CGY-MAK-XX-ZZ-DR-A-02-152	P1
Proposed Ground Floor Plan	1605-PL_100	CGY-MAK-XX-00-DR-A-06-160	P1
Proposed Ground Floor Mezzanine Plan	New Plan	CGY-MAK-XX-00-DR-A-06-161	P1
Proposed First Floor Plan	1605-PL_101	CGY-MAK-XX-01-DR-A-06-162	P1
Proposed First Floor Mezzanine Plan	New Plan	CGY-MAK-XX-01-DR-A-06-163	P1
Proposed Second Floor Plan	1605-PL_102	CGY-MAK-XX-02-DR-A-06-164	P1
Proposed Third Floor Plan	1605-PL_103	CGY-MAK-XX-03-DR-A-06-165	P1
Proposed Fourth Floor Plan	1605-PL_104	CGY-MAK-XX-04-DR-A-06-166	P1
Proposed Fifth Floor Plan	1605-PL_105	CGY-MAK-XX-05-DR-A-06-167	P1
Proposed Roof Plan	1605-PL_106	CGY-MAK-XX-06-DR-A-06-168	P1
Proposed Section AA	1605-PL_200	CGY-MAK-XX-ZZ-DR-A-06-200	P1
Proposed Section BB	1605-PL_201	CGY-MAK-XX-ZZ-DR-A-06-201	P1
Proposed Section CC	1605-PL_202	CGY-MAK-XX-ZZ-DR-A-06-202	P1
Proposed Section DD	1605-PL_203	CGY-MAK-XX-ZZ-DR-A-06-203	P1
Proposed Site Section AA	1605-PL_204	CGY-MAK-XX-ZZ-DR-A-06-204	P1
Proposed Site Section BB	1605-PL_205	CGY-MAK-XX-ZZ-DR-A-06-205	P1
Proposed Site Elevation North	1605_PL_300	CGY-MAK-XX-ZZ-DR-A-06-300	P1
Proposed North Elevation	1605_PL_301	CGY-MAK-XX-ZZ-DR-A-06-301	P1
Proposed South Elevation	1605_PL_302	CGY-MAK-XX-ZZ-DR-A-06-302	P1
Proposed East Elevation	1605_PL_303	CGY-MAK-XX-ZZ-DR-A-06-303	P1
Proposed West Elevation	1605_PL_304	CGY-MAK-XX-ZZ-DR-A-06-304	P1
Proposed Plan – Underground Tanks	1605-PL_099	To Be Removed	-

Drawing Name	Consented Drawing Reference	Proposed Revised Drawing Reference	Proposed Revision
Masterplan Drawings Ground Floor Plan	1095_00_07_100 P3	CGY-MAK-XX-ZZ-DR-A-00-050	P1
Masterplan Drawings Sections CC & DD	1095_00_07_301 P1	CGY-MAK-XX-ZZ-DR-A-00-051	P1
Masterplan Drawings Sections EE & FF	1095_00_07_302 P1	CGY-MAK-XX-ZZ-DR-A-00-052	P1
PFS Façade Study North Elevation	1605_PL_400	CGY-MAK-XX-ZZ-DR-A-00-061	P1
PFS Façade Study East Elevation	1605_PL_401	CGY-MAK-XX-ZZ-DR-A-00-062	P1
PFS Corner Building Detail Façade Plan	1605_PL_402	CGY-MAK-XX-ZZ-DR-A-00-063	P1
<b>Landscape Drawings</b>			
Amenity Space Provision	-	In DAS	-
Hard & Soft Landscape Measurement Plan	-	In DAS	-
Urban Greening Factor	-	In DAS	
Vehicle Circulation Plan	1573/017 E	-	F
Pedestrian Circulation Plan	-	In DAS	-
Juniper Building Landscape Proposal	-	1573/021	I
Landscape General Arrangement	1573/101 D	-	E
Landscape Hardworks Plan	1573/102 B	-	C
Landscape Softworks Plan	1573/103 C	-	D
Tree Planting Strategy	1573/104 B	-	C
Tree Retention & Removal Strategy	1573/105 D	-	E
Landscape Sections 4	1573/203 D00	1573/203	A
Amenity Space Provision	-	In DAS	-



## Appendix 2 – Planning history

Application Ref.	Type	Description	Decision
2017/3847/P	FULL	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.	Granted 18/07/2018
2019/0153/P	NMA	Changes to timings of triggers for submission of details for conditions 47 (drainage	Granted 06/02/2019

		strategy), 48 (water supply infrastructure) and 49 (HS2).	
2019/2962/P	Variation of Conditions	Amendments to planning conditions 29 (tree protection), 50 (archaeology) and 60 (lighting).	Granted 04/07/2019
2019/6301/P	NMA	Variation of description of temporary supermarket in description of development of planning permission 2017/3847/P.	Granted 24/12/2019
2020/0034/P	Variation of Conditions / MMA	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.	Granted 05/05/2020
2020/2325/P	NMA	Amendments involving relocation of temporary supermarket, pedestrian circulation, vehicle egress and cycle parking for redevelopment of the petrol filling station site and main supermarket site.	Granted 18/06/2020
2020/2786/P	NMA	Amendment for redevelopment of the petrol filling station site and main supermarket site, namely to omit the number of storeys, unit numbers and floorspace quantum's from the development description and to insert a planning condition to secure seen buildings of up to 14 storeys comprising 573 homes together with up to 28,345 sqm GEA non-residential floorspace.	Granted 09/07/2020
2020/3116/P	Variation of Conditions / MMA	Variation of Conditions 3 (approved drawings) and 73 (number and mix of residential units) of planning permission 2020/0034/P dated 05/05/2020 which varied condition 4 (approved drawings) of planning permission 2017/3847/P dated 15/06/2018 (as amended by 2020/2786/P dated 09/07/2020, 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	Granted 03/12/2020

		and main supermarket site; namely for: additional storeys across buildings A, B, C and F creating 71 additional residential units (52 market, 19 affordable) (Class C3) and associated elevational changes; relocation of concierge to Block A; and alterations to basement and landscaping. This application is accompanied by an addendum to the original Environmental Statement.	
2021/0388/P	NMA	Amendments involving insertion of trolley bay at front entrance of the temporary supermarket of planning permission 2017/3847/P dated 15/06/2018 (as amended by 2020/3116/P dated 07/12/2020) for redevelopment of the petrol filling station site and main supermarket site.	Granted 02/02/2021
2021/2864/P	NMA	Amendments to wording of planning conditions 2, 8, 9, 27, 51, 53, 55, 56, 58, 60 and 65.	Granted 17/09/2021
2021/3337/P	NMA	Amendments to basement below Blocks A and F and internal changes to supermarket in Block B as a non-material amendment to planning application ref. 2020/3116/P dated 03/11/2020 (for variation to original permission 2017/3847/P dated 15/06/2018 for redevelopment of the petrol filling station site and main supermarket site)	Granted 24/08/2021
2022/0673/P	NMA	Amendment, namely to omit the re-provision of the petrol filling station from the development description.	Granted 23/02/2022

# Appendix 3 – Required amendments to planning conditions

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## Condition 4: Approved Drawings and documents (II/IV)

*Block E1.*

*Prefix (13508-A-E1-): L00-00-100 (Rev A); L01\_04-00-101; L05\_10-00-102;*

*Roof Plan-00-103; E-N-04-144 (Rev A); E-S-04-145 (Rev A).*

*Sections: Prefix (13508-A-LXX-05-): 155 (Rev A); 156 (Rev A).*

*Block E2. All with Prefix (1095\_06\_07\_):*

*Plans: 100 (REV P2); 101 (REV P2); 102 (REV P2); 103 (REV P2); 104 (REV P2); 105 (REV P2);*

*Elevations and sections: 200 (REV P2); 201 (REV P2); 202 (REV P2); 203 (REV P2); 300 (REV P2); 301 (REV P2);*

*Bay studies and types: 400 (REV P2); 401 (REV P2); 402 (REV P2); 403 (REV P2); 500 (REV P2); 501 (REV P2); 502 (REV P2).*

*Block F:*

*Plans: 1095\_07\_07\_100 (REV P3); 1095\_07\_07\_101 (REV P4);*

*1095\_07\_07\_102 (REV P4); 1095\_07\_07\_103 (REV P4); 1095\_07\_07\_104 (REV P4); 1095\_07\_07\_105 (REV P4); 1095\_07\_07\_106 (REV P3);*

*1095\_07\_07\_107 (REV P3); 1095\_07\_07\_108 (REV P3); 1095\_07\_07\_109 (REV P1); 1095\_07\_07\_110 (REV P1); 1095\_07\_07\_111 (REV P3)*

*Elevations and sections: 1095\_07\_07\_200 (REV P3); 1095\_07\_07\_201 (REV P3); 1095\_07\_07\_202 (REV P3); 1095\_07\_07\_203 (REV P3);*

*1095\_07\_07\_300 (REV P3); 1095\_07\_07\_301 (REV P2); 1095\_07\_07\_302 (REV P3); 1095\_07\_07\_303 (REV P3)*

*Bay Studies and unit types: 1095\_07\_07\_400 (REV P2); 1095\_07\_07\_401 (REV P3); 1095\_07\_07\_402 (REV P2); 1095\_07\_07\_403 (REV P2);*

*1095\_07\_07\_404 (REV P3); 1095\_07\_07\_405 (REV P2); 1095\_07\_07\_406 (REV P3); 1095\_07\_07\_407 (REV P2); 1095\_07\_07\_500 (REV P2);*

*1095\_07\_07\_501 (REV P2); 1095\_07\_07\_502 (REV P1)*

*Petrol Filling Station site. ~~All with Prefix (1605-PL-)~~*

*Existing drawings: ~~001~~ CGY-MAK-XX-ZZ-DR-A-00-100 (REV P1); ~~002~~ (CGY-MAK-00-ZZ-DR-A-00-110 (REV P1); 1605-PL\_003; 1605-PL\_004; 1605-PL\_020; 1605-PL\_021; 1605-PL\_031; 1605-PL\_032; 1605-PL\_033; 1605-PL\_034;*

*Demolition drawings: 1605-PL\_050; 1605-PL\_051;*

*Proposed plans : ~~010 (REV A)~~ CGY-MAK-XX-ZZ-DR-A-02-150 (REV P1); ~~011 (REV A)~~ CGY-MAK-XX-ZZ-DR-A-02-151 (REV P1); ~~012 (REV A)~~ CGY-MAK-XX-ZZ-DR-A-02-152 (REV P1); ~~009 (REV A)~~; ~~100 (REV A)~~; CGY-MAK-XX-00-DR-A-06-160 (REV P1); CGY-MAK-XX-00-DR-A-06-161 (REV P1); ~~101 (REV A)~~ CGY-MAK-XX-01-DR-A-06-162 (REV P1); CGY-MAK-XX-01-DR-A-06-163 (REV P1); ~~102 (REV A)~~ CGY-MAK-XX-02-DR-A-06-164 (REV P1); ~~103 (REV A)~~ CGY-MAK-XX-03-DR-A-06-165 (REV P1); ~~104 (REV A)~~ CGY-MAK-XX-04-DR-A-06-166 (REV P1); ~~105 (REV A)~~ CGY-MAK-XX-05-DR-A-06-167 (REV P1); ~~106 (REV A)~~ CGY-MAK-XX-06-DR-A-06-168 (REV P1);*

Proposed sections: ~~Prefix 200 (REV A)~~ CGY-MAK-XX-ZZ-DR-A-06-200 (REV P1); ~~201 (REV A)~~ CGY-MAK-XX-ZZ-DR-A-06-201 (REV P1); ~~202 (REV A)~~ CGY-MAK-XX-ZZ-DR-A-06-202 (REV P1); ~~203 (REV A)~~ CGY-MAK-XX-ZZ-DR-A-06-203 (REV P1); CGY-MAK-XX-ZZ-DR-A-06-206); ~~204 (REV A)~~ CGY-MAK-XX-ZZ-DR-A-06-204 (REV P1); ~~205 (REV A)~~ CGY-MAK-XX-ZZ-DR-A-06-205 (REV P1);

Proposed elevations: ~~300 (REV A)~~ CGY-MAK-XX-ZZ-DR-A-06-300 (REV P1); ~~301 (REV A)~~ CGY-MAK-XX-ZZ-DR-A-06-301 (REV P1); ~~302 (REV A)~~ CGY-MAK-XX-ZZ-DR-A-06-302 (REV P1); ~~302-1 (REV A)~~; ~~303 (REV A)~~ CGY-MAK-XX-ZZ-DR-A-06-303 (REV P1); ~~304 (REV A)~~ CGY-MAK-XX-ZZ-DR-A-06-304 (REV P1); ~~400~~ CGY-MAK-XX-ZZ-DR-A-00-061 (REV P1); ~~401~~ CGY-MAK-XX-ZZ-DR-A-00-062 (REV P1); ~~402~~ CGY-MAK-XX-ZZ-DR-A-00-063 (REV P3)

Petrol Filling Station Site Phase 1a (Temporary Foodstore) - All with Prefix (1095\_03\_07\_)

002\_P01; 010\_P06; 030\_P01; 040\_P02; 100\_P05; 101\_P03; 200\_P03; 300\_P02 and 600\_P05.

#### Phase 1a Documents

Planning Statement January 2020 (CBRE); Design Statement January 2020 (Allies and Morrison); Addendum to Transport Assessment January 2020 (Ardent); Sustainable Design and Construction Statement Addendum January 2020 (Hodgkinson); HATO Façade Proposal (January 2020); EIA Letter of Conformity January 2020 (Ramboll); Green roofs and solar PV- feasibility by Hodgkinson dated 21/2/20; Site Narrative and Temporary Façade by HATO.

### Condition 5: Approved Drawings and documents (III/IV)

Masterplan drawings:

Site location plan: 1095\_00\_07\_001 (REV P2);

Main site & PFS Site 1095\_00\_07\_022 (Rev P1);

Demolition : 1095\_00\_07\_002 (REV P1); 1095\_00\_07\_003 (REV P1);

Plans: 1095\_00\_07\_001 (REV P2); 1095\_00\_07\_002 (REV P1);

1095\_00\_07\_003 (REV P1); 1095\_00\_07\_098 (REV P2); 1095\_00\_07\_099

(REV P4); ~~1095\_00\_07\_100 (REV P4)~~ CGY-MAK-XX-ZZ-DR-A-00-050 (REV P1);

1095\_00\_07\_101 (REV P5); 1095\_00\_07\_102 (REV P5); 1095\_00\_07\_103 (REV P5);

1095\_00\_07\_104 (REV P5); 1095\_00\_07\_105 (REV P5); 1095\_00\_07\_106 (REV P4);

1095\_00\_07\_107 (REV P4); 1095\_00\_07\_108 (REV P4); 1095\_00\_07\_109

(REV P3); 1095\_00\_07\_110 (REV P4); 1095\_00\_07\_111 (REV P4);

1095\_00\_07\_112 (REV P4); 1095\_00\_07\_113 (REV P4); 1095\_00\_07\_114

(REV P1); 1095\_00\_07\_115 (REV P4); 1095\_00\_07\_120 (REV P2);

1095\_00\_07\_121 (REV P2); 1095\_00\_07\_122 (REV P2); 1095\_00\_07\_123

(REV P2)

Site Elevations: 1095\_00\_07\_200 (REV P2)

Site Sections: 1095\_00\_07\_300 (REV P2); ~~1095\_00\_07\_301 (REV P2)~~ CGY-MAK-XX-ZZ-

DR-A-00-051 (REV P1); ~~1095\_00\_07\_302 (REV P2)~~ CGY-MAK-XX-ZZ-DR-A-00-052 (REV

P1); 1095\_00\_07\_303 (REV P2)

Landscape and trees

1573-021I; 1573-101DE; 1573-102BC; 1573-103CD; 1573-104BC; 1573-105DE; 1573-200; 1573-201; 1573-202; 1573-203; ~~1573-005L~~

Accommodation schedule: 1095\_03 - Camden Goods Yard, Phase 2a Rev 03 - Residential Mix (without grant funding) (dated 30 October 2020) by Allies and Morrisons.

Planning Statement (prepared by Turley; dated July 2017); Design and Access Statement (prepared by Allies and Morrison; dated 30 June 2017) with Landscape chapter 6 addendum Oct 2017; Environmental Statement Volume 1 Main Report (dated 30 June 2017) with supporting Volume 2a (Townscape and Visual Impact Assessment) Volume 2b (Built Heritage) Volume 3a (Technical Appendixes); Volume 3b (Transport Assessment (prepared by Ardent; dated July 2017); Addendum to Transport Assessment (prepared by Ardent; dated October 2017); Note on Summary of changes to bus delays; ES supporting technical appendices: 1.1 IEMA Quality Mark checklist; 2.1 Scoping Report; 2.2 Scoping Opinion; 2.3 Flood Risk assess and Surface Water Drainage Strategy (AECOM, rev. 6, October 2017)

9.1 Acoustic Terminology; 9.2 Baseline Noise and Vibration; 9.3: Traffic Flow Data; 9.4: Amenity Space Calculations; 9.5 Glazing calculations; 9.6: Glazing Mitigation; 10.1 Additional appendix Daylighting Scenarios Neighbouring window maps; 10.1 Daylighting Scenarios; 10.2 Daylight Sunlight Assessment; 10.3 Overshadowing Assessment; 10.4 Solar Glare Assessment (rev A by GIA 25th September 2017); 10.5 Light Pollution Assessment; 10.6 Internal daylight sunlight assessment; 10.6 Overshadowing assessment; 11.1 Pedestrian Level Wind Microclimate Assessment; Affordable Housing Statement (prepared by Turley; dated June 2017); Air Quality Assessment (prepared by Ardent; dated June 2017); Arboricultural Impact Assessment (prepared by Middlemarch Environmental (dated December 2016, revised June 2017); Pre-Development Arboricultural Survey (prepared by Middlemarch Environmental; dated June 2017); Archaeological Desk Based Assessment (prepared by CgMs Heritage; dated June 2017); Basement Impact Assessment Report, AECOM (ref. 60493836/GEO/DOC/BIA/001), rev. 05, November 2017 with supporting document and Site groundwater characteristics, (2 page, by AECOM, October 2017)

## **Condition 6: Approved Drawings and documents (IV/VI)**

Construction Management Plan Pro Forma v2.2 (prepared by Barratt London; Rev 4 dated 4th October); Economic and Regeneration Impact Statement (prepared by Turley Economics; dated June 2017); Framework Travel Plan (prepared by Ardent; dated October 2017); Health Impact Assessment (prepared by Turley; dated June 2017); Noise and Vibration Impact Assessment (prepared by Ardent; dated June 2017); Noise Assessment Addendum (prepared by Ardent; dated October 2017); Baseline Noise and Vibration Measurements (prepared by Ardent; dated June 2017); Preliminary Bat Roost Assessment (prepared by Middlemarch Environmental; Rev C issued June 2017); Preliminary Ecological Assessment (prepared by Middlemarch Environmental; Rev C issued June 2017); Servicing Management Plan (prepared by Ardent; dated July 2017); Statement of Community



*Involvement (prepared by Morrisons; dated July 2017); Sustainable Design & Construction Statement Vol. 1 - Main Report (prepared by BBS Environmental; dated June 2017); Sustainable Design & Construction Vol. 2 Energy Statement (prepared by BBS Environmental; dated June 2017); Sustainable Design & Construction Vol 3. - BREEAM Pre-Assessment (prepared by BBS Environmental; dated June 2017); Sustainable Design & Construction Vol 4 - Thermal Comfort (prepared by BBS Environmental; dated June 2017); Sustainable Design and Construction Statement Addendum (prepared by Aecom; dated October 2017); Contextual Daylight and Density Research (prepared by gia; dated 29 June 2017); Proposed Amendments to the Camden Goods Yard Planning Application (2017/3847/P), London Borough Of Camden: Environmental Implications Letter from Ramboll Environ (dated 12 October); Letter titled 'Camden Goods Yard - Scheme Amendments and Clarifications' from Turley dated 12 October 2017; Supplementary Comment: Impact of Proposed Development on Regent's Park (prepared by Turley; dated October 2017); Camden Goods Yard 1095 Design Development NOTES (prepared by Allies & Morrison) Planning Statement, prepared by Turley (dated July 2020); Design and Access Statement, prepared by Allies and Morrison (dated July 2020); ES Vol. 1 Main Report - Environmental Implications Letter and Supporting Technical Note, prepared by Ramboll (dated 13/07/2020); ES Vol 2a TVIA Addendum, prepared by Turley; ES Vol 2b Built Heritage Addendum, prepared by Turley; ES Vol 3a Technical Appendices: Socio-Economics Addendum, prepared by Turley; Air Quality Addendum, prepared by Ardent (dated July 2020); Daylight, Sunlight and Overshadowing Addendum, prepared by Ardent (dated 17/06/2020); Wind and Microclimate Addendum, prepared by RWDI Accessibility, prepared by David Bonnett Associates; Arboricultural Impact Assessment, prepared by Middlemarch Environmental; Basement Impact Assessment, prepared by Aecom by AECOM, ref. 60620758, revision 08, dated 13 July 2020; Health Impact Assessment Addendum, prepared by Turley; Noise and Vibration Impact Assessment, prepared by Ardent (dated July 2020); Statement of Community Involvement, prepared by BECG; Sustainable Design and Construction Statement Vol. 1 Main Report, Vol. 2 Energy Statement (6th July 2020), Vol. 3 BREEAM Pre-Assessment, Vol. 4 Thermal Comfort (dated October 2017), all prepared by Energist; Tree Retention and Removal Strategy, prepared by Murdoch Wickham; Typical Tree Details, prepared by Murdoch Wickham; Surface Water Drainage Strategy, prepared by Aecom (ref CGY00-ACM-XXXXX-RP-ST-000004) (dated 22 May 2020); Technical note prepared by H+H Fire (dated 7th September 2020); Sustainability Statement Addendum (dated 6 June 2020) by Energist.*

*Design and Access Statement Addendum, prepared by Makower Architects (dated August 2022); Heritage Addendum, prepared by Turley Heritage (dated August 2022); Transport Addendum, prepared by Ardent (dated August 2022); Fire Technical Note, prepared by Elementa (dated August 2022); Statement of Community Involvement Addendum, prepared by BECG (dated August 2022); Sustainable Design and Construction Addendum, including Energy Statement (prepared by Waterman dated August 2022), BREEAM (prepared by Energist dated August 2022), Whole Lifecycle Carbon Statement (prepared by Ramboll dated August 2022, Circular Economy Statement (prepared by Energist dated August 2022); Environmental Implication Letter, including Socio-Economics (prepared by Ramboll dated*



August 2022), Transport (prepared by Ardent dated August 2022), Air Quality (prepared by EDLA dated August 2022), Noise and Vibration (prepared by Ardent dated August 2022), Daylight/Sunlight (prepared by GIA dated August 2022), Townscape and Visual Impact (prepared by Tavernor dated August 2022), Wind Assessment (prepared by RWDI dated August 2022)

### **Condition 36: PFS retail (phase 1b)**

*Condition 36: PFS retail (Phase 1b)*

*Notwithstanding the provisions of Class A of the Schedule of the Town and Country Planning (Use Classes) Order 1987, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, the following applies to the retail/food and drink uses in the PFS building:*

- a. No fewer than 2 of the commercial units at ground floor (identified as Retail 1, 2, 3 and 4 and 'PFS' in the accommodation schedule hereby approved) and no fewer than 4 of the total commercial units within the PFS (identified as Retail 1, 2, 3, and 4 PFS at ground floor; Café at 1st floor; Restaurant at each of 2nd and 3rd floors in the accommodation schedule hereby approved) shall be occupied by retail uses (Class A1)*
- b. The three commercial units numbered 'retail 1, 2, and 3 and 4' shall not be enlarged to occupy more than 3 bays of the street frontage*
- c. The PFS convenience store shall not be merged with any other floorspace which occupies a bay on the street frontage*