

Address:	Juniper Crescent Chalk Farm London NW1 8HQ		2
Application Number(s):	2025/3057/P	Officer: David Fowler	
Ward:	Camden Town		
Date Received:	10/07/2025		
Proposal:	Redevelopment of the site to include demolition of existing buildings and associated site clearance, and erection of buildings with one single level basement to provide residential uses (Use Class C3), a community hub (Sui Generis), public realm, landscaping and associated works.		

Background Papers, Supporting Documents and Drawing Numbers:

Existing Drawings:

Z05701-PRP-ZZ-ZZ-A-DR-8000 Site Location Plan (Rev P02), Z05701-PRP-ZZ-ZZ-A-DR-8001 Existing Site Plan (Rev P02), Z05701-PRP-ZZ-ZZ-A-DR-8300 Site Sections AA & BB – Existing (Rev P01), Z05701-PRP-ZZ-ZZ-A-DR-8301 Site Sections CC & DD – Existing (Rev P02), Z05701-PRP-ZZ-ZZ-A-DR-8302 Site Sections EE & FF – Existing (Rev P01).

Proposed Drawings:

Floor Plans

Z05701-PRP-ZZ-B1-A-DR-8098 Proposed Floor Plan - Level B1 (Rev P03), Z05701-PRP-ZZ-M0-A-DR-8099 Proposed Floor Plan - Level M0 (Rev P03), Z05701-PRP-ZZ-0-A-DR-8100 Proposed Floor Plan - Level 00 (Rev P03), Z05701-PRP-ZZ-1-A-DR-8101 Proposed Floor Plan - Level 01 (Rev P03), Z05701-PRP-ZZ-2-A-DR-8102 Proposed Floor Plan - Level 02 (Rev P03), Z05701-PRP-ZZ-3-A-DR-8103 Proposed Floor Plan - Level 03 (Rev P03), Z05701-PRP-ZZ-4-A-DR-8104 Proposed Floor Plan - Level 04 (Rev P03), Z05701-PRP-ZZ-5-A-DR-8105 Proposed Floor Plan - Level 05 (Rev P03), Z05701-PRP-ZZ-6-A-DR-8106 Proposed Floor Plan - Level 06 (Rev P03), Z05701-PRP-ZZ-7-A-DR-8107 Proposed Floor Plan - Level 07 (Rev P03), Z05701-PRP-ZZ-8-A-DR-8108 Proposed Floor Plan - Level 08 (Rev P03), Z05701-PRP-ZZ-9-A-DR-8109 Proposed Floor Plan - Level 09 (Rev P03), Z05701-PRP-ZZ-10-A-DR-8110 Proposed Floor Plan - Level 10 (Rev P03), Z05701-PRP-ZZ-11-A-DR-8111 Proposed Floor Plan - Level 11 (Rev P02), Z05701-PRP-ZZ-12-A-DR-8112 Proposed Floor Plan - Level 12 (Rev P02), Z05701-PRP-ZZ-13-A-DR-8113 Proposed Floor Plan - Level 13 (Rev P02), Z05701-PRP-ZZ-14-A-DR-8114 Proposed Floor Plan - Level 14 (Rev P03), Z05701-PRP-ZZ-15-A-DR-8115 Proposed Floor Plan - Level 15 (Rev P03), Z05701-PRP-ZZ-RF-A-DR-8116 Proposed Floor Plan - Roof Level (Rev P03), Z05701-PRP-ZZ-B1-DR-A-08098-P04-S4-Proposed Floor Plan - Level B1 (PRP, Dated 11/02/2026), Z05701-PRP-ZZ-ZZ-A-DR-8002 Proposed Site Plan with Emerging Context (Rev P02), Z05701-PRP-ZZ-ZZ-A-DR-8003 Demolition Plan (Rev P02), Z05701-PRP-ZZ-00-DR-A-08100-P04-S4-Proposed Floor Plan - Level 00 (Rev P04).

Elevations

Z05701-PRP-ZZ-ZZ-A-DR-8200 Proposed Elevations - Block A1/ A2 (Rev P03), Z05701-PRP-ZZ-ZZ-A-DR-8202 Proposed Elevations - Block B1 / B2 (Rev P03), Z05701-PRP-ZZ-ZZ-A-DR-8204 Proposed Elevations - Block C1 (Rev P03), Z05701-PRP-ZZ-ZZ-A-DR-8205 Proposed Elevations - Block D1/ D2 (Rev P03), Z05701-PRP-ZZ-ZZ-A-DR-8207 Proposed Elevations - Block E1 (Rev P03)

Proposed Bay Studies

Z05701-PRP-ZZ-ZZ-A-DR-8250 Proposed Bay Studies (Rev P03)

Proposed Site Sections

Z05701-PRP-ZZ-ZZ-A-DR-8310 Site Sections AA & BB- Proposed (Rev P03), Z05701-PRP-ZZ-ZZ-A-DR-8311 Site Sections CC & DD- Proposed (Rev P03), Z05701-PRP-ZZ-ZZ-A-DR-8312 Site Sections EE & FF- Proposed (Rev P03),

Proposed Sections

Z05701-PRP-ZZ-ZZ-A-DR-8320 Proposed Sections - Block A (Rev P03), Z05701-PRP-ZZ-ZZ-A-DR-8321 Proposed Sections - Block B (Rev P02), Z05701-PRP-ZZ-ZZ-A-DR-8322 Proposed Sections - Block C (Rev P02), Z05701-PRP-ZZ-ZZ-A-DR-8323 Proposed Sections - Block D (Rev P02), Z05701-PRP-ZZ-ZZ-A-DR-8324 Proposed Sections - Block E (Rev P02), Z05701-PRP-ZZ-ZZ-DR-A-08325-P02-S2-Proposed Sections - Block B (Basement ramp) (PRP, Dated 11/02/2026)

Dwelling Layouts

Z05701-PRP-A1-ZZ-A-DR-8503 Core A1 - Level 03 - Dwelling Layouts (Rev P03), Z05701-PRP-A1-ZZ-A-DR-8511 Core A1 - Level 11 - Dwelling Layouts (Rev P02), Z05701-PRP-A2-ZZ-A-DR-8520 Core A2 - Level 00 - Dwelling Layouts (Rev P01), Z05701-PRP-A2-ZZ-A-DR-8521 Core A2 - Level 01 - Dwelling Layouts (Rev P01), Z05701-PRP-A2-ZZ-A-DR-8522 Core A2 - Level 02 - Dwelling Layouts (Rev P01), Z05701-PRP-A2-ZZ-A-DR-8525 Core A2 - Level 05 - Dwelling Layouts (Rev P01), Z05701-PRP-A2-ZZ-A-DR-8526 Core A2 - Level 06 - Dwelling Layouts (Rev P01), Z05701-PRP-A2-ZZ-A-DR-8527 Core A2 - Level 07 - Dwelling Layouts (Rev P01), Z05701-PRP-A2-ZZ-A-DR-8528 Core A2 - Level 08 - Dwelling Layouts (Rev P01), Z05701-PRP-B1-ZZ-A-DR-8533 Core B1 - Level 03 - Dwelling Layouts (Rev P02), Z05701-PRP-B1-ZZ-A-DR-8542 Core B1 - Level 12 - Dwelling Layouts (Rev P01), Z05701-PRP-B1-ZZ-A-DR-8543 Core B1 - Level 13 - Dwelling Layouts (Rev P01), Z05701-PRP-B1-ZZ-A-DR-8544 Core B1 - Level 14 - Dwelling Layouts (Rev P01), Z05701-PRP-B1-ZZ-A-DR-8545 Core B1 - Level 15 - Dwelling Layouts (Rev P01), Z05701-PRP-B2-ZZ-A-DR-8550 Core B2 - Level 00 - Dwelling Layouts (Rev P02), Z05701-PRP-B2-ZZ-A-DR-8551 Core B2 - Level 01 - Dwelling Layouts (Rev P02), Z05701-PRP-B2-ZZ-A-DR-8552 Core B2 - Level 02 - Dwelling Layouts (Rev P02), Z05701-PRP-B2-ZZ-A-DR-8554 Core B2 - Level 04 - Dwelling Layouts (Rev P02), Z05701-PRP-B2-ZZ-A-DR-8555 Core B2 - Level 05 - Dwelling Layouts (Rev P02), Z05701-PRP-B2-ZZ-A-DR-8556 Core B2 - Level 06 - Dwelling Layouts (Rev P02), Z05701-PRP-B2-ZZ-A-DR-8557 Core B2 - Level 07 - Dwelling Layouts (Rev P02), Z05701-PRP-B2-ZZ-A-DR-8558 Core B2 - Level 08 - Dwelling Layouts (Rev P01), Z05701-PRP-C1-ZZ-A-DR-8560 Core C1 - Level 00 - Dwelling Layouts (Rev P02), Z05701-PRP-C1-ZZ-A-DR-8561 Core C1 - Level 01 - Dwelling Layouts (Rev P02), Z05701-PRP-C1-ZZ-A-DR-8562 Core C1 - Level 02 - Dwelling Layouts (Rev P02), Z05701-PRP-C1-ZZ-A-DR-8565 Core C1 - Level 05 - Dwelling Layouts (Rev P02), Z05701-PRP-C1-ZZ-A-DR-8568 Core C1 - Level 08 - Dwelling Layouts (Rev P01), Z05701-PRP-C1-ZZ-A-DR-8569 Core C1 - Level 09 - Dwelling Layouts (Rev P01), Z05701-PRP-D1-ZZ-A-DR-8570 Core D1 - Level 00 - Dwelling Layouts (Rev P02), Z05701-PRP-D1-ZZ-A-DR-8571 Core D1 - Level 01 - Dwelling Layouts (Rev P02), Z05701-PRP-D1-ZZ-A-DR-8573 Core D1 - Level 03 - Dwelling Layout (Rev P02), Z05701-PRP-D1-ZZ-A-DR-8575 Core D1 - Level 05 - Dwelling Layouts (Rev P02), Z05701-PRP-D1-ZZ-A-DR-8580 Core D1 - Level 10 - Dwelling Layouts (Rev P01), Z05701-PRP-D1-ZZ-A-DR-8581 Core D1 - Level 11 - Dwelling Layouts (Rev P01), Z05701-PRP-D1-ZZ-A-DR-8582 Core D1 - Level 12 - Dwelling Layouts (Rev P01), Z05701-PRP-D1-ZZ-A-DR-8583 Core D1 - Level 13 - Dwelling Layouts (Rev P01), Z05701-PRP-D2-ZZ-A-DR-8590 Core D2 - Level 00 - Dwelling Layouts (Rev P02), Z05701-PRP-D2-ZZ-A-DR-8591 Core D2 - Level 01 - Dwelling Layouts (Rev P02), Z05701-PRP-D2-ZZ-A-DR-8592 Core D2 - Level 02 - Dwelling Layouts (Rev P02), Z05701-PRP-D2-ZZ-A-DR-8595 Core D2 - Level 05 - Dwelling Layouts (Rev P02), Z05701-PRP-D2-ZZ-A-DR-8596 Core D2 - Level 06 - Dwelling Layouts (Rev P02), Z05701-PRP-D2-ZZ-A-DR-8597 Core D2 - Level 07 - Dwelling Layouts (Rev P02), Z05701-PRP-D2-ZZ-A-DR-8598 Core D2 - Level

08 - Dwelling Layouts (Rev P01), Z05701-PRP-E1-ZZ-A-DR-8600 Core E1 - Level 00 - Dwelling Layouts (Rev P03), Z05701-PRP-E1-ZZ-A-DR-8601 Core E1 - Level 01 - Dwelling Layouts (Rev P02), Z05701-PRP-E1-ZZ-A-DR-8602 Core E1 - Level 02 - Dwelling Layouts (Rev P02), Z05701-PRP-E1-ZZ-A-DR-8608 Core E1 - Level 08 - Dwelling Layouts (Rev P02), Z05701-PRP-E1-ZZ-A-DR-8609 Core E1 - Level 09 - Dwelling Layouts (Rev P02), Z05701-PRP-E1-ZZ-A-DR-8610 Core E1 - Level 10 - Dwelling Layouts (Rev P02), Z05701-PRP-E1-ZZ-A-DR-8611 Core E1 - Level 11 - Dwelling Layouts (Rev P02)

Proposed Landscape

Z05701-PRP-ZZ-00-DR-L-2100 Landscape General Arrangement - Ground Floor Plan (Rev P03), Z05701-PRP-ZZ-00-DR-L-2102 Planting Plan – Trees (Rev P03), Z05701-PRP-ZZ-00-DR-L-2103 Planting Plan (Rev P03), Z05701-PRP-ZZ-00-DR-L-2104 Planting Plan Schedule (Rev P03), Z05701-PRP-ZZ-ZZ-DR-L-2101 Landscape General Arrangement - Roof Plan (Rev P03), Z05701-PRP-ZZ-ZZ-DR-L-2105 Planting Plan - Roof Plan (Rev P01)

CIL Phasing Strategy

Z05701-PRP-ZZ-ZZ-DR-A-09610 Phasing strategy - Phase 1 – CIL (Rev P04), Z05701-PRP-ZZ-ZZ-DR-A-09611 Phasing strategy - Phase 2 – CIL (Rev P03), Z05701-PRP-ZZ-ZZ-DR-A-09612 Phasing strategy - Phase 3 – CIL (Rev P04), Z05701-PRP-ZZ-ZZ-DR-A-09613 Phasing strategy - Phase 4 – CIL (Rev P04)

Documents:

Covering Letter (prepared by Quod, dated 4 July 2025), Juniper Crescent - Covering Letter - Design Updates 4 November 2025 (prepared by Quod, dated 4 November 2025), Juniper Crescent Covering Letter - Further Design Updates (prepared by Quod, dated 22 December 2025), Design And Access Statement (prepared by PRP, dated June 2025), Design and Access Statement Addendum (Rev 5) (prepared by PRP, dated February 2026), Environmental Statement Non Technical Summary (Rev 2) (prepared by RPS, dated December 2025), Environmental Statement Volume 1 Main Report (RPS, Dated June 2025), Environmental Statement Volume 2 Townscape Visual Impact Assessment (RPS, Dated June 2025), Environmental Statement Volume 3 Appendices (RPS, Dated June 2025), Environmental Statement Addendum Rev 2 (prepared by RPS, dated December 2025), Planning Statement (prepared by Quod, dated June 2025), Affordable Housing Statement (prepared by Quod, dated June 2025), Archaeological Desk Based Assessment (prepared by RPS, dated June 2025), Basement Impact Assessment and Ground Movement Assessment (prepared by CGL, dated June 2025), Bat Survey Report 2023 (prepared by RPS, dated April 2024), Bat Survey Report 2024 (prepared by RPS, dated August 2024), Biodiversity Net Gain Assessment (prepared by RPS, dated June 2025), Biodiversity Net Gain Metric (prepared by RPS, dated August 2024), Circular Economy Statement (prepared by AECOM, dated June 2025), Circular Economy Statement Appendix F (prepared by AECOM, dated June 2025), Combined Desk Study and Geotechnical and Geoenvironmental Interpretive Report (prepared by CGL, dated June 2025), Decant and Housing Strategy (prepared by Riverside, dated June 2025), Detailed Desk Study (Stage 2) For Potential UXO Contamination (prepared by RPS, dated June 2025), Energy Statement and Appendices (prepared by AECOM, dated June 2025), Energy Statement Appendix I GLA CO2 emission reporting spreadsheet (prepared by AECOM, dated June 2025), Estate Management Plan (prepared by Riverside, dated June 2025), Financial Viability Assessment (prepared by Quod, dated June 2025), Fire Statement (prepared by Ashton Fire, dated June 2025), Flood Risk Assessment and Drainage Strategy (Rev 1) (prepared by Price & Myers, dated September 2025), Health Impact Assessment (prepared by Quod, dated June 2025), Landscape Management Plan (prepared by PRP, dated October 2024), Operational Waste Management Plan (prepared by RPS, dated June 2025), Options Appraisal (prepared by Quod, dated April 2018), Options Appraisal Addendum (prepared by Quod, dated June 2025), Outline Construction Logistics Plan (prepared by RPS, dated June 2025), Outline Fire Safety Strategy (prepared by Ashton Fire, dated June 2025), Juniper

Crescent Ecological Impact Assessment (Rev 1a) (prepared by RPS, dated September 2025), Site Waste Management Plan (prepared by RPS, dated June 2025), Statement of Community Involvement (prepared by Connect and PRP, dated June 2025), Sustainability Statement (prepared by AECOM, dated June 2025), Transport Assessment (prepared by HTS, dated June 2025), Travel Plan (prepared by HTS, dated June 2025), Tree Survey Report and Arboricultural Impact Assessment (Rev 1)(prepared by RPS, dated January 2026), Utilities Report (prepared by MWL, dated June 2025), Utilities Report Addendum (prepared by MWL, dated December 2025), Whole Life Carbon Assessment (prepared by AECOM, dated June 2025), Whole Life Carbon Assessment Template (prepared by AECOM, dated June 2025), Flood Warning & Evacuation Plan (Rev 1) (prepared by Price & Myers, dated October 2025), Equalities Statement (prepared by Quod, dated December 2025), Juniper Crescent Climate ES - Technical Note_09_10_25 (prepared by RPS, dated 9 October 2025), 794-PLN-LSE-JCG26592_Juniper Crescent_Ecology Response (prepared by RPS, dated 23 October 2025), 2025.12.17_ROL00361_Juniper Crescent_Daylight and Sunlight (prepared by Anstey Horne, dated 17 December 2025), JC-PRP-XX-XX-PP-A-04016-P02-S2_Block A1 Revised Heights Study (prepared by PRP, dated December 2025), Air Quality Technical Note - Juniper Crescent - Response to Sustainability Officer 20251211 (prepared by RPS, dated December 2025), 30985 Camden Goods Yard - Hydraulic Calculations (prepared by Price & Myers, dated September 2025), HTS - GLA & TFL Transport Note_30_10_25 (prepared by HTS, dated 30 October 2025), 30985 PM SK-EVAC-P01-Flood Evacuation Routes -P01 (prepared by Price & Myers, dated 14 November 2025), Juniper Crescent scheme Clarifications 10.02.26 (prepared by Quod, dated 10 February 2026), 30985-Camden SuDS Proforma (prepared by Price & Myers, dated February 2026), Quod Viability Response 090226 (Quod, Dated 09/02/2026), Quod Juniper Crescent Viability 231225 v2 (prepared by Quod, dated 23 December 2025), 004 Viability Response (BPS) October 25 (prepared by Quod, dated October 2025), JC-PRP-XX-XX-PP-A-04015-P03-S2_Block A1 Materials Study (PRP, Dated December 2025), JC-PRP-XX-XX-PP-A-04018-P02-S2_Juniper Crescent additional privacy measures (Rev P02).

RECOMMENDATION SUMMARY:

Grant conditional Planning Permission subject to a s106 Agreement following:
(i) referral to Mayor of London for his direction and
(ii) finalisation of detailed wording for conditions following consultation with the Mayor
(iii) completion of Section 106 agreement

Applicant:

Agent:

Riverside Group and Countryside Partnerships

Quod

ANALYSIS INFORMATION

Land use floorspaces				
Use Class	Description	Existing GIA (sqm)	Proposed GIA (sqm)	Difference GIA (sqm)
C3	Residential	10,519.60	53,341.40	+42,821.80
Sui Generis	Community Centre	0	163.10	+163.10
Total	All uses	10,519.60	53,504.50	+42,984.90

Existing and proposed homes			
Tenure	Existing homes	Proposed homes	Difference in homes
Market homes	7	270	+ 263
Affordable homes	113	208	+ 95
Total homes	120	478	+ 358

Proposed housing mix and tenure							
Tenure	Studio	1 bed	2 bed	3 bed	4 bed	5 bed	Total
Market	21	83	150	16	0	0	270
Social-affordable rent	0	41	59	51	22	1	174
Intermediate rent	0	24	9	1	0	0	34
Total homes	21	148	218	68	22	1	478

Affordable housing - site-wide overall (apportioned shared floorspace)			
Metric	Site -wide affordable housing	Site-wide total housing	Affordable %
Floorspace (GIA sqm)	25494	53341	48%
Habitable rooms	701	1402	50%
Homes (Units)	208	478	44%

Affordable housing - additional housing (uplift) (apportioned shared floorspace)			
Metric	Additional affordable housing	Additional total housing	Affordable %
Floorspace (GIA sqm)	15,419	42,822	36%

Habitable rooms	302	989	31%
Homes (Units)	95	358	27%

Parking details			
Car parking type	Existing spaces	Proposed spaces	Difference
Car - General	63	32	-31
Car - Disabled accessible	4	20	16
Cycle parking type	Existing spaces	Proposed spaces	Difference
Cycle – residential long stay	0	861	861
Cycle – residential short stay	0	14	14
Cycle – commercial long stay	0	0	0
Cycle – commercial short stay	0	2	2

EXECUTIVE SUMMARY

- i) The application site, Juniper Crescent, is in the Camden Town ward, southeast of Chalk Farm Underground Station, and covers a 1.49ha area. It is a housing association estate constructed in 1997 with 120 homes.
- ii) The scheme proposes demolition of all the buildings on the Juniper Crescent estate. Whilst the existing estate was built relatively recently, the site could be much better utilised, providing many more higher quality homes in a well-connected location of growth on the edge of a major town centre. The redevelopment would re-provide existing homes and provide a significant uplift of new homes on the site.
- iii) Five new residential blocks would be erected on the site providing 478 new and replacement homes. Overall, the masterplan would deliver 48% affordable housing floorspace (50% by habitable room). There would be a net increase of 358 new homes, more than doubling the number of existing homes. The uplift in new homes alone would deliver 36% affordable housing floorspace (31% by habitable room). Existing residents would have the right to return. The homes would meet modern standards in terms of size and accessibility and create an exemplary landscape setting with high-quality architecture. The development has significant health and safety benefits and helps to address housing inequality. The additional 358 new homes would make a significant contribution to the borough's housing. Given the Housing Delivery Test, NPPF paragraph 11 makes clear this should be given significant weight in decision making and permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

- iv) As well as making more efficient use of the land redevelopment of the estate offers an opportunity for better place making, creating an open, inclusive and more welcoming environment. The existing open space includes significant car parking and hard-standing areas which would be much improved with greening, flood management, and biodiversity gains in high quality open space. This landscape-led regeneration scheme would deliver a diverse mix of tenures and high-quality open spaces and public realm, all integrated within a coherent masterplan, connecting into the neighbouring site (Camden Goods Yard).
- v) The new homes would have excellent operational energy efficiency providing warm energy efficient homes with lower energy bills, utilising green energy and addressing climate resilience.
- vi) There would be a notable reduction in car parking on site with reprovision focussed on increasing accessible spaces, and much of the site freed up for landscaping and open space. With a focus on sustainable modes of transport, a car park management plan would ensure further car parking reduction going forward.
- vii) Significant financial contributions towards improvements to the transport, pedestrian and cycling environment in the local area would mitigate the impact on the transport infrastructure. The impact from demolition and construction would be carefully managed throughout the development via the Construction Management Plan and with continuous engagement through a Construction Working Group.
- viii) The scale of the scheme would generate notable economic benefits including employment, and planning obligations ensuring some of these employment and training benefits are directed to local residents and businesses.
- ix) The scheme directly addresses local health inequalities, particularly for low-income households, older people, and disabled people, as well as their families and carers. Directing the economic benefits to local residents will also have a positive impact on long term health, along with the public spaces and placemaking which will support physical activity, mental wellbeing, and social cohesion.
- x) Officers have identified three key areas of harm. The demolition and full redevelopment of the estate will cause harm through embodied carbon in the existing structures and the construction of new, larger buildings.
- xi) The scale of the scheme also harms amenity of some nearby homes through loss of light, however, these are considered acceptable overall, especially given the benefits that the scheme brings forward overall.
- xii) Officers also identified less than substantial harm to a number of heritage assets, ranging from the very low to medium end of the scale. This must be given considerable importance and weight in decision making.

- xiii) The level and nature of the harm has been carefully considered and viewed in the context of the fact that Juniper Crescent is expected to come forward for development with an increased density and which would secure social, environmental and economic benefits including replacement and new social housing.
- xiv) In accordance with NPPF paragraph 125, substantial weight should be given to effective use of brownfield and under-utilised land for homes and supporting opportunities to remediate contaminated land, and such schemes should be approved unless substantial harm would be caused.
- xv) Officers believe the considerable and compelling public benefits, including the new homes and affordable housing, outweigh harm and negatives identified with the scheme.
- xvi) The scheme complies with the development plan as a whole, and the recommendation is to grant permission.

OFFICER REPORT

Reason for Referral to Committee:

Major development involving the provision of more than 10 new dwellings [Clause 3(i)] and development which involves the making of a S106 planning obligation for matters which the Director of Economy, Regeneration and Investment does not have delegated authority [Clause 3 (iv)].

Referral to the Mayor:

The application would provide more than 150 new residential units and is therefore referable to the Mayor under the Mayor of London Order 2008. The Mayor has the power to direct the local authority to refuse the application, or call in the application for determination.

Environmental Impact Assessment (EIA):

A scoping opinion (dated 27 October 2024) was provided by the Council (Ref: 2024/1438/P) which set out the scope of the Environmental Statement (ES) to be prepared under the EIA Regulations 2017. An ES was submitted with the application covering the agreed scope.

1. SITE AND BACKGROUND

Designations

1.1 The following are the most relevant designations or constraints:

Designation	Details
Contaminated Land	Medium risk (former railway land)
Archaeological Priority Area	Tier II
LVMF view	2A.2 Parliament Hill summit to Palace of Westminster
PTAL (Public transport accessibility)	5 to 6a
Underground development constraints and considerations	Slope stability

Table 1 - Site designations and constraints

Site description

1.2 The application site is in Camden Town Ward, southeast of Chalk Farm Underground Station. Primrose Hill is to the south, across the railway lines. Camden Town is located to the south-east. The site has an area of about 1.49 hectares.

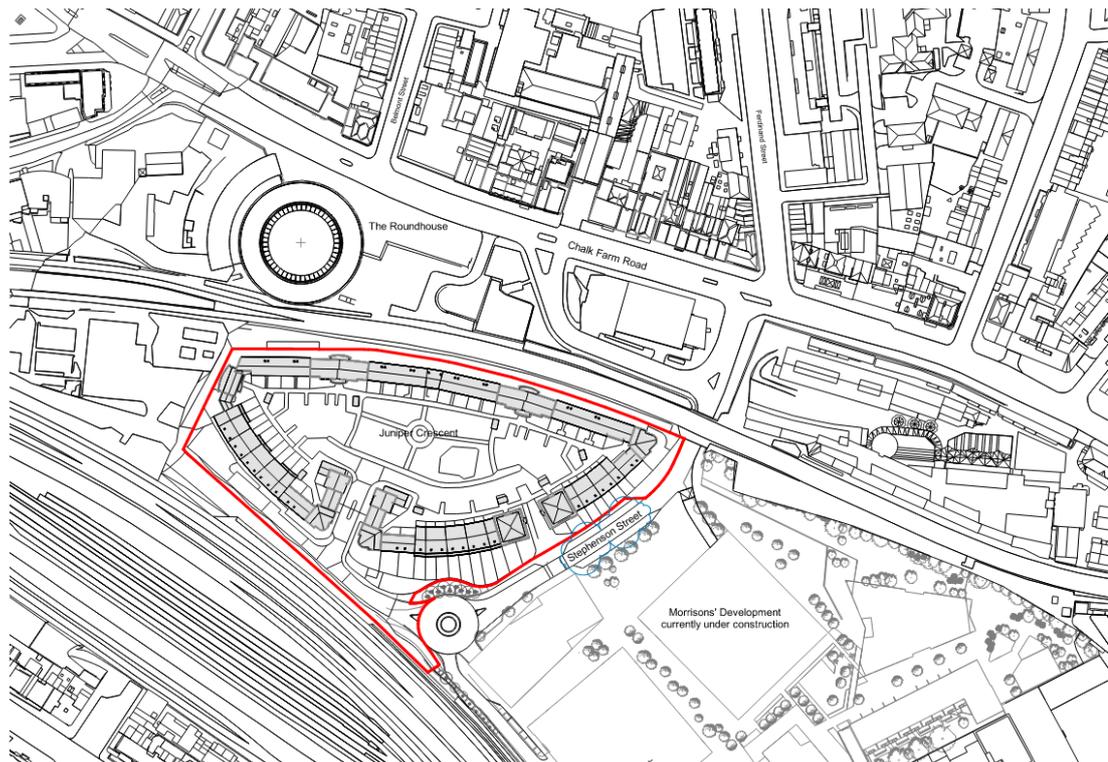


Figure 1 - Site location plan

1.3 The existing site has **120 existing homes** consisting of:

- 104 social rent;
- 9 intermediate rent;
- 4 market rent; and
- 3 voids.

1.4 The Juniper Crescent estate was constructed in 1997 and forms a semi-circle. The buildings are three-four storeys in height and there some open space in the centre of the site, which includes a Multi-Use Games Area (MUGA). There are 67 car parking spaces on the site. The estate is a gated community and very much turns in on itself, away from the access roads. Security gates and railings were retrofitted to the estate 2006 to respond to concerns regarding anti-social behaviour.

1.5 The site is bounded by railway lines to the north and the south. There is a Network Rail site to the west, being used for HS2 construction works, which has offices. To the southwest is Stephenson Walk, with the Camden Goods Yard development, a mixed use residential led scheme, being constructed on the other side of Stephenson Street to the southeast (see 'Relevant history'). The former petrol filling station site (PFS), associated with the Camden Goods Yard (CGY) development, is located across the railway to the north-east and this is currently occupied by a temporary Morrisons supermarket, and planning permission has been granted for a commercial building to be constructed on that site once the permanent Morrison's store has opened on the main site. Stables Market is located to the northeast.



Figure 2 - Aerial view of the site

- 1.6 Beyond the railway to the north is the Roundhouse music venue, which is grade II* listed and located within the Regent's Canal Conservation Area. The Horse Hospital building (within Stables Market) is to the north-east and is grade II* listed, also within the Regent's Canal Conservation Area. These are shown purple on the plan below. The Primrose Hill Conservation Area is located to the south-west, across the railway. The Camden Incline Winding Engine House is located to the south and is grade II* listed. View 2A.2 from the London View Management Framework - Parliament Hill summit to Palace of Westminster - cuts across the eastern corner of the site (tinted red on the image below).

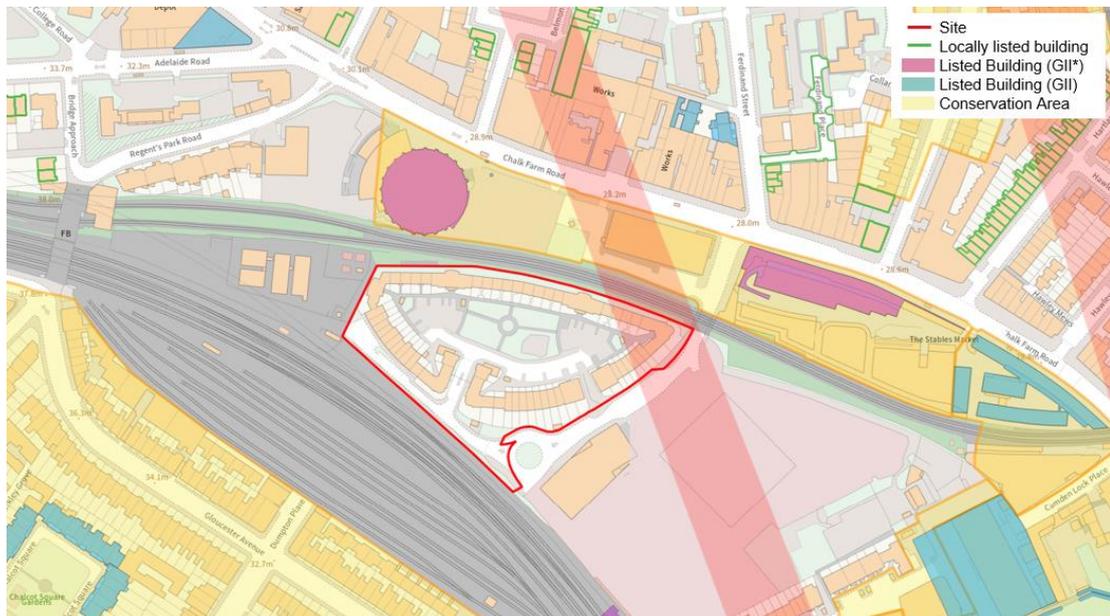


Figure 3 - Heritage designations and LVMF view 2A.2

- 1.7 The site has a Public Transport Accessibility Level (PTAL) rating of 5 to 6a, which is very well connected. There are numerous bus services on Chalk

Farm Road and Chalk Farm Underground Station is located approximately 200m to the west along the main road.

- 1.8 The site is identified in the Camden Goods Yard Planning Framework (2017) as one which is expected to come forward for development which provides new homes, open space and play space, it states that proposals should contribute to designing out community safety issues and create more active frontages. The site is also identified in the emerging local plan (2025) as a site allocation (Site C10) for self-contained housing, small scale employment and community space. Site C10 has an indicative housing capacity of 375 additional homes.

2. THE PROPOSAL

Proposed estate regeneration

- 2.1 Under the proposals, all the buildings on the Juniper Crescent estate site (120 existing homes) would be demolished. Five new residential blocks would be erected on the site, accommodating 478 new and replacement homes in total. There would be a net increase of 42,822sqm of residential floorspace on the site and 358 new homes, more than doubling the number of existing homes.
- 2.2 Of the 478 homes proposed, 208 would be affordable homes which is 43.5% of the total number of homes, or 50% affordable housing by habitable room (because the affordable homes are larger). This equates to at least 45.4% affordable housing by floorspace. This is with shared tenure GIA included in the total floorspace but excluded from the affordable total so slightly underrepresents the proportion of affordable floorspace. If the shared tenure GIA is apportioned equally between market and affordable tenures, the proportion is 47.8% affordable housing by floorspace.

Metric	Site -wide affordable housing	Site-wide total housing	Affordable %
Floorspace (GIA sqm)	24,222	53,341.4	45%
Habitable rooms	701	1402	50%
Homes (Units)	208	478	44%

Table 2 - Affordable housing provision - site-wide overall (excluding shared space)

- 2.3 In terms of uplift alone (excluding the replacement homes), the development would provide 263 additional market homes with a floorspace of 26,131sqm (GIA) and 95 additional affordable homes with a floorspace of 14,147sqm (GIA). The additional affordable housing floorspace equates to 35% of the total additional housing floorspace (40,278sqm, which excludes 2,544sqm shared floorspace). The additional affordable housing accounts for 31% of the uplift by habitable rooms or 27% by unit.

Metric	Additional affordable housing	Additional total housing	Affordable %
Floorspace (GIA sqm)	14,147	40,278	35%
Habitable rooms	302	989	31%
Homes (Units)	95	358	27%

Table 3 - Affordable housing – additional (uplift only) (excluding shared space)

2.4 The plan below shows the proposed site layout.



Figure 4 - Proposed site layout

2.5 The proposed blocks would vary in height as follows:

Building	Number of Storeys	Height from site level 0 (m)
Block A	5-14	48.08
Block B	5-15	50.41
Block C	8-10	33.91
Block D	5-13	44.10
Block E	8-11	37.06

Table 4 - Building heights

2.6 A single level basement would be excavated under Blocks A and B which would re-provide some of the existing car parking, 13 disabled parking spaces,

cycle parking and plant. A community hub with a floorspace of 163sqm would also be provided in Block A1 connecting to a Community Plaza.

2.7 There would be a series of linked public open spaces and routes throughout the site, with play space integrated into the spaces. Roundhouse Way would be the main route, linking these spaces, from Engine House Way. This would connect to two 'plaza' open space areas and three courtyard open space areas between the blocks.

2.8 Vehicular access would be restricted into the site and although accessible parking spaces would increase, there would be a reduction in parking spaces overall. There are currently 64 parking spaces, including 4 disabled parking spaces. This would be reduced to 52 parking spaces but including an improved 20 disabled parking spaces.

Phasing strategy

2.9 The development would be constructed in two phases, with Blocks A, B and C being constructed in Phase 1 and Blocks D and E constructed in Phase 2, although there may be some overlap between the two phases.

2.10 Homes on the Phase 1 plot (numbers 45-120 Juniper Crescent, in green below) would require the temporary decant of 76 households, unless that household decides to move permanently away from the estate. Phase 1 households would be able to move into void properties either away from the estate, or into void properties in the Phase 2 area.



Figure 5 - Phasing diagram showing the two phases

2.11 Phase 2 tenants (numbers 1-44 Juniper Crescent) would continue to live onsite at Juniper Crescent whilst construction is underway on the Phase 1 plot. Upon completion of the first new blocks in the Phase 1 area, all Phase 2 households would be required to make only a single decant into the newly built blocks in Phase 1. This would then allow the Phase 2 area to be redeveloped. All Phase 1 households who wish to return to the completed estate would then

be moved back into the completed Phase 1 homes where available, or the completed Phase 2 area.

- 2.12 The phasing plan would meet the requirements of the DCLP site allocation and Mayor's guidance which encourages a phased development to minimise disruption to residents.
- 2.13 The current estate is served by an electrical substation, and the proposed development will require three substations in total. Originally, the three substations were located on the southern site boundary, next to the railway. However, the scheme was amended to integrate them into the blocks (providing additional open space and landscaping). Two are proposed within block B (as a double substation) and one within block E.
- 2.14 The double substation within block B needs to be delivered alongside the phase 1 works, whilst the block E single substation needs to be delivered alongside the phase 2 works.
- 2.15 To maintain supply to homes scheduled for demolition in phase 2, a temporary substation or separate connection from the wider network would be installed before work begins on block B. Once this is operational and supplies are rerouted, the existing substation can be decommissioned and demolished. The temporary supply can then be switched back to the block B double substation when ready, or remain until all phase 2 buildings are demolished, after which it will be disconnected and removed.

3. ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

- 3.1 A scoping opinion for the proposal was provided by the Council on 27 October 2024 (2024/1438/P) which agreed with the proposed scope of the Environmental Statement (ES) to be prepared under the EIA Regulations 2017. An ES was submitted with the application covering the agreed scope. The ES includes the following sections:
 - Socio-Economics
 - Air Quality
 - Noise and Vibration
 - Wind Microclimate
 - Daylight, Sunlight, Overshadowing and Solar Glare
 - Townscape and Visual Impact
 - Built Heritage
- 3.2 The council had the ES independently reviewed, and requested some additional information, clarifications and amendments. Updated information in an ES addendum was submitted on 22 December 2025. The application was re-consulted following the submission of the addendum which included a section on greenhouse gas emissions (see CONSULTATION section below).

3.3 The ES considers the impact of the development along with the cumulative impact of other recent or future schemes in the area. The cumulative schemes considered in the ES are:

- 100 and 100a Chalk Farm Road (2024/0479/P) - on site.
- Morrisons Site (2017/3847/P as amended [and 2025/0939/P refused subject to appeal]) - on site.
- 79 Camden Road and 86-100 St Pancras Way (2013/7646/P) - completed.
- Land bounded by Haverstock Road, Wellesley Road and Vicars Road including nos. 121-211 Bacton Low Rise Estate, 113A, 115 and 117 Wellesley Road, and 2-16 Vicars Road, London, NW5 (2012/6338/P; 2024/5383/P [EIA Required]) - partially implemented.
- St Pancras Commercial Centre, 63 Pratt Street (2019/4201/P) - completed.
- 2 - 6 St Pancras Way (2017/5497/P; 2021/2671/P; 2023/5014/P [Awaiting Determination]) - on site.
- 102 Camley Street (2014/4381/P) - completed.
- Maiden Lane Estate (2014/1750/P) - completed.
- The O2 Masterplan Site (2022/0528/P)
- 100 Avenue Road (2025/0852/P) - partially implemented.
- 33 - 35 Jamestown Road (2024/4953/P) – on site.
- 155 & 157 Regent's Park Road (2021/0877/P) – on site.
- West Kentish Town Estate (2022/5281/P, 2024/4887/P (Addendum) 2025/2667/P [resolved to grant permission 11th December 2025 pending completion of S106 legal agreement])
- Royal College Place (2025/3797/P) - EIA scoping opinion.
- 3-30 Cedar Way (2025/4364/P [resolved to grant permission 29th January 2026 pending completion of S106 legal agreement])
- 120-136 Camley Street (2025/4341/P [resolved to grant permission 29th January 2026 pending completion of S106 legal agreement])
- 180 Arlington Road and 14 Parkway (2025/4055/P [resolved to grant permission 11th December 2025 pending completion of S106 legal agreement])

4. RELEVANT HISTORY

The site

4.1 Permission (9300040) **granted subject to legal agreement** 31/08/1993 for: “The redevelopment of land at Camden Goods Yard to provide a retail store with a gross floorspace of 58 800sq. ft. (30 000sq. ft. net) associated surface car parking for staff and customers, a petrol filling station, and a total of 197 residential units consisting of 28 four-bedroom houses, 49 three-bedroom houses, 70 two-bedroom units and 50 one-bedroom flats together with 135 car parking spaces.”

The area

Camden Goods Yard (2017/3847/P)

- 4.2 Permission **granted** 18/07/2018 for: “Redevelopment of petrol filling station site to include the erection of a new building of up to six storeys and up to 11,243sqm 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 60,568sqm GEA of residential floorspace) together with up to 28,345sqm 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”
- 4.3 Several section 73 applications have since been approved (2020/0034/P on 05/05/20, 2020/3116/P on 07/12/20, and 2022/3646/P on 29/03/23). These include the temporary supermarket on the PFS plot which has since had the temporary period extended to account for delays in construction.
- 4.4 A further section 73 application (2025/0939/P) was refused on 15/07/25 for amendments including: a reduction in the number of homes; a reduction in the percentage of affordable housing; alterations to the mix of homes provided; an increase to the building footprint of Block E1; reductions to the heights of Blocks C, E1, E2 & F; an increase in the height of Block D to accommodate a lift overrun; provision of additional staircases to Blocks C, E1 and F; and relocation of escape stairs for the supermarket. This application is currently under appeal, a public inquiry was held in December 2025, and a decision is expected imminently.

100 and 100a Chalk Farm Road (2024/0479/P)

- 4.5 Permission **granted** on 27/11/2024 for: “Demolition of existing buildings and redevelopment of the site to provide two new buildings of between 6-12 storeys: one containing affordable homes (Class C3) and one (with three cylindrical volumes) containing purpose-built student accommodation with associated amenity and ancillary space (Sui Generis), a ground floor

commercial space (Class E) together with public realm, access, plant installation, and other associated works.”

5. CONSULTATION

Regeneration Ballot

- 5.1 A resident ballot on redevelopment was held between 14th November and 12th December 2022. Sixty-three percent of Juniper Crescent residents voted in favour of the proposals (83% of eligible residents voted).
- 5.2 Six further rounds of resident engagement events took place in 2023 and 2024. In addition, two public consultation events took place in October 2023 and in May 2024.
- 5.3 The council hosted a Development Management Forum on 07 March 2024.

Statutory consultees

Environment Agency

- 5.4 No objection. Recommend conditions for NRMM and water efficiency.

Officer responses: Conditions for NRMM and water efficiency attached.

Greater London Authority

- 5.5 The proposal is supported in principle, but following points to be resolved by Stage 2:
- Support a net increase in existing affordable housing Generally accords with the Mayor’s key principles for estate regeneration schemes.
 - Support 50% affordable housing by habitable room. A viability assessment is being assessed by GLA officers. Early and late-stage viability reviews are required. Currently identify a surplus.
 - Should consider a more cohesive architectural language and material palette. Additional views requested.
 - Concern on location of servicing bay on Engine House Way displacing a planned cycle docking station.
 - A parking design and management plan, travel plan and construction logistics plan should be secured.
 - Further information required refining energy strategy, whole life cycle carbon, circular economy, urban greening, flood risk sustainable drainage, and air quality.

Officer response:

- *Increase in housing noted.*
- *The council considers the 50% affordable housing the maximum reasonable amount. Additional justification and information have been*

provided and will be reviewed at Stage 2. Review mechanisms will be secured.

- *Design amendments were made to address the design approach and materials palette. Additional views have been provided.*
- *The docking station is not in situ and is only planned. A smaller docking station could still be located on Engine House Way. This needs to be balanced with restricting servicing vehicles from using public open spaces rather than a highway.*
- *Parking management plan, travel plan and construction management plans would be secured.*
- *An Energy Strategy and updated WLCA assessment are secured to secure further improvement with detailed design. Circular Economy conditions including post-construction condition would be attached. Urban greening has since been improved, and final landscaping is secured by condition. The final updated SuDS is secured by condition and air quality mitigation is secured by condition including NRMM compliance.*

Health and Safety Executive (Planning Gateway 1 – Fire safety)

- 5.6 No objection - content with the fire safety design, to the extent that it affects land use planning.

Historic England

- 5.7 Recommended amendments to further minimise harm and made the following points.

- Support the principle of redevelopment of the site.
- Current buildings make no positive contribution to the area.
- Harm identified to the Roundhouse and Horse Hospital (GII* listed) and the Regent's Canal Conservation Area from specific townscape views.
- Recommend reduced height and simplification of the design and materiality of building A1 mitigate the on the setting of the surrounding heritage assets.

Officer response:

- *Detailed responses are in the Design and heritage section.*
- *Officers have also identified less than substantial harm.*
- *Further revisions were made which included by slightly reducing the height of A1 and changing its materials to light buff brick.*

Historic England (GLAAS) (Archaeology Service)

- 5.8 No objection, subject to condition for a watching brief.

Officer response: Condition for archaeological watching brief attached.

HS2 Limited

- 5.9 No objection – noted the safeguarding of the access to their land (west of the application site) and requested an informative.

Officer response: Informative attached.

Lead Local Flood Authority

- 5.10 No objections, subject to conditions covering SuDS and a Flood Risk Emergency Plan.

London Fire Brigade

- 5.11 No response.

London Underground Infrastructure

- 5.12 No objection.

Natural England

- 5.13 No objection.

Network Rail

- 5.14 No objection, subject to informative reminding applicant of the need for a BAPA (Basic Asset Protection Agreement) and a Risk Assessment and Method Statement (RAMS) for all works to be undertaken within 10m of the operational railway.

Thames Water Utilities

- 5.15 No objection subject to conditions regarding infrastructure capacity and protection.

Transport for London

- 5.16 See GLA Stage 1 response.

Transport for London (Infrastructure)

- 5.17 No comments.

Adjoining boroughs

London Borough of Barnet

- 5.18 No objection.

London Borough of Brent

- 5.19 No objection.

London Borough of Haringey

- 5.20 No response.

London Borough of Islington

5.21 No objection.

City of London

5.22 No response.

City of Westminster

5.23 No objection.

Local groups

Primrose Hill CAAC

5.24 Objection covering the following issues:

- Inadequate affordable housing which may not be provided.
- Demolition costs significant embodied carbon.
- Light pollution will impact amenity and ecosystems.
- Inadequate information to assess heritage impact.
- The views north from Fitzroy Road would harm Primrose Hill Conservation Area and the Roundhouse.
- Materials are inappropriate and should be secured by condition.
- Design does not respond to local character and heritage.

Officer response:

- *The scheme provides 50% affordable housing overall (by habitable room) and this is the maximum reasonable amount that can be delivered. This will be secured by legal agreement and review mechanisms.*
- *Officers have identified harm resulting from the embodied carbon.*
- *There will be an increase in light, but a lighting strategy will help mitigate impact. There are significant biodiversity gains on the site.*
- *Adequate information was provided for officers to understand the impact and additional views were provided.*
- *Officers identified harm to Primrose Hill Conservation Area and the Roundhouse.*
- *Materials have been amended to better respond to context and are secured by condition.*
- *Design responds well to surrounding context which includes existing and historical townscapes, as well as larger more modern developments.*

Climate Emergency Camden

5.25 Objection covering the following issues:

- Substantial carbon emissions from demolition and full redevelopment.
- Environment damage from sourcing new materials.

- Alternative options of refurb or infill would have lower environmental impact.
- Whole-life carbon does not meet benchmarks.
- Scheme does not adapt to climate change.
- ES does not include greenhouse gas emissions.

Officer response:

- *Officers have identified harm resulting from the embodied carbon.*
- *Refurb and infill options would still use new materials, albeit at a lower scale.*
- *Alternative options would have lower environmental impacts, but fewer benefits and would less effectively meet to other objectives of the development plan and national policy.*
- *An updated WLC assessment is secured for the detailed design, along with post completion monitoring.*
- *The scheme is climate resilient and adapts to climate change, accounting for overheating, water and flooding, landscaping, and biodiversity.*
- *Energy and sustainability information was provided in the submission and later included in an ES addendum.*

Swifts Local Network (Swift Conservation)

5.26 Neutral comments covering the following issues:

- Swifts depend on the built environment for nesting opportunities and particularly favour higher buildings.
- Recommend a condition securing details of swift boxes and confirmation of installation.

Officer response:

- *The scheme secures significant biodiversity gains on site.*
- *Conditions secure details of bird boxes and habitat monitoring fees secure broader monitoring of habitats.*

Adjoining occupiers

5.27 Eleven sites notice were displayed on and around the site, as follows:

- 4 in Juniper Crescent
- 3 on Chalk Farm Road
- 1 on Adelaide Road
- 3 on Gloucester Avenue.

5.28 The notices were displayed on 15/07/2025 and again on 19/11/2025 and 06/01/2025; the application was advertised in the local paper on 24/07/2025 and again on 20/11/2025 and 01/01/2026.

5.29 Objections were received from at least nine residents. Objections received by the Council are on the Council's website. The key issues raised were.

Approach to redevelopment

- Current estate is well designed.
- Proposal will displace existing residents.
- Insufficient consideration of alternatives to full redevelopment after 2020 ballot.
- Embodied carbon cost of demolition and full redevelopment.

Officer response:

- *The current estate has positive features, but it also turns its back on its surroundings. The proposal creates a more integrated urban layout.*
- *Existing private tenants will be displaced. Social and intermediate rent tenants will be provided with a right to return.*
- *A series of options were explored for the earlier 2020 ballot, and high-level options were explored for the 2022 ballot. However, full redevelopment will provide significant public benefits arising from a density that cannot be achieved through refurbishment.*
- *There is an embodied carbon cost, along with the disruption caused beyond full redevelopment. This has been weighed against public benefits and considered against the development plan as a whole.*

Land use and proposed housing

- Insufficient affordable housing.
- Excessive market homes.
- Gentrification and driving up house prices.

Officer response:

- *The scheme provides 50% affordable housing across the site which is the maximum reasonable amount of affordable housing. Review mechanisms would capture any additional affordable housing or payment.*
- *The scheme requires market homes to fund the development and make it financially viable. There is a demonstrable need for market homes.*
- *A mix of housing types and tenures helps to provide a mixed and balanced community, reducing impact of new development. Increased supply should generally help to reduce market house prices.*

Design, scale, density and heritage

- Excessive density and scale
- Cumulative impact with Camden Goods Yard and 100 Chalk Farm Road
- Harm to heritage assets
- Impact on light and microclimate

- Cul-de-sac reinforced and lack of proper connections
- Impact on wildlife and biodiversity

Officer response:

- *The scheme takes a design-led approach and follows policy requirements to provide housing at higher density.*
- *The cumulative impact is considered acceptable, with a considered design response whilst optimising the site for housing.*
- *The harm to heritage assets has been given significant weight. This has been weighed against public benefits and considered against the development plan as a whole.*
- *Whilst there are some cases of harmful light impacts, the scheme overall has a minimal impact on amenity and microclimate. The impacts are considered acceptable in the context of the objectives of the development plan.*
- *The existing site is isolated and has poor connections to its surroundings. The proposal improves connections and safeguards a future route through to the northwest (Stephenson Walk)*
- *The scheme has a notable and significant approach to biodiversity and wildlife with on-site gains.*

Construction impact

- Construction impact on flooding and amenity.
- Impact on Phase 2 residents.

Officer response:

- *Management plans would carefully mitigate and control demolition and construction impacts.*
- *The scheme would have impacts on existing residents during construction, but those impacts will be managed through the secured management plans.*

Consultation and engagement

- No letters sent to neighbouring properties (council consultation).
- Landlord did not follow the Mayor's Good Practice Guide to Estate Regeneration.
- Residents were not given proper advice and were not subject to open consultation by the Landlord.
- No resident steering group for the 2022 offer so spaces not co-designed.
- Residents were misled about the Landlord Offer and had insufficient time to consider it.

Officer response:

- *The council consulted in accordance with statutory requirements, including site notices and press notices. The Council also hosted a DM Forum consultation.*
- *The first ballot (2020) considered Juniper Crescent at Gilbey's Yard together. The second ballot (2022) was just for Juniper Crescent.*
- *Proposals for redevelopment of Juniper Crescent, including options available, have been public since before 2020.*
- *Adherence to the Mayor's Good Practice Guide to Estate Regeneration would be secured by s106 agreement.*

6. POLICY

National and regional policy and guidance

[National Planning Policy Framework 2024 \(NPPF\)](#)

[National Planning Practice Guidance \(NPPG\)](#)

[National Planning Policy Framework - Draft 2025](#)

[London Plan 2021 \(LP\)](#)

[GG1 Building strong and inclusive communities](#)

[GG2 Making the best use of land](#)

[GG3 Creating a healthy city](#)

[GG4 Delivering the homes Londoners need](#)

[GG5 Growing a good economy](#)

[GG6 Increasing efficiency and resilience](#)

[Policy SD10 Strategic and local regeneration](#)

[Policy D1 London's form, character and capacity for growth](#)

[Policy D2 Infrastructure requirements for sustainable densities](#)

[Policy D3 Optimising site capacity through the design-led approach](#)

[Policy D4 Delivering good design](#)

[Policy D5 Inclusive design](#)

[Policy D6 Housing quality and standards](#)

[Policy D7 Accessible housing](#)

[Policy D8 Public realm](#)

[Policy D9 Tall buildings](#)

[Policy D10 Basement development](#)

[Policy D11 Safety, security and resilience to emergency](#)

[Policy D12 Fire safety](#)

[Policy D13 Agent of Change](#)

[Policy D14 Noise](#)

[Policy H1 Increasing housing supply](#)

[Policy H4 Delivering affordable housing](#)

[Policy H5 Threshold approach to applications](#)

[Policy H6 Affordable housing tenure](#)

[Policy H8 Loss of existing housing and estate redevelopment](#)

[Policy H10 Housing size mix](#)

[Policy S4 Play and informal recreation](#)

[Policy E11 Skills and opportunities for all](#)

[Policy HC1 Heritage conservation and growth](#)

[Policy HC3 Strategic and Local Views](#)

[Policy HC4 London View Management Framework](#)
[Policy G1 Green infrastructure](#)
[Policy G4 Open space](#)
[Policy G5 Urban greening](#)
[Policy G6 Biodiversity and access to nature](#)
[Policy G7 Trees and woodlands](#)
[Policy SI 1 Improving air quality](#)
[Policy SI 2 Minimising greenhouse gas emissions](#)
[Policy SI 3 Energy infrastructure](#)
[Policy SI 4 Managing heat risk](#)
[Policy SI 5 Water infrastructure](#)
[Policy SI 6 Digital connectivity infrastructure](#)
[Policy SI 7 Reducing waste and supporting the circular economy](#)
[Policy SI 12 Flood risk management](#)
[Policy SI 13 Sustainable drainage](#)
[Policy T1 Strategic approach to transport](#)
[Policy T2 Healthy Streets](#)
[Policy T3 Transport capacity, connectivity and safeguarding](#)
[Policy T4 Assessing and mitigating transport impacts](#)
[Policy T5 Cycling](#)
[Policy T6 Car parking](#)
[Policy T7 Deliveries, servicing and construction](#)
[Policy T9 Funding transport infrastructure through planning](#)
[Policy DF1 Delivery of the Plan and Planning Obligations](#)
[Policy M1 Monitoring](#)

[London Plan Guidance \(LPG\)](#)

[Accessible London SPG](#)
[Planning for Equality and Diversity in London SPG](#)
[Characterisation and Growth Strategy LPG](#)
[Optimising Site Capacity: A Design-led Approach LPG](#)
[Housing Design Standards LPG](#)
[Public London Charter LPG](#)
[Affordable Housing and Viability SPG](#)
[Housing SPG](#)
[Play and Informal Recreation SPG](#)
[London View Management Framework SPG](#)
[All London Green Grid SPG](#)
[London's Foundations SPG](#)
[Urban greening factor LPG \(February 2023\)](#)
[Air quality positive LPG](#)
[Air quality neutral LPG](#)
[Be Seen energy monitoring LPG](#)
[Circular economy statements LPG](#)
[Energy Planning Guidance](#)
[The control of dust and emissions in construction SPG](#)
[Whole life carbon LPG](#)
[Sustainable Transport, Walking and Cycling](#)

Local policy and guidance

Camden Local Plan (2017) (CLP)

[Policy G1 Delivery and location of growth](#)

[Policy H1 Maximising housing supply](#)

[Policy H4 Maximising the supply of affordable housing](#)

[Policy H5 Protecting and improving affordable housing](#)

[Policy H6 Housing choice and mix](#)

[Policy H7 Large and small homes](#)

[Policy C1 Health and wellbeing](#)

[Policy C2 Community facilities](#)

[Policy C5 Safety and security](#)

[Policy C6 Access for all](#)

[Policy E1 Economic development](#)

[Policy A1 Managing the impact of development](#)

[Policy A2 Open space](#)

[Policy A3 Biodiversity](#)

[Policy A4 Noise and vibration](#)

[Policy A5 Basements](#)

[Policy D1 Design](#)

[Policy D2 Heritage](#)

[Policy D3 Shopfronts](#)

[Policy D4 Advertisements](#)

[Policy CC1 Climate change mitigation](#)

[Policy CC2 Adapting to climate change](#)

[Policy CC3 Water and flooding](#)

[Policy CC4 Air quality](#)

[Policy CC5 Waste](#)

[Policy TC1 Quantity and location of retail development](#)

[Policy T1 Prioritising walking, cycling and public transport](#)

[Policy T2 Parking and car-free development](#)

[Policy T3 Transport infrastructure](#)

[Policy T4 Sustainable movement of goods and materials](#)

[Policy DM1 Delivery and monitoring](#)

Supplementary Planning Documents and Guidance

Most relevant Camden Planning Guidance (CPGs):

[Access for All - March 2019](#)

[Adverts - March 2018](#)

[Air Quality - January 2021](#)

[Amenity - January 2021](#)

[Basements - January 2021](#)

[Biodiversity - March 2018](#)

[Community uses, leisure and pubs - January 2021](#)

[Design - January 2021](#)

[Developer Contribution - March 2019](#)

[Digital Infrastructure - March 2018](#)

[Energy efficiency and adaptation - January 2021](#)

[Housing - January 2021](#)

[Planning for health and wellbeing - January 2021](#)

[Public open space - January 2021](#)

[Transport - January 2021](#)

[Trees - March 2019](#)

[Water and flooding - March 2019](#)

Other guidance:

[Camden Goods Yard Planning Framework \(2017\)](#)

[Planning Statement - Intermediate Housing Strategy and First Homes \(2022\)](#)

Conservation area statements (for surrounding areas):

[Eton](#), adopted 2002

[Harmood Street](#), adopted 2005

[Parkhill and Upper Park](#), adopted 2011

[Primrose Hill](#), adopted 2000

[Regent's Canal](#), adopted 2008

Proposed Submission Draft Camden Local Plan (DCLP)

- 6.1 The [Proposed Submission Draft Camden Local Plan](#) was submitted to the Secretary of State for Housing, Communities and Local Government on the 3 October 2025 for independent examination, in accordance with Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). The Plan will be examined by a Planning Inspector in May/June 2026.
- 6.2 Previously, the Council published the draft new Camden Local Plan for consultation in January 2024 and published an updated Proposed Submission Draft Camden Local Plan for consultation from 1 May to 27 June 2025.
- 6.3 The Proposed Submission Draft Local Plan (DCLP) is a significant material consideration in the determination of planning applications but has limited weight at this stage. The weight that can be given to an emerging plan increases as it progresses towards adoption. In line with paragraph 49 of the National Planning Policy Framework (NPPF), the degree of weight to be given is a matter for the decision-maker, having regard to the stage of preparation, the extent of unresolved objections, and the consistency of the draft policies with the NPPF.

DCLP Draft Site Allocation C10

- 6.4 The DCLP identifies the site as a [draft site allocation \(C10\)](#). It is allocated for permanent self-contained homes, small-scale employment space and community uses (or other appropriate ground floor uses). The indicative housing capacity in the draft allocation is **375 additional homes**.

7. ASSESSMENT

- 7.1 The principal considerations material to the determination of this application are considered in the following sections of this report:

8	Principle of Development
9	Land Use
10	Affordable Housing and Viability
11	Housing Mix
12	Quality of Proposed Housing
13	Impact on Neighbouring Amenity
14	Design and Heritage
15	Basement Impact
16	Contaminated Land
17	Air Quality
18	Microclimate
19	Sustainability and Energy
20	Flood Risk
21	Fire Safety
22	Transport
23	Landscape and Public Open Space
24	Trees, Greening and Biodiversity
25	Safety and Security
26	Health Impact
27	Employment and Training Opportunities
28	Community Infrastructure Levy
29	Planning Obligations
30	Conclusion

8. PRINCIPLE OF DEVELOPMENT

- 8.1 The site is a previously developed site near several rail and tube stations and well connected with bus routes.
- 8.2 Use of highly accessible brownfield sites for the delivery of new housing is promoted and supported by paragraphs 124-130 of the NPPF which deals with 'making effective use of land'. Reference is made in paragraph 125(d) to use of under-utilised sites, especially if this would meet housing need and in locations where land supply is constrained. Camden Local Plan policies are in

accordance with the NPPF in this respect and seek to direct growth to the most sustainable locations.

- 8.3 London Plan policy D2 says density of development proposals should consider future planned levels of infrastructure, rather than existing levels, and be proportionate to the site's connectivity and accessibility in terms of transport, jobs, and services. London Plan policy D3 says higher density developments should generally be promoted in areas well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling, and that development must make the best use of land.
- 8.4 The application site benefits from PTAL 6a at its east end nearest Chalk Farm Road. This falls to PTAL 5 further to the west of the site. This means that the site has very good to excellent access to public transport, falling to moderate at the far ends of the site. In this respect, taking account of national, regional and local policy, this brownfield site should deliver higher density housing development.
- 8.5 This part of the Camden Town Ward is in the 20% of most deprived areas in England and the London Plan indicates that in such areas, development proposals should contribute to regeneration by tackling inequalities and the environmental, economic and social barriers that affect the lives of people in the area.
- 8.6 The proposed estate regeneration would also meet the Mayor of London's Better Homes for Local People principles, as set out in his Good Practice Guide to Estate Regeneration. The proposal provides an increase in affordable housing on site, and the Decant and Rehousing Strategy confirms a full right to return for social rent and intermediate rent tenants.
- 8.7 Policy G1 of the Camden Local Plan (CLP) states that the Council will create the conditions for growth to deliver the homes, jobs, infrastructure, and facilities to meet Camden's identified needs and harness the benefits for those who live and work in the borough. CLP policy H1 sets out housing as the priority land use for the borough.
- 8.8 The Camden Goods Yard Planning Framework (CGYPF) is a material consideration in assessing planning applications. This document advocates making improvements to the existing estate and delivering new homes, rather than explicitly specifying demolition and redevelopment.
- 8.9 The site is designated as a site allocation in the emerging draft Local Plan and although it still has limited weight, it is an important material consideration and is more recent than the Planning Framework. The site forms proposed Allocation C10 'Juniper Crescent' which is identified for a housing-led development with an indicative capacity of 375 additional permanent self-

contained homes (Use Class C3). With the 120 homes already existing, this indicates a total capacity of around 495 homes. The scheme proposes 478.

- 8.10 The principle of redevelopment of the estate is also supported by a majority of residents, and in December 2022, they supported the principle of the redevelopment in a resident ballot.
- 8.11 It would not be possible to retain the existing buildings on the estate and to deliver a significant uplift in homes and meaningful open space, in line with the aspirations of the development plan, and as set out in the emerging draft site allocation.
- 8.12 The proposals would deliver an uplift of 42,822sqm (GIA) housing floorspace. Given the above, the principle of demolition and development on the site is considered acceptable in principle, subject to environmental considerations. The acceptability of the density of the development is informed by conservation, design, and amenity issues, as part of a design-led approach. These are assessed in turn in the report below. The acceptability of the demolition of the Juniper Crescent estate from a sustainability and whole-life carbon perspective is also considered separately below.
- 8.13 Overall, the application and principle of redevelopment of the site are in line with the key development plan objectives and the emerging site allocation.

9. LAND USE

- 9.1 The proposed development is for demolition of all the existing buildings on the site and redevelopment to provide a substantial uplift of homes on the site (Use Class C3), as well as a community centre (Sui Generis).
- 9.2 A key issue for consideration is the principle of demolition in sustainability terms, and this issue is dealt with in the Sustainability and Energy section of the report. This section deals solely with matters of land use and considers their compliance with the development plan.
- 9.3 The existing and proposed land uses on the site are as follows:

Use Class	Existing (GIA sqm)	Proposed (GIA sqm)	Difference (GIA sqm)
Residential (Class C3)	10,519.60	53,341.40	+42,821.80
Community Centre (Sui Generis)	0	163.10	+163.10
Total	10,519.60	53,504.50	+42,984.90

Table 5 - Existing and proposed land use

Proposed residential use

- 9.4 LP policy H1 seeks to increase housing supply and meet the borough's housing targets. Camden's target for net housing completions from 2019/20 to 2028/29 is 10,380. LP Policy H1 says boroughs should deliver the housing by optimising the potential for housing delivery on all suitable and available brownfield sites, especially through:
- sites with existing or planned PTAL levels of 3-6 or which are located within 800m distance of a station or town centre boundary, and
 - mixed-use redevelopment of car parks and low-density retail parks and supermarkets.
- 9.5 Camden Local Plan policies H1, H3, H4, H6, H7 and Camden Planning Guidance (Housing) are relevant to the provision of housing, including affordable housing. Residential use is the Council's priority land use and is strongly supported. Existing affordable homes are protected, and schemes should deliver more affordable housing. Residential developments should provide a mix of accommodation which meets identified housing need. Policy H5 of the Local Plan states that the Council will provide more and better affordable housing through regenerating existing estates.
- 9.6 The Housing Delivery Test (HDT) is an annual measurement of housing completions introduced by the government. It measures whether development plan requirements (or, in some cases, local housing need calculated by the government's standard method) have been met over the last 3 years. The government's most recently published figure is for 2023, when the government's measurement for Camden was 53% - which means that Camden's development plan policies are treated as being out-of-date in relation to housing provision.
- 9.7 The presumption in favour of sustainable development in paragraph 11(d) of the NPPF is engaged, and great weight should be given to the provision of housing in decision making. The NPPF indicates that applications should be granted unless their adverse impacts would significantly and demonstrably outweigh their benefits when assessed against NPPF policies as a whole.
- 9.8 The proposed development includes the provision of 478 homes which would be provided within five blocks (A-E).



Figure 6 - Layout of residential blocks

- 9.9 The proposed development includes the provision of a significant amount of residential floorspace on the existing residential estate. The total amount of residential floorspace provided is 53,341sqm (GIA). Taking account of the fact that the development must re-provide 10,520sqm (GIA) of Class C3 existing residential floorspace, the residential uplift is 42,822sqm (GIA). All figures have been rounded to the nearest whole number.
- 9.10 The proposed development would deliver a significant amount of self-contained housing to help meet the borough's housing needs. It achieves this by optimising the land, including car parking areas, within an existing estate that is accessible from a range of public transport options.
- 9.11 The supply of new self-contained housing and the principle of housing on the site therefore complies with policy and emerging policy. Taking account of the Council's position with regards to its housing land supply and performance against the Housing Delivery Test, significant weight has been attached to the delivery of this housing, and particularly to the affordable housing which has the greatest need in the borough and is therefore the highest priority land use. The application should only be refused if the adverse impacts of doing so would significantly and demonstrably outweigh the benefits. Tenure and unit size mix are dealt with in the 'Affordable housing' and 'Housing mix' section.
- 9.12 A condition is recommended to ensure that the proposed dwellings are only used for permanent self-contained housing and are not used as short term lets (condition 36).

Proposed community centre

- 9.13 Camden Local Plan policy C2 seeks new and improved community facilities to mitigate the impact of a development. The draft site allocation (see section below) also supports community uses for the site, as long as they do not bring the Town Centre character into the site.
- 9.14 There are no community facilities on the site at present. The proposed development includes the provision of a community centre which would have a composite use as a community hub – used as a public hall, exhibition space, and community and meeting space. Such a mix of uses does not fall within a Use Class and so would be *Sui Generis* (but would have the characteristics of Use Class F1(e) and Class F2(b)). The community centre would have a floor area of 163.1sqm (GIA). Feedback from the applicant’s own consultation showed that local groups and stakeholders wanted a community centre on the site. The community hub would have a floorspace of 163.1sqm and would be located on the ground floor of Block A. The community hub would be located in a prominent position on the southeastern corner of the block, facing towards Engine House Way.
- 9.15 The provision of the community centre accords with policy C2, and with the emerging site allocation, and is strongly welcomed. A **Community Hub Management Plan secured by s106 agreement**, will ensure details like the operator, offer to and access for the community, and the operational details, including hours, are managed but remain adaptable during the lifetime of the use.
- 9.16 The opportunity for community activities is likely to have beneficial impact on those with many different protected characteristics including age, maternity and race.

Draft site allocation C10

- 9.17 The site is not an adopted site allocation but is identified in the DCLP as a [draft site allocation \(C10\)](#). The allocated uses in the DCLP are for permanent self-contained homes, small-scale employment space and community uses (or other appropriate ground floor uses). The indicative housing capacity in the draft allocation is 375 additional homes.
- 9.18 The draft allocation seeks a housing-led regeneration scheme that optimises development potential of the site while maintaining quality. It envisages new and replacement homes to meet diverse needs whilst maximising affordable housing, supported by private homes to fund high-quality replacements and additional affordable homes.
- 9.19 It says there should be no net loss of socially rented floorspace, and all existing households must receive suitable replacement accommodation. Furthermore,

the redevelopment should be phased to minimise decants and impact on existing estate residents.

9.20 Whilst it supports complementary uses, like employment or community uses, the emphasis is on housing, and draft allocation C10 notes it would not be appropriate to extend Camden Town Centre into the site.

9.21 The following table shows a summary of the existing and proposed homes.

Tenure	Existing homes	Proposed homes	Difference in homes
Market homes	7	270	+ 263
Affordable homes	113	208	+ 95
Total homes	120	478	+ 358

Table 6 - Number of existing and proposed homes

9.22 Although the DCLP has limited weight at this stage, it is a significant material consideration with the submission plan heading to examination in public in the first half of 2026. The proposal reflects the land use principles of the draft allocation, with a housing-led regeneration scheme that takes a design-led approach to optimising the amount of housing on the site. Although the proposal would not deliver the draft allocation's 375 additional homes, it still performs well, providing 358 net additional homes, as well as floorspace for a complementary community use.

9.23 It would re-provide the 120 current homes alongside those 358 new homes. The new homes would include 95 new additional affordable homes which has been assessed as the maximum reasonable amount, in line with the draft site allocation (see Affordable Housing and Viability section).

10. AFFORDABLE HOUSING AND VIABILITY

Affordable housing requirements

10.1 CLP Policy H4 sets an affordable housing target of 50% for schemes with a capacity to provide 25 or more additional homes (2,500 sqm of housing or more). The policy sets a guideline tenure split of 60% social-affordable rented housing and 40% intermediate rented housing.

10.2 CLP policy H5 protects existing affordable housing floorspace of all types. The existing affordable housing stock is heavily skewed to 1 or 2-bedroom homes and overcrowding in the existing stock creates a compelling need for an additional supply of large affordable homes with 3 or more bedrooms. Current homes are also undersized and would not comply with modern standards. To take account of this mismatch between supply and demand, the Council seeks to protect affordable housing floorspace rather than each individual affordable

home. Redevelopment of affordable housing should generally provide new social-affordable rented housing to replace existing social-affordable rented homes, and new intermediate affordable housing to replace existing intermediate homes.

- 10.3 Affordable housing required in association with “Policy H4 Maximising the supply of affordable housing” should be provided in addition to any retained or replacement affordable housing arising under “Policy H5 Protecting and improving affordable housing”.
- 10.4 LP policy H8 relates to the demolition and replacement of affordable housing. It states that before considering the demolition and replacement of affordable homes, housing associations and their partners should always consider alternative options first. They should balance the potential benefits of demolition and rebuilding of homes against the wider social and environmental impacts and consider the availability of Mayoral funding and any conditions attached to that funding.
- 10.5 LP policy H8, the Mayor’s Affordable Housing and Viability SPG, and the Mayor’s Good Practice Guide to Estate Regeneration (February 2018) state that loss of existing housing should be replaced at existing or higher densities with at least the equivalent level of overall floorspace. Affordable housing that replaces social rent housing must be provided as social rent where it is facilitating a right of return for existing tenants. Where affordable housing that is replacing social rent housing is not facilitating a right of return, it may be provided as either social rent or London Affordable Rent housing. Replacement affordable housing should be integrated into the development to ensure mixed and inclusive communities.
- 10.6 It also states that all development proposals that include the demolition and replacement of affordable housing are required to follow the Viability Tested Route and should seek to provide an uplift in affordable housing in addition to the replacement affordable housing floorspace.
- 10.7 The Site is located within the Camden Goods Yard Planning Framework boundary. This identifies the site and the surrounding area for redevelopment and intensification to provide a “significant” number of homes.
- 10.8 The DCLP allocates the site for permanent self-contained homes, small-scale employment space and community uses (or other appropriate ground floor uses) with an indicative capacity of 375 additional homes. The Juniper Crescent site allocation (C10) states development must:
 - Provide new and replacement homes to meet a range of housing needs in accordance with Policy H6 (Housing choice and mix), including the maximum reasonable amount of affordable housing. The inclusion of private homes is supported to help fund the provision of high-quality

replacement homes and to maximise delivery of additional affordable housing.

- Ensure there is no net loss of socially rented floorspace on site and that all existing households receive suitable replacement accommodation. This should be evidenced through an assessment of need submitted with a planning application.
- Consider the inclusion of affordable housing for older people, or other people with care or support requirements, as a proportion of the additional affordable housing provision.
- Be undertaken in phases to ensure disruption to residents is minimised. This should be set out in a housing phasing plan submitted with any planning application for the site. Where possible, estate residents should only be asked to move home once, with early phases of development being prioritised for decant housing.

Affordable housing – regeneration and re-provision

10.9 The proposal re-provides all affordable floorspace in line with the development plan. There are 120 existing homes at Juniper Crescent consisting of:

- 104 Social Rent (affordable homes)
- 9 Intermediate Rent (affordable homes)
- 7 Market Rent.

10.10 All the existing homes are owned and managed by the Registered Provider, Riverside Group (RG) (previously One Housing). While the occupiers of the 113 existing affordable homes have the right to return to the new development, two intermediate rent units have decided not to exercise this right, so the total number of returning households is 111. Market Rent properties do not have a right to return. The table below shows the current housing mix and tenure.

Tenure	Studio	1 bed	2 bed	3 bed	4 bed	5 bed	Total
Market rent	0	7	0	0	0	0	7
Social-affordable rent	0	23	36	31	14	0	104
Intermediate rent	0	4	5	0	0	0	9
Total homes	0	34	41	31	14	0	120

Table 7 - Existing housing mix and tenure

10.11 The proposed development met the GLA threshold to hold a formal resident ballot, which was held between 14th November and 12th December 2022. Residents supported the redevelopment with 63% voting in favour of the proposals with a turnout of 83% of eligible residents. Six further rounds of

resident engagement events took place in 2023 and 2024. In addition, two public consultation events took place in October 2023 and in May 2024.

10.12 The Applicant has made the following commitments to existing residents:

- Every eligible resident is being offered a new home at Juniper Crescent. All assured and intermediate tenants have the right to return at the same rent levels, apart from the usual annual increases. A one-bedroom property in Camden will be offered to all adult children at Juniper Crescent.
- A 10 year subsidy for Council tax and Service charges will be provided by RG to ensure homes remain affordable. New energy efficient homes will also reduce heating costs for residents of the new Juniper Crescent.
- Moving support will be provided for existing residents. A homes loss payment of at least £8,100 will be paid to each household. This is to compensate for disturbance and to cover the associated costs of the moves. A dedicated regeneration team will help arrange everything from packers, movers and handy person service.
- Support for the Juniper Crescent community to stay together including help to establish new programmes and resident led initiatives to promote community spirit, with a new community hub and a £600,000 community chest.
- All new homes will meet modern space standards. No homes will be smaller than current properties and 80% of new homes will be larger than existing ones.
- The proposals will increase the amount of open space to almost double at Juniper Crescent and ensure there are more spaces for activities for all ages.
- Secure residential parking will be provided for every household who currently has a parking permit.

10.13 The draft site allocation requirement that all existing households receive suitable replacement accommodation has been evidenced by a Housing Needs Survey (HNS) conducted with all households on the estate. This was to determine the specific housing needs for the residents, including bedroom and disability requirements. This, in turn, has informed the proposed housing mix for the **replacement homes** included in the proposals. The table below sets out the existing housing mix and the results of the HNS.

Home size	Existing housing mix	Housing needs mix
1 bed	27	26
2 bed	41	48
3 bed	31	21
4 bed	14	15

5 bed	0	1
Total	113	111

Table 8 - Comparison of existing homes mix and housing needs survey

- 10.14 The new homes will contain the same number of bedrooms as existing residents currently have unless a different sized property has been agreed following an assessment of needs, or if they are under-occupying. Overcrowded families will be re-housed in a suitable sized home.
- 10.15 One of the commitments made in the Landlord Offer to residents was that any adult child who lives on the Juniper Crescent estate could register for the 'Adult Child Offer' where they would be offered a 1-bedroom property away from the estate in a permanent move and with their own tenancy. This reduces the need to provide larger 3 and 4-bedroom properties in the new scheme. The Adult Child Offer has proven very popular: 19 adult children from Phase 1 have moved away from the estate (out of the 40 who are registered), and 2 out of 13 who are registered from Phase 2.
- 10.16 The phasing strategy limits double decants to the Phase 1 households, with Phase 2 households having only a single decant. This would meet the requirements of the DCLP site allocation and Mayor's guidance which encourages a phased development to minimise disruption to residents.
- 10.17 The proposals would accord with the draft site allocation and Part A of Policy H8 in the LP which states that the loss of existing housing should be replaced by new housing at existing or higher densities with at least the equivalent level of overall floorspace. The proposals will result in an increase in socially rented floorspace while ensuring all existing households who are returning are provided with suitable replacement accommodation. Along with the other commitments to align with the Mayor's good practice guidance, the **reprovision for returning households would be secured by s106 agreement.**

Affordable housing – new provision

- 10.18 The existing 120 homes equate to 10,471sqm (GIA) of residential floorspace. This excludes 48sqm of floorspace shared between the market housing and affordable housing.
- 10.19 The scheme provides a significant uplift in residential floorspace. The proposals would provide 50,749sqm (GIA) of residential floorspace (478 homes) of which 24,222sqm (GIA) (208 homes) is dedicated as affordable floorspace. In addition, there would be 2,592sqm (GIA) of floorspace shared between the market and affordable housing. There would be an uplift of 358 homes equating to 40,278sqm of additional residential floorspace (with a total of 42821.8 sqm including shared floorspace like lobbies and basement areas).

Tenure	Existing GIA (sqm)	Proposed GIA (sqm)	Difference GIA (sqm)
Market homes	396.5	26527.4	26130.9
Affordable homes	10075.0	24222.0	14147.0
Shared space	48.1	2592.0	2543.9
Total floorspace	10519.6	53341.4	42821.8

Table 9 - Existing and proposed residential floorspace

- 10.20 Of the 478 homes proposed site-wide, 208 would be affordable homes which is 43.5% of the total number of homes, or 47.8% affordable housing by floorspace (the metric used by the Camden Local Plan). This includes the shared tenure GIA apportioned equally between market and affordable tenures. The proposal equates to 50% affordable housing by habitable room (the metric used by the London Plan).

Metric	Site-wide affordable	Site-wide total housing	Affordable %
Floorspace (GIA sqm)	25494	53341	48%
Habitable rooms	701	1402	50%
Homes (Units)	208	478	44%

Table 10 - Site-wide affordable housing by metric

- 10.21 The strategic target for affordable housing in the development plan is 50%, applied to the uplift of new residential floorspace.
- 10.22 The total existing floorspace on site is 10,519.6 sqm which includes floorspace shared between tenures. The total proposed residential floorspace is 53,341.4 sqm which means a total uplift of 42,821.8 sqm residential floorspace. This means the affordable housing target, applied at 50% of additional floorspace, is **21,410.9 sqm**.
- 10.23 The total proposed affordable housing across the scheme (which includes replacement housing) is 25,493.95 sqm (this includes 1271.75 sqm which is a 50% apportionment of the 2,543.9 sqm floorspace shared between tenures). This means an uplift in affordable housing floorspace of **15,418.95 sqm** (25,493.95 sqm - 10,075 sqm). Which equates to **36%** of the total uplift in housing.

Metric	Additional affordable	Additional total housing	Affordable %
Floorspace (GIA sqm)	15,419	42,822	36%
Habitable rooms	302	989	31%

Homes (Units)	95	358	27%
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Table 11 - Additional affordable housing (uplift) by metric

10.24 This falls short of the policy target of 50% affordable housing floorspace. However, there would be no loss of affordable housing floorspace, and the proposal would secure a significant uplift with the delivery of 95 net additional affordable homes. The scheme involves re-providing a very high existing level of affordable housing and when this is viewed in the context of the wider masterplan which delivers 48% affordable by floorspace (50% by habitable room) overall, this is considered acceptable subject to a robust viability assessment (see “Viability” section below).

Affordable housing - tenure

10.25 The guideline mix of affordable housing types is 60% social-affordable rented housing and 40% intermediate housing. Of the 111 units that are being re-provided for returning residents, 103 units (93%) would be social rent and eight units (7%) would be intermediate rent. This split reflects the tenure of the returning residents.

10.26 Of the 97 remaining homes two units replace existing intermediate rent homes where the residents have chosen not to exercise their right of return, so they are included in the “Additional homes”. Of these 97 Additional homes, 71 homes (73%) would be social rent and 26 homes (27%) would be intermediate rent.

	Social Rent (no.)	Social Rent (%)	Intermediate Rent (no.)	Intermediate Rent (%)	Total
Homes for returning tenants	103	93%	8	7%	111
Additional homes (not returning)	71	73%	26	27%	97
Total homes	174	84%	34	16%	208

Table 12 - Affordable housing tenure split

10.27 This 73% / 27% split does not match the guideline mix of 60% / 40% but is weighted towards social-affordable rented homes which are the most affordable housing tenure. It still prioritises social affordable rent homes in line with the guidelines, and the supporting text to Policy H4 states that these guidelines will be applied flexibly. Given that this is an estate regeneration scheme with a high percentage of returning social rent households, split between social rent and intermediate housing is considered acceptable.

10.28 For the intermediate tenure the applicant proposes intermediate rent, which is welcomed as this is the preferred intermediate tenure for the Council, and the

homes will be delivered at rent levels in line with Camden’s Intermediate Housing Strategy.

Integration of market housing and affordable housing

10.29 CPG Housing sets out the Council’s expectation that affordable housing and market housing should form integral parts of each development and use a common design approach, with high quality materials and finishes throughout.



Figure 7 - Distribution of affordable and market homes

10.30 In accordance with this guidance, the development would be tenure-blind, with no difference in quality and external materials between private and affordable homes, and the shared entrance lobbies. Blocks A, B, D, and E would all be shared tenures, but with separate manageable cores. Block C would be affordable.

Block	Market (homes)	Market (%)	Affordable (homes)	Affordable (%)	Total homes
A	74	61%	48	39%	122
B	74	62%	46	38%	120
C	0	0%	61	100%	61
D	58	54%	49	46%	107
E	64	94%	4	6%	68
Total	270	56%	208	44%	478

Table 13 - Tenure proportions by block

10.31 The two tenures would be distributed evenly across the masterplan, with most buildings being mixed tenure accommodating both private and affordable homes. All open space and play areas are accessible to all tenures.

Viability

- 10.32 London Plan policy H8 states that where the demolition and replacement of affordable homes is proposed all schemes should follow the viability tested route. The applicant has submitted a Financial Viability Assessment for the scheme, and this has been reviewed by the Council's independent viability auditor, BPS.
- 10.33 The viability has been assessed based on current values and costs, and the review by BPS found that the scheme is effectively in a break-even position. This means it proposes the maximum viable amount of affordable housing on site.
- 10.34 While BPS have identified a marginal surplus of around £2.2m, given the cost and value of the scheme this represents approximately 0.80% of Gross Development Value.
- 10.35 Since BPS's initial appraisal in September 2025, Land Registry House Price Statistics have shown a marked decrease in the value of flats of around 6% whilst construction costs over the same period have increased by just over 1%. BPS have not updated their assessment of costs or values since the September 2025 appraisal, so allowing for these significant movements in the indices noted above, that marginal surplus could be effectively eradicated. As a result, BPS consider their current assessment to show an effective breakeven position allowing for the proposed inclusion of grant.
- 10.36 The GLA's viability team have also reviewed the applicant's viability submissions, and their appraisal generates a residual profit surplus. The most significant difference between the BPS and GLA viability appraisal is the benchmark land value (existing use value) (EUV) which the GLA have assessed at £1 whereas BPS have assessed this as around £20m. The GLA have requested more evidence to substantiate the applicant's EUV and in the absence of such justification have adopted an EUV of £1. BPS have reviewed additional information and accepted some elements of the applicant's valuation and made reasonable assumptions where there is no agreement. While the GLA maintain there is a surplus at this stage, officers are confident that BPS's assessment is robust and it will be a matter for the GLA to consider further at Stage 2. Due to the need to have separate cores and the location of the proposed affordable homes, even if there were a surplus, it is not considered feasible for more AH units to be accommodated on site by converting market housing units to affordable housing. Therefore, should the GLA maintain their finding of a higher surplus, this could be secured as a payment in lieu and would need to be secured by s106 agreement. The GLA expect a draft of the s106 agreement at Stage 2 as part of their review.
- 10.37 As such, officers consider the proposed provision of 48% affordable housing by floorspace (50% by habitable room) across the whole masterplan

development (36% of the floorspace uplift), based on current costs and values, represents the maximum viable amount as demonstrated by the BPS viability appraisal. Policy H4 states that where the development's contribution to affordable housing falls short of the required policy targets due to financial viability, and there is a prospect of viability improving prior to completion of the development, the Council will seek a deferred contribution based on updated financial viability once costs and receipts are known. Any viability improvements secured through changes in improved market conditions or housing price growth **can be adequately secured through review mechanisms, secured through a s106 agreement.**

- 10.38 Early and late-stage reviews would be secured in line with formulas set out in the Mayor's Affordable Housing and Viability SPG and on an open book review basis.
- 10.39 To secure support from the Mayor at Stage 2, the GLA normally require the detailed wording and provisions of the legal agreement in relation to the affordable housing elements to be provided to them.
- 10.40 The early-stage review is to ensure adequate progress is made in commencing the scheme. The s106 agreement would set the level of implementation that constitutes substantial progress (typically construction of the ground floor), the timeframe in which this must be achieved to avoid triggering the early-stage viability review (typically two years from determination), and details of the early-stage review mechanism.
- 10.41 The s106 agreement would also secure a late-stage review mechanism. A late-stage review happens near completion, normally at the sale of around 75% floorspace of homes and using actual figures. These would accurately capture any changes in costs and values.
- 10.42 Where a review mechanism is triggered and viability has improved beyond the level anticipated, an additional affordable housing contribution could be secured, on-site where possible, by converting the proposed market homes. With the mixed tenure blocks, practicalities of requiring separate manageable cores means there would likely need to be a significant surplus identified to deliver any additional affordable housing on site. Where the surplus is small, this could be provided through a payment-in-lieu.
- 10.43 The target amount of affordable housing is 21,410.9 sqm (50% of 42,828.8 sqm). The scheme proposes 15,418.95 sqm of additional affordable housing which equates to 36% of the uplift. This means a current shortfall of 5,991.95 sqm affordable housing. Therefore, any deferred contribution will be for 5,991.95 sqm, or a financial equivalent of £29,959,750 (charged at a rate of £5,000/sqm).

- 10.44 This deferred affordable housing contribution (DAHC) is not certain, and the ability to secure it will depend on viability improving, for example, because construction costs fall, or development values increase. If the viability improves when real inputs (like the actual costs and values of the scheme) are used, and a surplus is then identified, 60% of that surplus will be paid to the Council's Affordable Housing Fund, with 40% retained by the developer as an incentive to improve the viability, in line with the Housing CPG. The total amount to be paid to the Council under the DAHC is therefore capped at the maximum policy requirement – in this case £29,959,750. **The DAHC, capped at £29,959,750, will be secured by s106 agreement.**
- 10.45 The national policy for 25% of affordable housing as First Homes no longer applies. Delivery of First Homes can, however, continue where local planning authorities judge that they meet local need. The Council has adopted a Planning Statement on the Intermediate Housing Strategy and First Homes, which indicates that some affordable housing tenures, including First Homes, would not be affordable to median income residents in Camden, and consequently First Homes and other unaffordable tenures will not be sought in the borough. Any homes delivered as part of the proposal, whether on site, off-site, or through funds arising from PIL and deferred affordable housing contributions, are expected to contribute to the Council's preferred affordable housing types identified by Local Plan Policy H4 and CPG Housing 2021, namely social-affordable or intermediate rented housing.
- 10.46 Overall, the affordable housing offer is very positive and represents the maximum reasonable contribution at this stage, in line with the requirements of the development plan.

11. HOUSING MIX

- 11.1 Local Plan Policy H7 seeks a mix of large (3-bedrooms or more) and small homes in each development and seeks schemes that address priorities set out in a Dwelling Size Priorities Table.

	1-bedroom (or studio)	2-bedroom	3-bedroom	4-bedroom (or more)
Social-affordable rented	lower	high	high	medium
Intermediate affordable	high	medium	lower	lower
Market	lower	high	high	lower

Table 14 - Dwelling Size Priorities (Local Plan Table 1)

- 11.2 The highest Dwelling Size Priorities are 2-bed and 3-bed homes in the market and social-affordable rented sectors, but 1-bed/studios in the intermediate rented sector. Medium priority is given to 4-bed homes for social-affordable rent (SAR) and 2-bed 4-person homes (2b4p) for intermediate rent (IR).

- 11.3 The Housing CPG Jan 2021 indicates that in the social-affordable rented sector, we will seek 20% 4-bedroom homes, 30% 3-bedroom homes (or up to 50% if our preferred percentage of 4-bedroom homes is not provided), 35% 2-bedroom homes, and no more than 15% 1-bedroom homes.
- 11.4 The Housing CPG Jan 2021 (para 3.44/ Figure 2) indicates that in the intermediate rented sector, we will seek a substantial proportion of studio or 1-bedroom homes, and a proportion of homes genuinely suitable for sharers (2b4p homes, ideally with two bathrooms or shower-rooms).
- 11.5 The emerging Draft Camden Local Plan uses more up to date information and DCLP policy H7 now notes that 1-bed market homes have raised to high priority, and 2-bed Low-cost (social-affordable rent) homes have dropped to medium priority as shown in the table below.

	1-bedroom (or studio)	2-bedroom	3-bedroom	4-bedroom (or more)
Low-cost rented	lower	medium	high	medium
Intermediate affordable	high	medium	lower	lower
Market	high	medium	high	lower

Table 15 - Dwelling Size Priorities (Draft Local Plan Table 9)

- 11.6 The proposed mix of unit sizes within the development, across tenures, is shown in the table below.

Home Type	Market homes	Market %	SAR homes	SAR %	IR homes	IR %	Total homes	Total %
Studio	21	7.8%	0	0%	0	0%	21	4.4%
1-bed	83	30.7%	41	23.6%	24	70.6%	148	31.0%
2-bed	150	55.6%	59	33.9%	9	26.5%	218	45.6%
3-bed	16	5.9%	51	29.3%	1	2.9%	68	14.2%
4-bed	0	0%	22	12.6%	0	0%	22	4.6%
5-bed	0	0%	1	0.6%	0	0%	1	0.2%
All homes	270	100.0%	174	100.0%	34	100.0%	478	100.0%

Table 16 - Overall dwelling mix summary including both reprovided and new homes

- 11.7 For **Market homes** 38% of the units would be studios or 1-bed flats. While the Local Plan 2017 identifies studios and 1-bed flats as a lower priority, the submission draft Local Plan 2025 identifies such units as a high priority. As this is based on more up to date evidence, the relatively high percentage of these units is considered acceptable and reflecting current requirements. Approximately 56% of the market housing units would be 2-bed flats which is identified as a high priority in the current Local Plan and a medium priority in the submission draft Local Plan. Only 6% of the market units would be provided as 3-bed units. This is identified as a high priority in both the current

and submission draft Local Plan. While a higher proportion of 3-bed market housing would be preferred, the market housing unit mix is considered acceptable given the other benefits of the scheme and its general housing mix. Furthermore, CLP policy H7 states allows for flexibility around the mix of market homes where this could secure the delivery of additional affordable housing.

- 11.8 For the **affordable housing**, most homes would be for returning residents, where the number of bedrooms is determined by the size of the returning household.

Tenure	Home size	Number proposed	Proportion of homes	Bed no. total %
Social Rent	1-bed / 2 person	24	23%	23% 1-beds
	2-bed / 3 person	6	6%	42% 2-beds
	2 bed / 4 person	37	36%	
	3-bed / 6 person	20	19%	19% 3-beds
	4-bed / 6 person	2	2%	15% 4-beds
	4-bed / 7 person	4	4%	
	4-bed / 8 person	9	9%	
	5-bed / 8 person	1	1%	1% 5-beds
Total		103	100%	100%
Tenure	Home size	Number proposed	Proportion of homes	Bed no. total %
Intermediate Rent	1-bed / 2 person	2	25%	25% 1-beds
	2-bed / 3 person	1	12.5%	62.5% 2-beds
	2 bed / 4 person	4	50%	
	3-bed / 6 person	1	12.5%	12.5% 3-beds
Total		8	100%	100%

Table 17 - Dwelling mix summary for re-provided affordable homes (returning occupiers)

- 11.9 The new proposed homes that are for new residents, and exclude returning residents, are set out below. For the **new Social Rent** homes, the housing mix is shown in the table below.

Home size	Number proposed	Proportion of homes	Bed no. total %
1-bed / 2 person	17	24%	24% 1-bed

2-bed / 3 person	10	14%	22% 2-bed
2 bed / 4 person	6	8%	
3-bed / 4 person	12	17%	44% 3-bed
3-bed / 5 person	8	11%	
3-bed / 6 person	11	15%	
4-bed / 6 person	7	10%	10% 4-bed
Total	71	100%	100%

Table 18 - Dwelling mix summary for new Social Affordable Rented homes (new occupiers)

- 11.10 For the social rent homes, in terms of the Council's guidance, the scheme would oversupply 1-beds (guidance 15%) and undersupply 2-beds (guidance 35%), however, the combined number of larger family homes (3 and 4-beds) exceeds the 50% guidance by 4%. The 31 x 3-bed homes are a mix of 4, 5 and 6 bed spaces which will help with child density levels and provide for a spread of age ranges between young children and adolescents. Overall, the mix is considered to be acceptable and would provide a good mix of units to both meet need and to deliver a balanced community.

Home size	Number proposed	Proportion of homes
1-bed / 2 person	22	85%
2-bed / 3 person	4	15%
3-bed	0	0%
Total	26	100%

Table 19 - Dwelling mix summary for new Intermediate Rented homes (new occupiers)

- 11.11 Most of the **Intermediate Rent** homes proposed have 1-bedroom which is in line with guidance and the interest expressed by the registrants on Camden's Intermediate Housing Register. The 4 x 2-bedroom homes proposed have 3 bedspaces.
- 11.12 Overall, the scheme provides a balanced mix of homes, targeting the needs on the existing estate for re-provided homes, and an appropriate mix of new homes suitable to the location and contributing to the identified needs, in accordance with CLP policy H7.

12. QUALITY OF PROPOSED HOUSING

- 12.1 CLP policy H6 is about housing choice and mix, and it aims to minimise social polarisation and create mixed, inclusive, and sustainable communities, by

seeking high quality accessible homes and a variety of housing suitable for Camden's existing and future households.

- 12.2 In line with LP policy D6 and CLP policies H6 and D1, housing should be high quality and provide adequately sized homes and rooms and maximise the provision of dual aspect dwellings. CLP policy A2 encourages opportunities to provide private amenity space which is reflected in a requirement to provide amenity space in LP policy D6. CLP policy A1 seeks to protect the amenity of occupiers in relation to several factors, including privacy, outlook, light, and noise. CLP policy A4 says suitable noise and vibration measures should be incorporated in new noise sensitive development.
- 12.3 LP policy D5 says development should provide the highest standard of accessible and inclusive design, which allows them to be to be used safely, easily and with dignity by all, also reflected in CLP policies D1, H6, and C6.

Design and layout

- 12.4 Part of the design-led approach to delivering effective high-density housing is about ensuring the development does not compromise the size and layouts of units, ensuring high quality homes across the scheme. CLP policy H6 confirms that new residential development should conform to the Nationally Described Space Standards, and this is reflected in LP policy D6 which sets the same minimum space standards in Table 3.1 of the London Plan 2021. The relevant excerpt from the table is reproduced below.

Number of bedrooms (b)	Number of bed spaces (persons(p))	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37)	n/a	n/a	1
1b	2p	50	58	n/a	1.5
2b	3p	61	70	n/a	2
2b	4p	70	79	n/a	2
3b	4p	74	84	90	2.5
3b	5p	86	93	99	2.5
3b	6p	95	102	108	2.5
4b	5p	90	97	103	3
4b	6p	99	106	112	3
4b	7p	108	115	121	3
4b	8p	117	124	130	3
5b	6p	103	110	116	3.5

5b	7p	112	119	125	3.5
5b	8p	121	128	134	3.5

Table 20 - Minimum internal space standards (London Plan Table 3.1, Policy D6)

- 12.5 Eighty percent of the existing homes do not meet current space standards and many of the existing flats have sub-standard external amenity space.
- 12.6 All the proposed residential units would meet or exceed the minimum space standards. The new units would meet the London Plan minimum floor to ceiling height (2.5 metres) and the ground floor homes would have higher ceilings in habitable rooms, some of which would exceed 2.7m, increasing access to natural light. The homes would be well laid out with a simple and rational plan form.
- 12.7 All the ground floor units would have a front door that leads to the street. Each of the five blocks would have its own secure communal entrance lobby, leading to a core that serves a maximum of 8 homes per floor, which is in accordance with the Housing Design Standards LPG (it is noted that the GLA are currently consulting on proposals to relax this guidance, but continuing to meet existing requirements will ensure that new homes are of the highest quality). Block A, B and D include two cores (Cores A1 and A2, B1 and B2, and D1 and D2). Cores A1, B1 and D1 are formed of two staircases and spans across all storeys. Cores A2 (two staircases), B2 (single staircase) and D2 (single staircase) connect with cores A1, B2 and D2 respectively, across all upper levels. This ensures all single staircase cores also benefit from an alternate core with two further staircases. Blocks C and E would be served by a single core (core C1 and E1), each including two staircases and two lifts. All cores are equipped with protected lobbies and evacuation lifts, ensuring both convenience and enhanced safety for residents (see Fire Safety section).
- 12.8 Communal internal amenity spaces are also provided (external amenity space is dealt with separately below). There would be a residents' lounge on the ground floor of block A1 and a residents amenity room at the base of block B1 providing shared space for residents which can be used flexibly. These spaces would be accessible to all residents both private and those living in the affordable housing elements across blocks and would be managed by the managing agent. It is anticipated that a building manager would be present on site, alongside the concierge staff. **A Management strategy for communal internal amenity spaces would be secured by s106 agreement.**
- 12.9 Overall, the proposed homes and internal amenity space comply with policy and would result in a high-quality development and provision for future occupiers.

Noise and vibration

- 12.10 The new homes would be between railway lines, and near a busy town centre and music venue (the Roundhouse). There are also new commercial uses in the Camden Goods Yard development and so there would be the potential for some noise and disturbance. Camden Town is known for its night-time activities, and the agent of change principle means it is important to ensure the protection of the ongoing operation of the Roundhouse near the site, as well as other night-time economy uses in the area and in addition the rail infrastructure which includes the site to the west. As such adequate noise insulation and management will be needed to comply with the agent of change principle as emphasised in the draft site allocation, LP policy D13, and CLP policies A1 and A4.
- 12.11 A Site Noise Risk Assessment (SNRA) has been carried out, and the results are included in the noise and vibration assessment in the Environmental Statement. The SNRA assessed the risk of noise from transportation sources having an adverse impact on the proposed development, based on the overall measured levels with no mitigation in place. The assessment found that the site is at a high risk of an adverse effect due to noise. In addition, there are more than 10 loud noise events at night reflective of the busy location.
- 12.12 The provision of façade sound insulation and closed windows to achieve reasonable noise conditions has to be balanced with the need for adequate ventilation and thermal comfort requirements. Therefore, an Overheating Risk Assessment (ORA) has been carried out. During both daytime and nighttime, the acoustic design measures required to achieve the recommended internal noise levels, such as keeping windows closed, would result in a high risk of occupiers experiencing overheating. As such homes would need to have ducted mechanical ventilation with scope to add cooling to address this overheating risk. Details of the mechanical ventilation and cooling would be secured by condition (condition 31). The energy implications of this are discussed in the Sustainability and Energy section. Given the noise from the nearby railways and nighttime venues, a condition requiring final details of sound insulation has been recommended by the Council's environmental health officer to ensure that all habitable rooms comply with CLP policies A1 and A4 (condition 8).
- 12.13 A condition is also recommended requiring details of enhanced sound insulation for floor/ceiling/wall structures separating different types of rooms/uses in adjoining dwellings (e.g. living room and kitchen above bedroom of separate dwellings) to ensure that all habitable rooms comply with CLP policies A1 and A4 (condition 9).
- 12.14 In terms of vibration, the Environmental Statement assesses that the overall magnitude of the impact of existing sources of vibration is low. And that the effect of existing sources of vibration, on proposed sensitive receptors is minor

adverse which is not significant. There is no quantitative evidence presented to back up this finding. For the recent permission at 100-100A Chalk Farm Road (2024/0479/P) a quantitative assessment was provided to support the application, and it is noted that the results did not trigger a specific requirement for vibration mitigation. Nevertheless, as a precaution, a quantitative vibration assessment should be undertaken. Given the results at the nearby site, it is likely that vibration can be mitigated by the building design. A condition is recommended to secure the quantitative assessment alongside any mitigation to ensure the Council's vibration thresholds would not be exceeded (condition 10). This would need to be provided prior to any development. The design of the building's structure would need to mitigate any vibration from the railway, or music and amplified sources like the Roundhouse, and a condition has been recommended that would minimise vibration to acceptable levels (condition 8).

- 12.15 It is likely that the development will include some fixed plant and equipment. However, details of the plant and equipment, including its location are not available at this stage. A condition would be included requiring details of any proposed plant or equipment, alongside an acoustic assessment which demonstrates that it does not exceed the Council's noise thresholds (condition 18). This information would be required prior to above ground works. Noise from plant would be conditioned in terms of noise levels, and there would be a requirement for anti-vibration mounts (conditions 34 and 35).
- 12.16 The submitted information and the recommended conditions would ensure the dwellings would be constructed to a high standard that would ensure that the occupiers are not unduly impacted by noise from inside the block, or outside the building, in accordance with the development plan. A head of term covering **Agent of Change, secured by s106 agreement** would ensure steps to ensure protection of homes from noise of surrounding night-time economy uses like the Roundhouse, while managing expectations of future occupiers to protect the long-term viability of those established uses.

Dual aspect units

- 12.17 LP policy D6 says the number of dual aspect homes should be optimised. Dual aspect homes have multiple benefits including ventilation; outlook; options in areas with poorer air quality or noise generators; and the possibility of a window to the kitchen and bathroom to allow better air movement, moisture and odour control. The policy does however support a design-led approach where single aspect units are considered a more appropriate design solution to meet the requirements of Policy D3 - Optimising site capacity through the design-led approach. It can be acceptable where it can be demonstrated that they will have adequate passive ventilation, daylight and privacy, and avoid overheating. The GLA is consulting on relaxing these requirements to allow a more flexible approach that focuses on housing delivery and a design-led approach.



Figure 8 - Aspect of dwellings

- 12.18 The majority of the homes (66%) would be dual aspect and there would be no single aspect north facing homes (within 45 degrees due north). All the single aspect homes would be one and two-bed homes with shallow plans with favourable orientation and outlook. In terms of the affordable housing, 65% of these homes would be dual aspect. A concern of single aspect units can be the potential to overheat. While dual aspect homes provide the benefits of natural ventilation and outlook, in this case the benefit of ventilation needs to be balanced with the need to mitigate noise from the nearby railways. Such mitigation means that some dwellings may not be able to naturally ventilate their properties. As set out above, all homes would have ducted mechanical ventilation with scope to add cooling to address the overheating risk. In principle, officers accept that those dwellings that are impacted by noise from the railway would need air tempering as the potential for natural ventilation would be reduced. However, the applicant would need to justify the need for any cooling. The assessment of overheating and energy are also included in the Sustainability and Energy section.
- 12.19 Overall, the homes provide a good balance of dual aspect homes whilst optimising the site.

Daylight and sunlight

Methodology

- 12.20 The internal daylight/sunlight report applies the relevant BRE guidelines to the proposed units. The leading industry guidelines on daylight and sunlight are published by the Building Research Establishment in BR209 'Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice' (third edition, 2022) (BRE). The development plan supports the use of the BRE guidance

for assessment purposes, however, it should not be applied rigidly and should be used to make a balanced judgement.

- 12.21 Paragraph 130 of the NPPF supports making efficient use of land and says that authorities should take a flexible approach in applying policies or guidance relating to daylight/sunlight where they would otherwise inhibit making efficient use of a site if the resulting scheme would provide acceptable living standards.
- 12.22 The BRE guidance uses Climate Based Daylight Modelling (CBDM) to assess the light for proposed development. This methodology is a complex simulation of actual daylight levels but has targets that are generally more difficult to achieve in an urban context than older BRE guidelines
- 12.23 The recommended CBDM methodology is based on the British Standard 'Daylight in Buildings' (BS EN17037). The council supports use of Spatial Daylight Autonomy (sDA) to measure daylight, and Sunlight Exposure (SE) targets to measure sunlight. The British Standard contains guidance on interior daylighting for buildings across Europe but also has a UK National Annex with alternative sDA targets for dwellings in the UK. The council supports the use of these simpler alternative illuminance targets to take account of our denser context.
- 12.24 The submitted report uses the following metrics in its assessment of proposed accommodation in line with BRE guidance and British Standard:
- **Spatial Daylight Autonomy (sDA)** – A prediction of median illuminance levels (lux) in the room.
 - The UK National Annex recommends the following median (average) illuminances should be exceeded for at least 50% of the room for at least half the daylight hours: 100 lux in bedrooms, 150 lux in living rooms, and 200 lux in kitchens. Between 150 lux and 200 lux can be used for combined living/kitchen/dining room.
 - **Sunlight Exposure (SE)** – A prediction of how many hours of sunlight the centre of a window receives on 21 March (spring equinox).
 - The guidance says a habitable room in the home (preferably the main living space) should receive at least 1.5 hours of sunlight. The medium level of recommendation is three hours and the high level of recommendation four hours.
 - **Sun-hours on Ground (SoG)**, also known as **Overshadowing** – The amount of direct sunlight received by open spaces.
 - The BRE recommends at least half (50%) of the area should receive at least two hours (120 mins) of sunlight on 21 March (spring equinox), and the area which can receive some sun on 21 March is less than 0.8 times its former value.

Assessment

- 12.25 The submitted assessment tested a circa 50% sample of habitable rooms with a reasonable horizontal and vertical spread throughout the proposed development, including rooms at the lowest residential floor in each of the blocks. In all the report tested 729 rooms, of which 273 are living rooms, dining rooms and kitchens (or a combination thereof), 451 are bedrooms and 5 are either studies or solariums. Where windows are set back beneath balconies serving the floor above, the report includes the obstructing effect of the balcony.

Assessment of Daylight within the new development

- 12.26 The results show the majority (74%) of the 724 sampled habitable residential rooms would satisfy the guidelines values. The results are discussed in further detail on a block-by-block basis below:

Block A

- 12.27 The results of the daylight assessment for Block A indicate that out of the 191 rooms assessed (97 living rooms, dining rooms and kitchens or a combination thereof and 112 bedrooms), **131 rooms (69%)** would achieve illuminance levels that meet or exceed the minimum suggested guidelines as set out by the BRE. The remaining 60 rooms include 3 kitchens, 6 living diners, 1 kitchen diner, 29 LKDs, 1 living room and 20 bedrooms on the ground to sixth floors.
- 12.28 It is noted that 11 of the rooms which fall short of the guideline values achieve the suggested lux levels to over 40% of their areas against the guideline of 50%.

Block B

- 12.29 The results of the daylight assessment for Block B indicate that out of the 166 rooms assessed (64 living rooms, dining rooms and kitchens or a combination thereof and 102 bedrooms), **121 rooms (73%)** would achieve illuminance levels that meet or exceed the minimum suggested guidelines as set out by the BRE. The remaining 45 rooms include 2 kitchens, 1 living diners, 1 kitchen diner, 23 LKDs, 1 study and 17 bedrooms located on the ground to sixth floors.
- 12.30 It is noted that 15 of the rooms which fall short of the guideline values achieve the suggested lux levels to over 40% of their areas against the guideline of 50%.

Block C

- 12.31 The results of the daylight assessment for Block C indicate that out of the 121 rooms assessed (42 living rooms, dining rooms and kitchens or a combination thereof and 79 bedrooms), **92 rooms (76%)** would achieve illuminance levels that meet or exceed the minimum suggested guidelines as set out by the BRE. The remaining 29 rooms include 3 kitchens, 2 kitchen diners, 14 LKDs and 10 bedrooms located on the ground to sixth floors.

- 12.32 It is noted that 7 of the rooms which fall short of the guideline values achieve the suggested lux levels to over 40% of their areas against the guideline of 50%.

Block D

- 12.33 The results of the daylight assessment for Block D indicate that out of the 153 rooms assessed (59 living rooms, dining rooms and kitchens or a combination thereof and 94 bedrooms), **110 rooms (72%)** would achieve illuminance levels that meet or exceed the minimum suggested guidelines as set out by the BRE. The remaining 43 rooms include 4 kitchens, 2 kitchen diners, 1 living diner, 19 LKDs, 1 study and 16 bedrooms located on the ground to seventh floors.
- 12.34 It is noted that 17 of the rooms which fall short of the guideline values achieve the suggested lux levels to over 40% of their areas against the guideline of 50%.

Block E

- 12.35 Block E is located to the west of the site. The results of the daylight assessment for Block E indicate that out of the 98 rooms assessed (35 living rooms, dining rooms and kitchens or a combination thereof and 63 bedrooms), **89 rooms (91%)** would achieve illuminance levels that meet or exceed the minimum suggested guidelines as set out by the BRE. The remaining 9 rooms include 2 kitchen diners, 6 LKDs, and 1 bedroom located on the ground to sixth floors.
- 12.36 It is noted that 3 of the rooms which fall short of the guideline values achieve the suggested lux levels to over 40% of their areas against the guideline of 50%.

Conclusion of daylight assessment

- 12.37 Overall, the daylight results in the development show a good level of adherence to the BRE guidelines. Moreover, the majority of the rooms which fall short of the guideline values have direct access to a balcony and their main windows are over sailed by balconies serving the floor above. The daylight availability to these rooms would otherwise be better, but there is necessarily a trade-off between daylight and important private amenity space for the occupants. In addition, spacing blocks further apart would reduce the density of the site to well below expectations (the proposal is already below the draft site allocation) and could compromise the design of spaces around the buildings. Officers consider this approach to have struck the right balance.

Assessment of Sunlight within the new development

- 12.38 The results show that 324 (44%) of the 724 sampled habitable rooms would satisfy the guidelines values. The results are discussed in further detail on a block by block basis below:

Block A

- 12.39 The results for the sunlight exposure assessment for Block A demonstrate that 86 (45%) of the 191 rooms assessed meet or exceed the guideline values. Of the 86 rooms which meet the guidelines, 31 achieve the BRE's high rating and 10 achieve the BRE's medium rating.
- 12.40 Of the rooms which contain main living spaces (LKDs, LDs and living rooms) the results show that **28 (39%)** of the 71 rooms assessed meet or exceed the guideline values.

Block B

- 12.41 The results for the sunlight exposure assessment for Block B demonstrate that 82 (49%) of the 166 rooms assessed meet or exceed the guideline values. Of the 82 rooms which meet the guidelines, 36 achieve the BRE's high rating and 20 achieve the BRE's medium rating.
- 12.42 Of the rooms which contain main living spaces (LKDs, LDs and living rooms) the results show that **32 (58%)** of the 55 rooms assessed meet or exceed the guideline values.

Block C

- 12.43 The results for the sunlight exposure assessment for Block C demonstrate that 37 (31%) of the 121 rooms assessed meet or exceed the guideline values. Of the 37 rooms which meet the guidelines, 20 achieve the BRE's high rating and 3 achieve the BRE's medium rating.
- 12.44 Of the rooms which contain main living spaces (LKDs, LDs and living rooms) the results show that **13 (42%)** of the 31 rooms assessed meet or exceed the guideline values.

Block D

- 12.45 The results for the sunlight exposure assessment for Block D demonstrate that 75 (49%) of the 153 rooms assessed meet or exceed the guideline values. Of the 75 rooms which meet the guidelines, 25 achieve the BRE's high rating and 12 achieve the BRE's medium rating.
- 12.46 Of the rooms which contain main living spaces (LKDs, LDs and living rooms) the results show that **26 (55%)** of the 47 rooms assessed meet or exceed the guideline values.

Block E

- 12.47 The results for the sunlight exposure assessment for Block E demonstrate that 44 (45%) of the 98 rooms assessed meet or exceed the guideline values. Of the 54 rooms which meet the guidelines, 19 achieve the BRE's high rating and 5 achieve the BRE's medium rating.

- 12.48 Of the rooms which contain main living spaces (LKDs, LDs and living rooms) the results show that **20 (63%)** of the 32 rooms assessed meet or exceed the guideline values.

Conclusion of sunlight assessment

- 12.49 Overall, the sunlight results for the individual blocks show a reasonable level of adherence to the BRE guidelines. It is acknowledged that the presence of balconies to provide private amenity creates challenges in relation to maximising sunlight potential as it limits the sky visibility from the centre point of the window. On large-scale developments such as this, where building heights tend to be greater and separation distances smaller, it is important to apply the BRE guidelines flexibly and to recognise there is a balance between the provision of balconies and achieving adequate levels of sunlight. The balance between sunlight and important private amenity space for the occupants is the right balance in this case. In addition, spacing blocks further apart to increase sunlight would reduce the density of the site to well below expectations (the proposal is already below the draft site allocation) and could compromise the design of spaces around the buildings. The shading impact of the balconies from direct sunlight is also an important contribution to reducing risks of overheating.

Overshadowing (sunlight to proposed amenity areas)

- 12.50 Policy A2 of the Local Plan recognises that the quality of open spaces is closely linked to the degree to which it is overshadowed.
- 12.51 The 'Sun on Ground' for overshadowing demonstrates that more than half the outdoor spaces will receive at least 120 mins of direct sunlight on 21 March (the spring equinox). This includes amenity area 'A1', the main public amenity space serving the scheme, which would receive 2 hours of sunlight to 51.67% of its area. It is noted that amenity area A1 includes shared surfaces (used for deliveries and servicing) as well as open space and play areas. In the figure below, areas that would be able to receive at least two hours of sunlight on 21 March are shown yellow and areas that will receive sunlight for a shorter duration are shown as grey. It is noted that all future occupants would have access to the public amenity areas across the whole site, and therefore would have access to a number of spaces with good levels of sunlight availability, or able to choose shadier areas when desired.

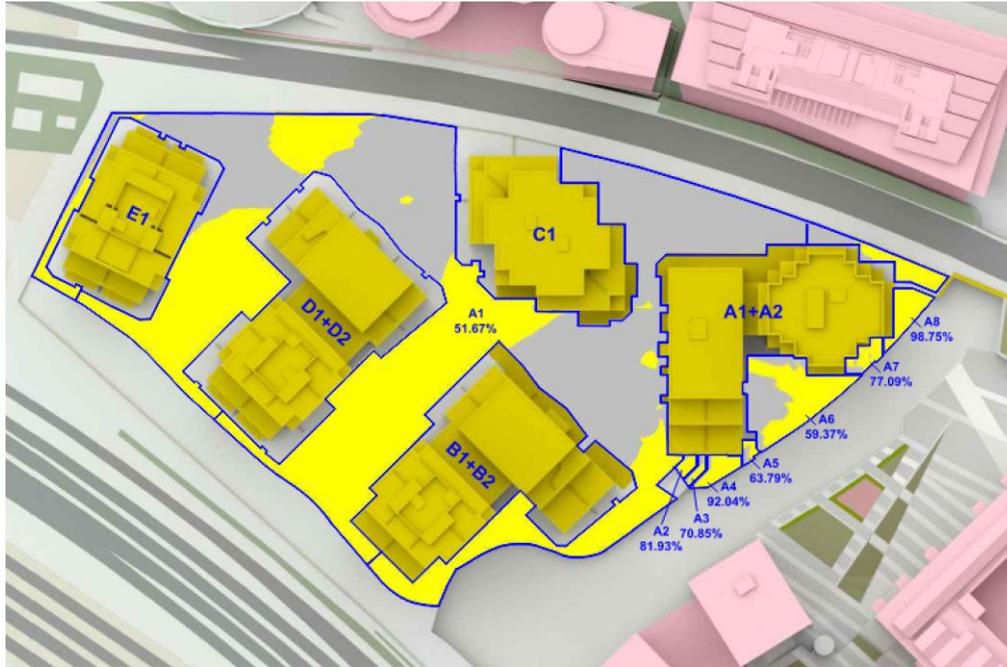


Figure 9 - Two-hours sun contour plans on 21 March

- 12.52 As set out within the BRE guidelines and the NPPF, daylight and sunlight availability are one of several considerations in site layout design. A balance between the various design factors needs to be made to ensure an overall high quality of housing. Other issues such as provision of a balcony, for amenity space (see section below) and for shading to reduce solar gain, need to be considered together. Overall, whilst achieving this balance, the daylight and sunlight assessment results show a good level of compliance while ensuring the development makes optimal use of the potential for the site.

Outlook and privacy

- 12.53 To ensure privacy, it is good practice to provide a minimum distance of 18m between the windows of habitable rooms directly facing each other. However, this standard has been set out in guidance based on looking at the borough as a whole and considers far less dense areas. It can be more difficult to apply in areas where higher density development is expected. The closest distance between the windows or balconies in different blocks ranges from 10m to 21m. However direct overlooking between the windows and balconies in different blocks has been carefully considered in the design of the scheme. The impact is mitigated by the positioning of blocks at an angle to each other so there are not directly facing each other, making it less likely that people will be able to see into neighbouring habitable rooms. Where blocks are parallel to each other (block A2 and C), the proposed windows would be offset from each other which would again reduce the impact of direct overlooking. However, there would be some direct overlooking possible between the corner balconies of these blocks and the window directly opposite where the separation distance between blocks A2 and C would be only 9.5m. A condition is recommended to require a 1.8m high privacy screen to be erected on the west elevation of

the relevant balconies of dwellings in Block A2 and on the east elevation of relevant balconies of dwellings in Block C1 (Condition 25). To prevent direct overlooking between dwellings in Block A2 and Block C1, one west facing window would need to be obscured glazed in a bedroom at first floor and in a living, kitchen dining room at floors 2 to 8 of Block A2. This would be secured by condition (condition 29). All the affected rooms are served by other windows.



Figure 10 - Plan showing location of obscure glazing and privacy screens

12.54 Within the same block the separation distance between windows is also less than 18m in some instances but generally these windows are at right angles to each other so only oblique views between these windows would be possible. In block A1-A2, there would be some direct overlooking between living room windows in block A1 facing bedroom windows in block A2 with a separation distance of approximately 8m. To prevent this direct overlooking, one east facing window that serves a bedroom (Block A2) and one west facing window serving a living, kitchen, dining room (Block A1) would need to be obscure glazed at floors 1 to 8. This would be secured by condition (condition 29). All the affected rooms are served by other windows. In addition, to mitigate direct overlooking from balconies in Block A1 to windows in Block A2, a condition is recommended to require a 1.8m high privacy screen to be erected on the west elevation of the relevant balconies of dwellings in Block A1 (condition 25).

- 12.55 The outlook from the proposed homes would vary depending on their location within the development. Those flats on upper floors facing south would benefit from the open aspect over the railway line. The other flats would have a more urban outlook facing towards other blocks within the development or the recently approved development at Camden Goods Yard or 100-100A Chalk Farm Road. Those homes facing north or northwest would have views towards the listed Roundhouse.
- 12.56 The ground floor dwellings would feature front gardens, with a layered privacy strategy that balances both personal space and a connection to the surrounding environment. These design measures mean that a reasonable sense of outlook and privacy would be maintained, even in a denser environment.

External amenity space

- 12.57 CLP policy A2 states developments should seek opportunities for providing private amenity space, and LP policy D6 says that 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm should be provided for each additional occupant, and it must achieve a minimum depth and width of 1.5m.
- 12.58 All homes would benefit from private outdoor space in the form of generous balconies for flats, gardens or terraces for re-provision duplexes and larger balconies for those returning residents who currently have flats with gardens. The balconies and terraces range from 5sqm to 106sqm, depending on the unit size, and ensure a good depth and width of 1.5m or more, with all units meeting the LP policy requirements. All the ground floor dwellings would have front gardens, with railings and hedges with buffer planting beyond to ensure both privacy and natural surveillance.
- 12.59 In addition, the development would provide 3,809sqm of public open space and 1,615sqm of children's play space.
- 12.60 Overall, the provision of amenity space, both private and publicly accessible, complies with policy and would result in a high-quality development and provision for future occupiers.

Accessible homes

- 12.61 CLP policy H6 requires 90% of new-build homes to comply with M4(2) (accessible and adaptable dwellings) and a requirement for 10% of new build homes to comply with M4(3) (wheelchair units).
- 12.62 The flats have been designed to a high standard of accessible and inclusive design and would accommodate 10% as M4(3) of the Building Regulations (48 homes), with the remaining 90% meeting M4(2). Compliance with M4(2) would be secured by condition (condition 45). The M4(3) standard refers collectively to "Wheelchair User Dwellings". This includes Wheelchair

Adaptable Dwellings under M4(3)(2)(a) (ones which can be easily adapted for a wheelchair user), and Wheelchair Accessible Dwellings under M4(3)(2)(b) (ones which are fully adapted for a wheelchair user when constructed). The Wheelchair Accessible Dwellings are only required on the social-affordable rented homes where the council will have nominations.

- 12.63 The fully adapted wheelchair units in the social affordable rented homes and the re-provided affordable homes would provide a mix of dwelling sizes including both smaller and larger homes (see table below). In terms of the additional affordable rent units, nine Wheelchair Accessible M4(3)(2)(b) homes, made up of five 2 bed units and four 4 bed units, would be provided.

Affordable type	Dwelling Size					Total
	1B - 2P	2B - 3P	2B - 4P	3B - 6P	4B - 6P	
Reprovision SR	1	2	4	1	3	11
Reprovision IMR		1				1
New Affordable SR		4	1		4	9
TOTAL	1	7	5	1	7	21

Table 21 - Wheelchair Accessible Dwellings

- 12.64 As few 4-bedroom Wheelchair Accessible homes have been delivered in recent years, the additional four 4 bedroom 6-person M4(3)(2)(b) units with three double bedrooms are welcomed and would make a useful contribution to satisfying the known housing need. Given this, the delivery of this accessible housing would have a notable positive impact on disabled residents (disability being a protected characteristic).
- 12.65 For the market housing, 27 2-bed, 3-person units would be provided as wheelchair adaptable dwellings. These would be secured by condition which would also secure the provision of the accessible wheelchair dwellings (condition 45).
- 12.66 Twenty accessible parking spaces would be provided with the majority of spaces provided in the basement. Additional accessible parking spaces can be provided by repurposing existing standard parking spaces in the basement as accessible to deliver a maximum of 8% of the total units (478) with accessible car parking (a total of 38 spaces). Further details are set out in the transport section below.

Conclusion

- 12.67 The proposed homes are considered acceptable in terms of aspect, outlook, noise, light, and amenity space and would provide an acceptable level of amenity. They would provide accessible homes for all, including provision of wheelchair units, allowing the buildings to house an inclusive community that can use them safely, easily and with dignity. The new and replacement homes are likely to have a positive differential effect upon on people with some protected characteristics, particularly Age and Disability.

13. IMPACT ON NEIGHBOURING AMENITY

Policy review

- 13.1 CLP policies A1 and A4 and the Amenity CPG are all relevant with regards to the impact on the amenity of residential properties in the area, requiring careful consideration of the impacts of development on light, outlook, privacy and noise. Impacts from construction works are also relevant but dealt with in the 'Transport' section. The thrust of the policies is that the quality of life of residents should be protected and development which causes an unacceptable level of harm to amenity should be refused.
- 13.2 LP policy D9 relating to tall buildings states that daylight and sunlight conditions in the neighbourhood must be carefully considered.

Daylight, sunlight and overshadowing

- 13.3 A Daylight, Sunlight, Overshadowing and Solar Glare Assessment has been submitted as part of the Environmental Statement for the application which details impacts upon neighbouring properties.
- 13.4 As with proposed accommodation, the development plan supports the use of the BRE guidance for assessment purposes, however, it should not be applied rigidly and should be used to quantify and understand impact when making a balanced judgement.

Methodology

- 13.5 The report makes use of several metrics in its assessment of surrounding buildings which are described in the BRE guidance:
- **Vertical Sky Component (VSC)** – The daylight on the surface of a window. A measure of the amount of sky visible at the centre of a window.
 - *The BRE considers daylight may be adversely affected if, after development, the VSC is both less than 27% and less than 0.8 times (a reduction of more than 20%) its former value.*
 - **No Sky Line (NSL)**, also known as **Daylight Distribution (DD)** – The daylight penetration into a room. It measures the area at desk level (“a working plane”) inside a room that will have a direct view of the sky.
 - *The NSL figure can be reduced to 0.8 times its existing value (a reduction of more than 20%) before the daylight loss is noticeable.*
 - **Annual Probable Sunlight Hours (APSH)** - The amount of sunlight that windows of main living spaces within 90 degrees of due south receive and a measure of the number of hours that direct sunlight reaches unobstructed ground across the whole year and also as a measure over the winter period. The main focus is on living rooms.
 - The BRE considers 25% to be acceptable APSH, including at least 5% during the winter months. If below this, impacts are noticeable if less than these targets, and sunlight hours are reduced by more than 4 percentage

points, to less than 0.8 times their former value. It recommends testing living rooms and conservatories.

- **Sun-hours on Ground (SoG)**, also known as **Overshadowing** – The amount of direct sunlight received by open spaces.
- The BRE recommends at least half (50%) of the area should receive at least two hours (120 mins) of sunlight on 21 March (spring equinox), and the area which can receive some sun on 21 March is less than 0.8 times its former value.

Categorising impacts

- 13.6 The assessment forms part of the ES and it has set significance criteria which is the approach recommended by BRE guidance.

BRE compliant	20.1 to 30% reduction	30.1% to 40% reduction	More than 40% reduction
Negligible	Minor Adverse	Medium Adverse	Major Adverse

Table 22 - Impact criteria

- 13.7 The BRE guidance targets are based on a model which is meant to apply broadly across the whole country. Therefore, it is acknowledged that it does not tend to account for much denser urban settings like London or Growth Areas.
- 13.8 The map below in Figure 11 shows the location of the surrounding properties tested. The neighbouring residential properties have all been assessed in terms of daylight and sunlight where applicable.

Daylight

- 13.9 The following properties have residential accommodation and were tested for daylight impacts from the proposed development:
- 52 Chalk Farm Road
 - 56A Chalk Farm Road
 - 65A Chalk Farm Road
 - 53 Chalk Farm Road
 - 67-70 Chalk Farm Road
 - 57A Chalk Farm Road
 - 71 Chalk Farm Road
 - 72-73 Chalk Farm Road
 - 74-77 Chalk Farm Road
 - 78-79 Chalk Farm Road
 - 50 Chalk Farm Road
 - 51 Chalk Farm Road
 - Building A, Camden Goods Yard
 - Building B, Camden Goods Yard

- Building F, Camden Goods Yard
- Building A, 100-100A Chalk Farm Road (affordable housing)
- Building B, 100-100A Chalk Farm Road (purpose built student housing)
- Building C, 100-100A Chalk Farm Road (purpose built student housing)

13.10 The following properties/groups of properties would be compliant with BRE guidelines and experience a negligible effect in terms of loss of daylight, and are therefore not discussed further:

- 52 Chalk Farm Road
- 56A Chalk Farm Road
- 65A Chalk Farm Road
- 53 Chalk Farm Road
- 67-70 Chalk Farm Road
- 57A Chalk Farm Road
- 71 Chalk Farm Road
- 72-73 Chalk Farm Road
- 74-77 Chalk Farm Road
- 78-79 Chalk Farm Road
- 50 Chalk Farm Road
- 51 Chalk Farm Road

13.11 The remaining six buildings with more significant impacts are all in new developments nearby and are discussed below in turn.

- Building A, Camden Goods Yard
- Building B, Camden Goods Yard
- Building F, Camden Goods Yard
- Building A, 100-100A Chalk Farm Road
- Building B, 100-100A Chalk Farm Road
- Building C, 100-100A Chalk Farm Road

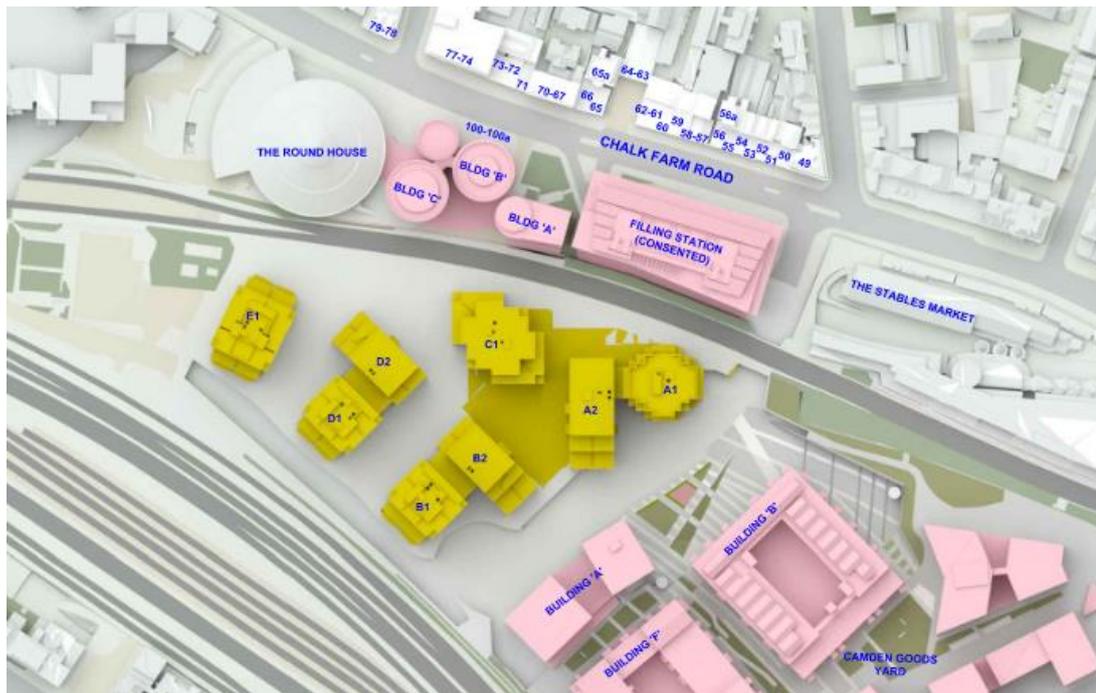


Figure 11 - Location of surrounding properties tested

Building A, Camden Goods Yard (under construction)

13.12 This mixed-use residential building (market housing on upper floors) is part of a consented scheme, under construction, located immediately to the southeast of Juniper Crescent. In relation to VSC, 302 windows were tested – 220 of which fully complied with BRE guidance. Of the remaining windows, 45 windows would experience only a minor adverse impact of between 20.1%-29.9%. However, 24 windows would experience a medium impact, and 13 windows would experience a major adverse impact of more than a 40% reduction. All the windows which fall short of the guideline values are either heavily hampered by recessed balconies, which greatly influences their sensitivity; or serve bedrooms, which are generally considered less important than main habitable rooms. The floor plans also indicate that many of the affected windows serve dual aspect rooms which also have additional windows providing further access to daylight availability.

13.13 In terms of daylight inside the rooms, all the rooms would satisfy the BRE Guidelines for NSL. Given both the NSL results, and that the rooms affected are either hampered by balconies or are bedrooms, the overall effect of the proposed development on the daylight availability to this property is considered minor overall. The impact on light is acceptable in this context of dense redevelopment.

Building B, Camden Goods Yard (under construction)

13.14 This mixed-use residential building (market housing and affordable housing on third floor and above) is part of a consented scheme, under construction, located to the southeast of application site. In relation to VSC, 128 windows were tested – 73 of which fully complied with BRE guidance. Of the remaining

55 windows, 33 would receive only a minor adverse impact. However, 15 windows would have a medium adverse impact, and 7 windows would have a major adverse impact. Again, all the windows which fall short of the guideline values are either heavily hampered by projecting balconies, which greatly influences their sensitivity; or serve bedrooms, which the BRE Guidelines suggest are less important.

- 13.15 As with Block A, all 88 of the rooms tested would satisfy the BRE Guidelines for NSL. Given the above assessment, the overall effect of the proposed development on daylight to the block is considered minor overall. The impact on light is acceptable in this context of dense redevelopment.

Building F, Camden Goods Yard (under construction)

- 13.16 This mixed-use residential building (market housing and affordable housing on second floor and above) is part of a consented scheme, under construction, located to the southeast of the application site. An application has been submitted to change the tenure of this building to purely market housing (2025/0939/P). This application was refused and is currently the subject of an appeal. In terms of daylight, this property is situated behind Building A and therefore, inherently constrained by the other buildings within its own development. In relation to VSC, 150 windows were tested – 139 of which fully complied with BRE guidance. Of the remaining 11 windows, 8 would receive only a minor adverse impact. The remaining 3 receive a medium adverse impact.

- 13.17 For the NSL assessment, 101 of the 106 rooms assessed satisfy the BRE Guidelines. Of the remaining 5 rooms, 2 would have a minor adverse impact. A further 2 rooms would achieve a factor of former value ranging between 0.69 and 0.6, and one room would achieve below 0.6 times its former value.

- 13.18 In common with Building A and B above, the presence of balconies hampers the available light and exaggerates the sensitivity for the windows/rooms below the BRE threshold. However, this receptor is also blinkered by Building A, which further restricts the view of the sky in the baseline condition. Given this context, and the impact being limited to only a few rooms or windows in the block, the impact is considered minor overall. The impact on light is acceptable in this context of dense redevelopment.

Building A (Residential), 100-100A Chalk Farm Road (commenced scheme)

- 13.19 This affordable housing building (Block A) along with purpose-built student accommodation buildings (Blocks B and C which are discussed below) is part of a recently consented scheme to the north the application site. Construction of this development has only recently started; it will therefore be some time before occupants will experience the effects of the proposed development. As 100-100A Chalk Farm Road is likely to be completed before the development at the application site, it has been considered on the assumption it is already

built. However, the baseline daylight and sunlight levels are unlikely to have been established for very long and it is important to note that this consented scheme has been brought forward with the knowledge of future development on the application site and the objectives in the area framework, as well as draft site allocations.

- 13.20 A total of 133 windows and 63 rooms have been assessed within this building. This residential block is part 9, part 10 storeys and would be approximately 21m from the proposed 10 storey 'Block C1' of the application site (this block would be the closest part of the proposed development to Building A of 100-100A Chalk Farm Road).
- 13.21 In relation to VSC, 24 of the 133 windows tested would fully satisfy the BRE Guidelines. Of the remaining 109 windows, 19 would receive only a minor adverse impact. However, 18 windows would receive a medium adverse impact, and 72 windows would receive a major adverse impact.
- 13.22 There are deep inset balconies running along much of the width of the south elevation of this block. Many of the windows which fall short of the guideline values are heavily hampered by these inset balconies, which greatly influences their sensitivity, particularly at lower floors. On the first floor, these windows already achieve low existing VSCs of between 3.83% and 7.53%. Therefore, any relative reduction in light to these windows would likely result in a reduction outside of the BRE Guidelines values, even though the actual percentage point reduction may be small.



Figure 12 - South elevation of 100 Chalk Farm Road Block A (centre, in pink)

- 13.23 The image above demonstrates the relationship with Block A 100 Chalk Farm Road, with balconies shown in an earlier design iteration (the balconies are

now limited to the centre of the building). Given the low VSC levels in the existing condition, in accordance with the BRE Guidelines, a secondary assessment has been undertaken with the balconies and roof overhangs removed. The results of this assessment show that 38 of the 133 windows tested would satisfy the BRE Guidelines by either retaining a VSC of at least 27% or at least 0.8 times former value. Of the remaining 95 windows, 27 would have only a minor adverse impact. However, 29 windows would still have a medium impact, and 39 windows would have a major. In addition, the retained values without balconies are notably higher with the proposed development in place, most being in the mid-teens or above particularly above 1st floor level. This therefore demonstrates that the presence of the balconies is a significant factor in the relative loss of light.

- 13.24 For the NSL assessment, 32 of the 63 rooms tested would satisfy the BRE guidelines by retaining at least 0.8 times its former value. Of the remaining 31 rooms, 7 rooms would have only a minor adverse impact. A further 13 rooms would have a medium impact, and 11 rooms would have a major impact. Again, this is primarily due to the building's location on the boundary in close proximity to the application site, and the presence of balconies which greatly influences their sensitivity. Testing without balconies again shows the impacts are much lower, and retained levels of daylight distribution within rooms remains at around 50% of the room or higher for the vast majority of rooms tested.
- 13.25 The Chalk Farm Road development was planned with the knowledge of the forthcoming Juniper Crescent scheme and the aspirations for the site. The use of balconies was a balanced choice to allow acceptable levels of light, whilst also providing outdoor amenity space and allowing for external shading to manage overheating risks. Whilst there are significant impacts, particularly to the rooms lower down in the block, these impacts are somewhat mitigated by the dual aspect homes.
- 13.26 Nonetheless, some of the rooms in this block would see major adverse impacts which conflict with the aims of CLP policy A1. There would be major adverse impacts, albeit less so when considering the higher level of NSL compliance and presence of balconies.

Building B (PBSA), 100-100A Chalk Farm Road (commenced scheme)

- 13.27 This student housing building is also part of the recently consented scheme to the north of the application site. The accommodation is student accommodation rather than permanent homes, and so tends to be shorter term, transient accommodation, and will often only be occupied in term times. Shared spaces within the block offer other living spaces outside of the flats. Whilst still a sensitive receptor, officers have given impacts to the accommodation less weight than to self-contained permanent housing.

- 13.28 This is an 8-storey circular building and would be approximately 34.5m from the proposed 10 storey 'Block C1' of the application site (this block would be the closest part of the proposed development to Building B of 100-100A Chalk Farm Road). A total of 104 windows and 63 rooms have been assessed.
- 13.29 In relation to VSC, 59 of the 104 windows tested would satisfy the BRE guidelines. Of the remaining 45 windows, 26 would see only a minor adverse impact. However, 17 windows would have a medium impact, and 2 windows would have a major impact.
- 13.30 For the NSL assessment, 52 of the 63 rooms tested would satisfy the BRE guidelines. Of the remaining 11 rooms, 3 rooms would have a medium impact, and 8 rooms would have a major impact.
- 13.31 Therefore, the overall effect of the proposed development on the daylight availability to this property would be medium adverse. Given the nature of the accommodation, officers have given this less weight than impacts on permanent homes and overall, the impact is considered notable but acceptable given the context of the sites.

Building C (PBSA), 100-100A Chalk Farm Road (commenced scheme)

- 13.32 This student housing building is also part of the recently consented scheme to the north of the application site. The accommodation is student accommodation rather than permanent homes, and so tends to be shorter term, transient accommodation, and will often only be occupied in term times. Shared spaces within the block offer other living spaces outside of the flats. Whilst still a sensitive receptor, officers have given impacts to the accommodation less weight than to self-contained permanent housing.
- 13.33 This is an 11-storey circular building and would be approximately 28.5m from the proposed 10 storey 'Block C1' of the application site (this block would be the closest part of the proposed development to Building C of 100-100A Chalk Farm Road). A total of 152 windows and 75 rooms have been assessed.
- 13.34 In relation to VSC, 107 of the 152 windows tested for VSC would satisfy the BRE guidelines. Of the remaining 45 windows, 28 would have only a minor adverse impact. However, a further 17 windows would have a medium impact, but there would be no major impacts.
- 13.35 For the NSL assessment, 70 of the 75 rooms tested would satisfy the BRE guidelines. Of the remaining 5 rooms, 2 rooms would have only a minor impact. One room would have a medium impact, and 2 rooms would have major impacts.
- 13.36 The overall impact on this property would be minor. Given the nature of the accommodation, officers have given this less weight than impacts on

permanent homes and overall, the impact is considered acceptable given the context of the sites.

Sunlight

- 13.37 All 18 surrounding properties contain rooms served by windows orientated within 90° due south and as such are eligible for assessment. In relation to the APSH sunlight analysis for all 352 rooms tested, 308 (88%) would meet the BRE Guidelines for the annual period while 329 (93%) would meet the winter criteria, showing an overall good level of compliance.
- 13.38 The APSH sunlight results indicate that 14 of the 18 buildings analysed would fully satisfy the BRE Guidelines with the proposed development in place, listed as follows:
- 52 Chalk Farm Road
 - 56A Chalk Farm Road
 - 65A Chalk Farm Road
 - 53 Chalk Farm Road
 - 67-70 Chalk Farm Road
 - 57A Chalk Farm Road
 - 71 Chalk Farm Road
 - 72-73 Chalk Farm Road
 - 74-77 Chalk Farm Road
 - 78-79 Chalk Farm Road
 - 50 Chalk Farm Road
 - 51 Chalk Farm Road
 - Camden Goods Yard, Building B
 - Camden Goods Yard, Building F
- 13.39 The overall effect to sunlight on the dwellings within these buildings with the proposed development in place is negligible. For the four remaining sensitive receptors, not all of the rooms would meet the BRE Guideline sunlight criteria and these properties are discussed in further detail below:
- Building A (market housing), Camden Goods Yard (under construction)*
- 13.40 The APSH results show that 58 of the 65 rooms tested for APSH would satisfy the BRE Guidelines on an annual basis and all rooms would satisfy the guidelines values on a winter basis.
- 13.41 Considering the seven rooms which fall short of the guideline values on an annual basis, all seven would achieve a factor of former value of between 0.69 and 0.60 (medium magnitude impact). All the rooms which fall short of the guideline values are affected by balconies above which restrict sunlight access at the centre point of the window but also offer shading.

- 13.42 Given this context and the presence of balconies, the overall effect is considered to be minor and the impact on sunlight is acceptable.

Building A (affordable housing), 100-100A Chalk Farm Road (commenced scheme)

- 13.43 The APSH results show that 37 of the 63 rooms tested for APSH would satisfy the BRE guidelines on an annual basis and 37 would fully satisfy the guidelines on a winter basis.
- 13.44 Considering the 26 rooms which fall short of the guideline values on an annual basis, 2 would have only a minor adverse impact. A further 1 room would have a moderate impact, and 23 would be major impact. On a winter basis, all 26 rooms which fall short of the guideline values achieve a factor of former value of below 0.6 (high magnitude impact). The majority of the rooms which fall short of the guideline values contain at least one window which is heavily hampered by an inset balcony, which greatly influences their sensitivity. Many are also bedrooms, which are generally considered less important than main habitable rooms in relation to sunlight availability.
- 13.45 A secondary assessment has been undertaken with the balconies and roof overhangs removed. The results of this assessment show that all rooms will satisfy the BRE Guidelines annual criteria. On a winter basis, all 19 rooms which fall short of the guideline values achieve a factor of former value of below 0.6. The results demonstrate that the presence of the balcony is a significant factor in the relative loss of light.

- 13.46 It is therefore considered that the overall effect of the proposed development on the sunlight availability to this housing block would be moderate adverse but tending towards minor adverse when considering the impact of balconies. As such the impacts are considered acceptable.

Building B (PBSA), 100-100A Chalk Farm Road (commenced scheme)

- 13.47 The APSH results show that 57 of the 63 rooms tested for APSH would satisfy the BRE guidelines on an annual basis and 61 would satisfy the guidelines on a winter basis.
- 13.48 Considering the 6 rooms which fall short of the guideline values on an annual basis, 5 would have a minor impact and the remaining one room would have a medium impact. On a winter basis, the 2 rooms which fall short of the guideline values would have a high impact.
- 13.49 The most notable impacts are generally to 2 rooms in winter and so the impact is minor overall on this block. Given the nature of the accommodation, officers have given this less weight than impacts on permanent homes and the impact is considered acceptable.

Building C (PBSA), 100-100A Chalk Farm Road (commenced scheme)

- 13.50 The APSH results show that 62 of the 66 rooms tested for APSH would satisfy the BRE guidelines on an annual basis and 62 would satisfy the guidelines on a winter basis.
- 13.51 Considering the 4 rooms which fall short of the guideline values on an annual basis, 2 would have only a minor impact. The other 2 rooms would have a medium impact. On a winter basis, the 4 rooms which fall short of the guideline would have a major impact.
- 13.52 The most notable impacts are generally to 4 rooms in winter and so the impact is minor overall on this block. Given the nature of the accommodation, officers have given this less weight than impacts on permanent homes and the impact is considered acceptable.

Overshadowing

- 13.53 Policy A2 of the Local Plan recognises that the quality of open spaces is closely linked to the degree to which it is overshadowed.
- 13.54 The potential impacts of the Proposed Development on the sunlight availability on surrounding amenity areas have been assessed against the Baseline Scenario.
- 13.55 The amenity spaces considered relevant for assessment are the amenity areas serving the Camden Goods Yard (CGY) site and the communal amenity space serving the neighbouring consented scheme at 100-100A Chalk Farm Road. The parts of the amenity area receiving at least two hours or more of sunlight are shaded yellow and expressed as a percentage on the figures below.

Camden Goods Yard (under construction)

- 13.56 The image below shows the closest amenity spaces are towards the southeast of the proposed development so the proposed development has little impact.

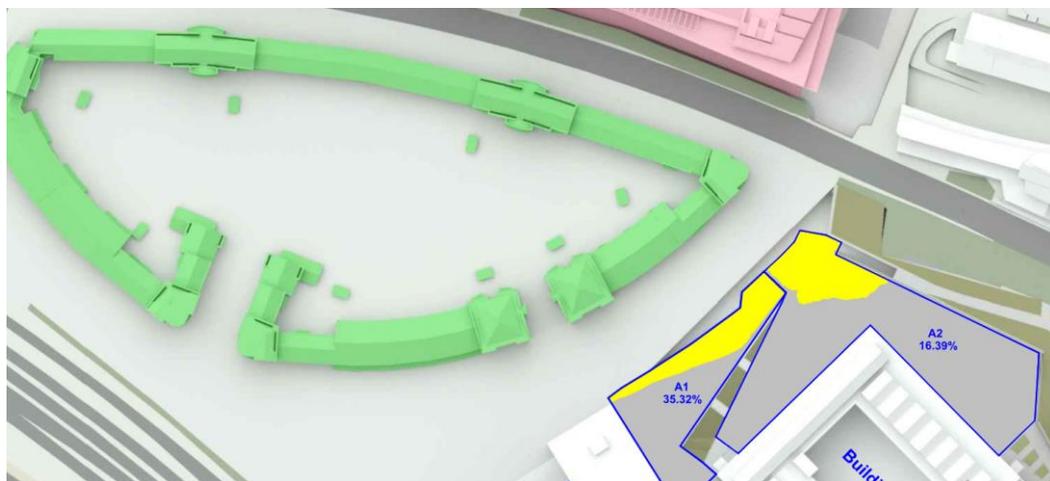


Figure 13 - Two hour sunlight test for Camden Goods Yard – Existing condition

- 13.57 The areas are already heavily obstructed from the blocks in the Camden Goods Yard development itself, and so there would be less than a 20% reduction loss of sunlight. The impact is therefore unlikely to be noticeable in line with BRE guidance and is therefore acceptable.

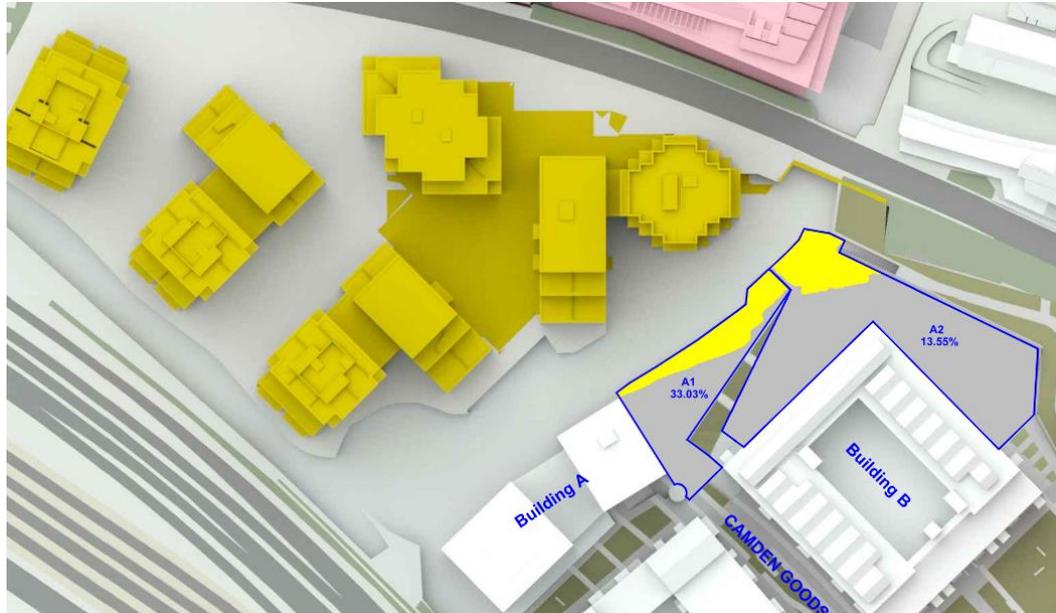


Figure 14 - Two hour sunlight test for Camden Goods Yard - Proposed

100-100a Chalk Farm Road (commenced scheme)

- 13.58 The results of the two-hour sun contour test confirm that the amenity area assessed will receive at least 2 hours or more of direct sunlight on 21 March (Spring Equinox) to 67% of the area. This is beyond the BRE Guidelines 50% and therefore acceptable.

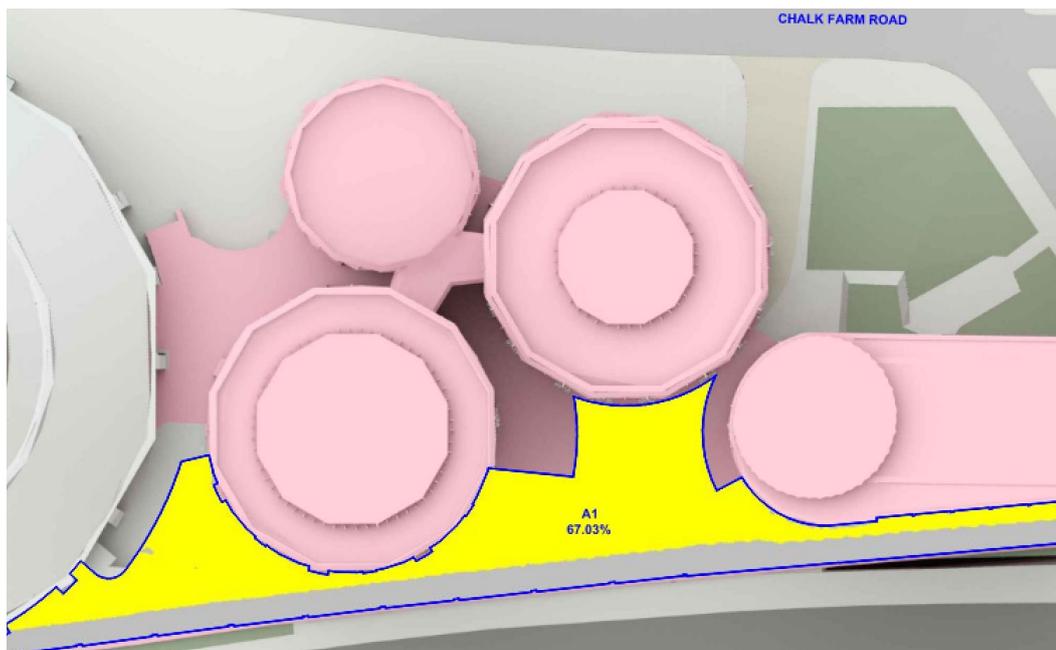


Figure 15 - Two hour sunlight test for 100-100a Chalk Farm Road - Proposed

Light conclusion

- 13.59 The impact on neighbouring properties is limited to those under construction rather than any which are currently occupied.
- 13.60 Whilst many of those impacts are notable, most would be commensurate with the context and the nature of the site as an opportunity for regeneration and growth and the need to ensure effective use of land, particularly to deliver housing.
- 13.61 There are some major adverse impacts to the buildings approved at 100 Chalk Farm Road, with those to the southern windows of block A identified as having particularly adverse impacts. Clearly this must be considered in the context of the scale of the site and development, and the isolated location of impacts.
- 13.62 The impacts on the purpose-built student accommodation blocks are lesser and also somewhat mitigated by the nature of the more temporary occupation, and so officers have given that less weight than the impacts on block A. The impact on block A is more marked and, although limited to the southern windows on dual aspect homes with some being bedrooms, the impact on these properties would conflict with the part of Policy A1 which seeks to protect the amenity of communities and neighbours.
- 13.63 The affected windows in Block A would be built close to the southern edge of the site, facing directly on to the application site and receiving much of their light across the application site. The existing Juniper Crescent housing is relatively low level (part 3 and part 4 storeys). For this part of the site to be developed, there will inevitably be impacts on these windows.
- 13.64 Block A is intended to be built as permanent affordable housing which means it will be future housing association tenants who will be affected by the adverse light impacts. People with disabilities, older adults (particularly those over 65), and some ethnic groups are more likely to live in social or affordable housing. As such, the amenity impact on this block is likely to have a greater impact on those with certain protected characteristics, including disability, age, and race. Disability, ethnicity, and age are all protected characteristics under the Equality Act.
- 13.65 As such the impact on this block has been given significant weight. That weight is somewhat tempered by the fact the block is not yet built (and so has no current occupiers) and was designed with the knowledge of the proposed Juniper Crescent scheme coming forward. Occupiers, whilst having less choice over housing than private occupiers, can still exercise some choice. Furthermore, this should be viewed in the context of the key beneficiaries of the proposed development (the 50% affordable housing) also being local people sharing those same characteristics.
- 13.66 The overshadowing impact is negligible overall and acceptable.

Solar Glare

- 13.67 The solar glare assessment considers the potential occurrence, proximity and duration of solar reflections from the proposed development at nearby road traffic junctions and railway lines. A total of 12 sensitive viewpoints were identified, and the effects would be negligible to minor adverse (not significant) to 11 of these points. One of the viewpoints (labelled 1 on the image below) would have a moderate adverse (significant) impact. This view simulates a train driver's line of sight travelling in a north-westerly direction from the southerly corner of the site.



Figure 16 - Viewpoints tested for solar glare

- 13.68 The submitted assessment shows that there is the potential for solar glare to a portion of the 10° vision area. The assessment indicates that this could occur between 5pm and 7pm during the period from 20th March to 20th April and 22nd August to 22nd September.
- 13.69 A supplementary veiling luminance assessment has been undertaken to understand the duration, intensity and probability of solar reflections. This focuses on the solar reflections within 3° and 10° from the field of view and where the potential maximum intensity of a reflection exceeds 500 cd/m². Reflections that yield a maximum intensity of less than 500 cd/m² are not considered significant. It is however important to note that only a few instances yield an average intensity of reflection exceeding 500 cd/m².
- 13.70 Reflections within 10° and above 500 cd/m² will likely occur in the evenings between 5:28pm to 5:56pm from 20 to 31 March and between those times from 11 to 22 September. Assuming a clear sky, there may be between 2 and

12 minutes of continuous reflections during the abovementioned times in March and September which is likely to amount to glare.

- 13.71 When referring to the CBDM EPW weather data file there is, on average, a 3% chance of direct sunlight on these days at these times.
- 13.72 Based on these datasets, due to the likelihood of cloud coverage, it is generally unlikely that there will be reflections that could amount to glare during these times/days of the year. Whilst there is a chance an isolated handful of days at isolated times during these months could have the potential to cause a level of glare that could inhibit sighting of a signal, this is only the case if one were to look toward the reflection.
- 13.73 With reference to F.6.5. of the Railway Industry Standards, research has shown that drivers search for signs or signals towards the centre of the field of vision. Given that the direction of travel is moving away from the massing, when in transit the instances of reflection will move towards the near periphery field of view, lowering their significance. Furthermore, reflections are seen from a small amount of glazing at an oblique angle indicating that the potential instances will be fleeting. From desktop review, the electrical overhead gantry is unlikely to have signals that will be adversely affected by instances of reflections. This, in addition to the balcony balustrades, is likely to further limit instances of reflection.
- 13.74 On the above basis, the isolated incidences of reflection within 3° and 10° are likely to be fleeting with a generally high chance of cloud cover to limit direct sunlight; the effect on viewpoint 1 is considered moderate (significant).
- 13.75 Network Rail have provided general comments on the application. They have advised that because the proposal includes works which could impact the existing operational railway, a Basic Asset Protection Agreement (BAPA) will need to be agreed between the developer and Network Rail. The BAPA will be in addition to any planning consent. While Network Rail have not made any assessment of the acceptability of the proposal at this stage, their comments highlight the need for the applicant to demonstrate that the proposal will not impact train drivers' ability to perceive railway signalling via glint & glare from any solar panels/cladding. This can be mitigated by detailed design and materials choices. All documentation regarding glint and glare would be reviewed under the BAPA. An informative will be included on the decision setting out the need for a BAPA as well as the submission of a Risk Assessment and Method Statement to Network Rail asset protection due to construction within 10m of the railway.

Privacy

- 13.76 Because of the location in this triangular plot bound by railways, any impacts will be negligible. The nearest residential windows in the Camden Goods Yard development are approximately 20m away from the windows / balconies of

Block A2 of the proposed development. Likewise, the separation distance between the nearest windows in the 100 Chalk Farm Road development and the windows / balconies of Block C would be approximately 21m. Given these distances (which comfortably exceed Camden's minimum guideline of 18m), there would be minimal loss of privacy to neighbouring occupiers.

Noise

- 13.77 It is likely that the development will include some fixed plant and equipment. However, details of the plant and equipment, including its location are not available at this stage. A condition would be included requiring details of any proposed plant / equipment alongside an acoustic assessment which demonstrates that it would not exceed the Council's noise thresholds (condition 18). This information would be required prior to its first operation. Noise from plant would be conditioned in terms of noise levels, and there would be a requirement for anti-vibration mounts (conditions 34 and 35).
- 13.78 Whilst the ES acknowledges significant adverse impacts from construction noise and disturbance, it also considers the mitigation measures (such as those noted above) would likely reduce the impacts to a low or very low risk of minor adverse impacts. The mitigation measures, like the Construction Management Plan (see Transport section) are crucial in helping to manage the adverse impacts, but officers do not agree with the applicant's conclusion of a residual minor adverse impact. The demolition and construction activities cause significant noise, vibration, and disturbance, and will be happening at a large scale and very close to existing homes, including those living on the estate given the phased approach. There will also be impacts on those moving into the Camden Goods Yard homes, albeit less of an impact. Officers believe the construction phase will likely have significant adverse impacts on those residents, even considering the important mitigation measures. The length of the construction period contributes to the adverse impacts identified, but this needs to be balanced with the need to reduce impacts on the most vulnerable groups by ensuring a fair decant strategy which the phased approach facilitates.
- 13.79 Overall, the noise impacts are considered acceptable and can be managed to some degree through a CMP and conditions, as well as other environmental legislation.

Neighbouring amenity conclusion

- 13.80 Light impacts are generally acceptable and where they do occur, they are to future homes rather than existing occupied homes. The impacts are acceptable given the context, other than harm identified to Block A in the 100 Chalk Farm Road development where there is a conflict with CLP policy A1, insofar as it relates to the impact on light. This should be considered in the context that the building does not yet exist, and that it has been brought forward with the knowledge of future development on the application site.

- 13.81 There would be minimal impact on the privacy of neighbouring occupiers and noise conditions will ensure that noise from any plant / machinery at the proposed development would not harm neighbouring amenity. There would be more significant impacts during construction, but these can be managed somewhat through the mitigation measures put in place.
- 13.82 Overall, the amenity impact on neighbouring properties is considered acceptable in the context, the pressure on housing provision, and the NPPF drive to encourage a significant uplift in density of residential development. Whilst acknowledging a policy conflict in relation to light, for some properties, the proposal overall accords with CLP policy A1, and complies with the development plan as a whole in terms of the impact on neighbouring amenity.

14. DESIGN AND HERITAGE

Policy and legislation

- 14.1 CLP policies D1 (Design), D2 (Heritage) and CPG (Design) are relevant to the consideration of design when assessing planning applications. They seek high quality design that avoids harm to heritage assets. LP Policies are also relevant, including D9 which deals with tall buildings, as well as London Plan Guidance and the Camden Goods Yard Planning Framework (2017).
- 14.2 The emerging draft Site Allocation C10 in the emerging DCLP also sets out expectations for high-quality, housing-led regeneration, improved permeability, and the sensitive integration of new development with nearby heritage assets and the wider neighbourhood. It advocates for a design-led approach to optimise density with potential for tall buildings as identified in [Camden Building Heights Study](#). The Building Heights Study confirms the area is suitable for tall buildings (with a potentially appropriate height range of 9-45m. It states the potential will be subject to the height and design of buildings appropriately responding to their surrounding sensitivities and avoiding detracting from or harming surrounding heritage assets and townscapes.
- 14.3 DCLP draft policy D2 also deals with tall buildings and emphasises a building's relationship with its surroundings (streetscape, skyline, and historic context), its sustainability performance (energy efficiency and sustainable design), and its social contribution (maximising affordable housing and ensuring safety).
- 14.4 LVMF View 2A.2 - Parliament Hill summit to Palace of Westminster - cuts across the eastern corner of the site meaning taller buildings can have an impact on townscape and heritage assets from further afield.
- 14.5 The development plan and the policies of the NPPF make clear that conservation and heritage are important factors that should be given considerable weight in decision making. The design and heritage policies in

CLP policy D2 and LP policy HC1 also note the importance of character and appearance, and so officers have given great weight to these considerations.

14.6 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 sets out that special regard must be given to the preservation of a listed building, its setting or its features of special architectural or historic interest. Section 72 of the same Act sets out that special regard must be given to preserving or enhancing the character and appearance of a conservation area.

14.7 Paragraph 212 of the NPPF states:

212. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

14.8 Any harm arising should be mitigated as far as possible, for example, through the design and approach of the scheme. Considerable weight and importance must be given to any harm to designated heritage assets, and any harm identified should be outweighed in the balance by considerable public benefits.

14.9 Paragraph 215 of the NPPF states:

215. 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 including, where appropriate, securing its optimum viable use.

14.10 There are also non-designated heritage assets in the surrounding area and these most notably include locally listed buildings, as well as buildings that make a positive contribution to conservation areas.

14.11 Any harm to non-designated heritage asset is a matter of balanced judgement as set out in paragraph 216 of the NPPF:

216. The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

14.12 The development plan focuses on the potential impact of new development on the built environment, but also the impact on archaeological remains which may often be unidentified but discovered in the future.

Site context

- 14.13 The Site currently comprises a housing estate built in 1997, bound by railway lines to the north and southwest. It is relatively low-rise yellow brick construction and residential in character.
- 14.14 The site was previously railways sidings that formed part of the Camden Goods Yard. The sidings were removed when the Goods Yard ceased operating during the 1960s.
- 14.15 The Goods Yard is considered one of the best-preserved examples of 19th century transport infrastructure in England. As a result, the Site is surrounded by a variety of heritage assets, both designated and non-designated. The Regent's Canal Conservation Area in which it sits, together with several key listed buildings like the Roundhouse and Horse Hospital, provide a strong identity related to the industrial past of this area as an important interchange and meeting of 19th Century rail, canal, and road infrastructure. This is reflected in the character of the larger robust buildings and structures.
- 14.16 The surrounding conservation areas contrast with this industrial character and scale, demonstrating the evolution and development of the surrounding 19th century residential areas, albeit with their own varying characters. Brick is a dominant material across the industrial and nearest residential areas, with use of render and stucco in some residential areas like Italianate villas in Primrose Hill.
- 14.17 The following image shows the nearby listed buildings.

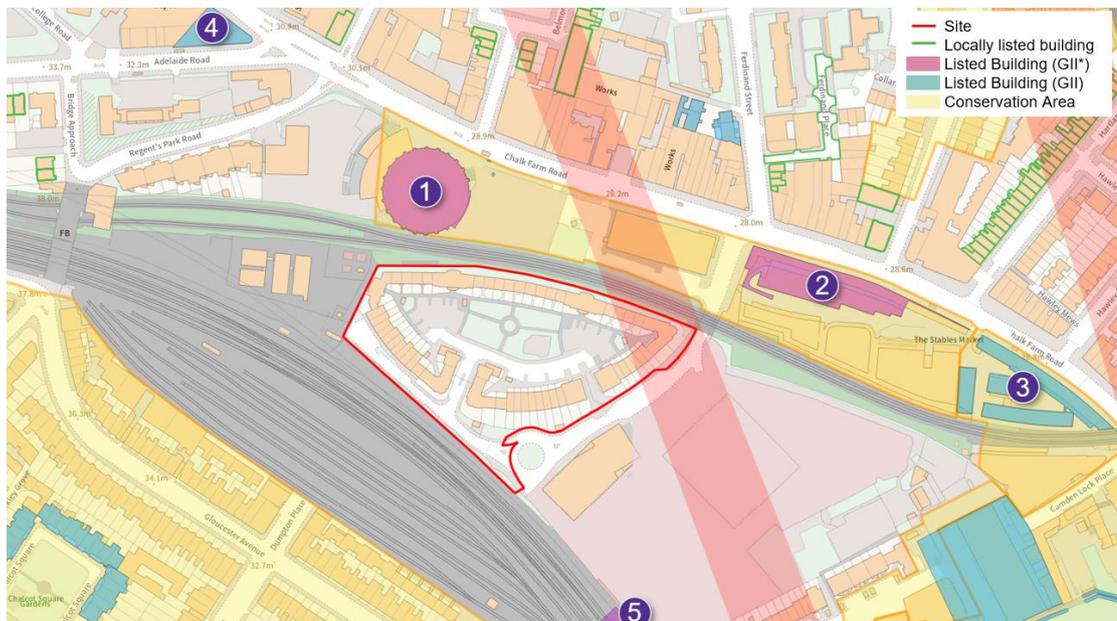


Figure 17 - Listing buildings near the site

1. The Roundhouse (Grade II* listed)
2. The Horse Hospital (Grade II* listed)
3. The Stanley Sidings and Stables (Grade II listed)

- 4. Chalk Farm tube station (Grade II listed)
- 5. Winding vaults (Grade II* listed)

14.18 The following image shows the nearby conservation areas.

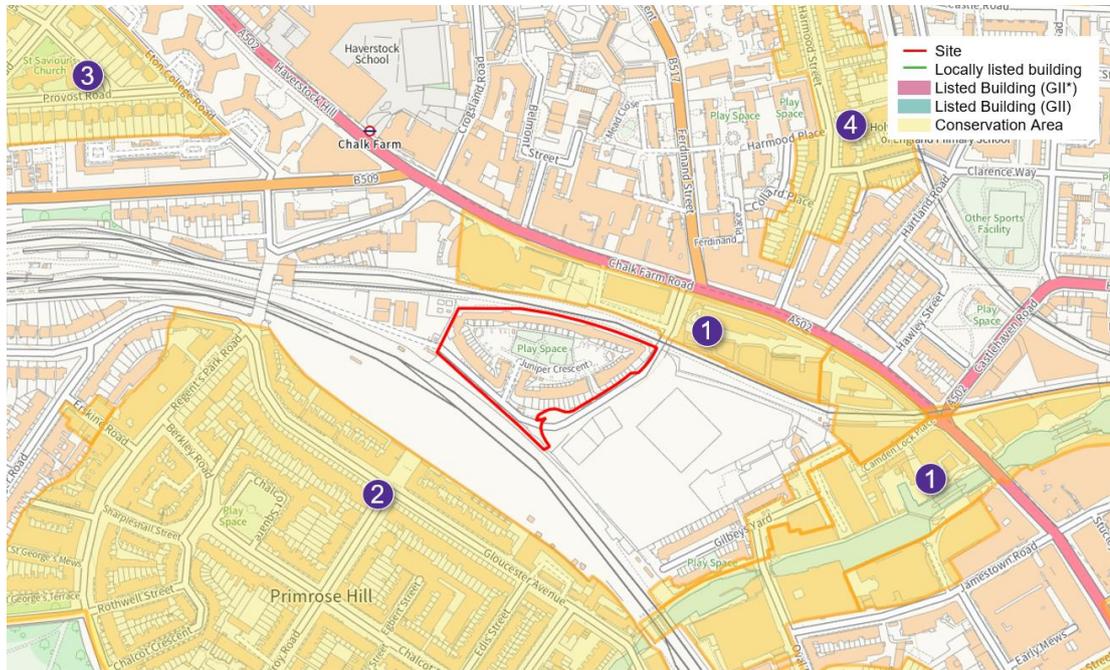


Figure 18 - Conservation areas near the site

- 1. Regent's Canal Conservation Area
- 2. Primrose Hill Conservation Area
- 3. Eton Conservation Area
- 4. Harmond Street Conservation Area

Site Appraisal and Opportunities

14.19 The Juniper Crescent site presents both significant challenges and opportunities. Physically, it is constrained by railway lines, significant level changes, and limited access points, while also being affected by a protected strategic viewing corridor and underground infrastructure. However, its location adjacent to Camden Town Centre and the emerging Camden Goods Yard development means it is well-placed to deliver much-needed new homes, including affordable and family-sized units, and to create new public spaces that benefit both existing and future residents.

Urban design principles

Masterplan and Layout

14.20 The proposed masterplan involves the demolition of existing buildings and the construction of a series of new blocks, providing a total of 478 homes and a dedicated community hub. The layout is carefully considered, with lower buildings positioned in the centre of the site and behind the Roundhouse to protect key long-distance views, while taller buildings are located at the site's

edges and step down along the southern boundary. This arrangement creates a sheltered central pedestrian environment and ensures that the tallest elements are clustered where they complement the adjacent Morrisons development, rather than dominating the skyline and managing impacts on heritage assets.

- 14.21 A central pedestrian spine, Roundhouse Way, runs through the site, improving permeability and facilitating views towards the listed Roundhouse, as well as connecting into the Morrisons development to the south. The public realm is further enhanced by 4,200sqm of open space and 1,616sqm of dedicated play space, with 128 new trees and biodiverse landscaping. The design prioritises pedestrian movement, with vehicular access limited to a single entry-point and servicing carefully managed to minimise its impact on open spaces. The image below shows the illustrative masterplan layout.



Figure 19 - Illustrative masterplan layout

- 14.22 The layout and routes also take account of a separate local and council aspiration for “Stephenson Walk”, also a consideration mentioned in the draft site allocation. Stephenson Walk aims to meet a broad set of principles including urban connectivity, community, inclusivity, heritage, and environment.
- 14.23 Stephenson Walk uses the redevelopment opportunity of areas like Camden Goods Yard and Juniper Crescent to celebrate Robert Stephenson who was intimately involved with the area and planned the London & Birmingham Railway, supervising its construction. The Walk, which would extend from Oval Road and the Regent’s Canal towpath to Regent’s Park Road bridge, will

strengthen links either side of the rail tracks, between communities in Camden and Primrose Hill, as well as providing access to the heritage facilities along the Walk, notably the Winding Engine Vaults.

- 14.24 Along the southwest edge of the site, between the blocks and the railway lines, the proposed Juniper Walk (seen in the image above) provides access to the HS2 triangle site to the west and connects to the section of walk next to the Camden Goods Yard development. This ensures the route is safeguarded for Stephenson Walk which could in the future connect the canal to Regent's Park bridge, and potentially to the Primrose Hill Tunnel east portals, which are Grade II* listed.

Building Heights, Massing, and Character

- 14.25 Building heights across the site range from five to fifteen storeys. The massing strategy is shaped by the need to respond to the site's context, including the adjacent conservation areas and listed buildings, and to comply with the requirements of the Camden Goods Yard Planning Framework. The tallest buildings, Blocks A1 and B1, are located near the site entrance, forming a cluster with the neighbouring Morrisons development. Lower blocks are positioned to step down towards the Roundhouse to minimise impacts on views.

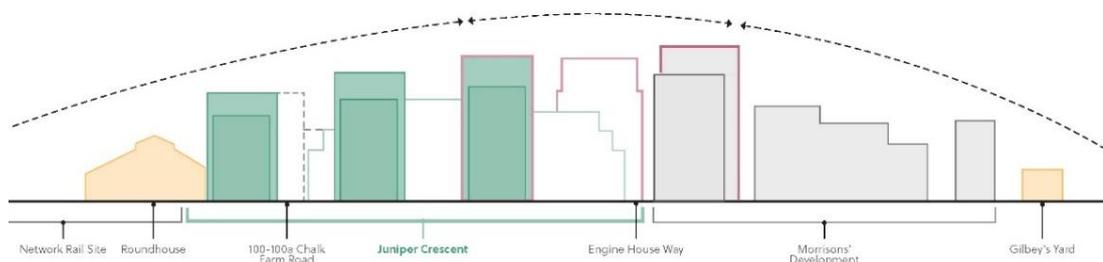


Figure 20 - South elevation and section showing heights in context

- 14.26 The architectural character of the development is defined by three main building typologies: Special Buildings, Stepped Massing Blocks, and Pavilion Blocks. Each typology is designed to respond to its specific location within the masterplan, with sculpted forms, stepped terraces, and carefully articulated facades. The layering of height, scale and mass and the variety in bulk and forms support the character of the wider masterplan area.



Figure 21 - Building typologies

- 14.27 The material palette draws on Camden’s industrial heritage, using light London stock brick, buff brick, and bronze or grey metals. This palette was refined during the consultation process to respond to the historic industrial context. Officers and Historic England raised points around form and use of darker brick for Block A1. In response, this has been amended to slightly lower the tower by 1.425m, as well as some other blocks, and ensure a more cohesive colour palette with a lighter buff brick now proposed for A1.
- 14.28 Condition 7 will secure the final design details and materials across the scheme.

Ground Floor Design, Access, and Servicing

- 14.29 At ground level, the design focuses on creating active frontages and a strong interface between buildings and the public realm. Dwellings and shared spaces are distributed to enhance natural surveillance and provide oversight of play areas, while recessed verandas and covered portico entrances offer privacy for residents. The ground floor includes a mix of home types, with layouts designed to maximise dual aspect and wider views.
- 14.30 The servicing strategy has been developed to support a pedestrian-friendly environment. Vehicular access is restricted, with servicing and deliveries limited to two shared surface roads. Emergency and refuse access is controlled, and residents’ car parking is confined to designated spots and basement level, ensuring that the public realm remains largely free of vehicles.

Public Realm, Landscape, and Open Space

- 14.31 The masterplan provides a hierarchy of open spaces, including play areas, pedestrian zones, green spaces, and biodiverse areas. Although the total public open space falls short of the Camden Local Plan’s requirement for a

development of this size (see 'Public Open Space' section), the quality and inclusivity of the spaces are prioritised. The design ensures that all routes are pedestrianised, well-overlooked, and accessible, with a variety of spaces catering to residents of all ages and needs, including those with more limited mobility.

- 14.32 Play provision has been developed with neurodiversity in mind, following guidance. Play areas are distributed across the site, with doorstep play located within courtyards for younger children and larger spaces for older age groups along the railway and plaza. The landscape also incorporates edible planting, wildflower meadows, and spaces for community events, supporting both biodiversity and social interaction. Clear sightlines and overlooked spaces with visible access and egress mean spaces feel safe, even more vulnerable users.

Detailed Building Proposals and Design Evolution

- 14.33 Each building within the masterplan has been designed with attention to its specific context and function. For example, the Belfry (Block A1) establishes a distinct architectural identity at the site entrance, with carved corners, dual aspect homes, and a sculpted double-height ground floor. Stepped Massing Blocks (A2, B2, D2) create gateways and terraces, while Pavilion Blocks (B1, D1, E1) frame courtyards and provide rhythm along Juniper Walk. Block C1, centrally located, offers 100% dual aspect dwellings and maximises views and natural surveillance of surrounding spaces. The image below shows the pavilion blocks and their varied stepped heights with the Roundhouse in the background to the left of the image.



Figure 22 - Left to right, Blocks E1, D1 and B1

- 14.34 The design has evolved through consultation with Historic England, the Greater London Authority, and the Camden Design Review Panel (DRP). Feedback led to refinements in building heights, material palette, and ground floor treatments, ensuring a more coherent and heritage-sensitive scheme. The Design Review Panel supported the overall approach, highlighting the scheme's architectural and landscape quality and the positive response to context. Some of the key changes in response to DRP feedback include:

- 14.35 Block A1 was revised to be more contextual. The amendments featured window surrounds inspired by the Interchange building and a slender, elegant crown, giving the building more presence and linking it to the local industrial heritage.
- 14.36 Later reviews advocated for a stronger, more coherent, landscape-led plan with a less civic and more residential approach. The site layout was refined to be more responsive to context, including rotating Block A and C to create a sequence of open spaces.
- 14.37 Ground-floor privacy and ownership were addressed by introducing recessed verandas and covered portico entrances, co-designed with residents, which also activate the street and extend living spaces outdoors. Servicing and access strategies were also revised to prioritise pedestrian routes and minimise impact on the open spaces.

Heritage impacts

- 14.38 The following table summarises the impact on heritage assets in the area and these are discussed in more detail below.

Asset	Designation	Level of Harm
The Roundhouse	Grade II* listed	Low level of less than substantial harm.
The Horse Hospital	Grade II* listed	Medium level of less than substantial harm.
The Stanley Sidings and Stables	Grade II listed	Low level of less than substantial harm.
Chalk Farm tube station	Grade II listed	No harm.
Winding vaults	Grade II* listed	No harm.
Primrose Hill Conservation Area	Conservation Area	Low level of less than substantial harm.
Eton Conservation Area	Conservation Area	Low level of less than substantial harm.
Regents Canal Conservation Area	Conservation Area	Low level of less than substantial harm.
Harmood Conservation Area	Conservation Area	No harm.
Regent's Park	Grade I registered park and garden	No harm.
Primrose Hill	Grade II registered park and garden	No Harm.

Nos. 4-8 an 7-11 Belmont Street	Locally listed	Very low level of less than substantial harm.
2 Haverstock Hill (The Enterprise pub)	Locally listed	No harm.
Parliament Hill	LVMF view 2A.2	No harm.
Primrose Hill	LVMF view 4A	No harm.

Table 23 - Summary of heritage impacts

Impact on Listed Buildings

The Roundhouse (Grade II*) – less than substantial harm (low level)

- 14.39 The significance of the listed building derives from it being a fine example of c19 industrial railway infrastructure and interior fittings, along with its distinctive conical roof form. It also forms an important component of the Camden Goods Depot which is one of the most complete groups of c19 railway buildings and associated canal structures, being the most iconic presence in the group of buildings.
- 14.40 The setting contributes to its significance as a result of the neighbouring industrial buildings and surviving elements of low-rise 19th century townscape.
- 14.41 A low level of less than substantial harm is identified due to changes to the building's setting through the change in scale and relationship of the proposed development to the building's iconic roof form.
- 14.42 In views looking southeast down Haverstock Hill the Roundhouse is visible, although views from further up Haverstock Hill tend to be more obscured by trees. The Camden Goods Yard Morrisons development which is currently being built can be seen immediately behind the conical roof of The Roundhouse and also to the right of the building, impacting the appreciation of the roof form.
- 14.43 The proposed buildings would sit behind the conical roof of The Roundhouse and building A1 (The Belfry) sits immediately to the left. The visual prominence of The Roundhouse in this view is compromised due to the size and scale of the proposed development and its proximity to the listed building. The form of The Roundhouse is appreciated less due to the encroachment of the large-scale development and its contrasting scale, resulting in less than substantial harm.
- 14.44 The approved and commenced scheme at 100 Chalk Farm Road would be in front of building A1 and closer to the Roundhouse. This would partially obscure the proposed buildings, particularly in closer views, and so the cumulative impact would not worsen the impact. The change in materials, design of A1,

and light reductions in height have helped reduce the harm which would be at the low level of less than substantial harm.

- 14.45 The following image shows the proposed views 4 and 5 of the Townscape Visual Impact Assessment (TVIA).



Figure 23 -View 4 (proposed) southeast from junction of Haverstock Hill and Prince of Wales Road



Figure 24 - View 5 (proposed) southeast from junction of Adelaide Road and Chalk Farm Road

Horse Hospital (Grade II*) – less than substantial harm (medium level)

- 14.46 The significance of the listed building derives from it being a fine example of c19 industrial stabling with complete horse ramps and interior fittings. It also

forms an important component of the Camden Goods Depot which is one of the most complete groups of c19 railway buildings and associated canal structures.

- 14.47 The setting contributes to its significance as a result of the neighbouring industrial buildings and surviving elements of low-rise 19th century townscape.
- 14.48 A medium level of less than substantial harm is identified as a result of changes to the buildings setting through the change in scale from the proposed development.
- 14.49 The image below (view 8 of the TVIA) demonstrates the most notable impact on the Horse Hospital through the impact on its setting.



Figure 25 - View 8 (existing) from junction of Chalk Farm Road and Harwood Street



Figure 26 - View 8 (proposed) from junction of Chalk Farm Road and Harwood Street

- 14.50 From this vantage point the Horse Hospital is viewed as a linear architectural feature on the left side of the road. The strong and sturdy brick work is a

feature along with the expansive roof form. The listed structure is a dominant feature of the street with its scale and form fundamental to the urban character.

- 14.51 Within the proposed view building A1 is particularly prominent due to its height and width, and the way it protrudes to the rear of the central section of the Horse Hospital's roof form. A1's complex form and design introduce an architectural scale, massing and design that contrast with the listed building. Its prominence in this view means it is not experienced as part of a layered city scape but as a monolith within the setting of this highly sensitive heritage asset. The cumulative impact, particularly with the Morrison's scheme on the Petrol Filling Station (PFS) plot, would add more layering but the prominence and contrast with this section of the Horse Hospital's roof would remain and not worsen or diminish the harm
- 14.52 The view from further east (see below) shows the gable end of the Horse Hospital visible in the context of the grade II listed stables and the modern extensions to the market complex.



Figure 27 - View 18 looking west along Chalk Farm Road

- 14.53 The view is more of a layered city scape, but A1's scale and width are still keenly sensed, and it remains a dominant feature of the visual landscape. The historic structures, including the Horse Hospital, despite their industrial and sturdy character, lose some of their visual prominence on the street due to the massing of A1 as it rises above the listed building's roof. Overall, the contrasting scale and design, and prominence of A1, would cause a medium level of less than substantial harm.

Stanley Sidings and Stables (Grade II) – less than substantial harm (low level)

- 14.54 This listed building comprises four stable blocks and associated structures. The significance of the listed building is derived from its historic interest as a key part of the Camden Goods Depot. The evolution of the site illustrates the

ongoing development and intensification of use of the depot through the later part of the 19th century.

- 14.55 The setting contributes to the setting as owing to the relationship with the 19th century industrial features and wider low rise 19th century townscape.
- 14.56 The proposed development causes a low level of less than substantial harm to the grade II listed building as a result of changes to the setting in terms of scale and disrupting the coherence of the industrial buildings.
- 14.57 When viewed from the junction of Chalk Farm Road and Castlehaven Road looking west, the development is not readily visible and sits comfortably behind the Stables. However, the view from further along the road (view 18 as shown above) the stables building is just visible to the left alongside the modern market development and the gable end of the Horse Hospital.
- 14.58 Again, the scale of A1 is highly visible in this view due to its size and massing, albeit with a layering of more modern buildings. This detracts from the Stables building diminishing its presence in the street scene and breaking up the collection of historical industrial buildings, resulting in a less coherent urban view. This causes a low level of less than substantial harm to the significance of the building.

Chalk Farm tube station (Grade II) – no harm

- 14.59 A distinctive Leslie Green Underground Station occupying a prominent site at the convergence of Adelaide Road and Haverstock Hill. The Adelaide Road elevation is the longest of all the Leslie Green stations.
- 14.60 The significance of the listed building derives from its historic and architectural interest as a distinctive building which retains its original materiality and design. The corner plot at this prominent junction emphasises the building.
- 14.61 The setting contributes to the building's significance as the space around it at the junction allows it to be appreciated.
- 14.62 The most important views allowing the station to be appreciated in its setting are towards the west, away from the proposed development. Views looking southeast and directly outside Chalk Farm tube station show a different urban context which maintains the space around it at the junction. Given this view does not contribute to the significance of the station, the visual presence of the development will therefore have no impact, and the significance of the building would be preserved.

Winding Vaults (Grade II*) – no harm

- 14.63 The significance of the listed building derives from its historic and technological interest as a remarkable survival of internal importance of a notable engineering feature of the London and Birmingham Railway. Its grand

scale and unique design of the underground brick construction is of architectural interest, and it has group value with nearby and associated railway structures such as Primrose Hill tunnel and the Roundhouse.

- 14.64 The setting contributes to the buildings significance as a result of its relationship with adjacent railway infrastructure.
- 14.65 Most of the winding vaults are underground structures with a small expression above ground. Neither setting nor access to the winding vaults will be impacted by the development, given the distance and spatial relationship. Therefore, the significance of the building would be preserved.

Impact on Conservation Areas

Primrose Hill Conservation Area – less than substantial harm (low level)

- 14.66 The Primrose Hill Conservation Area is a predominantly residential district developed from the 1840s, characterised by its Italianate villas, Victorian terraces, and mews houses. The Italianate villas convey grandeur through their scale, raised ground floors, and ornate stucco detailing, while the Victorian terraces form uniform streetscapes defined by London stock brick and decorative stucco features. Mews houses add contrast through their smaller scale, simple frontages, and strong parapet lines. Collectively, these building forms create a cohesive historic townscape that reflects Victorian suburban development and contributes significantly to the area's architectural and historic character.
- 14.67 The setting of the conservation area contributes to its significance by the green spaces of Regent's Park and Primrose Hill to the south and west and the railways line to the north and east. Glimpses of the railway infrastructure and associated historic buildings such as the Roundhouse contribute to the setting of the CA and its significance.
- 14.68 The proposed development causes a low level of less than substantial harm to the heritage asset due to changes to its setting in terms of scale in certain views, and by interrupting glimpses of the historic rail infrastructure to the north and east.
- 14.69 Views to the north along Fitzroy Road are currently terminated with an open view over the rail lines and rail infrastructure, including the distinctive form of the Roundhouse.



Figure 28 - View 11 (existing left, proposed right) looking north from junction of Regent's Park Road and Fitzroy Road

- 14.70 For example, View 11 above is taken from the junction of Regents Park Road and Fitzroy Road and although the linear character of the street is retained, there is a clear change to the scale of buildings and the modern and urban become the setting of this predominantly 19th century street.
- 14.71 The closer the viewer gets, the bigger the impact. Views from the junctions with Chalcot Road and Gloucester Avenue notably change the views of the Roundhouse as a landmark from Fitzroy Road. These views of the Roundhouse are important in connecting the area to the historical rail infrastructure to the north. Obscuring the views to the Roundhouse along Fitzroy Road harms the significance of the conservation area by diminishing its relationship to the historical rail infrastructure and creating a dramatic modern and urban setting. This can also be seen in middle distance View 12 below, from the junction of Fitzroy Road and Chalcot Road.



Figure 29 - View 12 (proposed) looking north from junction of Chalcot Road and Fitzroy Road

- 14.72 There are similar impacts from the northwest edge of the conservation area, from near the Primrose Hill footbridge where King Henry's Road meets Gloucester Avenue. The images below show that the existing view is still relatively open and low-rise, despite the Morrisons's development.



Figure 30 - View 14 (existing left, proposed right) looking east from near footbridge

- 14.73 The proposed view significantly changes the qualities of the view and the setting of the historic conservation area.
- 14.74 These changes to the setting are also visible in some other views, albeit less significant. In views northwest along Gloucester Avenue (View 16) the blocks will be seen in the backdrop at the end of the view. There are also some limited views along Regent's Canal with lesser impact (Views 14 and 17).
- 14.75 These changes to the scale of the setting and the impact on the views of rail infrastructure harm the significance of the conservation, albeit at a low level of less than substantial harm.

Eton Conservation Area – less than substantial harm (very low level)

- 14.76 The conservation area is significant as a mid-19th-century residential neighbourhood developed by the Eton estate, characterised by a largely intact group of early and mid-Victorian semi-detached villas. Its focal feature is St Saviour's Church. Buildings are typically two to three storeys with lower ground floors, constructed in London stock brick or stucco, often painted in soft pastel shades, lending the area a unified architectural character.
- 14.77 The setting contributes to the significance of the conservation area as a result of low-rise surviving 19th century townscape. A key view along Haverstock Hill towards the Roundhouse contributes to the area's visual and historic setting and significance.
- 14.78 The proposed development causes a very low level of less than substantial harm to the heritage asset due to increased scale in its setting to the southeast, at the bottom of Haverstock Hill.

- 14.79 The view is noted within the conservation area appraisal to be an important view. View 4 (in Figure 23 above) is taken from just outside the conservation area but shows the impact from Haverstock Hill. The distance and visibility means the level of harm is right at the very low end of the scale.

Regents Canal Conservation Area – less than substantial harm (low level)

- 14.80 The Regent's Canal Conservation Area is significant for its historic role in connecting Paddington to the London Docks and enabling the movement of goods across London in the early 19th century. Its character is defined by the continually changing views along the canal and the varied townscape that evolves as the waterway passes through different urban conditions. The area contains numerous industrial buildings and structures that exemplify high-quality 19th- and early 20th-century brickwork and engineering. Together, these elements create a distinctive historic environment where the informal relationship between buildings and the canal remains a defining feature of its special interest.
- 14.81 The setting of the conservation area is vast and includes various phases of development. Within this particular area, the setting consists of former railway sidings and 19th century townscape.
- 14.82 The proposed development causes a low level of less than substantial harm due to changes in its setting.
- 14.83 Many of the former industrial buildings in the conservation area are listed and discussed above (the Roundhouse, Horse Hospital, and Sidings and Stables). The impact on their setting is reflected in the impact on this part of the conservation, with Block A1 rising above the collection of buildings in the conservation area.
- 14.84 The building contrasts both in height and massing and introduces a scale that is out of keeping with the existing buildings and the character and appearance of this part of the conservation area (see Figure 26 above as an example). This less than substantial harm to significance is at a low level.

Harmood Conservation Area – no harm

- 14.85 The conservation area, developed between 1840 and 1870, is predominantly residential with two to three-storey buildings set back from the pavement. Buildings are yellow stock brick and have a 'cottage' character.
- 14.86 The setting contributes to the significance of the conservation area as a result of low-rise surviving 19th century townscape.
- 14.87 The conservation area is too far removed and visually separate so there will be no impact, and its significance will be preserved.

Registered Parks and Gardens

Regents Park (GI Park) and Primrose Hill (GII Park) – no harm

- 14.88 The proposed development does not harm either of the registered parks. In both cases, the development will be generally hidden by mature trees and integrate with the existing varied city scape where there are glimpses through the greenery. As such, their significance will be preserved. Views from the parks are shown below.



Figure 31 - View 15 (proposed wireframe) from Regent's Park



Figure 32 - View 2 (proposed wireframe) from Primrose Hill

Impact on Locally listed buildings (non-designated heritage assets)

Nos. 4-8 and 7-11 Belmont Street – very low level of harm

- 14.89 The locally listed buildings line either side of Belmont Street. Constructed in the latter part of the 19th century, these residential terraced buildings rise to three storeys above ground level with lower ground floor levels.



Figure 33 - View 6 (proposed wireframe) along Belmont Street

- 14.90 The view above shows the development will be visible behind the roundhouse, bringing a scale of building and a modern vernacular into the backdrop of the locally listed buildings. This would cause a very low level of harm to their significance.

2 Haverstock Hill (The Enterprise pub) – no harm

- 14.91 The Enterprise Pub was constructed in the latter part of the 19th century. Located on a corner site, the building rises to three storeys, with the ground floor demonstrating public house architecture typical to the period.
- 14.92 As with Chalk Farm Road Station on the opposite side of the road, views looking southeast show a different urban context and do not contribute to the significance of the pub.
- 14.93 As a result, the proposed development will not harm the significance of the locally listed building.

London View Management Framework (LVMF)

- 14.94 There are some important views across London, from parks and other public spaces that take in important buildings, to urban landscapes that help define London. The London Plan protects these and provides the basis for more detailed guidance on each view. This is called the London View Management Framework (LVMF) and is an adopted SPD. LP policies HC3 and HC4 refer to the importance of views and state that development should preserve and, where possible, enhance a viewer's ability to recognise and appreciate Strategically Important Landmarks in these views.

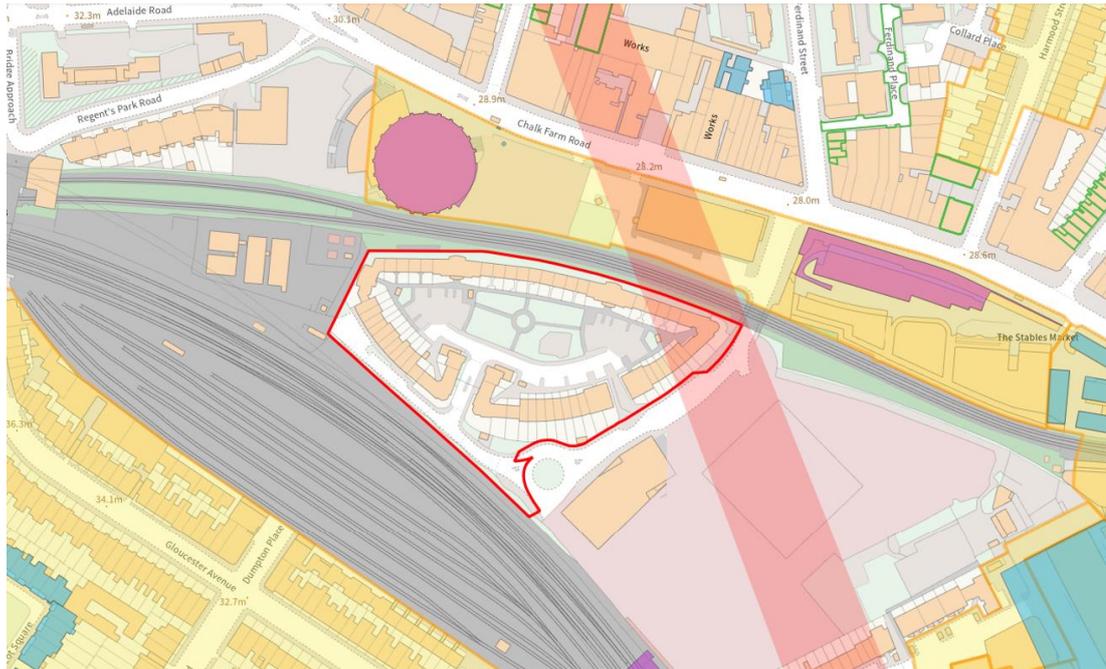


Figure 34 - LVMF view 2A.2 Parliament Hill summit to Palace of Westminster

- 14.95 The most relevant is View 2A.2 which runs north to south across the east corner of the site (shown above) providing the view from Parliament Hill summit to Palace of Westminster. Palace of Westminster is Grade I listed and also a World Heritage Site, protected by LP policy HC2. St Paul's Cathedral (Grade I) and BT Tower (Grade II) are also in the view.
- 14.96 The panorama is sensitive to large-scale development in the foreground and middle ground. St Paul's Cathedral and its western towers should be recognisable in the panorama. New development should preserve or enhance the viewer's ability to recognise and appreciate the Palace of Westminster in this view.



Figure 35 - Proposed (green wireframe) in LVMF view 2A.2

- 14.97 As seen in the image above, the development will sit to the far right of the view and will not exceed the threshold plane. The buildings will be integrated into the layered city scape and largely obscured by vegetation, and so the development will not affect the viewer's ability to appreciate key landmarks.
- 14.98 As such, the development would protect the views in the LVMF, the landmarks within those views, and preserve the setting of the listed buildings, the most notable being Palace of Westminster.

Archaeology

- 14.99 The site is in a Tier II Archaeological Priority Area, identified in the Local Plan: [77211] Area: Regents Canal and Rail Infrastructure. The Greater London Archaeology Advisory Service (GLAAS) raised no objection to the current application and information submitted in support.
- 14.100 GLAAS stated that the site has potential to yield interesting archaeological remains of the historical industrial development of Camden Goods yard. As such they recommended an archaeological condition to ensure a Written Scheme of Investigation for a watching brief (condition 4).
- 14.101 An archaeological watching brief involves observation of groundworks and investigation of features of archaeological interest which are revealed. A suitable working method with contingency arrangements for significant discoveries will need to be agreed. The outcome will be a report and archive.
- 14.102 This would safeguard the archaeological interest on this site and avoid harm to underground heritage in and accord with CLP policy D2, LP policy HC1, and paragraph 218 of the NPPF.

Conclusion

- 14.103 The proposal would achieve a high standard of architectural and urban design quality in line with the development plan and the NPPF. It transforms an isolated estate into a permeable, outward-facing neighbourhood. The masterplan, massing, architectural character, and public realm strategy respond effectively to site constraints, improving connections to the wider area, enhancing community safety through natural surveillance, and providing new green spaces and play facilities.
- 14.104 Whilst the scheme introduces significant bulk and scale, it manages and mitigates those impacts through careful massing, contextual response, and high-quality public realm. The tallest buildings exceed the indicative height in the Building Height Study, but they are well designed and within the emerging context of the wider Camden Goods Yard development.
- 14.105 Nonetheless, officers have identified harm to several designated heritage assets largely arising from this increase in scale and modern appearance. The harm has been minimised and reduced through location of massing, materiality, and detailed design, including amendments during the application. The most notable impact is the medium level of harm to the Grade II* listed Horse Hospital. A low or very low level of harm is also identified to The Roundhouse, Stanley Sidings and three conservation areas. Historic England identified harm to the Roundhouse, the Horse Hospital (GII* listed), and the Regent's Canal Conservation Area. This harm officers identified, although less than substantial, has been given considerable importance and weight and must be balanced against the public benefits of the scheme in line with paragraph 215 of the NPPF.
- 14.106 The very low level of harm to non-designated locally listed buildings on Belmont Street is a matter of balanced judgement as set out in paragraph 216 of the NPPF.
- 14.107 In weighing the heritage harm identified against the public benefits of the proposal, officers believe the significant and convincing public benefits associated with the scheme — particularly in the context of a significant housing regeneration scheme — are sufficient to outweigh the identified harm. These public benefits are discussed elsewhere in the report and summarised in the Conclusion section.
- 14.108 Given the above, the proposal complies with the development plan in respect of heritage impact, most notably CLP policies D1 and D2, and LP policies HC1, HC2, HC3 and HC4. The statutory duty and policy requirement to give considerable weight to the conservation of heritage assets has been fully applied in this assessment.

15. BASEMENT IMPACT

- 15.1 Camden Local Plan policy A5 (Basements) seeks to permit basement development where it is demonstrated that it will not cause harm, structurally, in amenity terms, environmentally or in conservation/design terms.
- 15.2 The site is subject to one underground constraint - slope stability.
- 15.3 A single-storey basement would be excavated below Blocks A and B. This would have a floor area of 3,605sqm. It would re-provide some of the existing car parking as well as providing 13 disabled parking spaces, cycle parking and plant.

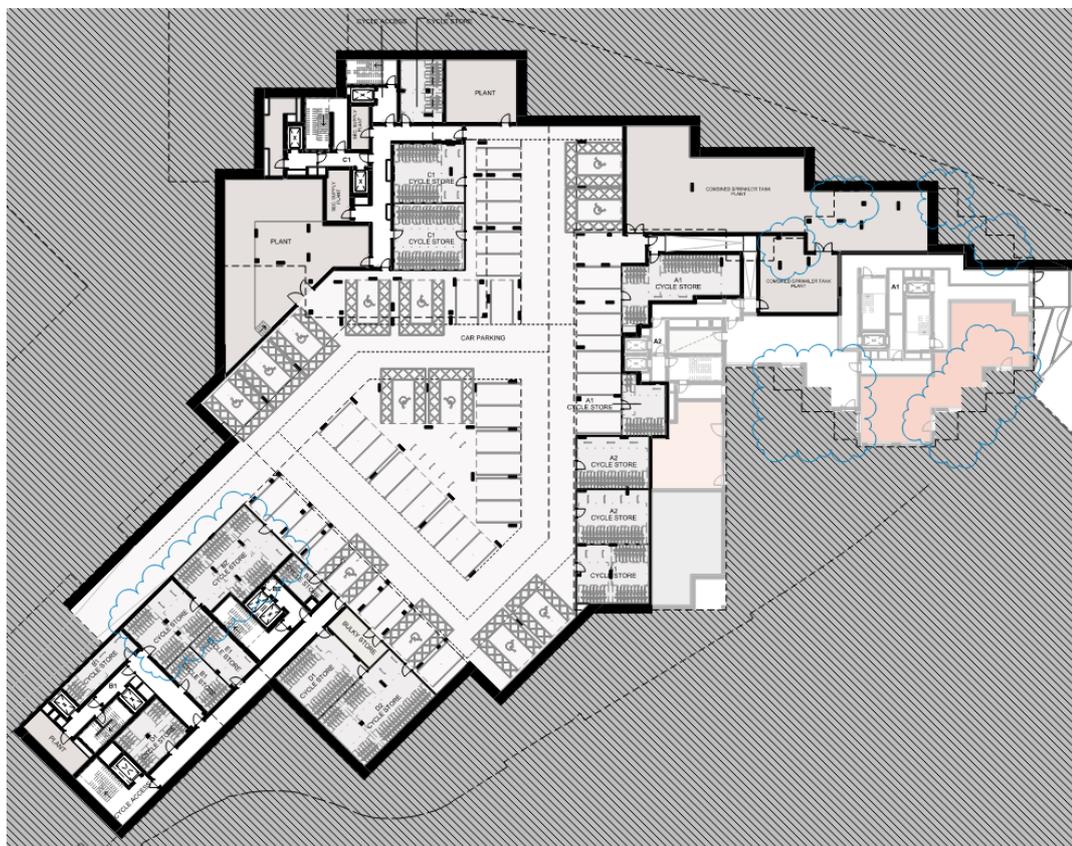


Figure 36 - Proposed basement under blocks A and B

- 15.4 The application was accompanied by a Basement Impact and Ground Movement Assessment.
- 15.5 An independent review was carried out by the Council's basement consultant (Campbell Reith) who reviewed the Basement Impact and Ground Movement Impact Assessment for potential impact on land stability and local ground and surface water conditions arising from basement development in accordance with Camden's policies and technical procedures. Campbell Reith concluded that no adverse impact is expected on the wider hydrogeological environment and that the BIA complies with the requirements of the Basement CPG. The construction of the basement would be controlled by a detailed Basement

Construction Plan (BCP) which would ensure appropriate methodology and monitoring. The BCP includes the requirement to appoint a basement design engineer throughout the construction phase to inspect, approve and undertake regular monitoring of both the permanent and temporary works. The proposed basement is therefore considered acceptable and in accordance with the development plan, subject to a **Basement Construction Plan (BCP) secured by s106 agreement**.

16. CONTAMINATED LAND

- 16.1 The Council's records show that the site has the potential to be contaminated. A contamination assessment has been provided as part of a Combined Desk Study and Geotechnical and Geoenvironmental Interpretive Report.
- 16.2 Historically, the area of the site was occupied by Camden Goods Yard and its associated rail infrastructure such as signal boxes and capstans. Off-site, several historical tanks, electrical substations, depots and garages are found along with further commercial infrastructure which may present a potential source of contamination. It is understood that infilled ground was used in the construction of the railway land. The current residential properties on site were built in the 1990s.
- 16.3 Three gas monitoring visits were undertaken in March 2024 and recorded carbon dioxide concentrations up to 15.3% and methane up to 42.1%. However, it is noted the borehole was flooded at the time of these monitoring visits and therefore the results (which are high) are unlikely to be reflective of the ground gas regime. The highest concentrations reported within boreholes which were not flooded are 4.9% carbon dioxide and <0.1% methane which is within lower risk levels. Notwithstanding this, only 3 monitoring visits have been completed over a one-month time period, with no visits undertaken in low and falling pressure conditions (considered worst-case-scenario conditions). Given the high sensitivity end use (residential) and the potential sources identified on site (deep made ground/potential infilling), it is recommended that further monitoring is completed to confirm the gas risk assessment, with the frequency and spacing of monitoring reflective of the ground gas risk and end use on site in line with current guidance.
- 16.4 The submitted report recommends a remediation strategy for the site to address the elevated pH and anthropogenic materials within the made ground, as well as to detail a contamination watching brief and discovery strategy through the works.
- 16.5 The report recommends removal of the made ground and installation of a clean cover system in areas of soft landscaping and private gardens (if present) where made ground remains at formation level. Where areas of soft landscaping are proposed over the basement, a growth medium may be utilised in place of a clean cover system. It is recommended that the current

assessment is updated where the private terraces are in situ with the underlying soils as the assessment should be updated to reflect screening criteria for a 'residential with homegrown produce end use' if private soft landscaped spaces are present.

- 16.6 A basement is proposed for part of the site to comprise a mix of uses including a car park, plant store and cycle parking. Guidance BR 211 (2015) mentions that all basements are at increased risk of elevated levels of radon regardless of geographic location, because more walls are in contact with the ground as well as the floor, and reduced natural ventilation below ground level increases the risk of elevated radon levels.
- 16.7 Given the above, a condition is recommended requiring an assessment of all potential risks identified by the applicant's report, as well as an assessment of risks posed by radon and by ground gas, and remediation plan to be approved by the Council prior to the commencement of development. A verification report demonstrating that the remediation has been completed will need to be submitted and approved prior to the occupation of the development (Condition 6).
- 16.8 In addition, a condition is recommended for a post completion assessment of ground gas and vapour. This assessment would need to be submitted and approved 6 months prior to first use of the basement (Condition 21).
- 16.9 Subject to the above conditions, the development would limit the health and environmental risks associated with land contamination and would comply with relevant development plan policies including CLP policies A1 and C1 which consider contamination and health impacts.

17. AIR QUALITY

- 17.1 London Plan Policy SI1 states that large-scale development proposals subject to an Environmental Impact Assessment should consider how local air quality can be improved across the area of the proposal as part of an Air Quality Positive (AQP) approach. At a local level, CLP policy CC4 seeks to ensure that the impact of development on air quality is mitigated and ensures that exposure to poor air quality is reduced in the borough. The Council will consider the impact of air quality when assessing development proposals, through the consideration of both the exposure of occupants to air pollution and the effect of the development on air quality. CPG Air Quality 2021 recognises the AQP approach.
- 17.2 Development that involves significant demolition, construction or earthworks will also be required to assess the risk of dust and emissions impacts in an AQA and include appropriate mitigation measures to be secured in a Construction Management Plan.

- 17.3 Air Quality details, including a report, construction dust assessment, air quality neutral assessment and Air Quality Positive Statement have been submitted as part of this application which was assessed by a Senior Sustainability Officer.
- 17.4 The background air pollution is within the current standards and the exposure from the railways is not expected to exceed the short-term concentrations for NO₂ and SO₂. Therefore, the location is generally considered suitable in terms of air quality for residential use.
- 17.5 All dwellings are proposed to incorporate highly efficient mechanical ventilation systems with heat recovery (MVHR) to provide sufficient background air change rates. It is noted that the air inlet location details are yet to be provided but that they are not to be located on the roof, which would have been preferable as NO₂ pollution in particular dissipates at height. Therefore condition 20 is attached to ensure that the air inlets are located appropriately and away from emission sources to protect internal air quality.
- 17.6 The proposals are for heat and hot water to be supplied by non-combustion sources which are welcomed. The proposals are therefore considered air quality neutral for building emissions. An assessment has been made of the transport emissions and is also considered to be air quality neutral as the number of trips is lower than the benchmark for the development. Therefore, the development overall is considered to be air quality neutral.
- 17.7 The proposals do not include any emergency generators, however given the potential for impact on air quality if they were to be proposed in future, condition 32 is attached to ensure they are appropriately sited.
- 17.8 The overall dust risk during demolition and construction is considered to be high before any mitigation. As a high-risk site mitigation would be secured through the **Construction Management Plan secured by s106 agreement** (see Transport section). In addition, condition 3 will ensure at least 4 real time dust monitors will be required to be in place from at least 3 months prior to commencement of demolition works on site and throughout the duration of the build until completion. The mitigation measures should ensure the air quality impacts of construction and demolition are minimised.
- 17.9 Due to the scale of the development an Air Quality Positive statement was required. The statement provided includes key measures such as avoiding street canyons, new tree and garden planting, signed cycle route, minimise building emissions through energy efficiency and heat pumps, car free for new residential dwellings, EV charging provision in line with building regulations, Cycle parking, Healthy streets assessment, Travel plan and Provision for future EV charging. The statement is considered to be acceptable; the proposed development includes measures which will positively contribute towards improving air quality.

17.10 Therefore, with conditions the development is considered to meet the policy requirements in terms of air quality in compliance with the development plan.

18. MICROCLIMATE

18.1 Policy A1 of the Camden Local Plan 2017 acknowledges the impact that large developments can have on the local climate. CPG Amenity requires new developments to consider the local wind environment, local temperature, overshadowing and solar glare both on and off site.

18.2 Additional guidance from TfL’s Healthy Streets for London recommends that streets should design in opportunities for sun, shade, and shelter from high winds to create places that can be enjoyed all year round.

18.3 LP Policy D8 (Public Realm) sets out that development proposals should ensure microclimate considerations including wind are taken into account to encourage people to spend time in a place. LP Policy D9 (Tall Buildings) sets out that development proposals should carefully consider environmental impacts, such as wind, daylight, sunlight penetration and temperature conditions around buildings, and not compromise comfort and the enjoyment of open spaces around buildings.

18.4 The submitted Environmental Assessment set out the impact of the proposed development on the wind microclimate. The assessment is based on a 3D numerical model of the proposed development, neighbouring Camden Goods Yard development and newly completed developments and consented future developments (including 100-100A Chalk Farm Road).

18.5 The assessment applied the industry standard Lawson criteria for pedestrian comfort and safety.

Threshold Mean-hourly Wind Speed Exceeded < 5% of the Time	Comfort Rating		Qualifying Comments
4 m/s	C4	Long-term Sitting	Reading a newspaper and eating and drinking.
6 m/s	C3	Standing or short-term Sitting	Appropriate for bus stops, window shopping and building entrances.
8 m/s	C2	Walking or Strolling	General areas of walking and sightseeing.
10 m/s	C1	Business walking	Local areas around tall buildings where people are not likely to linger.

Table 24 - Lawson Criteria for Pedestrian Comfort

18.6 The Lawson comfort criteria has been applied to various activities taking account of seasonal variations in wind conditions and activities as shown in the table below.

Suitability		Target Lawson comfort and safety criteria for specified seasons
Outdoor seating	For long periods of sitting, such as for an outdoor café or picnic area.	'Long-term sitting' (C4) in at least summer.
Entrances, waiting areas	For pedestrian ingress / egress at entrances, or short periods of sitting or standing such as at a bus stop, taxi rank, meeting point, window shopping, etc.	'Standing or short-term sitting' (C3) in all seasons.
General leisure (excluding seating areas)	For leisure uses excluding long periods of outdoor sitting, such as active leisure, general park spaces, children's play area, etc.	'Standing or short-term sitting' (C3) from spring to autumn.
Thoroughfare	For pedestrian access to, and passage through, the site and surrounding area.	'Business walking' / 'Walking or strolling' (C1/C2) in all seasons - 'Walking or strolling' (C2) desired but 'Business walking' (C1) may be acceptable in some areas.
Unsuitable	Unsuitable for all activities.	Exceeds comfort criterion for 'Business walking' (C1) or safety criteria (S1/S2).

Table 25 - Suitability assessment and target Lawson comfort rating

Existing site and surrounding area

- 18.7 The pedestrian level wind environment in and around the existing site has been derived from Computational Fluid Dynamics (CFD) simulations. This is presented in terms of the Lawson comfort criteria and is shown in the image below. The assessment found that the communal amenity space in the centre of existing site has suitable conditions for recreational activities including at least short periods of sitting and standing. The existing private gardens are sheltered by substantial boundary walls and would be expected to be suitable for long periods of outdoor sitting, at least during summer. A few areas within the Camden Goods Yard development have potential to be too windy for sedentary recreational activities. This include the southwest end of the passage between Blocks A and F (this is an amenity area named 'Makers Yard') and the area between Blocks B and C.

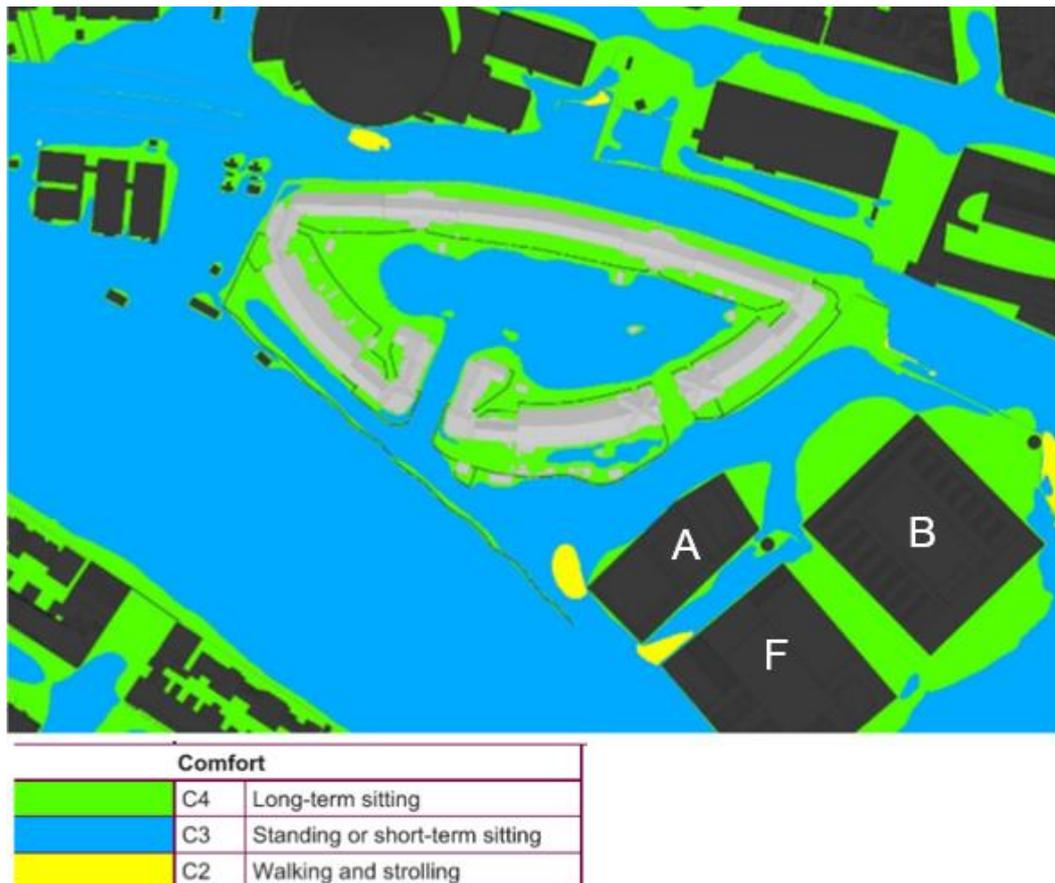


Figure 37 - Existing site - wind environment annual comfort ratings

Assessment's application of Lawson criteria

- 18.8 Although it represents the most suitable benchmark, the applicant's assessment has applied the Lawson criteria slightly less rigorously to private balcony spaces, due to their less frequent use, likely expectations of conditions at elevated levels and the opportunity for the occupant to select whether or not to use the space on a given day. In addition, it can be argued that a greater amenity value may be achieved through accepting more frequent windy conditions to retain a more outdoor feel to the space, rather than enhancing wind conditions by creating a more enclosed space, with tall solid parapets for example.
- 18.9 Therefore, although windier than ideal, conditions only marginally exceeding the criteria for long-term sitting may be considered acceptable for an elevated private space. Conditions significantly exceeding the long-term sitting criteria are, overall, likely to be considered too windy for proposed recreational uses.
- 18.10 The proposed development is of relatively modest heights, in terms of wind effects, but is exposed to prevailing south-westerly and westerly winds and is likely to be susceptible to these winds channelling around and through the development. The landscaping and localised building features were developed to allow the proposed development to respond to these potential wind effects and the proposed sensitive activities within the site.

Consequently, the landscaping features and mitigation measures (such as balcony screens) have been embedded into the design.

- 18.11 Pedestrian level conditions have been summarised graphically below in terms of the suitability assessment for activities and target Lawson comfort rating set out in the tables above.

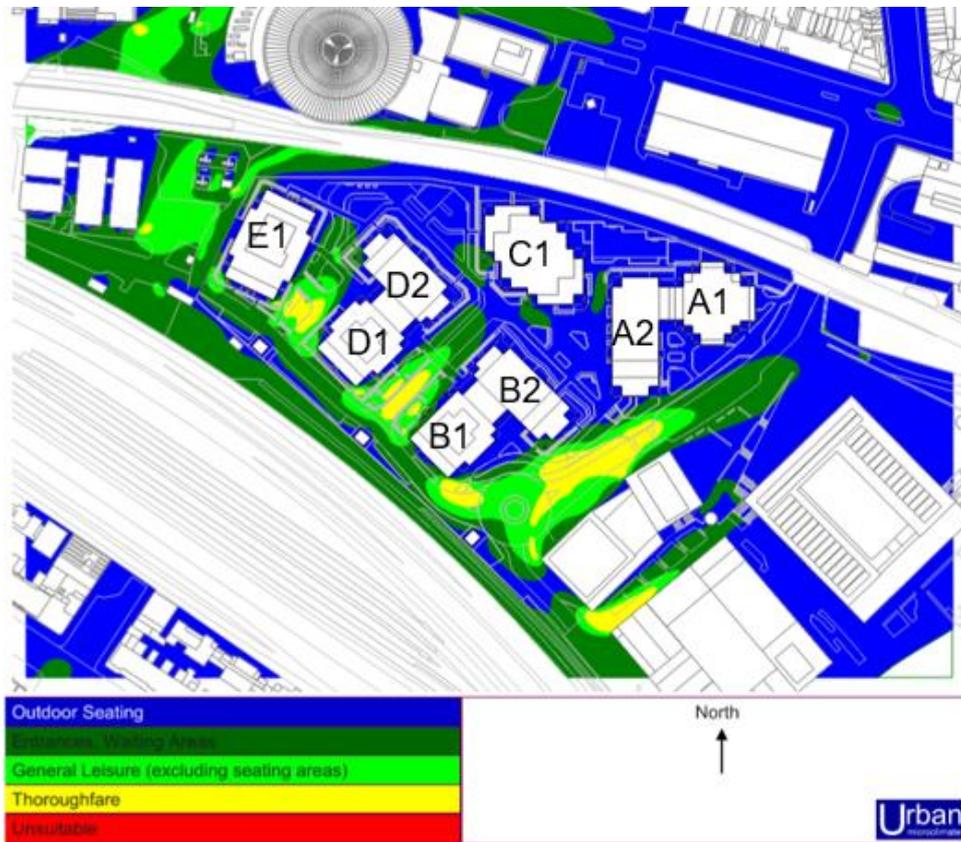


Figure 38 - Suitability assessment applying Lawson comfort criteria

Pedestrian and Occupant Comfort

- 18.12 The main plaza between Blocks A2, B2 and C1 is generally sheltered from prevailing winds and enjoys amenable conditions for recreational activities. Most of the plaza, away from Block C1's southern corners, is suitable for long periods of outdoor sitting, such as for café outdoor seating, from spring through to autumn.
- 18.13 The main play spaces along the north side of the Site are also relatively sheltered and enjoy amenable conditions for recreational activities including at least short periods of sitting and standing, such as for children's play, with most of these spaces further suitable for long periods of outdoor sitting, such as for picnics, throughout the year.
- 18.14 The play spaces between Blocks B1 and D1 and between Blocks D1 and E1 are susceptible to prevailing south-westerly winds channelling between the buildings but are substantially sheltered by the proposed landscaping such that most of the area affected by the channelled winds are thoroughfares (for

which resulting wind conditions are considered suitable). A few small areas of play spaces, towards the southwest ends of the passage, are likely to be slightly windy for sedentary recreational uses in spring and autumn. However, the range of play spaces across the site means users will have choices depending on weather conditions.

- 18.15 Private ground floor terraces that wrap around building corners are generally susceptible to some accelerated winds in the immediate vicinities of the corners. However, summer conditions across all private terrace spaces are suitable for recreational activities including at least short periods of sitting or standing. All private terrace spaces are also likely to have substantial areas that are further suitable for long periods of outdoor sitting during at least summer. Just a few small areas, at the southern corners of Block D1 and E1, are expected to be too windy for sedentary recreational uses during spring or autumn.
- 18.16 All balconies and roof-top terraces within the proposed development have significant areas with summer conditions considered acceptable for proposed recreational uses of the private spaces (rating as comfortable for long-term sitting or in the lower range of the short-term sitting criterion). Overall, based on the CFD simulations, this would include approximately 92% of the total elevated amenity space. A further 5% (approximately) of the total area has conditions considered slightly windy but tolerable.

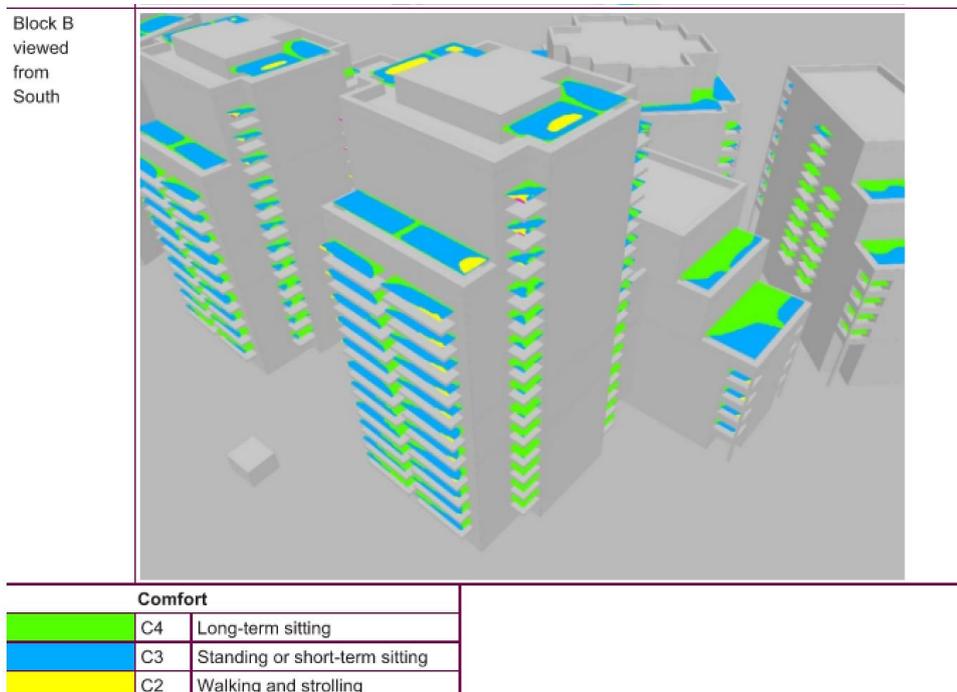


Figure 39 - Wind Environment – Annual Comfort Ratings for Block B

- 18.17 Across the proposed development, the windiest roof-top terraces are expected to be Block B1 – level 15 and southeast end of level 12; Block D1 – level 13; and Block E1 – level 11. The eastern corner terraces on the top floor levels of

Blocks B1, D1 and E1 are assessed as having acceptable conditions. The areas meeting recommended target conditions across the other terraces on the top floor levels of Blocks B1, D1 and E1 are more limited. The affected apartments have access to private balconies on the floors below and suitable conditions for outdoor sitting on the terraces do occur for a majority of the time. There is therefore potential for substantial fair-weather usage of the terraces, particularly during summer. However, this is expected to be less than typically targeted, and these terraces may, overall, be considered uncomfortable. Considering the development as a whole, the conditions within the new public spaces and private amenity spaces would be appropriate for their intended use.

Surrounding Area

- 18.18 The proposed development would likely channel more south-westerly and westerly winds towards the southern side of the Camden Goods Yard development, slightly exacerbating the channelling of these winds around the south corner of the Block A tower and into the passage between Blocks A and F (this is an amenity area named 'Makers Yard'). The proposed development does however increase the shelter from these winds in the north of the Camden Goods Yard development, enhancing conditions within the elevated park alongside the railway lines.



Figure 40 - Predicted wind conditions around the site

- 18.19 As a result, winter conditions at the southwest end of the passage between Blocks A and F are suitable, ideally, only for fast walking normally associated with business activities. However, the area affected is very small and the threshold for leisurely strolling is assessed as being only marginally exceeded.

Winter conditions are therefore expected to be tolerable for pedestrian passage. This impact, as predicted by the CFD modelling, is also in the absence of detailed landscaping features such as planters with tall shrub planting which could provide mitigation.

- 18.20 Otherwise, conditions within the surrounding area remain suitable for at least leisurely strolling along thoroughfares. Building entrances are generally expected to retain suitable conditions for pedestrian ingress / egress and bus stops on Engine House Way retain suitable conditions for short periods of sitting or standing, awaiting a bus.

Conclusion

- 18.21 In terms of comfort, conditions within the site are generally expected to be suitable for proposed uses. This includes all thoroughfares, building entrances and the main amenity spaces.
- 18.22 As would be expected given the exposure of the site, there are a few isolated areas, at both ground and elevated levels, where conditions are expected to be slightly windy, but tolerable, for proposed recreational uses. Uncomfortable conditions are expected to be limited to a small number of private roof-top terraces on the south-western blocks, though substantial fair-weather usage of these spaces should still be viable.
- 18.23 Within the surrounding area, the proposed development may have a minor adverse effect on conditions at the southwest end of the Makers Yard passage between Blocks A and F of the Camden Goods Yard development, though resulting conditions are expected to be at least tolerable for pedestrian passage. Otherwise, surrounding conditions are expected to remain suitable for existing and future (within consented future surrounding developments) uses.
- 18.24 As such, the development would have an acceptable impact on microclimate and amenity, both within and around the site, in accordance with CLP policy A1, and LP policies D8 and D9.

19. SUSTAINABILITY AND ENERGY

- 19.1 In November 2019, Camden Council formally declared a Climate and Ecological Emergency. The current Camden Climate Action Plan 2026-2030 seeks to respond to the urgency of the climate crisis, enabling zero carbon and a climate resilient borough.
- 19.2 In line with London Plan (LP) policies, SI1, SI2, SI3, SI4, SI5 and SI7 and Camden Local Plan (CLP) policies CC1, CC2, CC3, and CC4, development should follow the core principles of sustainable development and circular economy, make the fullest contribution to the mitigation of and adaptation to

climate change, to minimise carbon dioxide emissions and contribute to water conservation and sustainable urban drainage.

Redevelopment strategy

- 19.3 In assessing the opportunities for retention and refurbishment developers should assess the condition of the existing building and explore the future potential of the site. The development plan promotes circular economy principles and CLP policy CC1 and LP policy S17 require proposals involving substantial demolition to demonstrate that it is not possible to retain and improve the existing building and to optimise resource efficiency.
- 19.4 The London Plan highlights the importance and value of retaining existing buildings with the least preferable development option of recycling through demolition. The hierarchy for building approaches set out in the development plan maximises use of existing materials. However, this is to be applied taking account of the whole development plan, particularly key policy objectives such as housing delivery and making the best use of land that optimises site capacity, including site allocations, as set out in LP policy D3. The supporting text for LP policy D3 states:
- “Diminishing returns are gained by moving through the hierarchy outwards, working through refurbishment and re-use through to the least preferable option of recycling materials produced by the building or demolition process. The best use of the land needs to be taken into consideration when deciding whether to retain existing buildings in a development”.*
- 19.5 The NPPF, at paragraph 124, promotes the effective use of land, prioritising previously developed (brownfield) land wherever possible. Paragraph 125 says substantial weight should be given to using brownfield land, promoting and supporting development of under-utilised land and buildings. Optimising density will often involve the need for demolition, which is reflected in the development plan, including the London Plan as quoted above.
- 19.6 The development plan requires a condition and feasibility assessment which should consider the existing buildings to understand the reuse potential and what is the best use of the site, and should take into account the hierarchy set out in Energy Efficiency and Adaptation [CPG chapter 9](#). Consideration should be given to resource efficiency, and developments which are referable to the Mayor are also required to provide a Circular Economy Statement which should include a pre demolition audit.
- 19.7 An Options Appraisal has been undertaken for the site which tested several options including Do Nothing, Environmental Improvements, Refurbishment (minimal, good practice and best practice), Infill Development, Partial Redevelopment, and Full redevelopment. The existing buildings are not beyond their lifespan and could reasonably be refurbished, extended, or even

partially redeveloped with infill development. The development options for the site each sought to maximise the number of homes in line with the development plan and the NPPF.

19.8 All options were economically viable, although some options (like Environment Improvements and minimal Refurbishment) would be dependent on funding from some level of Infill development. Partial redevelopment would be financially viable for only parts of the estate (which could lead to a disjointed approach). The table below summarises the high-level options outputs.

OUTPUT	DO NOTHING	OPTION 2: ENVIRONMENTAL IMPROVEMENTS	REFURBISHMENT	INFILL NEW HOMES	PARTIAL REDEVELOPMENT	FULL REDEVELOPMENT
Financial Output (viable/unviable)	Viable	Viable, though likely to need funding from infill	Minimum refurbishment viable if funded from infill. Others unviable	Viable	Viable for parts of estates	Viable
Economic Output (low/medium/high)	Low	Low	Low	Low	Medium	High
Social Output (out of 105)	23	31	41	33	71	97
Risk of implementation (low/medium/high)	n/a	Low	High	High (resident/planning objections)	Medium	Medium
Deliverable	✓	✓	✓	✗	✓	✓

Figure 41 - High-level options appraisal outputs

19.9 Ultimately in this case, the Full Redevelopment option would make the most effective use of a brownfield site to deliver a significant uplift in new homes, along with re-provision of existing homes that better meet the needs of existing residents. This option carries a cost in terms of energy and carbon, and Full Redevelopment will have the biggest adverse impact in terms of embodied carbon on the site, albeit all options involving buildings works will have some carbon cost to consider. However, the considerable social impact of the housing is also enhanced by improvements in the greening, biodiversity, streetscape, connections within and around the site, and other benefits like safety, security, and health outcomes discussed elsewhere in the report. These benefits arising from Full Redevelopment are greater than those that can be achieved through a scheme that retains more of the existing buildings. When considered in the round, substantial demolition and full redevelopment of the site is considered the most appropriate option.

19.10 Where demolition is considered justified, a Whole Life Carbon (WLC) assessment is required to show that any replacement building has considered the carbon impact of the construction and use of the building over its lifetime. This should be in line with the GLA WLC assessment guidance and benchmarks which encourage steps to reduce embodied carbon throughout the design process.

- 19.11 An initial Whole Life Carbon Assessment has been undertaken which considers likely embodied carbon impact and this is discussed below.
- 19.12 A circular economy statement including a pre demolition audit has been provided and the applicant is aiming to achieve the required targets with requirements passed to contractors or considered at later design stages. Condition 43 will require 95% of construction and demolition waste to be reused, recycled, or recovered, and 95% of excavation waste to be put to beneficial use. It also requires the GLA's post-construction reporting.

Whole Life Carbon

- 19.13 The Whole-Life Carbon (WLC) emissions are the total carbon emissions resulting from the construction and the use of a building over its entire life (this is assessed as 60 years), and it includes its demolition and disposal. This is split into modules that assess each stage of the building's life.
- 19.14 The A-Modules concentrate on the emissions from the building materials (A1-A3 extraction, supply, transport and manufacture) and the construction stages (A4-A5 transport, construction and installation).
- 19.15 The B-Modules concentrate on the use stage of the building (B1-B5 use, maintenance, repair, replacement, refurbishment), but the modules that deal with operational energy and water use are excluded (B6-B7). This is because they are "regulated emissions" and so are considered separately and in detail in relation to the zero-carbon target (see the "Energy and carbon reductions" section below).
- 19.16 The C-Modules deal with the end-of-life stage of the building (C1-C4 deconstruction demolition, transport to disposal, waste processing for reuse, recovery or recycling, disposal).
- 19.17 Carbon sequestration is when carbon dioxide is removed from the atmosphere and held in materials, for example the carbon absorbed by trees as they grow and locked in timber until the end of its life. It is important to consider this in the end-of-life phase because the carbon is released again at the end of its life (when it decomposes), so it is included in the total A-C-Modules.
- 19.18 The GLA WLC assessment guidance sets out minimum benchmarks for different building typologies per square meter of gross internal area in kilograms of carbon equivalent ($\text{kgCO}_2\text{e}/\text{m}^2$ GIA). Building designs should target these benchmarks to ensure embodied carbon is considered throughout the design and build. It also encourages development to aim for more ambitious aspirational benchmarks. The table below shows how the development performs against the benchmarks, as well as the aspirational targets.

Modules	Min benchmark RESIDENTIAL (kgCO₂e/m² GIA)	Aspirational Benchmark for RESIDENTIAL (kgCO₂e/m² GIA)	Proposal (kgCO₂e/m² GIA)
A1-A5	<850	<500	866
B-C (excl B6 & B7)	<350	<300	635
Total A-C (excl B6&B7 but inc sequestration)	<1200	<800	1486

Table 26 - Summary of Whole-Life Carbon results for the residential development

- 19.19 In this case, the development does not meet the benchmarks or aspirational benchmarks as shown in the table above. At this stage there has been some limited consideration of the impact of design on the whole life carbon results. The assessment uses prorated material quantities from the other schemes but, applies a 20% factor to account for missing material which is considered reasonable.
- 19.20 The applicant has stated that at detailed design stage a cost plan and associated bill of quantities will be developed - this will allow for a more accurate quantification of the whole life carbon impact of the proposals. In addition, the assessment uses standard replacement cycles which are not necessarily reflective of the actual operational replacement cycles, and these will also be reviewed. There is some reference to consideration of further opportunities to reduce the whole life carbon, like an increase in the proportion of cement replacement to 40% (from the standard assumed 20%) which would reduce the A1-A5 emissions by 32kg CO₂e/m² GIA. There has also been reference to use of SFS internal partitions and internal walls which can be disassembled and recycled which adds to the adaptability and flexibility of the design. However, further steps should be taken in developing the structural and detailed design to ensure further reductions. An updated Whole Life Carbon Assessment after the next design stage is therefore required (Condition 14) and the applicant should aim to reduce Whole Life Carbon to within the benchmarks unless there is reasonable justification for why this cannot be achieved. Condition 23 is attached to make sure a post construction assessment of WLC is completed and provided for monitoring and compliance.

Energy and carbon reductions

- 19.21 To minimise operational carbon, development should follow the energy hierarchy set out in the London Plan (2021) Chapter 9 (particularly Policy SI2 and Figure 9.2) and major developments should meet the target for net zero

carbon. The first stage of the energy hierarchy is to reduce demand (be lean), the second stage is to supply energy locally and efficiently (be clean), and the third step is to use renewable energy (be green). The final step is to monitor, verify and report on energy performance (be seen).

- 19.22 After carbon has been reduced as much as possible on-site, a carbon offset payment can be made to achieve net zero carbon.

Energy and carbon summary

- 19.23 The following summary table shows how the proposal performs against the policy targets for operational carbon reductions in major schemes, set out in the London Plan and Camden Local Plan.

Policy requirement SITE-WIDE (on site)	Min policy target	Proposal reductions
Be lean stage (low demand): LP policy SI2	n/a	11.5 %
Be green stage (renewables): CLP policy CC1	20%	61.8%
Total carbon reduction: LP policy SI2 and LP CC1	35%	66.2%

Table 27 - Site-wide carbon saving targets (majors) and the scheme results

Policy requirement RESIDENTIAL (on site)	Min policy target	Proposal reductions
Be lean stage (low demand): LP policy SI2	10%	11.5%
Be green stage (renewables): CLP policy CC1	20%	61.8%
Total carbon reduction: LP policy SI2 and LP CC1	35%	66.2%

Table 28 - Residential carbon saving targets (majors) and the scheme results

Policy requirement NON-RESIDENTIAL (on site)	Min policy target	Proposal reductions
Be lean stage (low demand): LP policy SI2	15%	7.7%
Be green stage (renewables): CLP policy CC1	20%	83.6%
Total carbon reduction: LP policy SI2 and LP CC1	35%	84.9%

Table 29 - Non-residential carbon saving targets (majors) and the scheme results

- 19.24 The vast majority of floorspace is residential so the site-wide results reflect the residential results. The operational carbon savings and measures set out below will be secured under an **Energy and Sustainability Strategy secured by Section 106 legal agreement** which includes monitoring, in compliance with the development plan.

Total carbon reductions

- 19.25 Reductions are measured against the baseline which are the requirements set out in the Building Regulations. Major development should aim to achieve an on-site reduction of at least 35% in regulated carbon emissions below the minimums set out in the building regulations (Part L of the Building Regulations 2021). To achieve net zero carbon, a carbon offset payment will be secured that offsets the remaining carbon emissions caused by the development after the required on-site reductions, measured from the agreed baseline.
- 19.26 This is charged at £95/tonne CO₂/yr (over a 30-year period) which is 152.3 tonnes x £95 x 30 years = £433,932. This amount will be spent on delivery of carbon reduction measures in the borough.
- 19.27 Residential development should be exceeding the target now, so GLA guidance has introduced a more challenging aspirational target of 50% on-site total savings that residential development should aim to achieve.
- 19.28 In this case, the development significantly improves on the policy target of 35% reductions, achieving an overall on-site reduction of 66.2% below Part L requirements as shown in Table 27 above. The residential areas of the development also exceed the 50% aspirational target. The **Carbon Offset of £433,932 will be secured by s106 agreement** to bring it to zero carbon, in compliance with the development plan.

Be lean stage (reduce energy demand)

- 19.29 London Plan policy SI 2 sets a policy target of at least a 10% for residential and 15% for non-residential development reduction through reduced energy demand at the first stage of the energy hierarchy.
- 19.30 In this case, the development meets the policy target of 10% for the residential areas with 11.5% but does not meet the 15% target for non-residential areas, reducing emissions by 7.7% at this stage through energy efficient design, in partial compliance with the development plan. It is however noted that the non-residential areas are a very small proportion of the overall space which is why the site performs well overall. The proposals involve high efficiency triple glazing, thermal efficiency of walls, floor and roof which meet or improve on the building regulations notional requirements, low g-value glazing to reduce solar gain, a reasonable level of air tightness at 4 m³/m²h@50Pa, 100% high efficiency lighting, and mechanical ventilation with heat recovery. Peak lopping cooling (air tempering) on MVHR is proposed to prevent overheating due to acoustic constraints (see below for further details).

Be clean stage (decentralised energy supply)

- 19.31 London Plan Policy SI3 requires developers to prioritise connection to existing or planned decentralised energy networks, where feasible, for the second

stage of the energy hierarchy. Camden Local Plan policy CC1 requires all major developments to assess the feasibility of connecting to an existing District Heat Network (DHN), or where this is not possible establishing a new network.

- 19.32 In this case an assessment of the existing heat networks has been made and demonstrated that there are no existing local networks present within connectable range of the scheme. However, the development will utilise a site-wide heat network supplied by a centralised energy system that will be ready to connect to any future DHN when this becomes available, and a plan is provided on the pipe route to the boundary. Details of how the development is designed to allow future connection to a district heating network would be included in a **District Heat Network future connections plan secured by s106 agreement**. This should include a single point of connection to the district heating network. Drawings should be provided to demonstrate space for heat exchangers in the energy centres, and a safe-guarded pipe route to the site boundary, and sufficient space in cross section for primary district heating pipes where proposed routes are through utility corridors.

Be green stage (renewables)

- 19.33 Camden Local Plan policy CC1 requires all developments to achieve a 20% reduction in CO2 emissions through renewable technologies (after savings at Be Lean and Be Clean), where feasible, for the third stage in the energy hierarchy.
- 19.34 In this case, the development significantly improves on the policy target of 20%, reducing emissions by 61.8% at this stage through renewables, in compliance with the development plan. The proposal includes 281m² of PV panels on the roof to provide capacity of 42.2kWp with evidence of installation, metering and maintenance details secured by condition 30. The proposal includes low carbon heating through Air Source Heat Pump site wide network serving 100% of the residential developments heating demand, it is estimated that the development will be served by 4 units of 321kW, totalling 1,284kW. The non-domestic areas are to be served by VRF units.

Be seen (energy monitoring)

- 19.35 The London Plan policy SI 2 requires the monitoring of energy demand and carbon emissions to ensure that planning commitments are being delivered. In this case, the development has committed to reporting. The proposal includes a metering arrangement with the heating within each dwelling to be metered independently via an HIU embedded meter (Heat Interchange Unit). Each block will have a bulk meter at the base of the riser and the pipework exiting the energy centre will also have a bulk meter. In terms of electricity metering, each dwelling will be metered independently via a meter within the riser (or within the unit). The landlord's panels will be fitted with check meters

on any large circuits (e.g. ASHP roof plant, basement energy centre, basement water plantroom, etc).

- 19.36 The **Energy and Sustainability Strategy secured by s106 agreement** will secure reporting to the GLA in line with their published guidance. This will also secure the operational savings as set out above.

Climate change adaption and sustainable design

- 19.37 Local Plan policy CC2 expects non-residential development, and encourages residential development arising from conversion, extension or change of use, to meet BREEAM Excellent. However, in this case as the non-residential floorspace is under 500m² BREEAM is not required.
- 19.38 New residential developments should avoid overheating without relying on active cooling. If security, air quality, or noise prevent window opening, applicants must show all passive design options have been considered and maximised, with façades optimised despite site constraints. To determine if the units are designed to and would stay cool with only natural ventilation and passive measures Dynamic Thermal Modelling has been undertaken for the residential units using CIBSE TM59 methodology, as set out in guidance.
- 19.39 A base case model with fully openable windows was modelled as required, to show the design would not lead to overheating where natural ventilation is possible. This indicated that some homes may require lower g-value glazing, but doing so would mean all units can meet the overheating criteria as required. Amendments to the design have since improved the cross ventilation of some units due to recent updates in fire safety regulations which have now allowed for closer window proximity between adjacent dwellings which could further mitigate the risk of overheating.
- 19.40 Due to the proximity of the railway lines to the homes, it is accepted that some homes cannot rely on natural ventilation due to noise and therefore occupiers may choose to keep windows shut at certain times. Further modelling was undertaken which showed that where natural ventilation is not possible MVHR and peak lopping would generally prevent overheating for a typical summer in the 2020's (DSY 1). Further it was noted that increasing the capacity of the tempered air system is shown to mitigate overheating risk and reduce the number of units overheating during a very intense single warm spell (DSY 2) or a prolonged period of sustained warmth (DSY 3) weather scenarios. However, it is not clear which units will exceed the noise levels to the extent that it would prevent natural ventilation. The applicant has confirmed that *"During the Stage 4 design, the noise limits for each unit will be identified, meaning that dwellings will not be specified with peak lopping cooling if this is not required"*.
- 19.41 The proposed MVHR with peak lopping is an appropriate lower energy option than air conditioning where, due to lack of natural ventilation, passive

measures are not sufficient to prevent overheating. The proposed refrigerant R32 has a lower global warming potential than some and is considered appropriate.

- 19.42 A condition is therefore recommended to ensure that measures to adapt to climate change have been implemented where appropriate and that overheating risk has been managed, with cooling demand reduced as far as is reasonably feasible and deliverable and that the cooling hierarchy has been followed (condition 31). This should ensure that natural ventilation is available where there are no restrictions due to noise and further passive measures such as ceiling fans for single aspect units, fixed shading devices such as external shutters, external blinds, awnings and ventilated louvres are considered and implemented before peak lopping of MVHR or other active cooling is considered.
- 19.43 The development plan (CLP policy CC3 and LP policy SI12 and SI13) also seeks to ensure development does not increase flood risk, reducing the risk of flooding where possible. Development should incorporate sustainable drainage systems (SUDS) and water efficiency measures.
- 19.44 Condition 46 will secure water efficiency measures, ensuring a maximum internal water use of 105 litres per day (plus an additional 5 litres for external water use) for each home.
- 19.45 In this case, the development incorporates attenuation tanks to reduce the surface water run off rate to greenfield rate. Furthermore, the provision of extensive green roofs would enhance the biodiversity of the site, reduce overheating risk and can contribute to further reducing water runoff. Flood risk is covered in the 'Flood risk and drainage' section of this report.

Sustainability and energy conclusion

- 19.46 The proposed redevelopment demonstrates a comprehensive approach to sustainability and energy, generally aligning with development plan policies.
- 19.47 NPPF paragraph 161 supports the transition to net zero by 2050, and encourages the reuse of existing resources, including the conversion and adaptation of existing buildings. This policy, and the development plan policies, do not create a presumption against demolition, but encourage reuse as part of wider low-carbon policy balancing.
- 19.48 During consultation, objections were received based on the overall climate impact, and in particular the demolition of the existing buildings and the embodied carbon involved in a full redevelopment. As explained, the existing buildings are not at the end of their useful life. Officers acknowledge the proposal will cause harm through substantial quantities of embodied carbon in the demolition of existing structures and the construction of new, larger

buildings. This amounts to a partial conflict with paragraph 161 and those relevant development plan policies which encourage reuse.

- 19.49 However, this impact needs to be considered alongside the other policy objectives, including environmental policies and the importance of optimising use of the site for new homes.
- 19.50 There are significant on-site operational carbon reductions which far exceed policy targets and Building Regulations requirements. Resource efficiency is considered, with commitments to circular economy principles and climate change adaptation. Conditions secure further consideration and minimisation of Whole Life Carbon impact of the development, along the need for active cooling. The scheme meets other key policy targets, including providing future-proofed energy infrastructure, provides site greening, and measures to reduce surface water run-off and consideration of water efficiency.
- 19.51 With relevant conditions and planning obligations, the development complies with the energy and sustainability objectives of the development plan overall and will contribute meaningfully to the environmental objectives in the NPPF.

20. FLOOD RISK

- 20.1 CLP policy CC3 requires developments to avoid increasing flood risk and, where possible, reduce it. This includes assessing impacts in flood-prone areas, incorporating flood resilience measures, and using Sustainable Drainage Systems to achieve greenfield runoff rates.
- 20.2 LP Policy SI 13 highlights London's vulnerability to surface water flooding, calling for developments to manage runoff near its source and prioritise green infrastructure according to the drainage hierarchy. LP policy GG6 emphasises designing developments to improve efficiency and resilience, considering climate change and flood risks.
- 20.3 There are 3 flood zones for flooding by rivers and the sea as defined by the Environment Agency; Flood Zones 1, 2 and 3. The site is in Flood Zone 1, like all Camden sites, and so is low risk from flooding from rivers and sea. The Strategic Flood Risk Assessment for Camden identifies flood risk for Camden from surface water, sewer surcharge and some groundwater flood risk. Areas considered at risk of flooding in Camden include 14 Local Flood Risk Zones, previously flooded streets, areas at medium or high risk of surface water flooding, those in the vicinity of a historic watercourse, and areas with previous sewer surcharge incidents.
- 20.4 Policy CC3 states that vulnerable development should not be located in flood prone areas. The existing site does have some area at high and medium risk of surface water flooding which will increase with climate change. The main access to the site under the railway bridge has high surface water flood risk to

a depth of over 1.2m which would prevent access including to emergency vehicles. The area has had a relatively high number of reported sewer surcharge incidents.

- 20.5 A Flood Risk Assessment and Drainage Strategy Report has been submitted as part of this application. The development incorporates Sustainable Drainage Systems (SuDS) to manage the water environment, including water butts, green roofs, rain gardens, filter drains, bioretention ponds, swale, and attenuation tanks. Most of the surface water from the site will be attenuated and this equates to a total discharge rate of 9.9l/s for a 1 in 100 year plus climate change rainfall event. There is a significant reduction on the existing run off and the proposals will meet the greenfield run off rate for 1 in 30 and greater rainfall events as shown below.

3a. Discharge Rates & Required Storage				
	<i>Greenfield (GF) runoff rate (l/s)</i>	<i>Existing discharge rate (l/s)</i>	<i>Required storage for GF rate (m³)</i>	<i>Proposed discharge rate (l/s)</i>
<i>Qbar</i>	6.8	 	 	
<i>1 in 1</i>	5.8	143	1177	6.5
<i>1 in 30</i>	15.6	375	1177	8.1
<i>1 in 100</i>	21.7	490	1177	8.8
<i>1 in 100 + CC</i>	 	 	1177	9.9
<i>Climate change allowance used</i>		40%		
3b. Principal Method of Flow Control		Hydrobrake		
3c. Proposed SuDS Measures				
	<i>Catchment area (m²)</i>	<i>Plan area (m²)</i>	<i>Storage vol. (m³)</i>	
Rainwater harvesting	0	 	0	
Infiltration systems	0	 	0	
Green roofs	1592	1592	0	
Blue roofs	0	0	0	
Filter strips	0	0	0	
Filter drains	0	0	0	
Bioretention / tree pits	170	170	16	
Pervious pavements	0	0	0	
Swales	0	0	0	
Basins/ponds	0	0	0	
Attenuation tanks	12067	 	1177	
Total	13829	1762	1193	

Table 30 - Discharge Rates and Proposed Sustainable Drainage Measures

- 20.6 The proposals include 1,177m³ of attenuation tanks plus 16m³ of bio retention and 1,592m² green roofs provided across all blocks. Conditions would ensure the final SuDS details are submitted and implemented (conditions 5).
- 20.7 The National Standard for sustainable drainage systems (SuDS) by DEFRA state that “The surface water drainage system shall be assessed for exceedance events in excess of the 1% AEP (1 in 100 year) event with expected exceedance routes identified across the development to confirm there is no adverse flood risk to the development or elsewhere”. The provided exceedance event diagram shows some flows of surface water leaving the site in the event of a storm over 1 in 100-year event. Therefore, whilst surface water flows are managed and reduced by the drainage measures there are some flows towards the railway bridge on Engine House Way (Stephenson Street) where, as a low point, water is likely to accumulate from a variety of sources. However, exceedance surface water flows on site will be directed towards soft landscaping and away from the basement ramp where a raised table of 120mm has been proposed to reduce the risk of surface water entering the basement. Given the plant located in the basement further consideration to flood protection or resilience measures for the basement should be considered at the next design stage. It is also essential that the Flood Risk Emergency Plan ensures that plans are in place to ensure the basement is not accessed during a flood event and it is possible to evacuate the basement areas before a more extreme flood with an annual probability of 0.1% (1 in 1000) as per guidance. It is expected that the final design of the scheme should ensure that as much as possible exceedance flows are captured safely to minimise the risk to buildings, people and critical infrastructure (Condition 15).
- 20.8 Due to the high risk of deep surface water flooding of the main pedestrian and vehicular access route a Flood Risk Emergency Plan (FREP) is also required for the site. An initial Flood Warning and Evacuation Plan has been provided and details of an alternative access for pedestrians and emergency vehicles through the Camden Goods Yard site. This means emergency vehicles could still access the site from the southwest, via Oval Road and Gilbey’s yard, which is the same emergency provision for the Camden Goods Yard site. However full details of measures to ensure occupants are aware of the plans and safe access routes in the event of a flood and to ensure the measures set out in the FREP, including signage, basement evacuation plans and emergency access arrangements, have been fully implemented before occupation will be required through an updated plan (condition 24).
- 20.9 Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal. Therefore, they have requested that the development should not be occupied until all water network upgrades required to accommodate the additional demand to serve the development have been completed; or a development

and infrastructure phasing plan has been agreed with Thames Water to allow the development to be occupied. This would be secured by condition (condition 26).

- 20.10 Because the site lies within 15 metres of strategic sewers and water mains, and within 5m of a strategic water main, Thames Water require a condition securing submission and approval of a Piling Method Statement, and details to protect or divert the water main to ensure protection of underground water infrastructure (conditions 12 and 13).
- 20.11 They also requested an informative in relation to protection to property to prevent sewage flooding, build over agreements, groundwater risk management and construction near Thames Water assets, all of which would be attached.
- 20.12 The proposals significantly improve the surface water run off over the existing site, but further details are required to confirm the site can appropriately manage exceedance flows, and that the flood risk emergency plan will meet requirements. The Lead Local Flood Authority approves of the proposals subject to conditions on SUDS and Flood Risk Emergency Planning. Given the above, the proposed measures are considered acceptable and comply with the development plan in terms of flood risk.

21. FIRE SAFETY

- 21.1 LP policy D12 requires the application to be accompanied by a fire statement, prepared by a suitably qualified third-party assessor. It also says development should achieve the highest standards of fire safety. LP policy D5 seeks to ensure that developments incorporate safe and dignified emergency evacuation for all building users. Further draft guidance is provided in the Mayor's Draft Fire Safety LPG.
- 21.2 The current fire safety regulatory framework includes three gateways for "relevant buildings". A relevant building is a building 18 metres or more in height, or 7 or more storeys tall, that contains two or more dwellings or student accommodation. This applies to new buildings as well as changes of use of existing relevant buildings.
- 21.3 Planning Gateway One addresses fire safety considerations for relevant buildings in terms of land use planning, with the Building Safety Regulator (BSR) which is part of the Health and Safety Executive (HSE) acting as the statutory consultee. Gateways Two and Three, introduced by the Building Safety Act 2022, ensure thorough scrutiny of detailed information by the BSR, including building regulations compliance, prior to construction and upon completion.

21.4 A fire safety statement form and an outline fire safety strategy have been submitted as part of the application to meet the requirements of both the London Plan and Planning Gateway One. These have been prepared and approved by suitably qualified consultants in line with LP policy D12.

Fire safety strategy

21.5 The scheme comprises five residential blocks (A–E) of varied heights, all of which are “relevant buildings” as they exceed 18m. The strategy follows British Standards for residential and ancillary spaces and uses tried and tested measures rather than experimental approaches. Blocks A, B, and D all have multiple cores (A1, A2, B1, B2, D1, and D2). The cores in A1, A2, B1, and D1 have two staircases. Cores B2 and D2 have a single stair, but those connect with cores B1 and D1 across all upper levels except for level 08. This ensures all single staircase cores also benefit from an alternate core with two further staircases.



Figure 42 - Example of connected cores (B1 and B2 in Block B)

21.6 The image above shows an example of the connected cores (in Block B). Blocks C and E are served by single cores, each including two staircases.

21.7 Homes use a “stay-put” strategy meaning if a fire starts in one flat, it is contained there and residents in other flats do not need to evacuate unless they choose to. Non-residential areas (community hub and car park) use a “simultaneous evacuation” so people in the affected area get an alarm to leave immediately. Sprinklers are provided throughout the residential areas, with higher-rated systems in the car park and larger ancillary rooms. Corridors, lift lobbies and the basement car park are protected by smoke ventilation systems. Use of mechanical ventilation in connecting corridors means

powered fans will remove smoke to keep escape routes clear. An evacuation alert system (a firefighter-controlled system used to tell specific floors to evacuate if needed) will be installed in the taller blocks.

- 21.8 Fire compartmentation between flats, corridors and stairs, along with fire-resisting walls and floors, is designed to slow or stop fire and smoke spread. The primary structure is designed for at least 120 minutes fire resistance. External wall systems will use non-combustible materials on relevant parts of the façade. Evacuation lifts are provided, in addition to firefighting lifts, to support safe and dignified evacuation for people who cannot use stairs (disability and age being protected characteristics). Emergency lighting and clear signage are included throughout.

Access for firefighting

- 21.9 Because the site slopes, fire appliance access is provided at different levels. Access is at ground level for Blocks B–E, mezzanine for parts of Block A, and basement for one protected stair. Fire appliances will be able to park within 18 m and clear line of sight of dry riser inlets (distances shown green in the image below). Hydrants will be located within about 90 m of entrances and inlets (yellow boxes in the image below). Each core is served by a firefighting shaft with a protected stair, a firefighting lift and a dry rising main, designed so that hose distances are within national guidance. The image below shows the access points for fire appliances (shown as red fire engines).



Figure 43 - Fire appliance access for the buildings

- 21.10 The HSE, acting as the BSR, reviewed the application and confirmed it was satisfied with the fire safety design to the extent it affects land-use planning.
- 21.11 Whilst not for the planning stage, the HSE identified several matters for the applicant to consider and address at later stages. It remains for the applicant

to demonstrate full Building Regulations compliance at Gateways Two and Three. This is only included here for information and transparency and includes further evidence or information on:

- demonstrating smoke-ventilation performance
- ensuring green roofs avoid fire spread
- safeguards for open-plan flats
- cabling for PVs
- design of EV charging and storage (bikes and scooters).

21.12 The GLA has also confirmed they are satisfied with the details provided at this stage subject to securing the measures set out in the fire statements (condition 39).

21.13 Although not directly raised by the HSE or GLA, given the scheme is a phased development, it is necessary to secure interim arrangements for fire vehicle access to any occupied blocks while development continues until the final access arrangements are in place across the completed scheme. Condition 10 would ensure the developer provides updated interim arrangements as each phase of the scheme comes forward. This would ensure a safe environment throughout the construction phases for occupied buildings and spaces on and around the site.

Conclusion

21.14 The HSE and the GLA have confirmed they are satisfied with the details provided at this stage. The fire safety measures confirmed at this stage in the planning process are acceptable and provide the framework for detailed measures which will be subject to later regulatory consideration through the later Gateways.

21.15 The inclusion of evacuation lifts, refuge lobbies, evacuation alert system, and emergency voice communication supports residents with disabilities, reduced mobility, or sensory impairments, helping to deliver safe and dignified evacuation for all. This is a positive impact for people with protected characteristics such as disability, older people, and pregnant people, allowing all occupiers to evacuate the building with dignity.

21.16 As such, the proposal complies with the national fire safety regime and the requirements of the development plan, particularly having regard to London Plan policies D5 and D12.

22. TRANSPORT

Policy review

22.1 Policy T1 of the Local Plan promotes sustainable transport by prioritising walking, cycling and public transport in the borough. Policy T2 seeks to limit the availability of car parking and requires all new developments in the

borough to be car-free. Policy T3 and T4 address infrastructure improvements and the sustainable movement of goods and materials.

- 22.2 The Mayor's Transport Strategy 2018 (MTS) sets a target for 80% of all Londoners' trips to be made by foot, cycle, or public transport by 2041. The MTS and the London Plan require new developments to promote sustainable transport, reduce congestion, improve air quality, and restrict car parking, especially in areas with good public transport access.
- 22.3 Policy T1 of the London Plan and Local Plan prioritise walking, cycling, and public transport, while Policy T2 mandates car-free developments. Policy T3 and T4 address infrastructure improvements and the sustainable movement of goods and materials. In the DCLP, Policy C1 (Central Camden) commits to new pedestrian and cycle routes and public realm improvements, supporting the Council's Transport Strategy and Cycling Action Plan. Camden's Transport Strategy (CTS) 2025–2028, Clean Air Action Plan, and Climate Action Plan further reinforcing these objectives.
- 22.4 <https://www.camden.gov.uk/draft-new-local-plan> Policy C1 – Central Camden, includes the support and delivery of several infrastructure schemes in the vicinity of the site. Of particular importance to this development are:
- the delivery of step-free access at Kentish Town Underground and Thameslink Stations; Camden Town Underground Station; and Chalk Farm Underground Station;
 - capacity upgrades at Camden Town Underground Station;
 - the creation of attractive and safer pedestrian and cycling routes both into and through the area to deliver the priorities set out in the Council's Transport Strategy and Cycling Action Plan; and
 - the roll-out of the Council's neighbourhood-based Safe and Healthy Streets schemes across this area, delivering through-traffic reduction and other Healthy Streets measures.

Site location and access to public transport

- 22.5 The site is bounded by National Railway lines to the north and south, with a mixture of commercial and residential units to the east and a National Rail depot to the west. Chalk Farm Road is located approximately 300m to the north.
- 22.6 The site is easily accessible by public transport with a Public Transport Accessibility Level (PTAL) rating of 5 (very good) to 6a (excellent).
- 22.7 The closest London Underground stations are Chalk Farm and Camden Town, located approximately 650m north and 900m to the south-east of the site. Kentish Town West railway station, which provides London Overground services, is located approximately 900m north of the site.

- 22.8 The nearest bus stops will be located on Stephenson Street (Engine House Way). These form part of various enhancement works approved for Camden Goods Yard development. Several bus stops are also available along Chalk Farm Road.
- 22.9 The site is accessible from the Strategic Cycle Network with segregated cycle lanes on Chalk Farm Road, Haverstock Hill, and Prince of Wales Road.
- 22.10 The cycle lanes on Chalk Farm Road connect into a wider provision of cycle lanes across the borough. The cycle route network will be further improved, and the Council will therefore seek to secure financial contributions towards this.
- 22.11 The nearest Santander cycle hire docking station is located on Castlehaven Road, approximately 600m east of the site.
- 22.12 There are dedicated parking bays for dockless rental e-bikes and rental e-scooters in the area, namely on Hartland Road to the east and Eton College Road to the west of the site. However, these bays are already showing signs of overcapacity and increasing demand.

Trip generation

- 22.13 The development proposes 478 residential units, an increase of 358 dwellings. The residential trip generation was calculated by interrogating TRICS database. The net forecast person trips for the proposed development are presented in Table 21 of the TA and reproduced here:

Hour	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Walk	+12	+51	+64	+41	+25	+65	+340	+348	+688
Cycle	+0	+4	+5	+2	+1	+3	+25	+25	+49
Bus	+2	+27	+29	+16	+5	+22	+112	+116	+228
Rail	+4	+71	+76	+27	+10	+38	+218	+242	+459
Motorbike	+0	+0	+1	+0	+0	+1	+17	+17	+34
Cars	+0	-2	-1	-2	+0	-1	-8	-8	-16
Taxis	+2	+2	+5	+1	+1	+3	+27	+27	+54
LGU	+4	+2	+6	+1	+1	+2	+34	+36	+71
OGU	+0	+0	+1	+0	+0	+0	+4	+5	+10
Total Vehicles	+8	+4	+12	+2	+3	+4	+79	+86	+166
Total People	+27	+179	+206	+102	+50	+152	+870	+915	+1785

Table 31 - Predicted trips

- 22.14 The proposal will result in a significant increase in person trips. The anticipated high volume of the walking trips is likely to be made from Chalk Farm and Camden Town London Underground stations, Chalk Farm Road bus stops, and Camden Town and Chalk Farm town centres. Considering the increase

in active travel trips to and from the site, including cycling, the Council will seek to secure financial contributions towards the commitments of the CTS delivery plan in the pedestrian, cyclist and environmental contribution (see below), including:

- traffic-free schemes on Camden High Street (north);
- segregated cycle lanes on Adelaide Road;
- east-west cycle corridors linking multiple trip attractors through Camden Town; and
- Better Bus Partnership initiatives.

Travel planning

- 22.15 A framework travel plan was submitted in support of the planning application. This is welcomed as it demonstrates a commitment to encouraging and promoting trips by sustainable modes of transport. Modal share projections for walking and cycling will need to be set in accordance with Camden's Transport Strategy and the Mayor's Transport Strategy.
- 22.16 **A Travel Plan (and associated monitoring and measures contribution of £11,348) will be secured by s106 agreement** if planning permission is granted.

Access and permeability

- 22.17 The proposed development will benefit from several new pedestrian and cycle access points from Juniper Crescent and Stephenson Street, with improved permeability throughout the site to encouraging sustainable travel.
- 22.18 Vehicle access into the proposed development will take place via the Engine House Way roundabout and onto Juniper Walk. The right of access for Network Rail will be maintained, with Juniper Walk able to accommodate an articulated lorry, the largest vehicle required to access the Network Rail site. Interior roads will comprise shared surfaces to enhance the public realm.

Cycle parking

- 22.19 The Council requires high quality cycle parking to be provided in accordance with Local Plan Policy T1, CPG Transport, the London Cycling Design Standards (LCDS), and London Plan Policy T5. For C3-C4 use (dwellings) this means:
- 1 space per studio or 1-person 1 bedroom dwelling, 1.5 spaces per 2-person 1 bedroom dwelling, and 2 spaces per all other dwellings, long stay.
 - 5 to 40 dwellings: 2 spaces, thereafter: 1 space per 40 dwellings short stay.
- 22.20 There would be 861 long-stay cycle parking spaces provided in a two-tier bike rack format in secure communal storage areas of each block. A further 14

short-stay cycle parking spaces will be provided in a Sheffield stand format at grade and distributed evenly across the site.

- 22.21 The above cycle parking will be secured by condition, including exploring the potential for parking for cargo bikes (condition 28).

Car parking and vehicle access

- 22.22 There are 67 parking spaces currently provided on the site, including 4 accessible bays. There will be 32 on-site parking permits re-provided with a single permit per household for the existing residents. There will also be 20 accessible bays. Of the 52 parking spaces, 45 will be located in the basement car park below, with the remaining 7 bays, all allocated to blue badge owners, provided at grade.

- 22.23 From the outset, 20 accessible bays will be provided, which represents 4.2% parking to residential unit ratio. Whilst this does not provide an accessible bay for 10% of the units, this number would provide sufficient accessible parking. Parking spaces in the basement could also be purposed for accessible parking. In the future, the site will have capacity to repurpose the existing standard parking spaces in the basement and deliver accessible bays for 8% of the total dwellings. A detailed **Car Park Management Plan (CPMP) will be secured by s106 agreement** to ensure this happens, reducing the number of standard spaces and improving accessible provisions.

- 22.24 New additional residential units will be car-free, other than disabled occupants with accessible bay provision, with residents not able to apply for CPZ parking permits. Returning residents will still have car parking and residents with disabilities will have accessible car parking. This development would be **Car-free secured by s106 agreement** if planning consent were granted.

- 22.25 EV charging points will be provided for all spaces at grade across the site, and infrastructure will be provided for all spaces in the basement car park (Condition 42).

- 22.26 **Two car club bays secured by s106 agreement** would be located at grade within the estate. It is also proposed to provide two visitor parking bays for carers who must hold a carer permit. This would be secured through the Car Parking Management Plan.

Construction management

- 22.27 An outline Demolition/Construction/Demolition Management Plan has been submitted but this will be finalised when a principal contractor is appointed. A Construction Management Plan (CMP) and Demolition Management Plan (DMP) is an important way of managing construction impacts for both environmental concerns, like air quality, parking, noise and disturbance, but also by managing vehicle movements.

- 22.28 Traffic congestion is a significant problem in this part of the borough, particularly during peak periods but often throughout the day on Monday to Friday. The proposal is likely to lead to a variety of amenity issues for local people such as noise, vibration, air quality, temporary loss of parking, and general disturbance. The Council needs to ensure that the development can be implemented with minimal detrimental impact on amenity or the safe and efficient operation of the highway network in the local area. More detailed Demolition Management Plan (DMP) and Construction Management Plan (CMP) documents will therefore be secured by legal agreement in accordance with Local Plan Policy A1 if planning permission is granted.
- 22.29 A **Demolition Management Plan (DMP) and Construction Management Plan (CMP) would be secured via s106 agreement**. This would include an implementation support contribution of £45,000 and impact bond payment of £40,000.
- 22.30 The Council will expect construction vehicle movements to and from the site to be scheduled to avoid peak periods to minimise the impacts of construction on the transport network.
- 22.31 The contractor will need to register the works with the Considerate Constructors' Scheme. The contractor will also need to adhere to the CLOCS standard for Construction Logistics and Community Safety.
- 22.32 The development will require input from officers at demolition and construction stage. This will relate to the development and assessment of the CMP as well as ongoing monitoring and enforcement of the DMP and CMP during demolition and construction.
- 22.33 A further requirement to form a construction working group consisting of representatives from the local community prior to commencement of demolition or construction will also be secured by legal agreement if planning permission is granted. This is particularly important given the proximity of works to existing residents on the Phase 2 plot and would allow a range of needs to be considered, including for residents with protected characteristics who may suffer greater impact such as those with restricted mobility, increased noise sensitivity, or breathing difficulties.

Deliveries and servicing

- 22.34 The servicing strategy proposes creation of two designated delivery bays and three turning areas and set-down points to serve the five residential blocks. The proposed loading/unloading areas can accommodate the servicing demand generated by the proposed development. The swept path analysis for servicing and emergency vehicles is acceptable.
- 22.35 The proposed development does not provide specially designated cycle freight set-down points. Instead, it will rely on designated shared surface to

provide space where cargo bikes will be able to park close to the lobbies of each building via the droppable bollards and enter the main interior courtyard of the site. Other than refuse vehicle collection (once per week) or emergency service vehicles, delivery vehicles will not be able to enter the middle courtyard square, with bollards preventing access. This area is therefore separate from vehicles and provides separation between available set-down points for cargo-bikes and vehicles. Other areas of the site provide flush kerbs to allow cargo-bikes to set down off road.

22.36 **A Delivery and Servicing Management Plan, secured by s106 agreement,** would set out the final strategy in more detail if planning permission is granted.

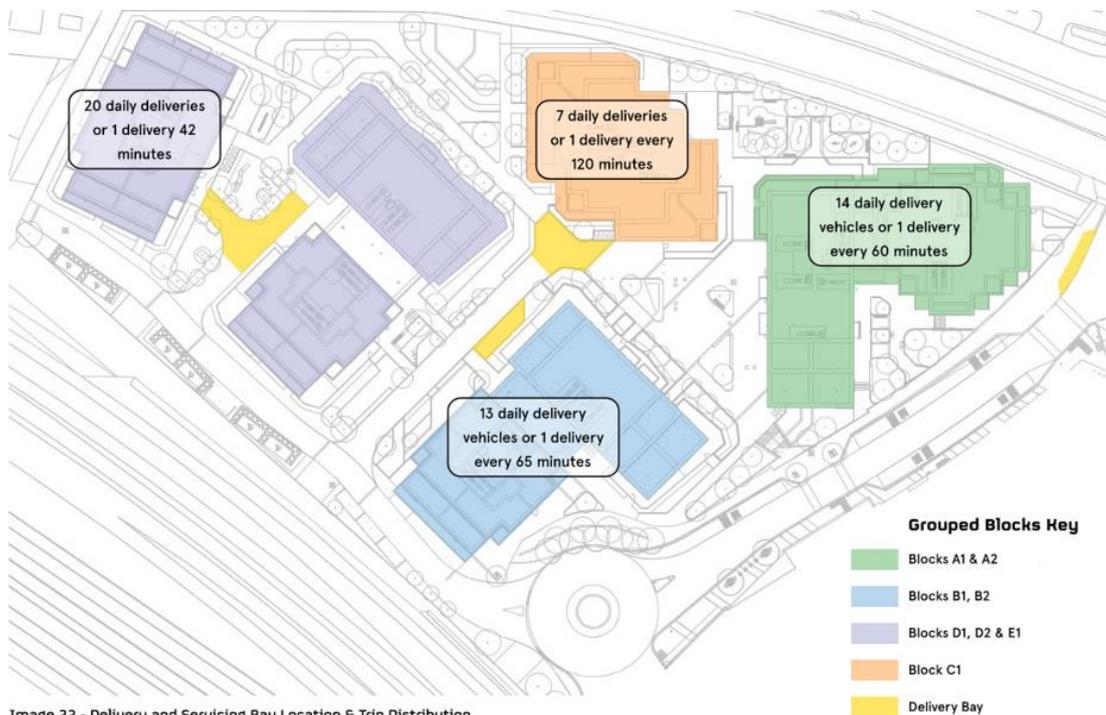


Image 22 - Delivery and Servicing Bay Location & Trip Distribution

Figure 44 - Block servicing areas (in yellow)

22.37 The GLA raised concerns with the servicing of Blocks A1 and A2 from the street on Engine House Way, and the displacement of a TfL proposed cycle docking stand that has been secured through section 278 works for the Camden Goods Yard development. The applicant's transport consultant has confirmed that the provision of the service bay in this location is essential, given that the concierge serving Block A fronts directly onto Engine House Way. This is also an important part of activating this part of the street (which is currently a blank retaining wall) and allows the centre of the site to remain free of motor vehicles. As all residential deliveries for Block A would be undertaken from this frontage, the service bay would ensure safe and unobstructed vehicle movements along the carriageway. While the area for the cycle docking stands would be reduced, there would remain an approx. 15m section of pavement that could accommodate cycle docking stands. It is noted that this section of highway is intended to accommodate significant areas of TfL bus infrastructure (stops and stands) which constrains alternative

locations for the cycle stands. In this context, there needs to be a balance struck between the various competing transport requirements. As the docking stands are not yet existing, the plans for it would need to be amended to ensure the schemes work together.

Highway works

- 22.38 The financial contribution towards highways works is a standard request applicable to all major developments where construction works might result in damage to public highway. Considering the extent of the proposed works, a **highways contribution of £100,000 will be secured by s106 agreement** if planning permission is granted.

Pedestrian, cycling and environmental improvements

- 22.39 The development will place pressure on the existing infrastructure and services and benefit directly from new and improved safe and healthy street schemes. In line with the increase in walking and cycle trips generated by the proposed development and general increased pressure on the public realm in the local area, a **Pedestrian, Cycling, and Environmental (PCE) contribution of £1,128,000 secured by s106 agreement** would go towards:

- traffic-free Phase 1 and Phase 2 schemes on Camden High Street (north),
- segregated cycle lanes on Adelaide Road in at least one direction,
- east-west cycle corridors, part of Cross-Camden Cycleway strategic cycle corridor schemes, which use the section of Chalk Farm Road just north of the site, linking multiple trip attractors through Camden Town,
- new and improved bus stops/shelters on Chalk Farm Road near Chalk Farm station and Camden Market.

- 22.40 This contribution, which reflects the uplift only, would be secured by legal agreement if planning permission were granted.

Micro and shared mobility improvements

- 22.41 Parking bays for dockless rental e-bikes and rental e-scooters are located nearby. However, these merely provide capacity for existing usage by residents and people who work in or visit the area.

- 22.42 The Council has plans to expand the network of dockless rental e-bikes and rental e-scooter bays, car club bays, and electric vehicle bays in the area. Considering the STAL grades and the demand arising for this transport mode from the proposal, it is appropriate that additional bays are provided in the future via developer contributions.

- 22.43 A **cycle/e-scooter hire improvements contribution of £10,000 would be secured by s106 agreement** if planning permission is granted. This would allow the Council to provide additional capacity for the parking of dockless rental e-bikes and rental e-scooters in the local area (e.g., by expanding

existing bays and providing additional bays). Officers anticipate staff and visitors using these modes of transport as an alternative to public transport, especially when their primary mode of transport is rail with a secondary trip by micromobility vehicles.

Conclusion

- 22.44 The proposed scheme focuses on reducing parking on site and a shift to active and sustainable modes of transport. The impacts on transport infrastructure will be managed and mitigated by a series of conditions and obligations and as such, the scheme complies with the development plan in terms of transport.

23. LANDSCAPE AND PUBLIC OPEN SPACE

Policy context

- 23.1 The development plan seeks to secure open space of high quality in new developments. LP policy G4 states development should create areas of publicly accessible open space, and LP policy D8 requires that appropriate management and maintenance arrangements are in place for the public realm, minimising rules governing the spaces in accordance with the [Public London Charter](#). CLP policies A2 (Open space) and A3 (Biodiversity) and the Biodiversity CPG seek to protect, enhance and improve access to Camden's parks, open spaces and other green infrastructure. They also seek to protect existing trees, secure additional trees and vegetation and to protect and promote biodiversity.
- 23.2 CLP policy A2 seeks to secure publicly accessible open space as part of a scheme to address the impact of schemes on the demand for public open space. This takes account of the scale of the proposal, the number of future occupants and the land uses involved. Developments for over 100 dwellings trigger the GLA play requirements under LP policy S4.
- 23.3 The policies strive for an engaging public realm for people of all ages, with opportunities for social activities, formal and informal play and social interaction.
- 23.4 At present, the buildings encircle the open space on the centre of the site, in a semi-circular form. Much of this space is given over to parking and roads. There is currently 1546sqm of open green space in the centre of the site which includes 638sqm of play space.
- 23.5 The Public Open Space CPG expects developments with 11 or more dwellings to provide 9sqm of POS for every occupant. With 478 new homes, this development triggers the requirement. The residential requirement for the POS is 9sqm x 478 (the number of additional dwellings) x 2.12 (the average dwelling occupancy for the ward) = **9,120.24sqm**.

23.6 Landscaping plans, an arboricultural report, and a landscape design and access statement were submitted as part of this application. The Council's Nature Conservation Officer, Tree and Landscape Officer, and Open Spaces Officer have reviewed these documents as well as the Urban Design Officer.

Landscape approach

23.7 The Council's Open Space team were consulted on the application. The approach to landscape design is considered very positive and the materials selection is well thought through with a significant enhancement of the current open space provision on site.

23.8 The landscaping proposals feature eight different character areas as shown in the image below. The existing route to the site, Engine House Way, is the primary connection to the site. This route has been designed as typical streetscape with hard landscape features and tree lined. The streetscape beyond Engine House Way joins the site with the Camden urban environment, with the Plaza (in pink on the plan below) linking the urban character of Engine House Way to the series of courtyards and spaces within the site.

23.9 The courtyards will be residential in nature where a biodiverse rich play trail will link spaces and routes. The series of external spaces are designed to the characters and to connect the estate with its surroundings, whilst maintaining a clear hierarchy and sense of place.



Image 43 - Landscape character areas diagram
Figure 45 - Landscape character areas

23.10 The masterplan creates an integrated urban area with a strong public realm structure that includes a range of amenity and play areas for residents and the wider community. The key focus of the masterplan is the creation of a new open space at its heart, focussed around Roundhouse Way (green and pink above), with a series of safe and interlinked spaces that include new play space and areas to meet.

- 23.11 The landscaping approach connects the site to its surroundings by creating accessible routes and clear entry points for residents and visitors, opening the site up and reconnecting it with key landmark buildings like the Roundhouse. It defines a structured public realm with distinct private, communal, and public areas. The plan improves the existing landscape by adding more open spaces, tree-lined paths, squares, and diverse green areas. The spaces along the southeastern edge of the site integrate well with the plot boundary, complementing and linking into the public spaces on the Camden Goods Yard site.
- 23.12 Along the southwest edge of the site, between the blocks and the railway lines, Juniper Walk provides access to the HS2 triangle site to the west, whilst ensuring the route is safeguarded for Stephenson Walk which would connect the canal to Regent's Park bridge, and potentially to the Primrose Hill Tunnel east portals.
- 23.13 Whilst the site is privately owned, the vast majority will be open to the public and maintained by the developer for wider community access. A **Public Open Space and Public Realm Management and Maintenance Plan secured by s106 agreement** will ensure ongoing effective management of the spaces which will commit to the principles in the Public London Charter.
- 23.14 Overall, the improved quality and provision of play space, open space and public realm will have differential beneficial impacts upon those with protected characteristics including Age (young and old), Disability, Race, Sexual Orientation, Gender Reassignment, Sex, Pregnancy and Maternity, and Religion or Belief.

Public open space requirement

- 23.15 Under the proposals, 4,200sqm of open space would be delivered across the site, including 1,615.9sqm of play space. In addition to the public open space, a further 1,503sqm of private open space would be provided in the form of private roof terraces. The image below shows the public open space which includes a series of play spaces (in pink).



Figure 46 - Public open space with play spaces (in pink)

- 23.16 The Open Space CPG requires a contribution towards open space for all new dwellings being provided and also requires that proposals for redevelopment of housing estate land should ensure the retention (or reprovision) of all open space of amenity value.
- 23.17 The proposed 4,200sqm of public open space represents a substantial increase on the existing provision. With 478 homes in total, there is a requirement for 9,120.24sqm of public open space. Considering only the 358 new homes created, 6,830.64sqm of public open space would be required to meet policy just in terms of uplift. The scheme has a good balance of building footprints and open spaces, with well-integrated play provision and a significant improvement on quality overall. The need to optimise the site in terms of housing delivery means that providing all of the public open space on site is very challenging.
- 23.18 CLP policy A2 makes clear that whilst open space on housing estates should be safeguarded, there should be flexibility taking account of the nature and function of the current open space, and whether it is replaced by better provision. The policy also says any public value of retaining existing open space should be outweighed by the benefits of the development for existing estate residents and the wider community.
- 23.19 Given the proposed 4,200sqm, there remains a shortfall of 4920.24sqm when considering the development as a whole. Where it is not feasible to deliver the full amount of public open space required, because of site optimisation for example, as is the case here, the CPG accepts a financial payment in lieu

(PIL). The PIL is used for provision, maintenance, and improvement of open space in the area.

23.20 The PIL is made up of a capital costs contribution (£984,048), which is calculated at a rate of £200/sqm, and a maintenance costs contribution which covers 10years (£344,416.80), which is calculated at a rate of £7/sqm. Therefore, the total POS contribution is £1,328,464.80. The **Public Open Space PIL of £1,328,464.80 would be secured by s106 agreement**, in accordance with CLP policy C2.

Play provision

23.21 Contributions to children’s play space should address the needs of different age groups, taking into account the characteristics of the development.

23.22 The landscape is designed to accommodate a wide range of activities for children of all ages and abilities. The whole landscape is designed as playable landscape and play trail. The strategy considers the environment and accessibility of each of the spaces available on site and is designed accordingly. Doorstep play is strategically located within the courtyards to benefit from the greatest overlooking and accessibility from the blocks, while the older age groups are located in the broader spaces along Roundhouse Way and the Courtyard between block A and B.

23.23 There will also be opportunity for older residents to enjoy active use outdoors with callisthenics equipment and climbable units, as well as the multi-use games area.



Figure 47 - Proposed play strategy diagram

23.24 Provision for different age groups is show in the play strategy diagram below

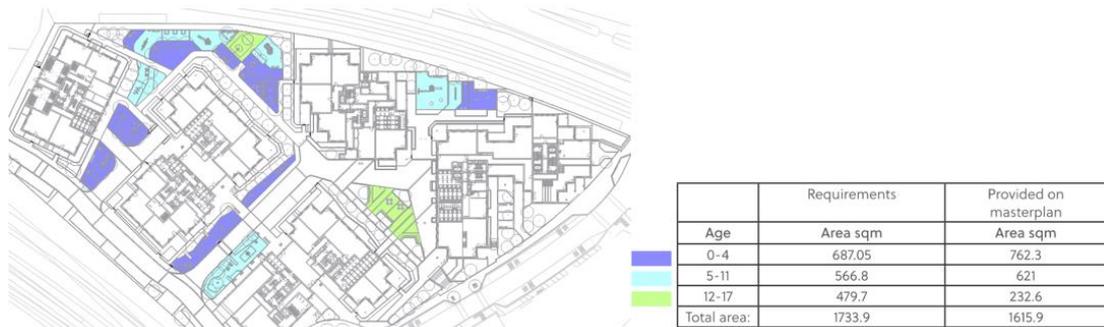


Figure 48 - Play strategy by age, comparing provision with policy requirements

- 23.25 Whilst there is a small shortfall in the provision for young people as per the table above, officers note that considerable effort has gone into the overall play offer and it would be of high quality, integrating well with the overall landscape and open space strategy. This includes areas carefully designed to be inclusive to all and meeting a range of needs.

Conclusion

- 23.26 The safer, more accessible and higher quality provision would improve the situation for those who most feel the adverse impacts of the current provision – particularly the young, the elderly, the disabled, as well as those who currently feel unsafe to use the public spaces, normally women and certain ethnic groups. Subject to the provision of the public open space payment in lieu and final detailed landscaping (secured by condition 16), the scheme would make an adequate contribution to POS with high quality open space and play space, in line with the development plan.

24. TREES, GREENING, AND BIODIVERSITY

- 24.1 Local Plan policy A3 deals with biodiversity and expects development to protect and enhance nature conservation and biodiversity, securing benefits and enhancements where possible. It resists the removal of trees and vegetation of significant value and expects developments to incorporate additional trees and vegetation. This approach is supported by LP policy G5 which uses Urban Greening Factor (UGF) targets to evaluate the quality and quantity of urban greening. The policy applies a target of 0.4 for mainly residential schemes, and 0.3 for mainly commercial schemes.
- 24.2 There are 45 trees on the site currently, of varying quality. All existing trees would be removed to facilitate the proposed layout of the development, and they would be replaced with trees and high-quality landscape proposals as part of the mitigation.
- 24.3 The tree removals include the loss of one higher quality category A tree (T74) and 13 category B trees (moderate quality). The remainder would be 27 category C (trees low quality) and 4 category U trees (dead or should be removed).



Figure 49 - Category A (green) and B (blue) trees to be removed

24.4 The need to optimise the site, and do so with minimal decants, means that all trees need to be removed for the construction process. The removal of the trees, including the 14 higher quality trees is unfortunate, but would be mitigated to some extent by replacements. The proposal would include 128 new trees but crucially, these would be high quality and well-planned replacements, complementing the overall greening of the site. The replacement tree planting would be secured by condition.

Quality and Urban Greening Factor (UGF)

24.5 To compliment the high-quality new trees, there would also be edible hedgerows (hazel, crab apple, blackthorn, and elderberry). The use of native species in the landscaping would promote a high quality and biodiverse landscape that can help to support insects and animals.

24.6 The London Plan uses the UGF scores to help objectively evaluate the quality and quantity of urban greening. Given this is a residential-led scheme, the 0.4 value is an appropriate target. The proposals achieve an UGF of 0.4 (0.396).

24.7 The scheme includes a range of greening, including trees, intensive and extensive green roofs, flower-rich planting, rain gardens, hedges, and ground cover. The landscaping has also progressed during the application with improvements made to further enhance UGF, biodiversity and SuDS. The use of permeable paving and more intensive and varied planting that supplements practical amenity grass, like wildflowers and meadow planting, help to increase the greening value of the site.

- 24.8 Other measures to enhance greening and improve the UGF score have also been explored but requirements for access routes, servicing, roads, play areas, and patios limit opportunities in some areas.
- 24.9 The use of native species needs to be balanced with the need for ensuring climate resilience for the future, and so some of the final landscaping will need to be designed to account for this, and the draft maintenance plan updated to reflect this.
- 24.10 A condition would be attached to ensure the final landscape scheme has been designed to maximise biodiversity and includes low-maintenance plants that are adaptable to climate change. This would secure a final detailed scheme for the landscaping, including a final maintenance plan for the site. It would also secure other landscaping details, including hard landscaping, bird and bat boxes (integrated into buildings where possible to enhance the habitat potential), and grading and mounding (condition 16). A further condition would be attached to ensure robust establishment of the soft landscaping. This would require any planting which dies or is removed within 5 years from completion to be replaced as soon as is reasonably possible (condition 40).
- 24.11 A condition is also attached requiring final details of green roofs which are included on all blocks (condition 17).
- 24.12 Given the above, the proposals are considered acceptable in nature conservation, landscape and biodiversity terms in line with the development plan objectives in particular policy A3 of the CLP and G5 of the LP.

Statutory Biodiversity Net Gain

- 24.13 As well as the requirements of the development plan, there are statutory requirements for 10% Biodiversity Net Gain (BNG).
- 24.14 BNG is a way of creating and improving natural habitats with a measurably positive impact ('net gain') on biodiversity, compared to what was there before development. Every grant of planning permission is deemed to have been granted subject to a condition which requires the submission of a Biodiversity Net Gain Plan (BGP) before development can commence, showing how the 10% gain will be met.
- 24.15 This gain can be achieved through onsite biodiversity gains, registered offsite biodiversity gains (for example, on other land or developments owned by the applicant), or by purchasing statutory biodiversity credits.
- 24.16 Based on the information provided, this scheme will require the approval of a BGP before development begins. There is some biodiversity value in the site at present (1.74 habitat units), largely deriving from the vegetated gardens in the centre, and the urban trees. The extensive replacement planting would

contribute to a significant uplift in biodiversity units, including 2.5 habitat units and 0.61 hedgerow units.

- 24.17 This would result in an overall 44% net gain. This would be achieved across each habitat category, satisfying the trading summary rules. As such, the Council's Nature Conservation Officer considers that the biodiversity gain condition is capable of being discharged successfully. The 10% gain can be met on-site and his would be confirmed via discharge the statutory BNG condition. The statutory condition will not be repeated on the decision notice, in line with guidance, but informatives explaining the statutory obligations will be included on the decision.
- 24.18 The on-site gain is significant relative to the baseline for this site, and so a **Habitat Management and Monitoring Plan covering a 30-year period, including monitoring fees, would be secured by s106 agreement**, in line with guidance.

25. SAFETY AND SECURITY

- 25.1 Camden Local Plan (CLP) policy C5 requires that development incorporate design principles which contribute to community safety and security, with safety being a key principle of good design advocated by CLP policy D1. London Plan (LP) policy D8 requires public realm to be well-designed, safe, accessible and inclusive. LP policy D6 deals with housing quality, and the supporting text explains that gated forms of development that could realistically be provided as a public street are unacceptable, and alternative means of security should be achieved through the principles of good urban design and inclusive design. LP policy D11 requires schemes to design and maintain a safe and secure environment that reduces fear of crime. However, it also deals more generally with safety, security, and resilience to emergency. It says development proposals should maximise resilience and minimise potential physical risks including those resulting from extreme weather, fire, and flood.
- 25.2 The [Women and the Criminal Justice System 2021](#) report, published in November 2022, states that men are more likely to be victims of violent crime, but women are more likely to have a fear of violent crime. Younger people (18-24 years old) are also more likely to be victims of crime. The [Ethnicity Fear of Crime Survey](#) updated in October 2020 notes variation of fear of crime across ethnicities. A smaller proportion of white people report fear of crime, compared with non-white people from other ethnic groups. Asian people have the highest levels of fear of crime. Such discrepancies mean that if the environment is not perceived as a safe public space for all users, certain groups are likely to be excluded or suffer greater impact, contrary therefore not only to CLP Policy C5 on safety and security but also to CLP policy C6 which aims to secure inclusive environments and access for all.

25.3 Over the last three years, more than half of all recorded crimes in the area were theft from the person, violence and sexual offences, or anti-social behaviour. Many of the crimes in the area tend to be associated with crimes in public spaces and the street. Therefore, preventing these types of crimes, and the perception or fear of such crime, can have a notable impact on the area, residents, and those with protected characteristics.

Crime and security

25.4 The proposed redevelopment of the estate has been carefully designed to help reduce crime and the fear of crime, in line with Policy C5 (Safety and Security) of the Camden Local Plan (2017) and the supporting Camden Planning Guidance on Design (2021).

25.5 Security gates and railings were retrofitted to the estate 2006 to respond to concerns regarding antisocial behaviour. The design of the estate along with these gates, results in a gated community that very much turns in on itself. The result is that the edges of the estate have poor natural surveillance, worsened by the large retaining wall that runs down the pavement edge along Engine House Way, under the rail bridge. This means this southeast perimeter, along with Juniper Way next to the railway tracks on the southwest edge, feel unsafe and lacks natural surveillance.

25.6 The proposed scheme instead opens up the estate to the surrounding area, whilst still including well-overlooked spaces that offer quiet and privacy. The design includes multi-use common access routes where there is vehicular movement, pedestrian traffic, and cycle routes. This enables a good level of vehicle use and footfall boosting the natural surveillance along key routes into the site, and along its central spine. This minimises opportunity for street crime, including robbery type offences as well as sexual assault and other violent crime.

25.7 The use of clear sight lines and activated spaces which address streets helps to establish a sense of ownership and safety. The western part of the Roundhouse Way Plaza, well overlooked but also close to the community hub, has been specifically designed with girls in mind, providing them with a safe and well-lit inclusive space with multiple wide access points. Multiple legible routes through the site give confidence to users, especially those groups more fearful of crime, that they can use the space throughout the day and night. This will help create a safer and more inclusive environment.

25.8 Other key measures include:

- Clear and well-lit routes that are easy to navigate, helping to remove hidden corners and dead ends.
- Good natural surveillance from active frontages and balconies and facing the streets, civic spaces, and play spaces.

- Defined public and private spaces to promote a sense of ownership and community responsibility.
- Secure cycle storage to prevent theft and misuse.
- Lighting and landscape design that avoids dark or isolated spaces and supports community safety.

25.9 A condition is recommended to ensure Secured by Design standards are applied (condition 41) and the landscaping condition would also include details of security measures integrated into the landscape design. The final lighting will also be important across the development too, carefully balanced against the biodiversity and nature impacts of lighting. As such, a condition is also recommended for a final Lighting Strategy (condition 19).

Building resilience

25.10 The [London Risk Register \(version 14\)](#) identifies several risks with medium to high likelihood and impact. These include crime-related risks such as public disorder, and attacks on transport. The risk from public disorder is more limited on the site with uses proposed across the site, which is overwhelmingly residential, mitigating this risk. Where there is a risk, this has been mitigated and managed through effective design (see section above).

25.11 As well as crime-related risks, LP policy D11 and the London risk register identify other risks that should be minimised to ensure a safe and secure environment. These include several environmental risks with medium to high likelihood and impact, most notably; poor air quality, flooding, overheating and severe cold, and fires in high-rise flats. These issues are dealt with in more detail under the other relevant sections of the report.

Conclusion

25.12 Overall, the scheme would comply with the relevant policies of the development plan by providing a safe and inclusive environment which discourages crime.

26. HEALTH IMPACT

26.1 CLP policy C1 and LP policy GG3 promote strong, vibrant, and healthy communities and seek to tackle health inequalities. Healthy and inclusive communities are a key objective of the Council, supported by the development plan's commitment to improving health through a range of policies, such as affordable housing, housing quality, active travel, and seeking to reduce health inequalities.

26.2 A Health Impact Assessment (HIA) has been submitted as part of this application. The Proposed Development's potential health impact has been assessed based on the HUDU Planning for Health Rapid HIA Tool and has been reviewed by the Council's Public Health Strategist.

- 26.3 The Juniper Crescent redevelopment would deliver 478 new homes, including 50% affordable housing (by habitable room), with a substantial uplift in social rented homes and re-provision for all existing tenants, along with new market homes. Existing homes on the estate have issues relating to overcrowding, limited accessibility, and poor layouts. These conditions are linked to poorer physical and mental health outcomes in populations, especially for low-income residents, children, older people, and disabled people. The replacement of all existing affordable homes with modern, energy efficient dwellings built to M4(2) and M4(3) accessibility standards is expected to significantly improve residents' health, housing security, and quality of life. The Housing Needs Survey for the estate has shaped the design and housing mix of the scheme, helping directly respond to disproportionate health impacts experienced by vulnerable and minority groups, including residents with disabilities, single-parent households, and those living in overcrowded conditions.
- 26.4 The decant process has also been identified as a potential stressor for residents. The applicant proposes a phased approach, financial support (including home loss and disturbance payments), and a right to return for all eligible households. Temporary and permanent moves have been planned to minimise disruption, with only two phases.
- 26.5 These measures help reduce the risk of adverse health impacts linked to housing insecurity and change, though some disruption is inevitable. Disabled residents, older people, and those with mental health conditions may be disproportionately affected by relocation, and continued engagement with these groups will be important. A **Strategy for meeting the Mayor's Good Practice Guide to Estate Regeneration requirements will be secured by s106 agreement**, including details of ongoing engagement.
- 26.6 The scheme will provide notable improvements to open space and play provision. These new spaces are designed to be inclusive and well overlooked, supporting physical activity, mental wellbeing, and social interaction. Given the high local rates of loneliness and mental health challenges, the proposals are expected to have a positive effect. The design would incorporate Secure by Design principles and improved lighting and permeability to address safety concerns, which often disproportionately affect women, young people, disabled residents, and people from minority ethnic backgrounds.
- 26.7 Active travel is prioritised through new and improved pedestrian and cycle routes, reduced car parking, and inclusive cycle parking. The Healthy Streets score is expected to increase significantly. These measures support healthier travel choices and reduce emissions. Given that air pollution levels in the area exceed Camden's WHO-aligned targets, emphasis on active travel is likely to generate long-term health benefits. Construction phase noise and air quality impacts are expected to be negative in the short-term, during demolition and

construction. This is a concern raised by residents and may disproportionately affect children, older people, and those with respiratory illnesses or learning disabilities (with age and disability both being protected characteristics).

- 26.8 These impacts will be managed through a detailed **Demolition Management Plan (DMP)** and **Construction Management Plan (CMP) secured by s106 agreement** with controls on dust, noise and vehicle movements. The CMP will be a live document that must be updated throughout the long construction period, with ongoing resident liaison required. A **Construction Working Group secured by s106 agreement**, would support clear communication and allow vulnerable groups to raise concerns.
- 26.9 Whilst the ES acknowledges significant adverse impacts from construction noise and disturbance, it also considers the mitigation measures (such as those noted above) would likely reduce the impacts to a low or very low risk of minor adverse impacts. The mitigation measures are crucial in helping to manage the adverse impacts, but officers do not agree with the applicant's conclusion of a residual minor adverse impact. The demolition and construction activities cause significant noise, vibration, and disturbance, and will be happening at a large scale and very close to existing homes, including those living on the estate given the phased approach. Officers believe this will likely have significant adverse impacts on those residents, even considering the important mitigation measures. The length of the construction period contributes to the adverse impacts identified, but this needs to be balanced with the need to reduce impacts on the most vulnerable groups by ensuring a fair decant strategy which the phased approach facilitates.
- 26.10 The HIA modelling found that local GP practices have sufficient capacity, resulting in a neutral impact on primary care services. The scheme will also re-provide and expand on-site play facilities and deliver a new community hub. The latter will offer flexible space for community uses and voluntary sector activities, helping to address social isolation, support early years development, and provide opportunities for inter-generational engagement. These facilities are likely to deliver further health benefits, especially for groups experiencing higher levels of isolation or disadvantage.
- 26.11 New job opportunities will be created, particularly at construction stage, with an **employment, skills and training package secured by s106 agreement**. These commitments support economic inclusion. As unemployment and low income are strong determinants of health, the proposals are expected to generate positive long-term health impacts, particularly for young people, disabled residents and those from minority ethnic backgrounds who continue to face structural barriers to work.
- 26.12 Overall, the proposal is likely to have a positive impact on health and wellbeing. The scheme addresses many of the local health inequalities identified in Camden's Health and Wellbeing Strategy and the Annual Public

Health Report, with clear benefits for groups currently experiencing poorer health outcomes. Adverse impacts during the construction period will be significant but can be managed and mitigated to some extent through the CMP, air quality controls, and resident engagement. However, overall and subject to securing these mitigation measures through conditions and obligation, the proposal complies with the objectives of CLP policy C1 and with the development plan in relation to health impacts.

27. EMPLOYMENT AND TRAINING OPPORTUNITIES

27.1 The proposed development would be likely to generate increased employment opportunities during the construction phase as it is for more than 1,000sqm of floorspace and would exceed £3million construction costs. To ensure local people benefit from these opportunities in line with CLP policy E1, the Economic Development Team will work with the developer to deliver several benefits from the development.

During construction

- **Apprenticeships** - the applicant will be expected to recruit a construction apprentice, paid at least London Living Wage, for every £3million of build costs (or every 1,000sqm GIA newbuild) with a support fee of £1,700 per apprentice as per section 63 of the Employment sites and business premises CPG. Recruitment of construction apprentices should be conducted through the council's Euston Skills Centre (moved to a new location hence a new name). With an estimated build cost of £161,659,515, this would mean **53 construction apprentices and a £90,100 support fee**.
- **Construction Work Experience Placements** - The applicant should provide a set number of work experience placements (this is one placement per 500sqm of employment floor space or 1 per 20 net residential dwellings built) of not less than 2 weeks each, to be undertaken over the course of the development, to be recruited through the Council's Euston Skills Centre, as per section 69 of the Employment sites and business premises CPG and paid LLW. With an uplift of 358 residential dwellings this equates to 17 work experience placements.
- **Local Recruitment** - the applicant will work with the Euston Skills Centre to recruit to vacancies, targeting 20% local recruitment, advertising with Camden for no less than a week before the roles are advertised more widely.
- **Local Procurement** - the applicant will also sign up to the Camden Local Procurement Code, as per section 61 of the Employment sites and business premises CPG. This sets a target of 10% of the total value of the construction contract, which aligns with the applicant's Employment and Training Strategy and its focus on the local area. The Economic Development Team will liaise and assist with the developer to provide details of local suppliers and subcontractors.

27.2 The above measures would be included in a package of **Employment and Training measures secured by s106 agreement** in accordance with CLP policy E1 and the CPG.

28. COMMUNITY INFRASTRUCTURE LEVY (CIL)

28.1 The CIL applies to all proposals which add 100m² of new floorspace or an extra dwelling. The amount to pay is the increase in floorspace (sqm) multiplied by the rate in the CIL charging schedule. The final CIL liability will be determined by the CIL team. The Community Infrastructure Levy Regulations makes provision for charging authorities to give relief from the levy. This includes social housing relief which is a mandatory discount that can be applied to most social rent, affordable rent, and intermediate rent dwellings, provided by a local authority or private registered provider.

28.2 Taking into account the social housing relief, the proposal will be liable for the Mayor of London's Community Infrastructure Levy (MCIL2) with an estimated liability of **£2,055,835**.

28.3 The proposal will also be liable for the Camden Community Infrastructure Levy (CIL). The site lies in Zone B where CIL is calculated using rates based on the relevant proposed uses. The estimated Camden CIL liability taking account to social housing relief is **£8,125,710.11**. The total CIL calculation is shown below.

28.4 This calculation is based on a decision date set as today based on the information provided and takes into account social housing relief. The applicant will need to provide completed relief forms along with any supporting evidence.

28.5 The above is an estimate only and would be subject to the verification of the proposed floor area and calculations by the Council's CIL team.

29. PLANNING OBLIGATIONS

Obligations (Heads of Terms)

29.1 The following planning obligations (including financial contributions) are required to mitigate the impact of the development, including on infrastructure and make it acceptable. They will be secured through a s106 agreement.

Land Use

- Strategy for meeting Mayor's Good Practice Guide to Estate Regeneration requirements, including:
 - Full right to return or remain for social tenants
 - Ongoing engagement with estate residents
- Affordable Housing
 - 174 Social-Affordable Rent (Low-cost) homes

- 34 Intermediate Rent homes
- 50% affordable housing (by habitable rooms)
- Early and late-stage viability reviews
- Deferred Affordable Housing Contribution, capped at £29,959,750
- Communal Spaces Management Plan
- Community Hub Management Plan
- Agent of Change

Employment and training

- Employment and Training Plan
- 53 Construction apprenticeships through the Euston Construction Skills Centre
- Apprenticeships support fee of £90,100
- 17 construction work experience placements
- Local employment – 20% construction jobs recruited locally
- Local procurement measures - 10% local procurement

Public Realm and Landscaping

- Public Space and Public Realm Management and Maintenance Plan
 - Includes commitment to principles in Public London Charter
- Public Open Space contribution £1,328,464.80
- Habitat Management and Monitoring Plan (30yr) and monitoring fees (TBC)

Sustainability and Energy

- Energy and Sustainability Strategy
 - Total carbon reductions of 66.2%
 - Green stage reductions of 61.8%
 - Lean stage reductions of 11.5%
 - 'Be Seen' measures for energy monitoring and reporting
 - Safeguarded future connection to District Heating Network
- Carbon offset payment of £433,932

Transport

- Car free development
- Car Parking Management Plan (CPMP), including two visitors parking bays for carers, and converting general needs parking to accessible bays
- Two car club bays
- Pedestrian, Cycling and Environmental improvements contribution of £1,128,000
- Highway works contribution of £100,000
- Travel Plan monitoring and measures contribution of £11,348
- Micromobility improvements and contribution £10,000
- Delivery and Servicing Management Plan (DSMP)

- Demolition Management Plan (DMP) and Construction Management Plan (CMP) and support fees of £45,000
- DMP and CMP impact bonds of £40,000
- Construction Working Group (CWG)

30. CONCLUSION

- 30.1 The application scheme would allow for the comprehensive redevelopment of this relatively low-density residential estate providing 478 high quality homes, a fourfold increase in the number of dwellings, and more than a threefold increase in the number of habitable rooms. This accords with the Council's priority land use which is to maximise housing supply and support the provision of new housing in the borough to meet identified need.
- 30.2 The majority of residents voted in favour of the redevelopment proposals and the scheme would ensure that all existing households who are returning are provided with suitable replacement accommodation. The scheme provides 50% affordable housing (by habitable room) across the whole masterplan, with 36% of the additional residential floorspace being affordable and available for new tenants.
- 30.3 The provision of this housing will help improve the living conditions for residents on the existing estate, help reduce the Council's social housing waiting list, and contribute significantly towards the borough meeting its housing targets. Early and late-stage viability reviews will be secured through s106 agreement to secure additional affordable housing or financial contributions in lieu should that be viable in later phases of the development.
- 30.4 The additional 358 homes have been given significant weight. The current housing delivery in the borough means the presumption in favour of sustainable development in paragraph 11(d) of the NPPF is engaged, and great weight should be given to the provision of housing in decision making. The application should be granted unless the adverse impacts would significantly and demonstrably outweigh their benefits when assessed against NPPF policies as a whole.
- 30.5 Options to retain, refurbish, and extend buildings have been explored, but these options would fail to achieve the same benefits as the current proposal. The scheme has taken steps reduce whole life-cycle carbon emissions and whilst it falls short of benchmarks in guidance, detailed design will continue to explore further reductions. Comprehensive redevelopment of Juniper Crescent is the best way to optimise the development potential of this site and to achieve the strategic planning policy objectives in the development plan.
- 30.6 The masterplan design would create an exemplary landscape-led setting featuring plentiful planting, open space and play space. There would be improvements to climate resilience on the estate and a significant biodiversity

gain. The design is high quality and welcomed in architectural terms. Whilst the scheme introduces significant bulk and scale, it manages and mitigates those impacts through careful massing, contextual response, and high-quality public realm. This helps minimise impacts on townscape and heritage where possible. The tallest buildings exceed the indicative height in the Building Height Study, but they are well designed and sit comfortably within the emerging context of the wider Camden Goods Yard development.

- 30.7 New homes would be car-free and there would be a notable reduction in car parking on site and much of the site freed up for landscaping and open space. A car park management plan would be secured which would ensure further car parking reduction going forward. Significant financial contributions would secure improvements to the transport, pedestrian and cycling environment in the local area, mitigating impact on the transport infrastructure. The impact from demolition and construction would be carefully managed throughout the development with a Construction Working Group ensuring continuous engagement.
- 30.8 The scale of the scheme would generate notable economic benefits including employment, and planning obligations ensure some of these employment and training benefits are directed to local residents and businesses.
- 30.9 The scheme directly addresses local health inequalities, particularly for low-income households, older people, and disabled people, as well as their families and carers. Directing the economic benefits to local residents will also have a positive impact on long term health, along with the public spaces and placemaking which will support physical activity, mental wellbeing, and social cohesion.
- 30.10 Officers have identified harm to several designated heritage assets. The harm has been minimised and reduced through location of massing, materiality, and detailed design, including amendments during the application. The most notable impact is the medium level of harm to the Grade II* listed Horse Hospital. A low or very low level of harm is also identified to The Roundhouse, Stanley Sidings and three conservation areas. This harm, although less than substantial, has been given considerable importance and weight and must be balanced against the public benefits of the scheme in line with paragraph 215 of the NPPF. There is also a very low level of harm to some non-designated heritage assets which must be considered in the planning balance.
- 30.11 The scale of the scheme also harms amenity of some nearby homes through loss of light impacts. However, officers consider these impacts to be acceptable given the context and benefits of the scheme.
- 30.12 Officers also identify harm through the embodied carbon arising from the demolition of existing structures and the construction of new, larger buildings.

30.13 There are considered to be substantial public benefits that outweigh harm and negatives identified with the scheme. These include:

- Improvement to housing standards for existing residents, directed at meeting their needs.
- Significant additional housing to help address overall housing delivery.
- Additional affordable housing at the most affordable tenures.
- A good range of tenures providing a mixed and balanced community.
- Energy efficient new homes.
- Regeneration and urban renewal making effective use of brownfield land with high quality design and placemaking.
- Significant improvements and contributions to transport infrastructure, including active travel like walking and cycling.
- Improved safety and security in and around the estate.
- Improved open space provision and more inclusive spaces for a wide range of residents, with significant biodiversity gains.
- Improved accessibility, internally and externally, including wheelchair homes.
- Economic and employment benefits, including local employment, training, and procurement.
- Positive health impact, particularly for low-income households, older adults, and disabled people.

30.14 As such, the scheme complies with the development plan as a whole, as well as the objectives of national policy set out in the NPPF.

31. RECOMMENDATION

31.1 Grant conditional Planning Permission subject to a Section 106 Agreement.

32. LEGAL COMMENTS

32.1 Members are referred to the note from the Legal Division at the start of the Agenda.

33. CONDITIONS

Standard conditions

1 Time limit

The development hereby permitted must be begun not later than three years from the date of this permission.

Reason: In order to comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).

2 Approved drawings

The development hereby permitted shall be carried out in accordance with the following approved plans:

JC-PRP-XX-XX-PP-A-04016-P02-S2_Block A1 Revised Heights Study (prepared by PRP, dated December 2025), Air Quality Technical Note - Juniper Crescent - Response to Sustainability Officer 20251211 (prepared by RPS, dated December 2025), 30985 Camden Goods Yard - Hydraulic Calculations (prepared by Price & Myers, dated September 2025), HTS - GLA & TFL Transport Note_30_10_25 (prepared by HTS, dated 30 October 2025), 30985 PM SK-EVAC-P01-Flood Evacuation Routes -P01 (prepared by Price & Myers, dated 14 November 2025), Juniper Crescent scheme Clarifications 10.02.26 (prepared by Quod, dated 10 February 2026), 30985-Camden SuDS Proforma (prepared by Price & Myers, dated February 2026), Quod Viability Response 090226 (Quod, Dated 09/02/2026), Quod Juniper Crescent Viability 231225 v2 (prepared by Quod, dated 23 December 2025), 004 Viability Response (BPS) October 25 (prepared by Quod, dated October 2025), JC-PRP-XX-XX-PP-A-04015-P03-S2_Block A1 Materials Study (PRP, Dated December 2025), JC-PRP-XX-XX-PP-A-04018-P02-S2_Juniper Crescent additional privacy measures (Rev P02).T

Reason: For the avoidance of doubt and in the interest of proper planning.

Pre-start conditions (any works)

3 Air Quality Monitoring

No demolition or construction works within Phase 1 shall commence until all the following have been complied with:

a) prior to installing monitors, full details of at least 4 air quality monitors have been submitted to and approved in writing by the local planning authority. Such details shall include the location, number, and specification of the monitors, including evidence of the fact that they will be installed in line with guidance outlined in the GLA's Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance;

b) A confirmation email should be sent to airquality@camden.gov.uk no later than one day after the monitors have been installed with photographic evidence in line with the approved details; and

c) Prior to commencement, a baseline monitoring report including evidence that the monitors have been in place and recording valid air quality data for at least 3 months prior to the proposed implementation date shall be submitted to the Local Planning Authority and approved in writing.

The monitors shall be retained and maintained on site in the locations agreed with the local planning authority for the duration of the development works, monthly summary reports and automatic notification of any exceedances provided in accordance with the details thus approved. Any changes to the monitoring arrangements must be submitted to the Local Planning Authority and approved in writing.

Reason: Development must not commence before this condition is discharged to establish a benchmark, and manage and mitigate the impact of the development on the air quality and dust emissions in the area, and London as a whole, and to avoid irreversible and unacceptable damage to the environment, in accordance with policies A1, A4 and CC4 of the Camden Local Plan 2017 and policy SI1 of the London Plan.

4 Archaeological watching brief

No demolition or development shall take place until an archaeological written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. The written scheme of investigation must be prepared and implemented by a suitably professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and the following:

A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works,

B. Where appropriate, details of a programme for delivering related positive public benefits, and

C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

Reason: This pre-commencement condition is necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme, avoiding harm to underground heritage in accordance with policy D2 of the Camden Local Plan (2017), HC1 of the London Plan, and paragraph 218 of the NPPF.

5 Sustainable Drainage

Prior to commencement of development of each relevant phase, full details of the sustainable drainage system, including 1,177m³ attenuation tanks and 16m³ of bio retention, shall be submitted to and approved in writing by the local planning authority. Such a system should be designed to accommodate all storms up to and including a 1:100 year storm with a 40% provision for climate change such that flooding does not occur in any part of a building or in any utility plant susceptible to water, or on any part of the entire development site for up to and including a 1:30 year storm. The details shall demonstrate a site run-off rate conforming to the greenfield run-off rate or other rate of 9.9l/s for a 1 in 100 plus climate change rainfall event hereby approved by the Local Planning Authority. An up to date

drainage statement, SuDS pro-forma, a lifetime maintenance plan and supporting evidence should be provided including:

- a) The proposed SuDS or drainage measures including storage capacities
- b) The proposed surface water discharge rates or volumes, and
- c) Systems shall thereafter be retained and maintained in accordance with the approved details.

Reason: To reduce the rate of surface water run-off from the buildings and limit the impact on the storm-water drainage system in accordance with policies CC2 and CC3 of the London Borough of Camden Local Plan 2017 and Policy SI 13 of the London Plan 2021.

Pre-start conditions (other than demolition or site clearance)

6 Land Contamination Risk Assessment

Part A:

Within each relevant phase of the development, no development other than demolition or site clearance, shall commence until a site investigation is undertaken and the findings are submitted to and approved in writing by the local planning authority.

The site investigation should assess all potential risks identified by the desktop study and should include a generic quantitative risk assessment and a revised conceptual site model. The assessment must encompass an assessment of risks posed by radon and by ground gas. All works must be carried out in compliance with LCRM (2020) and by a competent person.

Part B:

No development shall commence, other than demolition or site clearance, until a remediation method statement (RMS) is submitted to and approved in writing by the local planning authority. This statement shall detail any required remediation works and shall be designed to mitigate any remaining risks identified in the approved quantitative risk assessment. This document should include a strategy for dealing with previously undiscovered contamination. All works must be carried out in compliance with LCRM (2020) and by a competent person.

Part C:

Following the completion of any remediation, a verification report demonstrating that the remediation as outlined in the RMS have been completed should be submitted to, and approved in writing, by the local planning authority. This report shall include (but may not be limited to): details of the remediation works carried out; results of any verification sampling, testing or monitoring including the analysis of any imported soil and waste management documentation. All works must be carried out in compliance with LCRM (2020) and by a competent person.

Reason: To ensure the risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with policies G1, D1, A1, and DM1 of the London Borough of Camden Local Plan 2017.

7 Detailed design drawings and samples

Notwithstanding the details shown on the approved plans, prior to commencement of the above ground works, detailed drawings, or samples of materials as appropriate for each building, in respect of the following, shall be submitted to and approved in writing by the local planning authority before the relevant part of the work is begun:

- a) Detailed drawings including plans, coloured elevations and sections of all windows (including jambs, head and cill), external doors, screening, balconies, balustrades, parapets, planters and associated elements at a scale of 1:20;
- b) Plan, coloured elevation and section drawings of the new shopfronts at a scale of 1:20;
- c) Manufacturer's specification details of all facing materials (to be submitted to the Local Planning Authority) and samples of those materials (to be provided on site). Sample bay panel of materials to be provided at a suitable size (provided on site / at agreed location for review) to include typical window with all neighbouring materials and details;
- d) Typical details of railings and balustrades at a scale of 1:20, including method of fixing; and
- e) Details of integrated bird and bat boxes, and insect habitats, including swift bricks.

The relevant part of the works shall be carried out in accordance with the details thus approved and all approved samples shall be retained on site during the course of the works.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy D1 of the Camden Local Plan 2017.

8 Sound insulation and vibration protection

No development, other than demolition and site clearance, shall commence until a scheme of sound insulation and vibration protection measures in the buildings, has been submitted to and approved in writing by the Local Planning Authority. Details shall demonstrate:

- a) that the design and structure of the development shall be of such a standard that all rooms within the dwellings are not exposed to sound levels indoors of more than 35 dB LAeq 16 hrs daytime (07:00 to 23:00 hours) and more than 30 dB LAeq 8 hrs at night (23:00 to 07:00 hours the next day).
- b) that the sound insulation ensures that noise levels from music/ entertainment noise in the 63Hz and 125Hz octave centre frequency bands (Leq) should be controlled so as not to exceed 47dB and 41dB (Leq) respectively in bedrooms, and 51dB and 46dB (Leq) respectively within other habitable rooms.
- c) that the vibration dose values do not exceed 0.4m/s^{1.75} between 07.00 and 23.00 hours, and 0.26m/s^{1.75} between 23.00 and 07.00 hours, as calculated in accordance with BS 6472-1:2008, entitled "Guide to Evaluation of Human Exposure to Vibration in Buildings", [1Hz to 80Hz] within any residential habitable room.

The submitted scheme shall ensure that habitable rooms subject to sound insulation measures shall be able to be effectively ventilated without opening windows. The approved details shall be implemented prior to occupation of the development and thereafter be permanently retained. The building and abatement measures as implemented shall ensure music noise levels in the 63Hz and 125Hz

octave centre frequency bands (Leq) from any entertainment premises do not to exceed 47dB and 41dB (Leq) respectively in bedrooms, and 51dB and 46dB (Leq) respectively within other habitable rooms.

Reason: To ensure that the amenity of occupiers of the proposed dwellings is not adversely affected by noise and vibration from rail traffic or nearby entertainment venues in accordance with the requirements of policies A1 and A4 of the London Borough of Camden Local Plan 2017.

9 Enhanced sound insulation

No development, other than demolition and site clearance, shall commence until details have been submitted to and approved in writing by the Council, of an enhanced sound insulation value $D_{nT,w}$ [and $L'_{nT,w}$] of at least 5dB above the Building Regulations value, for the floor/ceiling/wall structures separating different types of rooms/ uses in adjoining dwellings, namely [eg. living room and kitchen above bedroom of separate dwelling]. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the proposed dwellings is not adversely affected by noise from adjoining rooms with different uses or adjoining dwellings in accordance with the requirements of policies A1 and A4 of the London Borough of Camden Local Plan 2017.

10 Assessment of Vibration

No development, other than demolition and site clearance, shall commence until a quantitative vibration assessment and scheme of mitigation has been submitted to and approved in writing by the Local Planning Authority to provide that the Council's vibration thresholds (0.4m/s (1.75) 16 hour day-time nor 0.26 m/s (1.75) 8 hour night-time) are not exceeded inside dwellings. The scheme of vibration mitigation as approved shall be constructed in its entirety prior to the first occupation of any dwelling and shall be retained thereafter in perpetuity.

Reason: To ensure that the amenity of occupiers of the proposed dwellings is not adversely affected by vibration in accordance with the requirements of policies A1 and A4 of the London Borough of Camden Local Plan 2017.

11 Interim fire appliance access arrangements

Prior to the commencement of development on any part of the site, excluding demolition and site clearance, the Fire Appliances Access Arrangements for occupied buildings on or around the site shall be submitted to and approved in writing by the Local Planning Authority.

The Fire Vehicle Access Arrangements shall demonstrate how provision will be made within and around the site to enable fire appliances to gain access to any occupied buildings during construction.

The Fire Appliances Access Arrangements document shall be updated to include each building constructed through this permission prior to its occupation, and prior to first commencing development on a plot or phase of any part of the site. The development and any interim access arrangements during construction shall be carried out and provided for in accordance with the approved details.

Reason: To ensure the development, both during construction and as completed, provides appropriate access for fire appliances, the safety of all building users and

the highest standards of fire safety in accordance with Policy D5 and D12 of the London Plan 2021.

12 Piling Method Statement

No piling within each relevant phase shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage and water infrastructure, and the programme for the works) and piling layout plan including all Thames Water wastewater and clean water assets, the local topography and clearance between the face of the pile to the face of a pipe (as well as the location and footprint of the proposed basement) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement and piling layout plan.

Reason: To safeguard existing below ground public utility infrastructure and controlled waters in accordance with the requirements of Policy CC3 of the London Borough of Camden Local Plan 2017.

13 Construction within 5m of Thames Water main

No construction, other than demolition and site clearance, shall take place within 5m of the water main. No development, other than demolition and site clearance, shall commence until information detailing how the developer intends to divert the Thames Water asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.

Reason: To safeguard existing below ground public utility infrastructure and controlled waters in accordance with the requirements of Policy CC3 of the London Borough of Camden Local Plan 2017.

14 Updated Whole Life Carbon Assessment

Prior to commencement of works (other than demolition and site clearance), an updated version of the Whole Life Carbon Assessment shall be submitted to and approved in writing by the local planning authority.

The Updated Whole Life Carbon Assessment should not result in a whole Life Carbon impact which exceeds 1,486 kg CO₂e/M² GIA overall for Modules A-C (excluding B6 & B7 including sequestered carbon), and should aim to at least meet the GLA WLC benchmarks for each of the modules as defined in the GLA Whole Life Carbon Assessment guidance. If the results exceed the benchmarks, measures should be identified to minimise the carbon impact of the development as far as reasonably possible. No construction works (which excludes demolition and site clearance) shall commence until the Updated Whole Life Carbon Assessment has been approved in writing by the local planning authority. The development hereby approved must be carried out in accordance with the approved Updated Whole Life Carbon Assessment.

Reason: To ensure the development minimises carbon emissions throughout its whole life cycle and optimises resource efficiency in accordance with Policy SI2 in the London Plan 2021 and Policy CC1 of the Camden Local Plan.

Prior to above ground works

15 Sustainable Drainage: Further details of exceedance flows

Prior to commencement of above-ground construction works, further details are required to show that, so far as is reasonably practicable, flows resulting from rainfall in excess of a 1 in 100 year rainfall event are managed in exceedance routes that minimise the risks to people, property and critical infrastructure in accordance with DEFRA National standards for sustainable drainage systems (SuDS). Details shall be submitted to and approved in writing by the local planning authority. Such a system should be designed to reduce exceedance flows offsite by allowing retention of surface water safely within the site.

Reason: To reduce the rate of surface water run-off from the buildings and limit the impact on the storm-water drainage system in accordance with policies CC2 and CC3 of the London Borough of Camden Local Plan 2017 and Policy SI 13 of the London Plan 2021.

16 Final Landscaping and Maintenance Scheme

Prior to commencement of above-ground construction works, a final landscaping and maintenance scheme shall be submitted to and approved in writing by the local planning authority.

All tree, shrub and hedge planting included within the above specification shall accord with BS8545:2014 and BS4428:1989 (or subsequent superseding equivalent) and current Arboricultural best practice. The details should include all of the following:

- a) Phasing and Delivery Plan showing which parts of the landscaping will be carried during the different construction phases.
- b) The quantity, size, species, position and the proposed time of planting of all trees and shrubs to be planted, including native species but resilient to climate change.
- c) An indication of how they integrate with the proposal in the long term with regard to their mature size and anticipated routine maintenance and protection.
- d) Specification of which shrubs and hedges to be planted that are intended to achieve a significant size and presence in the landscape.
- e) Evidence that the proposed planning along Juniper Walk complies with Network Rail specifications and requirements.
- f) Hard landscaping, including surface materials and boundary treatments.
- g) Grading, mounding, excavation, retaining walls, and other changes in ground level.
- h) Safety and security measures.
- i) Bird and bat boxes, incorporated into the fabric of the buildings where feasible.
- j) An updated Management and Maintenance Plan covering at least five years following completion, including irrigation.

All hard and soft landscaping works shall be carried out in accordance with the approved details and the approved Phasing and Delivery Plan. The details approved shall thereafter permanently retained and maintained in accordance with the Management and Maintenance Plan.

Reason: To ensure high quality landscaping in and around the site in the interests of ecology, biodiversity, and visual amenity, and to ensure it is delivered and maintained in accordance with policies A1, A2, A3, D1, and D2 of the Camden Local Plan 2017.

17 Details of green roof

Prior to commencement of above ground works within each relevant phase, full details of the green roofs in the areas indicated on the approved roof plan shall be submitted to and approved in writing by the local planning authority. The details shall include:

- a) a detailed scheme of maintenance;
- b) sections at a scale of 1:20 with manufacturers details demonstrating the construction and materials used and showing that adequate depth (expected to be at least 150mm for substrate) is available in terms of the construction and long term viability of the green roof;
- c) full details of species and planting density and substrate.

The living roofs shall be fully provided in accordance with the approved details prior to first occupation and thereafter retained and maintained in accordance with the approved scheme.

Reason: In order to ensure the development undertakes reasonable measures to take account of biodiversity and the water environment in accordance with policies CC2, CC3, D1 and A3 of the London Borough of Camden Local Plan 2017.

18 Details of plant / machinery

Prior to installation of any plant or machinery, full details shall be submitted to and approved in writing by the local planning authority. Details shall include elevation and plan drawings showing the relationship to the nearest noise sensitive premises as well as an Acoustic Report which demonstrates that the Council's noise thresholds would not be exceeded and details of any mitigation required. The plant shall be operated in accordance with the details approved and maintained as such thereafter.

Reason: To ensure that the amenity of occupiers of the site and surrounding properties is not adversely affected by noise from mechanical installations and equipment in accordance with the requirements of policies A1 and A4 of the London Borough of Camden Local Plan 2017.

19 Lighting Strategy

Prior to commencement of above-ground construction works, a Lighting Strategy shall be submitted to and approved in writing by the Local Planning Authority. All lighting for each building or phase shall be carried out in accordance with the approved details prior to the occupation of the relevant building or phase. The lighting shall thereafter permanently retained and maintained in accordance with the details approved.

Reason: To ensure the development minimises the opportunities for crime and anti-social behaviour, ensures community safety, creates an inclusive environment and minimises impact on biodiversity and the natural environment, in accordance with policy D1, A2, A3, C5 and C6 of the Camden Local Plan 2017 and policy D5, D8 and D11 of the London Plan 2021.

20 Mechanical ventilation

Prior to commencement of above-ground works, full details of the mechanical ventilation system including air inlet locations shall be submitted to and approved by the local planning authority in writing. Air inlet locations should be located away from busy roads, railway lines and the generator flue or any other emission sources and as close to roof level as possible, to protect internal air quality. The development shall thereafter be constructed and maintained in accordance with the approved details.

Reason: To protect the amenity of residents in accordance with London Borough of Camden Local Plan Policy CC4 and London Plan policy SI 1.

Prior to occupation or use

21 Small scale ground gas and vapour condition (post development)

a. Before 6 months of any activity operating in the basement, an appropriate radon gas and vapour investigation (incorporating the results of environmental and historical searches and detailed assessment of the risks to all receptors that may be affected) is undertaken and a ground gas and vapour assessment report (GVAR) [where necessary incorporating a Remediation Strategy (RS)], is submitted to, and approved in writing by, the local planning authority.

b. The condition will not be discharged until the approved RS is implemented and a Verification Report (VR) is submitted to, and approved in writing by, the local planning authority.

Where remedial measures are implemented to protect end-users of the development they shall be maintained.

Reason: To ensure the risks to the future users of the site can be minimised in accordance with policies G1, D1, A1, and DM1 of the London Borough of Camden Local Plan 2017.

22 Waste and refuse storage

The refuse and recycling facility as approved shall be provided prior to the first occupation of any of the new homes and permanently retained thereafter.

Reason: To ensure that sufficient provision for the storage and collection of waste has been made in accordance with the requirements of policy CC5, A1 and A4 of the London Borough of Camden Local Plan 2017.

23 Whole Life Carbon – post construction assessment

Prior to the occupation of each phase of the development the post-construction tab of the GLA's Whole Life-Cycle Carbon Assessment template should be completed in line with the GLA's Whole Life-Cycle Carbon Assessment Guidance. The post-construction assessment should be submitted to ZeroCarbonPlanning@london.gov.uk and SustainabilityPlanning@camden.gov.uk, along with any supporting evidence as per the guidance.

Reason: In the interests of sustainable development and to maximise on-site carbon dioxide savings in accordance with Camden Local Plan policies CC1, CC2, CC3, and CC4, and London Plan policies, SI1, SI2, SI3, SI4, SI5 and SI7.

24 Flood Risk Emergency Plan

Prior to occupation a final Flood Risk Emergency Plan must be submitted to and approved in writing by the local planning authority. It should be prepared in accordance with the aims and objectives of the ADEPT/Environment Agency Flood Risk Emergency Plans for New Development guidance. The Flood Emergency Plan should also:

- clearly reflect suitable routes for emergency vehicle access,
- demonstrate plans to ensure the basement is not accessed during a flood event and it is possible to evacuate the basement areas before a more extreme flood, and
- provide details of signage required along any emergency egress route, which are not predicted to be dry in extreme rainfall events.

The approved measures shall be provided in their entirety prior to the first occupation and permanently retained thereafter.

Reason: To protect the occupants in the event of a flood in accordance with policy CC3 of the London Borough of Camden Local Plan 2017.

25 Privacy Screens

Prior to first occupation, details of 1.8m high privacy screens shall be submitted to and approved in writing by the local planning authority. Prior to first occupation, the approved screens shall be fitted to the balconies of dwellings in Blocks A1, A2 and C1 with the following Plot Numbers (as shown on JC-PRP-XX-XX-PP-A-04018-P03-S2_Juniper Crescent additional privacy measures):

- East facing side of balcony only for C1.00.01 (first floor balcony), C1.02.03, C1.03.03, C1.04.03, C1.05.03, C1.06.03, C1.07.03, C1.08.03, C1.08.02;
- West facing side of balcony only for A2.00.02 (first floor balcony), A2.02.06, A2.03.06, A2.04.06, A2.05.06, A2.06.06, A2.07.04, A2.08.02;
- West facing side of balcony only for A1.01.06, A1.02.06, A1.03.06, A1.04.06, A1.05.06, A1.06.06, A1.07.06, A1.08.06.

Reason: To ensure that the amenity of neighbouring occupiers is not adversely affected by overlooking in accordance with the requirements of policy A1 of the London Borough of Camden Local Plan 2017.

26 Thames Water network infrastructure

No development shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional demand to serve the development have been completed; or - a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with this additional demand, in order to safeguard the amenities of the area generally, in accordance with the requirements of policy CC3 of the Camden Local Plan 2017.

27 Reuse and recycling of demolition waste

The demolition hereby approved shall divert at least 95% of demolition waste from landfill and comply with the Institute for Civil Engineer's Demolition Protocol and either reuse materials on-site or salvage appropriate materials to enable their reuse off-site. Prior to occupation, evidence demonstrating that this has been achieved shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the development contributes to reducing waste and supporting the circular economy in accordance with the requirements of Policy CC1 of the London Borough of Camden Local Plan 2017 and Policy SI 7 of the London Plan 2021.

28 Cycle parking

Prior to commencement, details exploring the provision of cargo bike cycle parking shall be submitted to and approved in writing by the local planning authority.

Prior to first occupation, the all the following bicycle parking shall be provided in its entirety:

Secure and covered long-stay parking for 861 bicycles.

Cycle parking for 16 bicycles across the site.

Any approved cargo bike parking approved under the first part of this condition.

All such facilities shall thereafter be permanently maintained and retained.

Reason: To ensure that the scheme makes adequate provision for cycle users in accordance with Camden Local Plan policies T1 and T2, the London Plan and CPG Transport.

29 Obscure glazed windows

Prior to first occupation, the windows of dwellings in Block A1 and A2, which are identified in 'JC-PRP-XX-XX-PP-A-04018-P03-S2_Juniper Crescent additional privacy measures' hereby approved, shall be obscure glazed and fixed shut to a height of 1.8m above finished floor level and shall be permanently retained as such thereafter.

Reason: To ensure that the amenity of neighbouring occupiers is not adversely affected by overlooking in accordance with the requirements of policy A1 of the London Borough of Camden Local Plan 2017.

30 Solar PV – Evidence of Installation

Prior to occupation, evidence showing the location, extent (at least 281m²) and predicted energy generation of photovoltaic cells (at least 32,738kwh/annum) / energy generation capacity (at least 42.2kWp) and associated equipment installed on the building in accordance with the approved details as part of the development, as well as details of the maintenance programme, shall be submitted to the Local Planning Authority and approved in writing. The systems shall thereafter be retained and maintained in accordance with the approved maintenance plan. The measures shall include the installation of a meter to monitor the energy output from the approved renewable energy systems.

Reason: To ensure the development provides adequate on-site renewable energy facilities in accordance with the requirements of policy CC1 (Climate change mitigation) of the London Borough of Camden Local Plan 2017.

31 Active cooling

Prior to occupation, evidence shall be submitted and approved in writing by the Local Planning Authority, demonstrating that measures to adapt to climate change have been implemented where appropriate and that overheating risk has been managed. The evidence shall demonstrate that the development has reduced cooling demand as far as is reasonably feasible and deliverable and that the cooling hierarchy has been followed.

The proposals should include natural ventilation where there are no restrictions due to noise and consideration of ceiling fans for single aspect units, measures such as fixed shading devices such as external shutters, external blinds, awnings and ventilated louvres must be considered and implemented before peak lopping of MVHR or other active cooling is considered and should minimise the impact on the environment.

Reason: To ensure that all development reduce the impact of urban and dwelling overheating, including application of the cooling hierarchy in accordance with policy CC2 of the Camden Local Plan 2017.

32 Diesel, HVO or oil back up generators

Prior to installation of any Emergency Diesel/Oil or HVO Generator Plant, full details shall be submitted to and approved by the Local Planning Authority in writing. Such details shall include any associated abatement technologies including make, model and emission details. Generators shall be appropriately sized for life saving functions only and alternatives to diesel/Oil or HVO shall be fully considered and the need for testing minimised. The flue/exhaust from the generator(s) shall be located away from air inlet locations. The maintenance and cleaning of the systems shall be undertaken regularly in accordance with manufacturer specifications and details of emission certificates by an accredited MCERTS organisation shall be provided following installation and thereafter every three years to verify compliance with regulations made by the Secretary of State.

Reason: To safeguard the amenity of occupants, adjoining premises and the area generally in accordance with the requirements of policies A1 and CC4 of the Camden Local Plan 2017.

Compliance conditions

33 Non-road mobile machinery (NRMM)

No non-road mobile machinery (NRMM) shall be used on the site unless it is compliant with the NRMM Low Emission Zone requirements (or any superseding requirements) and until it has been registered for use on the site on the NRMM register (or any superseding register).

Reason: To safeguard the amenities of the adjoining occupiers, the area generally and contribution of developments to the air quality of the borough in accordance with the requirements of Camden Local Plan policies A1 and CC4.

34 Noise limits for plant

The external noise level emitted from plant, machinery or equipment at the development, with any specified noise mitigation hereby approved, shall be lower than the typical existing background noise level by at least 10dBA, or by 15dBA where the source is tonal, as assessed according to BS4142:2014 at the nearest or

most affected noise sensitive premises, with machinery operating at maximum capacity and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the site and surrounding properties is not adversely affected by noise from mechanical installations and equipment in accordance with the requirements of policies A1 and A4 of the London Borough of Camden Local Plan 2017.

35 Anti-vibration isolators for plant

Prior to use, machinery, plant or equipment at the development shall be mounted with proprietary anti-vibration isolators and fan motors shall be vibration isolated from the casing and adequately silenced and maintained as such.

Reason: To ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by vibration in accordance with the requirements of policies A1 and A4 of the London Borough of Camden Local Plan 2017.

36 Controlling use – residential only for permanent accommodation

Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 2020, or the Town and Country Planning (General Permitted Development) Order 2015 (or any orders revoking and re-enacting those orders with or without modification), the residential flats hereby permitted shall only be used for permanent residential accommodation, and not for temporary sleeping accommodation (tenancies of fewer than 90 days) or for any other purposes whatsoever.

Reason: To protect the permanent residential accommodation in the borough in accordance with Policies H1 and H3 of the London Borough of Camden Local Plan 2017.

37 No additional external fixtures

Notwithstanding the Town and Country Planning (General Permitted Development) Order 2015 or any subsequent or superseding orders, no lights, meter boxes, flues, vents or pipes, and no telecommunications equipment, alarm boxes, television aerials, satellite dishes or rooftop 'mansafe' rails shall be fixed or installed on the external face of the building, without the prior approval in writing of the local planning authority.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policies D1 and D2 of the London Borough of Camden Local Plan 2017.

38 Roof terraces

No flat roofs within the development shall be used as terraces/amenity spaces unless marked as such on the approved plans, without the prior approval in writing of the Local Planning Authority.

Reason: To safeguard the amenities of the future occupiers and adjoining neighbours in accordance with the requirements of policy A1 of the Camden Local Plan.

39 Fire safety

The development must be implemented in accordance with the provisions of the Outline Fire Strategy (Issue 01) and the Fire Statement (Issue 01), both dated 06/06/2025 and both produced by Ashton Fire.

Reason: To ensure the development provides for the safety of all building users and the highest standards of fire safety in accordance with Policy D5 and D12 of the London Plan 2021.

40 Replanting dead or damaged trees

Any trees or areas of planting which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased, shall be replaced as soon as is reasonably possible and, in any case, by not later than the end of the following planting season, with others of similar size and species.

Reason: To ensure high quality soft landscaping is fully established in the interests of ecology, biodiversity, and visual amenity, in accordance with policies A1, A2, A3, D1, and D2 of the Camden Local Plan 2017.

41 Secure by Design

Prior to occupation, evidence that the plans for that the relevant phase can achieve secured by design accreditation must be submitted to and approved in writing (in consultation with the Designing Out Crime Officer) by the Local Planning Authority. The development should thereafter be completed in accordance with the approved measures, with accreditation secured as evidence of implementation.

Reason: To ensure the development minimises the opportunities for crime and anti-social behaviour and ensures community safety in accordance with policy D1 and C5 of the Camden Local Plan 2017 and policy and D11 of the London Plan 2021.

42 Electric vehicle charging points

EV charging points shall be provided for all spaces at grade across the site and for all spaces in the basement car park, prior to use or allocation of any of the parking spaces.

Reason: To promote sustainable travel in accordance with policies T2 and T3 of the Camden Local Plan 2017.

43 Construction and demolition waste and post construction monitoring

The Circular Economy Statement as approved (June 2025, by Aecom) shall be delivered to achieve at least 95% reuse/recycling/recovery of construction and demolition waste and 95% beneficial use of excavation waste. A minimum of 20% of the total value of materials should derive from recycled and reused content.

Prior to occupation, a post-construction monitoring report should be completed in line with the GLA's Circular Economy Statement Guidance. The report should be submitted to and approved by the LPA in writing.

Reason: To ensure all development optimise resource efficiency in accordance with policy CC1 of the London Borough of Camden Local Plan Policies and to reduce waste and support the circular economy in accordance with policy SI 7 of the new London Plan.

44 Phasing

The development shall be carried out in accordance with the approved phasing plans: Z05701-PRP-ZZ-ZZ-DR-A-09610 Phasing strategy - Phase 1 – CIL (Rev P04), Z05701-PRP-ZZ -ZZ-DR-A-09611 Phasing strategy - Phase 2 – CIL (Rev P03), Z05701-PRP-ZZ-ZZ-DR-A-09612 Phasing strategy - Phase 3 – CIL (Rev P04), Z05701-PRP-ZZ -ZZ-DR-A-09613 Phasing strategy - Phase 4 – CIL (Rev P04). Any changes to the phasing shall be agreed in writing Local Planning Authority.

Reason: For the avoidance of doubt and in the interest of proper planning.

Building regulations (imposed optional requirements)

45 Wheelchair and accessible homes (building control optional requirements)

The following dwellings shown labelled on the approved floorplans shall be constructed as Wheelchair Accessible Dwellings to comply with Part M4(3)(2)(b) of the Building Regulations:

C1.00.05; C1.03.01; C1.02.01; C1.01.01; C1.08.01; C1.09.01; A2.07.03; A2.08.01; B2.00.03; D2.00.03; B2.05.07; B2.06.05; A2.00.03; B2.00.02; B2.00.02; C1.00.03; E1.00.05; E1.00.04; C1.00.03; E1.00.04; E1.00.05; C1.04.01; C1.05.01; C1.06.01; C1.07.01

The following dwellings shown labelled on the approved floorplans shall be constructed as Wheelchair Adaptable Dwellings to comply with Part M4(3)(2)(a) of the Building Regulations:

E1.02.02; E1.02.03; E1.03.02; E1.03.03; E1.04.02; E1.04.03; E1.05.02; E1.05.03; E1.06.02; E1.06.03; E1.07.02; E1.07.03; B1.01.04; B1.05.04; B1.02.04; B1.03.04; B1.04.04; B1.06.04; B1.07.04; B1.08.04; B1.09.04; B1.10.04; B1.11.04; D1.02.03; D1.02.04; D1.03.03; D1.03.04

All other dwellings hereby permitted shall be constructed to comply with Part M4(2) of the Building Regulations.

Reason: To secure appropriate access for disabled people, older people, and others with mobility constraints, in accordance with policies H6 and C6 of the Camden Local Plan 2017.

46 Water use (building control optional requirements)

The development hereby approved shall achieve a maximum internal water use of 105litres/person/day, with an additional 5 litres/person/day for external water use.

Reason: To ensure the development contributes to minimising the need for further water infrastructure in an area of water stress in accordance with policy CC3 of the London Borough of Camden Local Plan 2017.

34. INFORMATIVES

1 HS2

The applicant is advised that part of the application site falls within land that may be required to construct and/or operate Phase One of a high-speed rail line between London and the West Midlands, known as High Speed Two. Powers to construct

and operate High Speed Two were secured on 23 February 2017 when Royal Assent was granted for Phase One of HS2.

Accordingly the applicant is advised to follow ongoing progress of the HS2 project at the following website and active engagement is encouraged between all parties on respective construction programmes:

<https://www.gov.uk/government/collections/high-speed-rail-london-west-midlands-bill>

2 **Thames Water**

As required by Building regulations part H paragraph 2.36, Thames Water requests that the Applicant should incorporate within their proposal, protection to the property to prevent sewage flooding, by installing a positive pumped device (or equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions.

Public sewers are crossing or close to your development. Build over agreements are required for any building works within 3 metres of a public sewer and, or within 1 metre of a public lateral drain. This is to prevent damage to the sewer network and ensures we have suitable and safe access to carry out maintenance and repairs. Please refer to our guide on working near or diverting our pipes:

<https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

Please ensure to apply to determine if a build over agreement will be granted.

Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

The works has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.

<https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk. Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

The developer can request information to support the discharge of conditions (Thames Water Network Infrastructure) by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (e-mail: devcon.team@thameswater.co.uk) prior to the planning application approval.

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

3 Network Rail

RAMS

The developer is to submit directly to Network Rail asset protection, a Risk Assessment and Method Statement (RAMS) for all works to be undertaken within 10m of the operational railway under Construction (Design and Management) Regulations, and this is in addition to any planning consent. Network Rail would need to be re-assured the works on site follow safe methods of working and have also taken into consideration any potential impact on Network Rail land and the existing operational railway infrastructure. Builder to ensure that no dust or debris is allowed to contaminate Network Rail land as the outside party would be liable for any clean-up costs. Review and agreement of the RAMS will be undertaken between Network Rail and the applicant/developer.

Glint & Glare

The applicant will need to demonstrate that the proposal will not impact train drivers' ability to perceive railway signalling via glint & glare from any solar panels/cladding. If the proposal impacts the railway the applicant will fully fund all mitigation measures as required by Network Rail. All documentation in regard to these areas is to be reviewed under the BAPA.

BAPA (Basic Asset Protection Agreement)

As the proposal includes works which could impact the existing operational railway and in order to facilitate the above, a BAPA (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail. The developer will be liable for all costs incurred by Network Rail in facilitating this proposal, including any railway site safety costs, possession costs, asset protection costs / presence, site visits, review and agreement of proposal documents and any buried services searches. The BAPA will be in addition to any planning consent.

4 Biodiversity Net Gain (BNG) Informative (1/2)

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 ("1990 Act") is that planning permission granted in England is subject to the condition ("the biodiversity gain condition") that development may not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

The local planning authority (LPA) that would approve any Biodiversity Gain Plan (BGP) (if required) is London Borough of Camden.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are summarised below, but you should check the legislation yourself and ensure you meet the statutory requirements.

Based on the information provided, this permission WILL require approval of a BGP before development is begun because none of the statutory exemptions or transitional arrangements summarised below are considered to apply.

++ Summary of transitional arrangements and exemptions for biodiversity gain condition

The following are provided for information and may not apply to this permission:

1. The planning application was made before 12 February 2024.
2. The planning permission is retrospective.
3. The planning permission was granted under section 73 of the Town and Country Planning Act 1990 and the original (parent) planning permission was made or granted before 12 February 2024.
4. The permission is exempt because of one or more of the reasons below:
 - It is not "major development" and the application was made or granted before 2 April 2024, or planning permission is granted under section 73 and the original (parent) permission was made or granted before 2 April 2024.
 - It is below the de minimis threshold (because it does not impact an onsite priority habitat AND impacts less than 25 square metres of onsite habitat with biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat).
 - The application is a Householder Application.
 - It is for development of a "Biodiversity Gain Site".
 - It is Self and Custom Build Development (for no more than 9 dwellings on a site no larger than 0.5 hectares and consists exclusively of dwellings which are Self-Build or Custom Housebuilding).
 - It forms part of, or is ancillary to, the high-speed railway transport network (High Speed 2).

5 Biodiversity Net Gain (BNG) Informative (2/2)

+ Irreplaceable habitat:

If the onsite habitat includes Irreplaceable Habitat (within the meaning of the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements. In addition to information about minimising adverse impacts on the habitat, the BGP must include information on compensation for any impact on the biodiversity of the irreplaceable habitat. The LPA can only approve a BGP if satisfied that the impact on the irreplaceable habitat is minimised and appropriate arrangements have been made for compensating for any impact which do not include the use of biodiversity credits.

++ The effect of section 73(2D) of the Town and Country Planning Act 1990

If planning permission is granted under section 73, and a BGP was approved in relation to the previous planning permission ("the earlier BGP"), the earlier BGP may be regarded as approved for the purpose of discharging the biodiversity gain condition on this permission. It will be regarded as approved if the conditions attached (and so the permission granted) do not affect both the post-development value of the onsite habitat and any arrangements made to compensate irreplaceable habitat as specified in the earlier BGP.

++ Phased development

In the case of phased development, the BGP will be required to be submitted to and approved by the LPA before development can begin (the overall plan), and before each phase of development can begin (phase plans). The modifications in respect of the biodiversity gain condition in phased development are set out in Part 2 of the Biodiversity Gain (Town and Country Planning) (Modifications and Amendments) (England) Regulations 2024.

Juniper Crescent, Chalk Farm, NW1 8HQ

Addendum Report 3

Prepared on behalf of the London
Borough of Camden

Issued: 12th February 2026

Planning Reference: 2025/3057/P



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1.0 Summary and Recommendations

1.1 BPS Chartered Surveyors have been instructed by the London Borough of Camden ('the Council') to provide a review and analysis in response to the Quod's letter on behalf of Riverside Group and Countryside Partnerships ('the Applicant') dated February 2026. This BPS Addendum follows on from the previous reports issued in relation to the discussion on the viability of the proposed scheme:

- Quod's original Financial Viability Assessment ('FVA') dated January 2025
- BPS' original review dated 29th September 2025
- Quod's 1st response dated October 2025
- BPS' Addendum x1 dated 27th November 2025
- Quod's 2nd response dated December 2025
- BPS' Addendum x2 dated 14th January 2026

1.2 This addendum should therefore be read in conjunction with the above reports.

1.3 We concluded in our previous report that the proposals produced a surplus of **+£10.2m** which could be contributed towards additional affordable housing.

1.4 Having considered Quod's latest comments and additional evidence provided, the following table summarises our **current** respective positions:

Input	Quod Dec 25	BPS Jan 26	Quod Feb 26	BPS Feb 26	Comments
Income					
Open Market Sales ('OMS')	£230,946,216 (£12,383psm/ £1,150psf)	£230,946,216 (£12,383psm/ £1,150psf)	£230,946,216 (£12,383psm/ £1,150psf)	£230,946,216 (£12,383psm/ £1,150psf)	Agreed
Social Rent- New & Re provisioned	£31,436,704 (£2,077psm/ £193psf)	£31,436,704 (£2,077psm/ £193psf)	£31,281,006 (£2,067psm/ £192psf)	£36,932,195 (£2,444psm/ £227psf)	Disagreed
Intermediate Rent- New & Re provisioned	£7,852,404 (£3,963psm/ £368psf)	£7,852,404 (£3,963psm/ £368psf)	£6,397,424 (£3,229psm/ £300psf)	£8,099,662 (£4,090psm/ £370psf)	Disagreed
Car Parking	£nil	£nil	£nil	£nil	Agreed
Grant Funding	£36,500,000	£36,500,000	£36,500,000	£36,500,000	Ambiguous – Pending GLA confirmation
Expenditure					
EUV	£21,649,143- £26,072,437	£15,183,400	£22,300,000	£20,021,755	Disagreed
Landowner Premium	Nil%	Nil%	Nil%	Nil%	Agreed

Benchmark Land Value	£21,649,143- £26,072,437	£15,183,400	£22,300,000	£20,021,755	Disagreed
Build Costs (exc. contingency)	£161,659,933	£161,659,933	£161,659,933	£161,659,933	Agreed
OHP	5%	5%	5%	5%	Agreed
Contingency	2%	2%	2%	2%	Agreed
Building Safety Levy	£2,416,217	£2,416,217	£2,416,217	£2,416,217	Agreed
Professional Fees	10%	10%	10%	10%	Agreed
OMS Marketing Fees	2%	2%	2%	2%	Agreed
OMS Sales Agent Fees	1%	1%	1%	1%	Agreed
OMS Legal Fees	£1,000p/u	£1,000p/u	£1,000p/u	£1,000p/u	Agreed
CIL	£11,866,707	£11,866,707	£11,866,707	£11,866,707	Ambiguous - We request Council confirmation
S106 costs	£1,434,000	£1,434,000	£2,176,185	£3,176,845	Ambiguous – As advised by the Council
Homeless and Disturbance	£2,508,800	£2,508,800	£2,508,800	£2,508,800	Agreed- To be secured in the S106 Agreement and revisited at the LSR
Vacant Possession Fee	£2,352,000	£nil	£nil	£nil	Agreed
Landlord Offer Commitments	£250,000	£250,000	£250,000	£250,000	Agreed- To be secured in the S106 Agreement
Temp Housing Subsidy	£357,594	£357,594	£357,594	£357,594	Agreed- To be secured in the S106 Agreement
Council Tax Stage Payment	£325,000	£777,000	£325,000	£325,000	Agreed- To be secured in the S106 Agreement
Service Charge Stage Payment	£1,440,000	£60,000	£1,440,000	£1,440,000	Agreed- To be secured in the S106 Agreement
Leaseholder Buy-Out Cost	£nil	£nil	£nil	£nil	Agreed – included in BLV
Decant Costs	£6,900,000	£6,900,000	£6,900,000	£6,900,000	Ambiguous – Further clarification should be provided
Finance	6.75%	6.75%	6.75%	6.75%	Agreed
Profit: OMS	17.50%	17.50%	17.50%	17.50%	Agreed

Existing Affordable	4%	4%	4%	4%	Agreed
New Affordable	4%	4%	4%	4%	Agreed
Development Timeframes					
Enabling/Demolition:	Ph1: 19 m Ph2: 0 m	Ph1: 19 m Ph2: 0 m	Ph1: 19 m Ph2: 0 m	Ph1: 19 m Ph2: 0 m	Agreed
Construction Period	Ph 1: 40 m Ph 2: 45 m	Ph 1: 40 m Ph 2: 45 m	Ph 1: 40 m Ph 2: 45 m	Ph 1: 40 m Ph 2: 45 m	Agreed
Pre-Sales	40%	40%	40%	40%	Agreed
Sales Period (Post Construction)	PH1: 17 mths PH2: 10 mths 3-4 units pcm	PH1:17 mths PH2: 10 mths 3-4 units pcm	PH1: 17 mths PH2: 10 mths 3-4 units pcm	PH1:17 mths PH2: 10 mths 3-4 units pcm	Agreed
Viability Position	-£14,294,568 - -£18,717,862	+£10,216,908	-£13.3m	+£2.2m (0.80% on GDV)	Disagreed
Actual Profit	8.6%- 10.3% on GDV	19.32% on GDV	10.6% on GDV	+16.57% on GDV	Disagreed

1.5 Our updated conclusions are as follows:

- We identify a small surplus of **+£2.2m** this is relatively marginal and represents approximately 0.80% of GDV. Since our September 2025 report we note that Land Registry HPS has shown a marked decrease in flat values of some 6% whilst construction costs over the same period have increased by just over 1% based on BCIS ALL Tender Price index. It should be noted that we have not updated our assessment of costs or values from the September 2025 submission this being comparatively recent in nature, however it is possible that allowing for movements in the indices noted above that any scheme surplus would be effectively eradicated. In consequence we consider our current assessment to show an effective breakeven position.
- In consequence of the above conclusion we consider the scheme will deliver the maximum reasonable level of affordable housing consistent with the viability of the scheme and allowing for the proposed inclusion of grant.
- We have included a sensitivity analysis below:

Sales: Rate /ft ²					
Construction: Rate /ft ²	-5.000%	-2.500%	0.000%	2.500%	5.000%
-5.000%	£4,050,894	£9,498,261	£14,938,223	£20,331,386	£25,690,800
-2.500%	-£2,321,927	£3,125,440	£8,572,807	£14,020,106	£19,420,957
0.000%	-£8,695,371	-£3,248,004	£2,199,363	£7,646,730	£13,094,097
2.500%	-£15,104,810	-£9,624,218	-£4,176,851	£1,270,516	£6,717,883
5.000%	-£21,583,937	-£16,041,085	-£10,553,065	-£5,105,698	£341,669

- Decision makers should apply considerable caution to affordable housing offers which are not underpinned by the outcome of a viability assessment supporting the affordable housing offer proposed. We are aware of a wide number of schemes where Section 73 applications have been submitted shortly after grant of planning consent where viability arguments have been used to substantially reduce or remove previously offered affordable housing. We are not suggesting that such an eventuality would occur in relation to this scheme but simply alert decision makers to this widespread practice. Ultimately the relevant safeguard to this contingency is for any affordable offer to be fully supported by an agreed viability position. In the absence of such a safeguard, appropriate weight only should be provided to the current affordable housing offer when considering the planning balance.
- In the absence of agreement of the viability position, should the application proceed to committee, we strongly recommend that any approval be subject to the adoption of our viability figures for review purposes.
- We recommend that if a policy compliant offer is not made, the scheme should be subject to pre-implementation and late stage reviews of viability in order that the viability can be assessed over the lifetime of the development.

1.6 This Addendum provides a response to Quod's latest report as requested by the Council.

2.0 FVA Checklist

2.1 To date we have received the following information from Quod:

Existing Site	
Land ownership plan	Downloaded.
Measurements of the Existing Site / Buildings	Received.
Floor plans	Not provided.
Detailed Description of the existing site	Not provided.
A schedule of condition	Not provided.
External Photographs of the Existing Site / Buildings	Downloaded.
Internal Photographs of the Existing Site / Buildings	Sample, undated received
Copies of the existing or recent leases	Historic received.
Current Tenancy Schedule	Received.
Recent transactional evidence to support their BLV assumptions	Not provided.
Calculation and evidence supporting BLV assumptions	Received.
Proposed Development	
Application plans	Received
Live Excel copy of Accommodation schedule	Received
Measurements for the proposed scheme (GIA/ NSA)	Received.
Design and Access Statement	Downloaded.
Planning Statement	Received (8.8.25).
Details, calculation and documentation of estate regeneration costs	Received.
Detailed design specification	Not provided.
Recent transactional evidence to support their GDV assumptions (OMS)	Received.
Modelling & evidence used to generate values (Affordable Housing)	Received.
Modelling used to generate values (OMS Residential)	Received.
Construction	
A detailed cost plan	Not provided.
Live Excel copy of cost plan	Not provided.
Development programme	Received.
Appraisals	
Copy of the live Argus appraisal	Received.

3.0 Summary of Quod's Response

3.1 Quod have provided further information on the following points of contention:

- Benchmark Land Value & proposed Affordable Housing values
- Estate Regeneration Costs
- Cashflow

3.2 We have addressed salient point of Quod's assessment in this Addendum.

4.0 Benchmark Land Value

Quod Dec 25	BPS Jan 26	Quod Feb 26	Overall
£21,649,143- £26,072,437	£15,183,400	£22,330,000	Disagreed

- 4.1 In our previous reports, we expressed reservations regarding Quod's assessment of the Benchmark Land Value. Our analysis demonstrated that their assessed BLV exceeds the value of the proposed new build social rent units.
- 4.2 We have received the updated schedule of accommodation for the existing scheme, detailing unit-by-unit sizes. Upon review, we identified a minor discrepancy: the schedule comprises 104 units rather than the previously stated 103 units. We do not anticipate this variance will significantly affect our conclusions. Accordingly, we have undertaken a comparative analysis of the existing and proposed schemes on both a per-unit and per-square-foot basis.
- 4.3 Quod instructed JLL to undertake a Red Book valuation of the existing building. We have reviewed their report dated February 2026, in which JLL assessed the value of the existing building at £22.33 million. This valuation comprises the following components:

JLL's EUV Results							
Type	No of units	Size (sq ft)	Av Unit Size	Av. Weekly rent	EUV	P/U	£psf
EUV of the Social Rent	103	91,446	887	£178	£17,040,000	£165,436	£186psf
EUV of the Intermediate Rent	10	6,715	671	£274	£2,760,000	£276,000 p/u	£411psf
EUV of the Open Market Sales	7	3,785	541	£345	£2,530,000	£361,428 p/u	£668psf

- 4.4 We have not received an updated live appraisal for the Social Rent and Intermediate Rent tenures. We have therefore reconstructed this appraisal in Excel utilising JLL's inputs. Our resulting Intermediate GDV is higher by c. £1m than the figure reported by JLL. We, therefore, consider a full cash flow should be provided to support their valuation.
- 4.5 Quod have now recalculated their assessment of the proposed affordable housing units. Their revised assessment is summarised in the table below:

Proposed Scheme	No of units	Size (sq ft)	Av unit size (sq ft)	Av. Weekly rent	Quod's GDV	Quod's GDV (per unit)	Quod's (£psf)
Social Rent Re-provided	103	101,969	990	£179	£17,130,792	£166,318 p/u	£168 psf
Social Rent New	71	60,507	852	£213	£14,150,214	£199,298 p/u	£234 psf
Social Rent- Total	174	162,476	934	£193	£31,281,006	£179,776	£192 psf
Intermediate Rent Re-provided	8	6,342	792	£276	£2,017,074	£252,134 p/u	£318 psf
Intermediate Rent New	26	14,949	575	£192	£4,380,350	£168,475 p/u	£293 psf
Intermediate- Total	34	21,291	626	£213	£6,397,424	£188,159	£300psf

4.6 Disappointingly, it is noted that Quod's assessment of the re-provided Social Rent units remains below their adopted Existing Use Value (EUV) Social Rent. Furthermore, their assessment of the existing Intermediate Rent units exceeds the value attributed to the proposed Intermediate Rent units (both new build and re-provided).

4.7 In their response, Quod contends that such comparisons are inappropriate, citing the following factors:

- Market Units- the existing scheme comprises 7 x residential units let at market rent. **BPS Response:** Our analysis now excludes the value of market units to ensure clear comparability
- Unit sizes- The proposed units are larger than the existing units, whilst rent levels remain unchanged. **BPS Response:** We have now received a unit-by-unit schedule for the existing building and have conducted our comparison on both a per-unit and per-square-foot basis. We acknowledge that the existing social rent units are approximately 10% smaller than the proposed units. Nevertheless, given that social rent levels are determined irrespective of unit size and therefore this point has no bearing on the assessed GDV of the social rent values
- Intermediate Rents – The new intermediate rent units are let at levels marginally above social rent. Consequently, their average value is lower than in the existing scheme. **BPS Response:** This point is accepted.

- 4.8 Our comments on JLL's individual valuation inputs are set out in the following sections of this report.

Valuation inputs

- 4.9 JLL included the following assumptions in their assessment:

Input	JLL's – Social Rent EUV	JLL's – Intermediate Rent EUV
Rental Income Growth	1%	1%
Inflation	0.5%	0.5%
Bad Debts and Voids	2.3%	2.3%
Management Costs (av. p/u)	£800	£800
Cyclical Repairs (p/u pa)	£475	£475
Dat-to-day repairs (p/u pa)	£525	£525
Total repairs costs per unit (Year 1)	£9,876	£9,876
Discount Rate	5%- 5.25%	5%- 5.25%
Cash Flow Period	50 years	50 years
Annual Rent	£955,151 (c. £178 pw)	£142,977 (c. £274pw)

- 4.10 We understand that all social and intermediate rented properties are held on assured tenancies, whilst the market rented units are let on assured shorthold tenancies or periodic tenancies.
- 4.11 We note that JLL's assessed total annual rent amounts to £1,223,765, representing a modest increase from the figure of £1,184,845 provided by Quod in our original analysis. We understand this revision is based on the updated schedule of accommodation, which we have reviewed and consider to be correct.
- 4.12 JLL based their assessment of major repair costs on a Stock Condition Survey dated 2020 and a 30-year Planned Maintenance Programme for the properties prepared by Riverside. Copies of these documents have been provided to us by Quod.
- 4.13 Given that the Stock Condition Survey dates from 2020, we consider it to be outdated. Construction costs have increased significantly since that date. Furthermore, the Survey does not encompass the 120 units that form part of the EUV assessment. Instead, it refers to 36 units, some of which relate to Gilbey's Yard, which formed part of the original scheme but has subsequently been excluded.

-
- 4.14 Consequently, we consider that the information provided does not adequately reflect the current condition of the existing estate.
- 4.15 We have been provided with a more recent major repair forecast for Juniper Crescent, dated January 2026, covering a 30-year period. This forecast includes planned major repair costs such as bathroom and kitchen replacements, totalling £4,575,264, equivalent to approximately £1,271 per unit per annum. Given that JLL's EUV assessment is predicated on a 50-year cash flow, it is evident that the final 20 years of the valuation period are unsupported by empirical evidence. We would expect operational costs to increase substantially during this period, as the building approaches the end of its economic life.
- 4.16 According to JLL, sector-wide average cost for major repairs, planned and routine maintenance is £3,029 per unit, with Riverside's specific average maintenance cost reported at £3,517 per unit as of 2024. Whilst we have not been provided with supporting evidence for this figure, we assume it to be correct, noting that it excludes management costs.
- 4.17 JLL's cash flow indicates that a major repair cost of £9,876 per unit was adopted in Year 1, falling significantly to £627 per unit in Year 2. The average major repair cost over the 50-year cash flow period equates to £1,219 per unit per annum.
- 4.18 It appears that JLL's combined assessment of major repairs, cyclical repairs and day-to-day maintenance over the 50-year cash flow period amounts to £2,219 per unit. This is substantially lower than the £3,517 per unit reported by Riverside, notwithstanding that Riverside's figure excludes management costs.
- 4.19 On this basis, we are of the view that the major repair cost assumed by JLL has been understated.
- 4.20 We understand that JLL's assessment incorporates a rental growth rate of 1% per annum and cost inflation of 0.5% per annum, the latter applied to management, cyclical maintenance and day-to-day maintenance only. We are satisfied that their assessment reflects real, rather than nominal, growth assumptions.
- 4.21 We consider the cash flow period adopted by JLL to be excessive. The property is approximately 30 years old. The assumption that the building will continue to operate profitably for a further 50 years is, in our view, overly optimistic. Most estate regeneration schemes constructed in the 1960s and 1970s (i.e., buildings now 66–76 years old) are currently reaching the end of their economic life cycle. Furthermore, we note that in Quod's earlier reports, Riverside referenced a 40-year cash flow period.

- 4.22 Additionally, JLL's inclusion of exit value in the valuation of this estate regeneration scheme is questionable. Typically, the EUV of social rent buildings constructed in the 1960s or 1970s is assessed at nil value. This principle has also been highlighted by the GLA in their January 2026 report. We would expect that the operational costs of an 80-year-old building could exceed its income, resulting in a nil EUV. On this basis, we do not consider the inclusion of exit value to be appropriate for the purposes of EUV assessment.
- 4.23 Notwithstanding our reservations, for the purpose of reaching agreement, we have maintained the cash flow period and exit value assumptions included in JLL's assessment.

Comparison to the proposed Affordable Housing

- 4.24 The principal point of concern in our earlier review was that Quod's BLV reflected higher values on a per-unit basis than their assessment of the proposed units. We understand that Quod has now revised their proposed affordable housing assessment using the following inputs. We have been provided with a printout of their cash flow appraisal.
- 4.25 For clarity, we have compared these to figures adopted by JLL in their BLV assessment:

Input	Proposed Scheme- Quod	EUV- JLL
Rental Income Growth	1%	1%
Inflation	0.5% (applied to management, maintenance & major repairs)	0.5% (applied to maintenance and management)
Bad Debts and Voids	2.3%	2.3%
Management Costs (av. p/u)	£450	£800
Cyclical Repairs (p/u pa)	£630	£475
Dat-to-day repairs (p/u pa)		£525
Average major repairs costs per unit pa- SR	£715	£1,219
Average major repairs costs per unit pa- IR	£1,109	£1,219
Discount Rate (SR)	4.75%	5.25%
Discount Rate (IR)	5%	5.25%
Cash Flow Period	50 years	50 years
Exist Value	Not Included	Included
Av Weekly Rent (SR)	£193pw	£178pw
Av. Weekly rent (IR)	£213pw	£274pw
Purchaser's Costs	Included	Not Included

- 4.26 It is evident that Quod has made adjustments to the major repair costs, maintenance costs and discount rate to reflect the superior quality of the proposed scheme. However, it is noted

that the exit value adopted in JLL's assessment has not been applied to the proposed scheme. It is also unclear why the discount rate for intermediate rent units has not been adjusted for the proposed scheme.

4.27 We further note that, as a result of the inflation assumptions adopted, the major repair allowance for the intermediate component assumed by Quod is nearly equivalent to that adopted for the existing building. We have previously highlighted in our earlier assessments that such parity is inappropriate.

4.28 In our review, we have utilised Quod's modelling assumptions, to which we have applied the following amendments:

- Adjusted the major repair cost for Intermediate Rent to reflect £715 per unit per annum, as stated in Quod's report;
- Included exit values; and
- Adjusted the discount rate to 4.75% for both the proposed Intermediate Rent and Social Rent components.

4.29 Our cash flows are included in Appendix 1 of this report.

EUV- BPS' assessment of the SR and IR EUV

4.30 In our review, we have utilised JLL's modelling assumptions, to which we have applied the following amendments:

- Adjusted the major repair cost to £2,517 per unit per annum, to reflect the average cost of maintenance and cyclical repairs incurred across other Riverside developments;
- Reduced the management cost to £450 per unit per annum to align with the assessment of the proposed scheme;
- Adjusted the cash flow treatment of major repair costs to align with the methodology adopted for the proposed scheme; and
- Applied 0.5% inflation to major repair costs, in line with the assumptions adopted for the proposed scheme.

- 4.31 The results of our assessment are summarised below. Our cash flow appraisal is included in Appendix 2 of this report.

EUV	JLL's EUV	JLL's EUV (per unit)	JLL's EUV (£psf)	BPS' EUV	JLL's EUV (per unit)	JLL's EUV (£psf)
EUV of the Social Rent	£17,040,000	£165,436	£186psf	£14,070,381	£136,605	£153
EUV of the Intermediate Rent	£2,760,000	£276,000 p/u	£411psf	£3,421,374	£342,137	£510

EUV- Market Value

- 4.32 According to the Accommodation Schedule, the existing building comprises seven one-bedroom flats with an average size of 541 sq ft. According to the Land Registry title, the units are located on the ground, first and second floors. The properties currently generate an annual rent of £125,637, equivalent to approximately £345 per week.
- 4.33 JLL are of the opinion that the Open Market Sales Value of the existing market units, assuming vacant possession, amounts to £420,000 per unit (£776 per sq ft). In their assessment, JLL assumed a Market Rent Value equivalent to 85% of the Market Sale Value, equating to approximately £361,428 per unit (representing a Gross Development Value of £2,530,000). No comparable evidence or rationale for this assumption has been provided, which we consider to be a significant omission given that their assessment purports to be a Red Book valuation.
- 4.34 We have identified the following comparable evidence of one-bedroom properties located within 0.5 km (0.3 miles) of the subject site:

Address		Date	Size	Price Achieved
Flat 10 9, Adelaide Road, NW3 3QE		Feb 2025	45 sqm (484 sqft)	£428,000 (£883psf)
24, Harmood Grove, NW1 8DH		March 2025	50 sqm (538 sq ft)	£490,000 (£910psf)
62, Eton Place, NW3 2BU		Jan 2025	43 sqm (463 sq ft)	£460,000 (994psf)

11a, Eton Place, NW3 2BT		Jan 2025	54 sqm (581 sq ft)	£430,000 (£740psf)
2, Eton Place, NW3 2BT		Nov 2024	47 sqm (506 sq ft)	£400,000 (£791psf)

4.35 Having analysed above evidence, we consider JLL's GDV broadly falls within the available evidence tone.

Conclusions

4.36 Our updated conclusions on the BLV and the proposed affordable housing GDV are outlined in the table below:

	Input	Proposed Scheme		BLV	
		BPS	Quod	BPS	Quod
Social Rent	GDV	£36,932,195	£31,281,006	£14,070,381	£17,040,000
	P/U	£212,254	£179,776	£136,606	£165,436
	psf	£227	£192	£153	£186
Intermediate Rent	GDV	£8,099,662	£6,397,424	£3,421,374	£2,760,000
	P/U	£238,225	£188,159	£342,137	£276,000
	psf	£380	£300	£510	£411
Market Value	GDV	N/A	N/A	£2,530,000	£2,530,000
Total				£20,021,755	£22,300,000

5.0 Estate Regeneration Costs

5.1 We note that Estate Regeneration costs have largely been agreed, with the exception of the following which we now consider to be agreed:

Quod Oct 25	Quod Dec 25	BPS Jan 26	Quod Feb 26	Overall
Service Charge Stage Payment	£1,440,000	£60,000	£1,440,000	Agreed
Council Tax Stage Payment	£325,000	£777,000	£325,000	Agreed

5.2 In their response, Quod provided a spreadsheet detailing the staged payment schedule, which corresponds to their adopted figures. We have now incorporated this into our appraisal accordingly.

6.0 Cashflow Assumptions- Grant Funding

- 6.1 We note that Quod continues to dispute the grant funding phasing, notwithstanding that both our reports and the GLA's guidance confirm that it should be profiled at 75% at commencement and 25% at practical completion. Quod maintains that their alternative approach represents standard industry practice.
- 6.2 BPS reviews hundreds of viability appraisals annually across the sector. We can confirm that in our experience Quod's proposed grant funding profile does not reflect standard market practice as established by the GLA and routinely applied in viability assessments. It is standard practice to omit grant when assessing viability. However, in this instance grant has already been allocated and is therefore a relevant source of income to the scheme. It would appear to be misleading to adopt any other payment profile other than that which is intended to be delivered by the GLA given this is a case specific input. We, therefore, maintain our original profiling to be correct.

7.0 S106 Costs

- 7.1 We note that Quod have increase their S106 Cost allowance from £1,434,000 to £2,176,185. The LPA confirmed that the total S106 cost for the scheme would be c. £3,176,845, which we have adopted in our appraisal.

8.0 Author Sign Off

- 8.1 This report is provided for the stated purpose and for the sole use of the named clients. This report may not, without written consent, be used or relied upon by any third party.
- 8.2 The author(s) of this report confirm that there are no conflicts of interest and measures have been put in place to prevent the risk of the potential for a conflict of interest. In accordance with the RICS Professional Statement *Financial Viability in Planning: Conduct and Reporting* September 2019, this report has been prepared objectively, impartially, and with reference to all appropriate sources of information. In preparing this report, no performance-related or contingent fees have been agreed.
- 8.3 The following persons have been involved in the production of this report:



Agnes Mrowiec MRICS
RICS Membership no. 6821180
For and on behalf of
BPS Chartered Surveyors



Andrew Jones MRICS
RICS Registered Valuer
RICS Membership no. 0085834
For and on behalf of
BPS Chartered Surveyors

February 2026

Appendix 1: BPS Proposed Affordable Housing GDV cashflow

PA PU

No of units 34 Major Repair: ##### £737.63
 Rent Increase 1%
 Cvoids & Bd Debt 2.30%
 Cost Inflation 0.50%
 Discount Rate 4.75%
 Gross Rent £376,374
 Weekly Rent £212.88
 Major Repair Cos £715.00

Year	End of Yr	Gross Rent	Manageme	Maintenance	MajorRepair	Voids	Net Rent	DCF	PresentValu	Cumulative PV	
1	30/06/2028	£376,374	£15,300	£21,420	0	£8,657	£330,997	0.9547	£315,988	£315,236	£330,998
2	30/06/2029	£380,138	£15,377	£21,527	0.0000	£8,743	£334,491	0.9114	£304,843	£618,629	£334,491
3	30/06/2030	£383,939	£15,454	£21,635	0.0000	£8,831	£338,020	0.8700	£294,090	£910,624	£338,021
4	30/06/2031	£387,779	£15,531	£21,743	0.0000	£8,919	£341,586	0.8306	£283,716	£1,191,648	£341,586
5	30/06/2032	£391,657	£15,609	£21,852	0.0000	£9,008	£345,188	0.7929	£273,707	£1,462,113	£345,189
6	30/06/2033	£395,573	£15,687	£21,961	£24,918	£9,098	£323,909	0.7570	£245,188	£1,694,448	£311,351
7	30/06/2034	£399,529	£15,765	£22,071	£25,042	£9,189	£327,462	0.7226	£236,637	£1,918,199	£314,840
8	30/06/2035	£403,524	£15,844	£22,181	£25,168	£9,281	£331,050	0.6899	£228,382	£2,133,682	£318,366
9	30/06/2036	£407,559	£15,923	£22,292	£25,293	£9,374	£334,676	0.6586	£220,414	£2,341,200	£321,929
10	30/06/2037	£411,635	£16,003	£22,403	£25,420	£9,468	£338,341	0.6287	£212,723	£2,541,048	£325,530
11	30/06/2038	£415,751	£16,083	£22,515	£25,547	£9,562	£342,043	0.6002	£205,299	£2,733,506	£329,168
12	30/06/2039	£419,909	£16,163	£22,628	£25,675	£9,658	£345,785	0.5730	£198,133	£2,918,846	£332,845
13	30/06/2040	£424,108	£16,244	£22,741	£25,803	£9,754	£349,565	0.5470	£191,217	£3,097,332	£336,561
14	30/06/2041	£428,349	£16,325	£22,855	£25,932	£9,852	£353,385	0.5222	£184,540	£3,269,214	£340,315
15	30/06/2042	£432,633	£16,407	£22,969	£26,062	£9,951	£357,245	0.4985	£178,096	£3,434,736	£344,109
16	30/06/2043	£436,959	£16,489	£23,084	£26,192	£10,050	£361,144	0.4759	£171,876	£3,594,133	£347,943
17	30/06/2044	£441,328	£16,572	£23,199	£26,323	£10,151	£365,084	0.4543	£165,872	£3,747,630	£351,818
18	30/06/2045	£445,742	£16,654	£23,315	£26,455	£10,252	£369,066	0.4337	£160,078	£3,895,444	£355,733
19	30/06/2046	£450,199	£16,738	£23,432	£26,587	£10,355	£373,088	0.4141	£154,484	£4,037,785	£359,689
20	30/06/2047	£454,701	£16,821	£23,549	£26,720	£10,458	£377,153	0.3953	£149,086	£4,174,855	£363,686
21	30/06/2048	£459,248	£16,905	£23,667	£26,853	£10,563	£381,260	0.3774	£143,875	£4,306,847	£367,726
22	30/06/2049	£463,841	£16,990	£23,785	£26,988	£10,668	£385,410	0.3603	£138,846	£4,433,950	£371,808

23	30/06/2050	£468,479	£17,075	£23,904	£27,123	£10,775	£389,602	0.3439	£133,992	£4,556,343	£375,933
24	30/06/2051	£473,164	£17,160	£24,024	£27,258	£10,883	£393,839	0.3283	£129,307	£4,674,200	£380,101
25	30/06/2052	£477,896	£17,246	£24,144	£27,395	£10,992	£398,120	0.3134	£124,785	£4,787,689	£384,313
26	30/06/2053	£482,674	£17,332	£24,264	£27,532	£11,102	£402,444	0.2992	£120,421	£4,896,970	£388,569
27	30/06/2054	£487,501	£17,419	£24,386	£27,669	£11,213	£406,815	0.2857	£116,208	£5,002,200	£392,870
28	30/06/2055	£492,376	£17,506	£24,508	£27,808	£11,325	£411,230	0.2727	£112,143	£5,103,527	£397,216
29	30/06/2056	£497,300	£17,594	£24,630	£27,947	£11,438	£415,692	0.2603	£108,219	£5,201,096	£401,607
30	30/06/2057	£502,273	£17,682	£24,753	£28,086	£11,552	£420,199	0.2485	£104,432	£5,295,045	£406,044
31	30/06/2058	£507,296	£17,770	£24,877	£28,227	£11,668	£424,754	0.2373	£100,777	£5,385,509	£410,528
32	30/06/2059	£512,369	£17,859	£25,002	£28,368	£11,784	£429,356	0.2265	£97,250	£5,472,616	£415,059
33	30/06/2060	£517,492	£17,948	£25,127	£28,510	£11,902	£434,005	0.2162	£93,845	£5,556,490	£419,637
34	30/06/2061	£522,667	£18,038	£25,252	£28,652	£12,021	£438,703	0.2064	£90,559	£5,637,250	£424,263
35	30/06/2062	£527,894	£18,128	£25,378	£28,795	£12,142	£443,450	0.1971	£87,388	£5,715,013	£428,938
36	30/06/2063	£533,173	£18,219	£25,505	£28,939	£12,263	£448,246	0.1881	£84,328	£5,789,888	£433,661
37	30/06/2064	£538,505	£18,310	£25,633	£29,084	£12,386	£453,093	0.1796	£81,374	£5,861,982	£438,434
38	30/06/2065	£543,890	£18,401	£25,761	£29,230	£12,509	£457,989	0.1715	£78,524	£5,931,398	£443,257
39	30/06/2066	£549,329	£18,493	£25,890	£29,376	£12,635	£462,935	0.1637	£75,773	£5,998,236	£448,130
40	30/06/2067	£554,822	£18,586	£26,019	£29,523	£12,761	£467,933	0.1563	£73,118	£6,062,590	£453,054
41	30/06/2068	£560,370	£18,679	£26,149	£29,670	£12,889	£472,983	0.1492	£70,555	£6,124,553	£458,030
42	30/06/2069	£565,974	£18,772	£26,280	£29,819	£13,017	£478,086	0.1424	£68,083	£6,184,213	£463,057
43	30/06/2070	£571,634	£18,866	£26,412	£29,968	£13,148	£483,241	0.1359	£65,696	£6,241,656	£468,137
44	30/06/2071	£577,350	£18,960	£26,544	£30,118	£13,279	£488,449	0.1298	£63,393	£6,296,963	£473,271
45	30/06/2072	£583,123	£19,055	£26,676	£30,268	£13,412	£493,712	0.1239	£61,170	£6,350,214	£478,457
46	30/06/2073	£588,955	£19,150	£26,810	£30,419	£13,546	£499,029	0.1183	£59,026	£6,401,484	£483,698
47	30/06/2074	£594,844	£19,246	£26,944	£30,572	£13,681	£504,401	0.1129	£56,956	£6,450,847	£488,994
48	30/06/2075	£600,793	£19,342	£27,078	£30,724	£13,818	£509,829	0.1078	£54,958	£6,498,375	£494,344
49	30/06/2076	£606,800	£19,439	£27,214	£30,878	£13,956	£515,313	0.1029	£53,030	£6,544,134	£499,751
50	30/06/2077	£612,868	£19,536	£27,350	£31,032	£14,096	£520,853	0.0982	£1,077,259	£6,588,190	£505,214
					#####	£558,033	£20,370,250		£8,099,662		£19,738,269

PA PU

No of units 34 Major Repair: ##### £737.63
 Rent Increase 1%
 Cvoids & Bd Debt 2.30%
 Cost Inflation 0.50%
 Discount Rate 4.75%
 Gross Rent £376,374
 Weekly Rent £212.88
 Major Repair Cos £715.00

Year	End of Yr	Gross Rent	Manageme	Maintenance	MajorRepair	Voids	Net Rent	DCF	PresentValu	Cumulative PV	
1	30/06/2028	£376,374	£15,300	£21,420	0	£8,657	£330,997	0.9547	£315,988	£315,236	£330,998
2	30/06/2029	£380,138	£15,377	£21,527	0.0000	£8,743	£334,491	0.9114	£304,843	£618,629	£334,491
3	30/06/2030	£383,939	£15,454	£21,635	0.0000	£8,831	£338,020	0.8700	£294,090	£910,624	£338,021
4	30/06/2031	£387,779	£15,531	£21,743	0.0000	£8,919	£341,586	0.8306	£283,716	£1,191,648	£341,586
5	30/06/2032	£391,657	£15,609	£21,852	0.0000	£9,008	£345,188	0.7929	£273,707	£1,462,113	£345,189
6	30/06/2033	£395,573	£15,687	£21,961	£24,918	£9,098	£323,909	0.7570	£245,188	£1,694,448	£311,351
7	30/06/2034	£399,529	£15,765	£22,071	£25,042	£9,189	£327,462	0.7226	£236,637	£1,918,199	£314,840
8	30/06/2035	£403,524	£15,844	£22,181	£25,168	£9,281	£331,050	0.6899	£228,382	£2,133,682	£318,366
9	30/06/2036	£407,559	£15,923	£22,292	£25,293	£9,374	£334,676	0.6586	£220,414	£2,341,200	£321,929
10	30/06/2037	£411,635	£16,003	£22,403	£25,420	£9,468	£338,341	0.6287	£212,723	£2,541,048	£325,530
11	30/06/2038	£415,751	£16,083	£22,515	£25,547	£9,562	£342,043	0.6002	£205,299	£2,733,506	£329,168
12	30/06/2039	£419,909	£16,163	£22,628	£25,675	£9,658	£345,785	0.5730	£198,133	£2,918,846	£332,845
13	30/06/2040	£424,108	£16,244	£22,741	£25,803	£9,754	£349,565	0.5470	£191,217	£3,097,332	£336,561
14	30/06/2041	£428,349	£16,325	£22,855	£25,932	£9,852	£353,385	0.5222	£184,540	£3,269,214	£340,315
15	30/06/2042	£432,633	£16,407	£22,969	£26,062	£9,951	£357,245	0.4985	£178,096	£3,434,736	£344,109
16	30/06/2043	£436,959	£16,489	£23,084	£26,192	£10,050	£361,144	0.4759	£171,876	£3,594,133	£347,943
17	30/06/2044	£441,328	£16,572	£23,199	£26,323	£10,151	£365,084	0.4543	£165,872	£3,747,630	£351,818
18	30/06/2045	£445,742	£16,654	£23,315	£26,455	£10,252	£369,066	0.4337	£160,078	£3,895,444	£355,733
19	30/06/2046	£450,199	£16,738	£23,432	£26,587	£10,355	£373,088	0.4141	£154,484	£4,037,785	£359,689
20	30/06/2047	£454,701	£16,821	£23,549	£26,720	£10,458	£377,153	0.3953	£149,086	£4,174,855	£363,686
21	30/06/2048	£459,248	£16,905	£23,667	£26,853	£10,563	£381,260	0.3774	£143,875	£4,306,847	£367,726
22	30/06/2049	£463,841	£16,990	£23,785	£26,988	£10,668	£385,410	0.3603	£138,846	£4,433,950	£371,808

23	30/06/2050	£468,479	£17,075	£23,904	£27,123	£10,775	£389,602	0.3439	£133,992	£4,556,343	£375,933
24	30/06/2051	£473,164	£17,160	£24,024	£27,258	£10,883	£393,839	0.3283	£129,307	£4,674,200	£380,101
25	30/06/2052	£477,896	£17,246	£24,144	£27,395	£10,992	£398,120	0.3134	£124,785	£4,787,689	£384,313
26	30/06/2053	£482,674	£17,332	£24,264	£27,532	£11,102	£402,444	0.2992	£120,421	£4,896,970	£388,569
27	30/06/2054	£487,501	£17,419	£24,386	£27,669	£11,213	£406,815	0.2857	£116,208	£5,002,200	£392,870
28	30/06/2055	£492,376	£17,506	£24,508	£27,808	£11,325	£411,230	0.2727	£112,143	£5,103,527	£397,216
29	30/06/2056	£497,300	£17,594	£24,630	£27,947	£11,438	£415,692	0.2603	£108,219	£5,201,096	£401,607
30	30/06/2057	£502,273	£17,682	£24,753	£28,086	£11,552	£420,199	0.2485	£104,432	£5,295,045	£406,044
31	30/06/2058	£507,296	£17,770	£24,877	£28,227	£11,668	£424,754	0.2373	£100,777	£5,385,509	£410,528
32	30/06/2059	£512,369	£17,859	£25,002	£28,368	£11,784	£429,356	0.2265	£97,250	£5,472,616	£415,059
33	30/06/2060	£517,492	£17,948	£25,127	£28,510	£11,902	£434,005	0.2162	£93,845	£5,556,490	£419,637
34	30/06/2061	£522,667	£18,038	£25,252	£28,652	£12,021	£438,703	0.2064	£90,559	£5,637,250	£424,263
35	30/06/2062	£527,894	£18,128	£25,378	£28,795	£12,142	£443,450	0.1971	£87,388	£5,715,013	£428,938
36	30/06/2063	£533,173	£18,219	£25,505	£28,939	£12,263	£448,246	0.1881	£84,328	£5,789,888	£433,661
37	30/06/2064	£538,505	£18,310	£25,633	£29,084	£12,386	£453,093	0.1796	£81,374	£5,861,982	£438,434
38	30/06/2065	£543,890	£18,401	£25,761	£29,230	£12,509	£457,989	0.1715	£78,524	£5,931,398	£443,257
39	30/06/2066	£549,329	£18,493	£25,890	£29,376	£12,635	£462,935	0.1637	£75,773	£5,998,236	£448,130
40	30/06/2067	£554,822	£18,586	£26,019	£29,523	£12,761	£467,933	0.1563	£73,118	£6,062,590	£453,054
41	30/06/2068	£560,370	£18,679	£26,149	£29,670	£12,889	£472,983	0.1492	£70,555	£6,124,553	£458,030
42	30/06/2069	£565,974	£18,772	£26,280	£29,819	£13,017	£478,086	0.1424	£68,083	£6,184,213	£463,057
43	30/06/2070	£571,634	£18,866	£26,412	£29,968	£13,148	£483,241	0.1359	£65,696	£6,241,656	£468,137
44	30/06/2071	£577,350	£18,960	£26,544	£30,118	£13,279	£488,449	0.1298	£63,393	£6,296,963	£473,271
45	30/06/2072	£583,123	£19,055	£26,676	£30,268	£13,412	£493,712	0.1239	£61,170	£6,350,214	£478,457
46	30/06/2073	£588,955	£19,150	£26,810	£30,419	£13,546	£499,029	0.1183	£59,026	£6,401,484	£483,698
47	30/06/2074	£594,844	£19,246	£26,944	£30,572	£13,681	£504,401	0.1129	£56,956	£6,450,847	£488,994
48	30/06/2075	£600,793	£19,342	£27,078	£30,724	£13,818	£509,829	0.1078	£54,958	£6,498,375	£494,344
49	30/06/2076	£606,800	£19,439	£27,214	£30,878	£13,956	£515,313	0.1029	£53,030	£6,544,134	£499,751
50	30/06/2077	£612,868	£19,536	£27,350	£31,032	£14,096	£520,853	0.0982	£1,077,259	£6,588,190	£505,214
					#####	£558,033	£20,370,250		£8,099,662		£19,738,269

Appendix 2: BPS BLV cashflow

|**£psf**

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£153.87

8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047
#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####
£48,237	£48,478	£48,720	£48,964	£49,209	£49,455	£49,702	£49,951	£50,200	£50,451	£50,704	£50,957	£51,212	£51,468	£51,725
£50,917	£51,171	£51,427	£51,684	£51,943	£52,202	£52,463	£52,726	£52,989	£53,254	£53,520	£53,788	£54,057	£54,327	£54,599
£56,276	£56,558	£56,840	£57,125	£57,410	£57,697	£57,986	£58,276	£58,567	£58,860	£59,154	£59,450	£59,747	£60,046	£60,346
#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####
£23,789	£24,027	£24,267	£24,510	£24,755	£25,002	£25,252	£25,505	£25,760	£26,017	£26,278	£26,540	£26,806	£27,074	£27,345
£585,269	£593,248	£601,317	£609,478	£617,731	£626,077	£634,518	£643,054	£651,686	£660,416	£669,243	£678,171	£687,199	£696,328	£705,560
0.66	0.63	0.60	0.57	0.54	0.51	0.49	0.46	0.44	0.42	0.40	0.38	0.36	0.34	0.32
£388,668	£374,315	£360,481	£347,148	£334,298	£321,914	£309,980	£298,480	£287,399	£276,721	£266,432	£256,519	£246,968	£237,766	£228,901

23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062

#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####
£51,984	£52,244	£52,505	£52,768	£53,031	£53,297	£53,563	£53,831	£54,100	£54,371	£54,642	£54,916	£55,190	£55,466	£55,743
£54,872	£55,146	£55,422	£55,699	£55,978	£56,258	£56,539	£56,821	£57,106	£57,391	£57,678	£57,966	£58,256	£58,548	£58,840
£60,648	£60,951	£61,256	£61,562	£61,870	£62,179	£62,490	£62,803	£63,117	£63,432	£63,749	£64,068	£64,389	£64,710	£65,034
#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####
£27,618	£27,894	£28,173	£28,455	£28,739	£29,027	£29,317	£29,610	£29,906	£30,205	£30,507	£30,812	£31,121	£31,432	£31,746
£714,895	£724,336	£733,882	£743,535	£753,296	£763,167	£773,147	£783,240	£793,445	£803,764	£814,198	£824,749	£835,417	£846,204	£857,110
0.31	0.29	0.28	0.26	0.25	0.24	0.23	0.22	0.20	0.19	0.18	0.18	0.17	0.16	0.15
£220,361	£212,134	£204,208	£196,574	£189,221	£182,138	£175,316	£168,745	£162,417	£156,322	£150,453	£144,801	£139,357	£134,116	£129,068

38	39	40	41	42	43	44	45	46	47	48	49	50
1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075
#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####
£56,022	£56,302	£56,584	£56,867	£57,151	£57,437	£57,724	£58,013	£58,303	£58,594	£58,887	£59,182	£59,478
£59,135	£59,430	£59,727	£60,026	£60,326	£60,628	£60,931	£61,236	£61,542	£61,849	£62,159	£62,469	£62,782
£65,359	£65,686	£66,014	£66,345	£66,676	£67,010	£67,345	£67,681	£68,020	£68,360	£68,702	£69,045	£69,390
#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####
£32,064	£32,384	£32,708	£33,035	£33,365	£33,699	£34,036	£34,377	£34,720	£35,067	£35,418	£35,772	£36,130
£868,139	£879,289	£890,564	£901,964	£913,490	£925,144	£936,927	£948,841	£960,886	£973,065	£985,378	£997,827	£1,010,414
												£20,208,287
0.14	0.14	0.13	0.12	0.12	0.11	0.11	0.10	0.10	0.09	0.09	0.08	0.08
£124,208	£119,528	£115,022	£110,683	£106,506	£102,485	£98,613	£94,885	£91,297	£87,842	£84,517	£81,315	£1,564,675

Appendix 3: BPS Appraisal

Juniper Crescent
BPS Appraisal

Development Appraisal
BPS Surveyors
11 February 2026

APPRAISAL SUMMARY**BPS SURVEYORS****Juniper Crescent
BPS Appraisal****Appraisal Summary for Merged Phases 1 2**

Currency in £

REVENUE

Sales Valuation	Units	ft ²	Sales Rate ft ²	Unit Price	Gross Sales
A1 - Private Sale	74	57,667	1,126.00	877,474	64,933,042
A2 - Reprovision SR	26	22,163	227.00	193,500	5,031,001
A2 - New AH SR	22	16,501	227.00	170,260	3,745,727
B1 - Private Sale	74	51,371	1,173.00	814,300	60,258,183
B2 - Reprovision SR	24	23,442	227.00	221,722	5,321,334
B2 - New AH SR	14	10,883	227.00	176,460	2,470,441
B2 - New AH IMR	8	4,481	380.00	212,848	1,702,780
C1 - Reprovision SR	35	32,332	227.00	209,696	7,339,364
C1 - Reprovision IMR	8	6,343	380.00	301,293	2,410,340
C1 - New AH SR	18	19,282	227.00	243,167	4,377,014
D1 - Private Sale	58	41,057	1,163.00	823,264	47,749,291
D1 - Reprovision SR	4	5,040	227.00	286,020	1,144,080
D2 - Reprovision SR	10	12,861	227.00	291,945	2,919,447
D2 - New AH SR	17	13,805	227.00	184,337	3,133,735
D2 - New AH IMR	18	10,469	380.00	221,012	3,978,220
E1 - Private Sale	64	50,660	1,145.00	906,339	58,005,700
E1 - Reprovision SR	<u>4</u>	<u>6,131</u>	227.00	347,934	<u>1,391,737</u>
Totals	478	384,488			275,911,436

Additional Revenue

Grant Funding SR	139 un	200,000.00 /un	27,800,000	
Grant Funding INT	16 un	50,000.00 /un	800,000	
Grant Funding SR	35 un	200,000.00 /un	7,000,000	
Grant Funding INT	18 un	50,000.00 /un	900,000	
				36,500,000

NET REALISATION**312,411,436****OUTLAY****ACQUISITION COSTS**

Fixed Price	10,010,877	
BLV	10,010,877	
Total Acquisition		20,021,754
		20,021,754

APPRAISAL SUMMARY**BPS SURVEYORS****Juniper Crescent
BPS Appraisal**

Agent Fee	1.00%	100,109	
			100,109

CONSTRUCTION COSTS

Construction	ft ²	Build Rate	ft ²	Cost
Phase 1 Construction Costs	343,342	309.95		106,418,708
Phase 2 Construction Costs	<u>190,363</u>	290.19		<u>55,241,225</u>
Totals	533,705 ft²			161,659,933
Contingency		2.00%		3,233,199
OHP		5.00%		8,082,997
CIL Phase 1				7,258,889
BSL Phase 1				1,403,794
CIL Phase 2				4,607,818
BSL Phase 2				1,012,423
				187,259,052

Section 106 Costs

Section 106 Costs				2,013,774
Section 106 Costs				1,163,070
				3,176,844

PROFESSIONAL FEES

Professional Fees		10.00%		16,165,993
				16,165,993

MARKETING & LETTING

Marketing		2.00%		4,618,924
				4,618,924

DISPOSAL FEES

Sales Agent Fee		1.00%		2,309,462
Sales Legal Fee	270 un	1,000.00 /un		270,000
				2,579,462

MISCELLANEOUS FEES

Homeloss & Disturbance				2,508,800
LO Commitments				250,000
Temp housing subsidy				357,594
Council tax stage payment				325,000
Service Charge stage payment				1,440,000
Decant Costs				6,900,000
				11,781,394

Developer's Profit

Private Sale		17.50%		40,415,588
Existing Affordable		4.00%		1,022,292

APPRAISAL SUMMARY**BPS SURVEYORS****Juniper Crescent****BPS Appraisal**

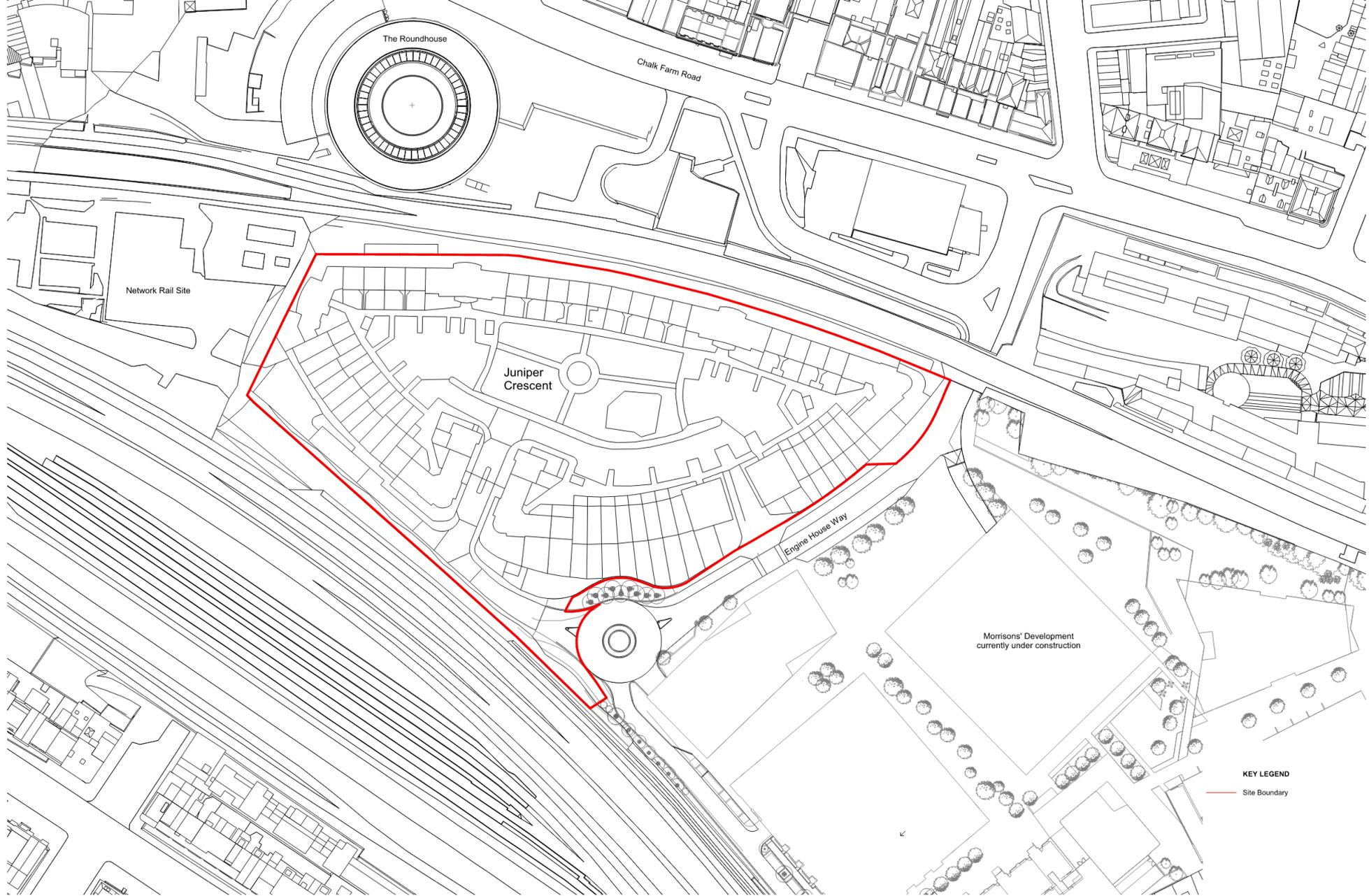
New Affordable	4.00%	776,317	
			42,214,197

FINANCE

Debit Rate 6.750%, Credit Rate 0.000% (Nominal)			
Total Finance Cost			22,294,344

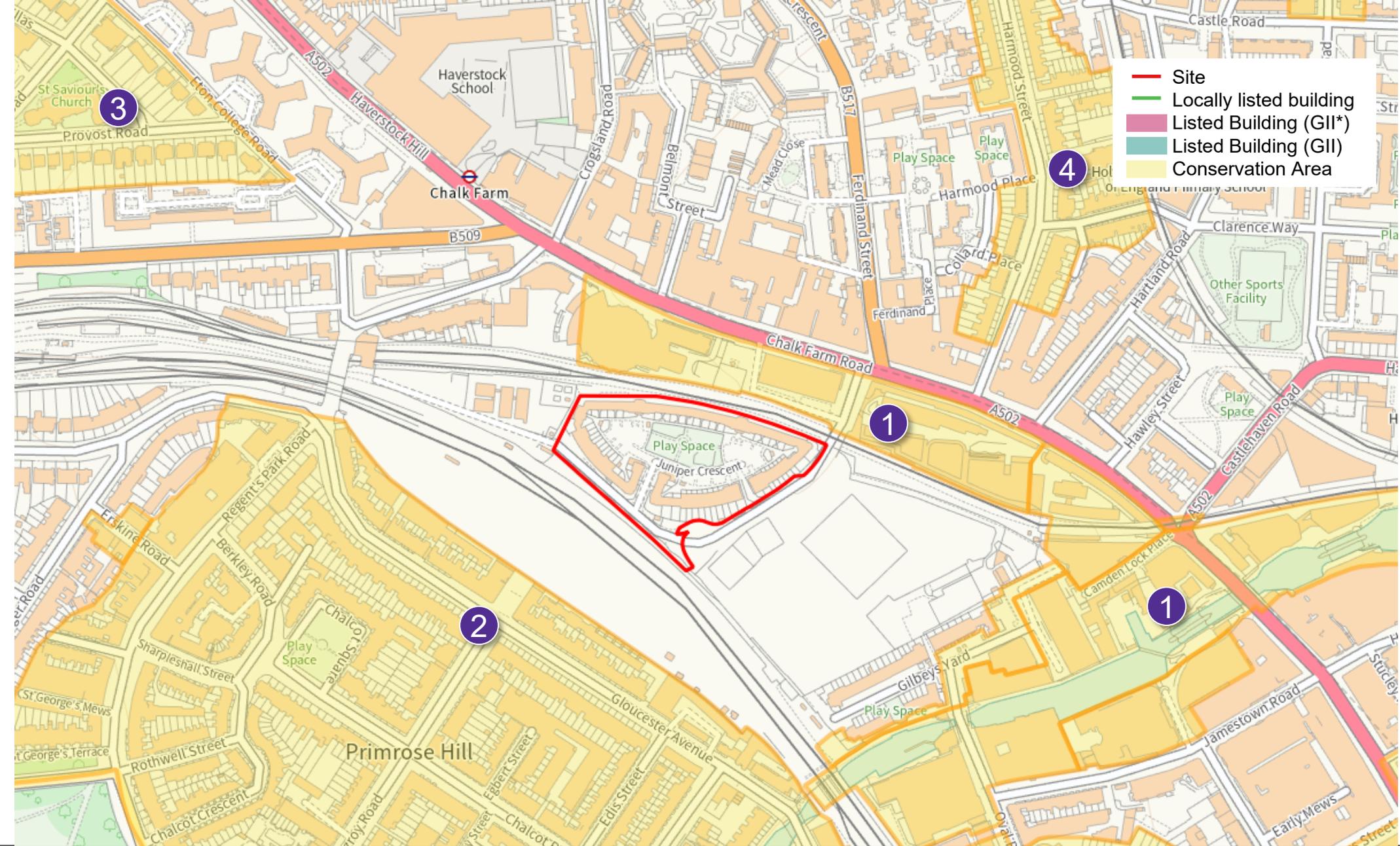
TOTAL COSTS**310,212,073****PROFIT****2,199,363****Performance Measures**

Profit on Cost%	0.71%
Profit on GDV%	0.80%
Profit on NDV%	0.80%
IRR% (without Interest)	7.34%
Profit Erosion (finance rate 6.750)	1 mth



KEY LEGEND

— Site Boundary



Allocation C10

Juniper Crescent

Key plan



Site plan



Address	Juniper Crescent housing estate
Area	1.4 hectares
Allocated Use	Permanent self-contained homes, small-scale employment space and community uses (or other appropriate ground floor uses)
Indicative Housing Capacity	375 additional self-contained homes
Description of Existing Site	The Juniper Crescent housing estate comprises 3-4 storey flats and houses arranged around a central courtyard, public open space and play facilities. The site is separated from development along Chalk Farm Road by the north London Line railway viaduct and operational railway lines to the south and west.



Existing Juniper Crescent



Phase 1 complete / Phase 2 as existing











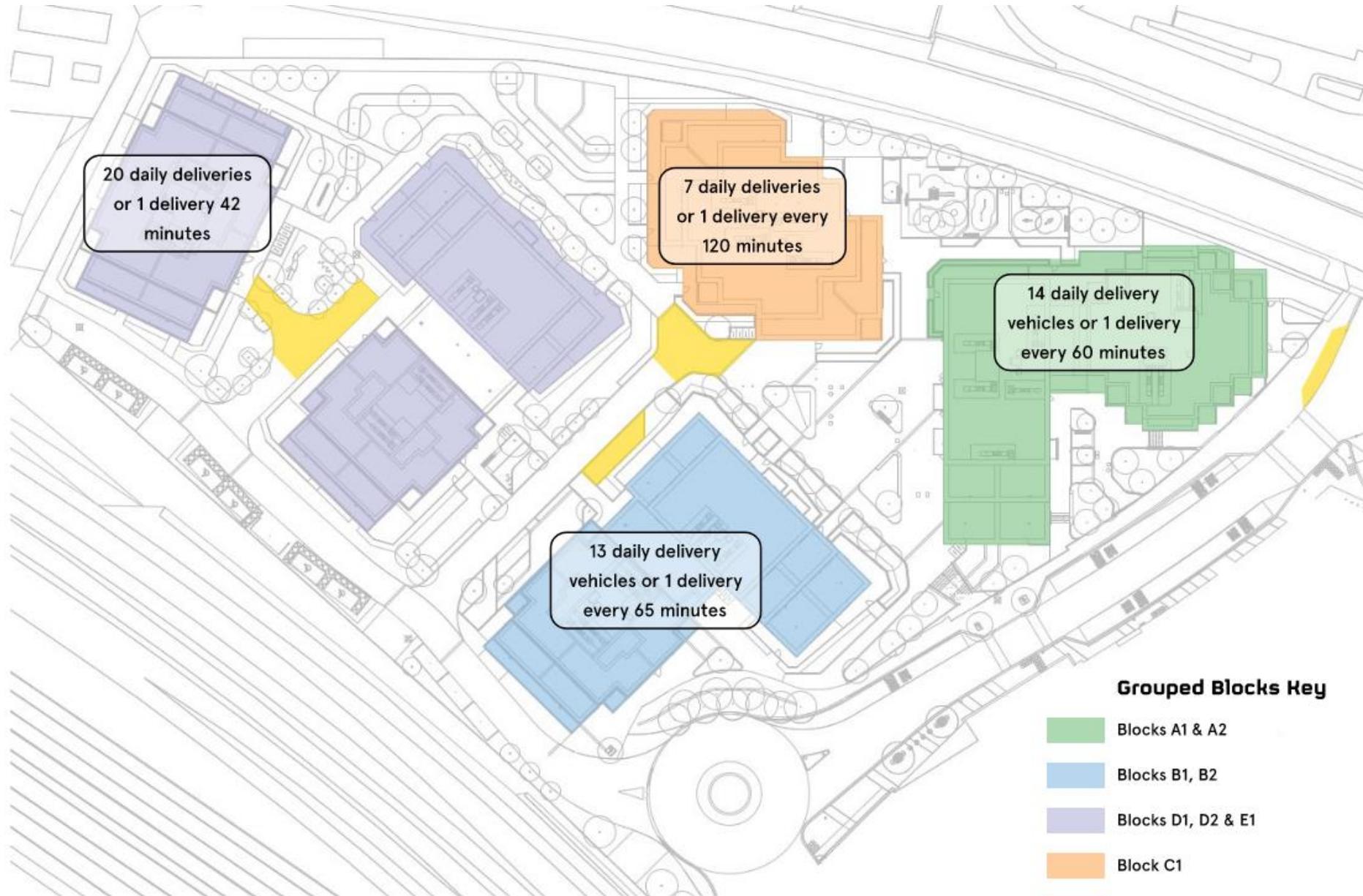


Image 22 - Delivery and Servicing Bay Location & Trip Distribution



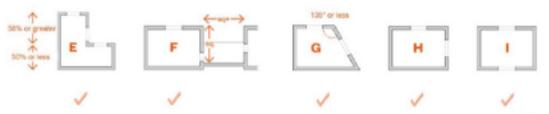
Homes aspect and outlook

True Dual Aspect	65.8%
Enhanced Single Aspect	22%
Single Aspect	12.2%

Notes:

True dual aspect reflects latest GLA guidance. There are no single aspect north facing homes.

A3.1.1 Single and dual aspect dwellings





Key

-  Open Space provided on site 4200 sqm
-  Play Area provided on site 1615.9 sqm





Legend	
	Firefighting Stair
	Protected Stair
	Basement Stair
	Mechanically ventilated area
	Naturally ventilated area
	Evacuation lift
	Firefighting/evacuation lift
	0.7m2 aerodynamic free area
	Natural smoke shaft
	Mechanical smoke shaft
	Dry Riser Outlet
	Dry Riser Inlet

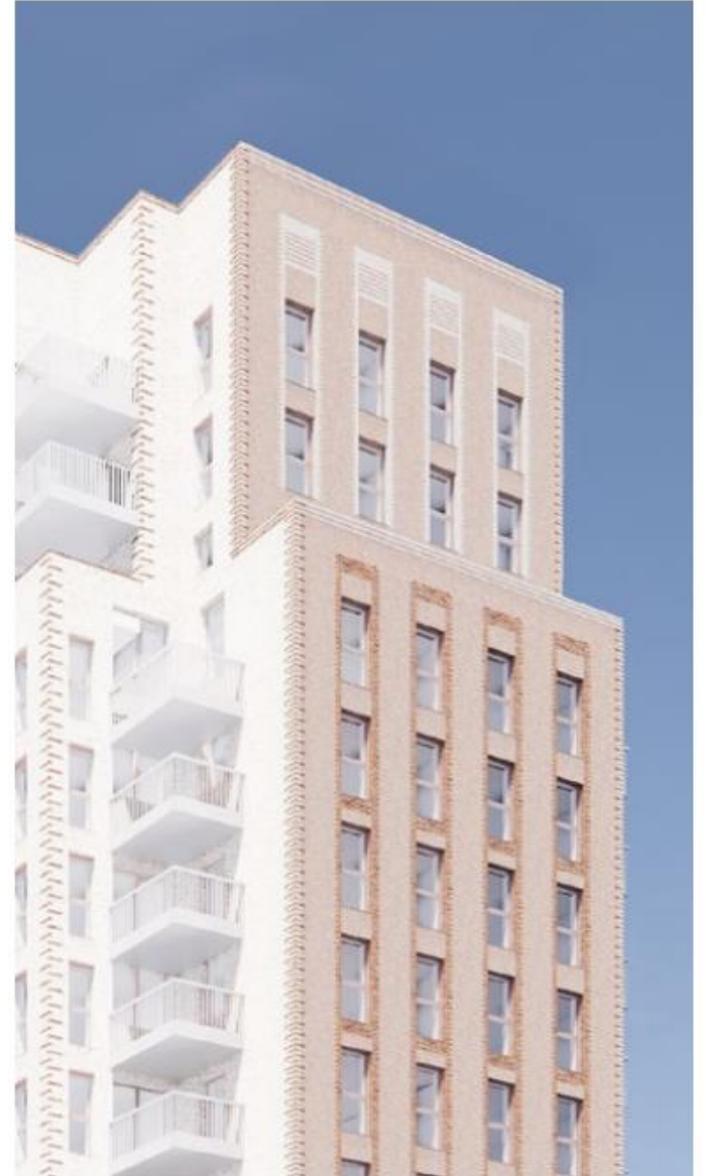


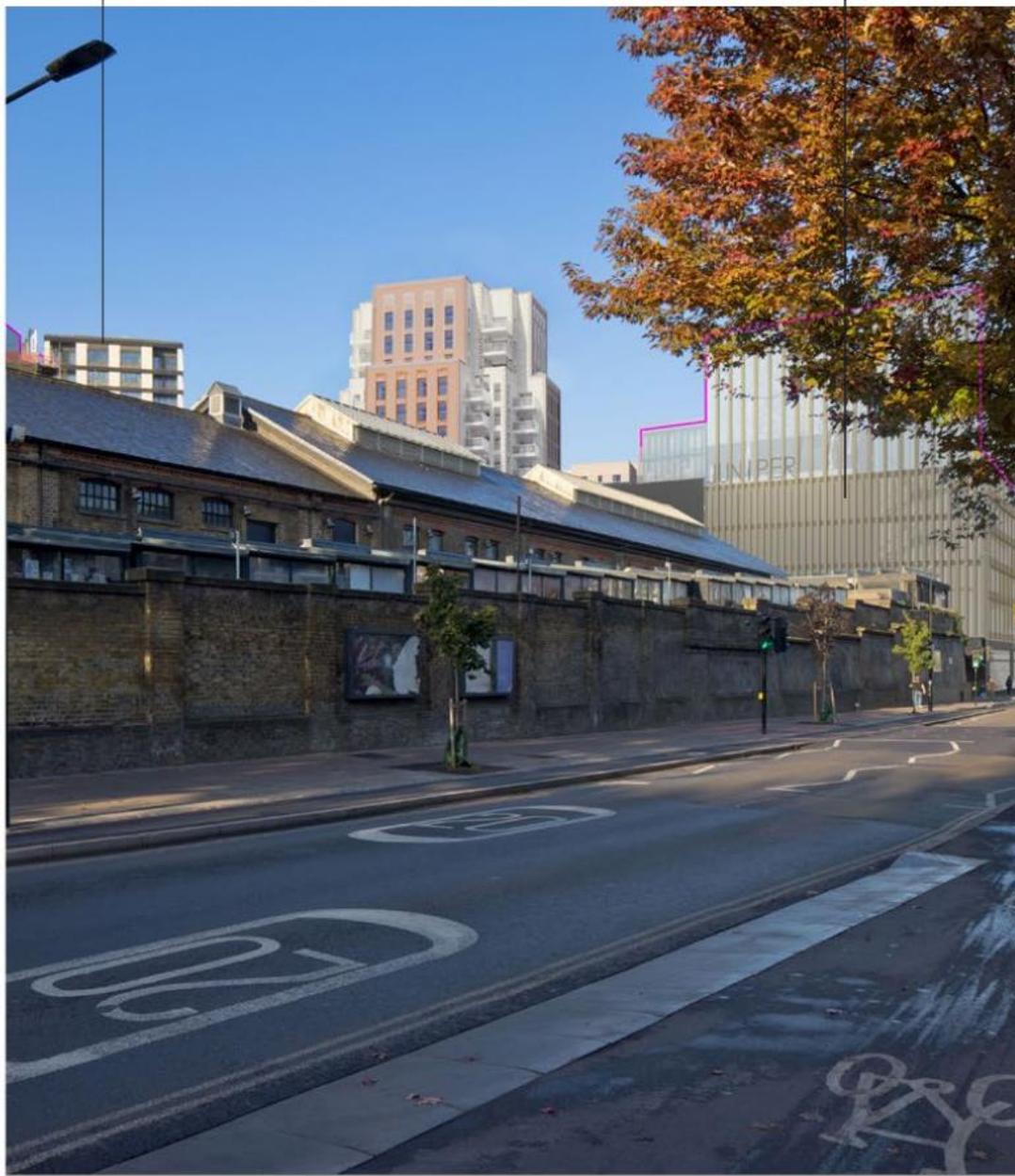
Block B

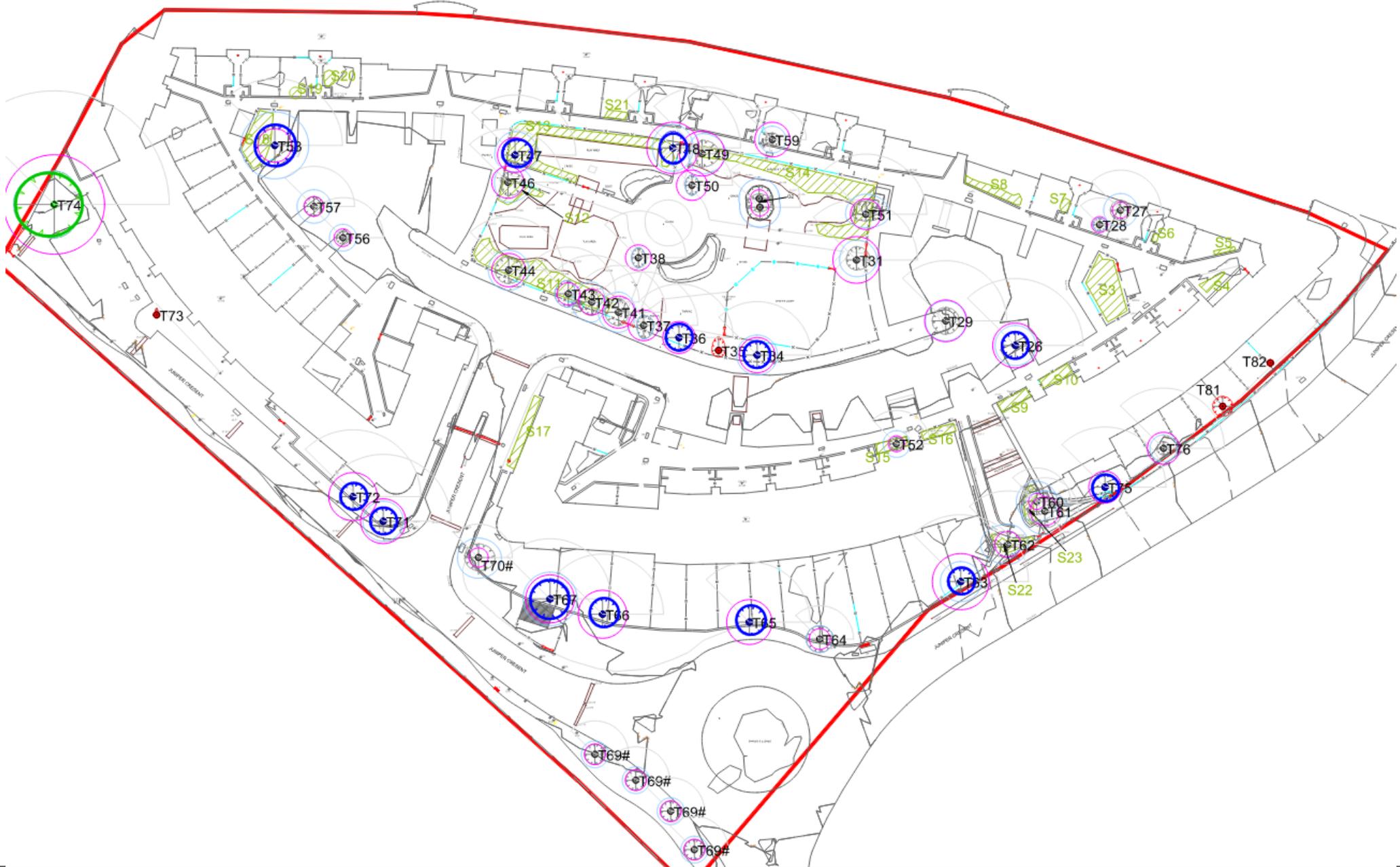
Roundhouse
Way

Block A

Railway







The contractor is responsible for checking dimensions, tolerances and references. Any discrepancies to be verified with the Architect before proceeding with the works. Where an item is covered by drawings at different scales the larger scale drawing is to be worked to.

Do not scale drawing. Figured dimensions to be worked to in all cases.

Where products have been specified, they have reviewed appropriate products available in the UK at the time of writing the specification. For the avoidance of doubt, product manufacturers and suppliers must confirm that each product is fit for its intended use and provide such evidence as may reasonably be required to confirm performance, durability, but not limited to, product test classification and interfaces with adjacent products.

Where the contractor wishes to propose alternative products, representative samples and a full technical approval should be submitted by the contractor to the architect demonstrating the floor proposed alternative has equal or better performance.

CEM REGULATIONS 2015: All current drawings and specifications for the project must be made in accordance with the Designer's Hazard and Environment Assessment Record.

All intellectual property rights reserved.



- Key**
- Application Boundary
- Proposed Tree
- P1 FREE STANDING BENCH
Timber slatted back, armrest and backrest included
Dimension 450mm high
Galvanneal steel frame and powder coated
 - P2 SOLID CUBE SEAT
Material: Hardwood Timber
Dimension: LxWxH 450 x 450 x 450 mm
 - P3 SHEFFIELD CYCLE STAND
Stainless steel cycle stand
Dimension: WxH 788 x 750 mm
 - P4 TABLE AND CHAIRS SET
Wooden table and galvanneal mild steel structure powder coated
 - P5 STEPPED SEATS
Bespoke. Timber seat on a metal structure.
Dimension: varies.
 - P6 BOLLARD
Fixed/removable bollard
Dimension: 300 mm high
Stainless steel brushed finish
 - P7 WALL MOUNTED SEATING
Bespoke. Timber seat on a metal structure.
Dimension: 450mm high
 - P8 BIN
Timber slatted on a metal frame.
 - P9 DOO BIN
Metal bin mounted on post
 - P10 FINGER POST SIGNAGE
 - P11 METAL GATE TO PLAY AREA
1.0m high with self closing system and lockable latch
 - P12 P.C.C. KERB TO PEDESTRIAN AREAS
Dimension: 145mm x 250mm x 915mm
Laid flush/offset
 - P13 P.C.C. KERB TO VEHICULAR AREAS
Dimension: 250mm x 200mm x 915mm
Laid flush/offset
 - P14 P.C.C. EDGING KERB TO PEDESTRIAN AREAS
Dimension: 63mm x 150mm x 915mm
Laid flush/offset
 - P15 ALUMINIUM METAL LOADING
Laid flush
Colour: Natural
 - P16 GRANITE KERB TO LOADING BAY
To match existing kerb
 - P17 EXISTING SURFACE
To be matched as required
 - P18 TARMAC ROAD
To Engineer's details
 - P19 P.C.C. PERMEABLE REINFORCED GRASS PAVING
To loading bay and parking
P.C.C. flag paving with honeycomb cavities for grass growth
Indicative dimension: 600 x 400mm
 - P20 SILVER GREY P.C.C. BLOCK PAVING
Indicative dimension: 300 x 100mm
Laid: Stretcher bond
 - P21 PERMEABLE SILVER GREY P.C.C. BLOCK PAVING
Indicative dimension: 300 x 100mm
Laid: Stretcher bond
 - P22 BUFF P.C.C. BLOCK PAVING
Indicative dimension: 300 x 100mm
Laid: Stretcher bond
Paving to be permeable over the car park's slab
 - P23 MID GREY P.C.C. BLOCK PAVING
Indicative dimension: 300 x 100mm
Laid: Stretcher bond
Paving to be permeable over the car park's slab
 - P24 DARK GREY P.C.C. BLOCK PAVING
Indicative dimension: 300 x 100mm
Laid: Stretcher bond
Paving to be permeable over the car park's slab
 - P25 MIXED COLOUR P.C.C. BLOCK PAVING
Colour: Silver grey, mid grey, buff.
Indicative dimension: 300 x 100mm
Laid: Stretcher bond
Paving to be permeable over the car park's slab
 - P26 BUFF P.C.C. FLAG PAVING TO PRIVATE TERRACES
Dimension: 450 x 450mm
Laid: Stack bond
 - P27 EPDM RUBBER PLAY SURFACE
Depth to suit fall heights of equipment
Colour: Buff
 - P28 EPDM RUBBER SPORT SURFACE
Colour: Buff
 - P29 RESIN BOUND GRAVEL
Dimension: 8mm Aggregate
Colour: Buff
 - P30 P.C.C. TACTILE HAZARD WARNING FLAGS
Types: Contour to steps, slater to crossage
Dimensions: 400 x 400mm
Colour: Natural
 - P31 SILVER GREY P.C.C. STEPS WITH CONTRASTING nosing
Indicative dimension: Riser: 150mm, tread 300mm. Steps to Rousehouse Way to include wheeling ramp for cyclist
 - P32 GRAVEL EDGE
Size 20-40 mm. Depth 50 mm
By: Maxiballs or equivalent approved
 - P33 TIMBER RAILWAY SLEEPER PAVING BANDS
Reclaimed hardwood sleeper 300mm wide
 - P34 REINFORCED GRASS SURFACE
Rubber granules tiles - Colour: green.
 - P35 PLAY BOLLERS
Riveted/ashed and rounded - non slip. Approximate diameter 500 to 1000mm
 - P36 STEPPING LOGS WITH SUPPORTIVE ROPES
MOUNTED ON POSTS
Made of Robina hardwood
 - P37 CROSS SEESAW
Made of Robina hardwood
 - P38 ANIMAL THEMED SPRINGER
Made of Robina hardwood on metal structure
 - P39 BIRDS NEST SWING
Made of Robina hardwood
 - P40 SPINNER PLATE
Made of Robina hardwood on metal structure
 - P41 STEPPING LOGS
Made of Robina hardwood
 - P42 BALANCING BEAMBLOCKS
Made of Robina hardwood
 - P43 SEESAW
Made of Robina hardwood on metal structure
 - P44 SLIDE AND SWING TOWER
with vertical ladder and firefighter pole. Made of Robina hardwood and metal
 - P45 ROUND TRIPOD
with safety rubber edging
 - P46 TRIPLE SOMERSAULT PUSH-UP BARS
Made of Robina hardwood and metal
 - P47 PARALLEL BARS
Made of Robina hardwood and metal.
 - P48 BASKETBALL GOAL
Made of metal with steel net
 - P49 SLIDE TOWER
with vertical ladder and climbing net. Made of Robina hardwood and metal.
 - P50 HAMMOCK
Mounted on Robina hardwood posts
 - P51 PLAY BOARD
Mounted on Robina hardwood posts
 - P52 STILTS STEPPING POSTS
Made of Robina hardwood
 - P53 SEESAW
Made of Robina hardwood
 - P54 SLIDE AND SWING TOWER
with vertical ladder and firefighter pole. Made of Robina hardwood and metal
 - P55 METAL VERTICAL RAILING WITH FLAT TOP - 1.1m HIGH
Railing to include 1.1m high gates. Galvanneal mild steel and powder coated. Colour to match architecture mid/wall work.
 - P56 METAL VERTICAL RAILING WITH FLAT TOP - 0.5m HIGH
Mounted on top of 0.6m high brick walls. Railing to include 1.1m high gates. Galvanneal mild steel and powder coated. Colour to match architecture metal work.
 - P57 PERFORATED METAL SCREEN TO PRIVATE TERRACES - 1.8m HIGH
Galvanneal mild steel and powder coated. Colour to match architecture metal work.
 - P58 PALISADE FENCING - 1.8m HIGH
To Network Rail boundaries. Railing to include 1.8m high gates. Galvanneal mild steel and powder coated
Colour: Green
 - P59 POST AND WIRE FENCE
To Courtyards play areas
 - P60 SW1 Planting area
 - P61 SW2 Planting area in raised planters
 - P62 SW3 Hedge planting in raised planters
 - P63 SW4 Hedge planting in raised planters
 - P64 SW5 Lawn or meadow
 - P65 SW6 Growing beds
 - P66 W1 RETAINING BRICK WALLS
To maintain architecture angle. Opportunity to include reclaimed bricks. Dimensions: varies x max.
 - P67 W3 RAISED TIMBER SLEEPERS PLANTER TO GROWING AREAS
Dimensions varies

PR3	18.12.2025	Supervision Issued on-site for building. Interim/working issued for	MS
PR4	18.12.2025	Interim/working issued on-site for building. Interim/working issued for	MS
PR5	21.01.2026	Final/working issued on-site for building. Final/working issued for	MS
PR6	21.01.2026	Final/working issued on-site for building. Final/working issued for	MS
Rev	Date	Description	Drawn/Checked
MS	21.01.2026	Issue for Planning	MS
MS	21.01.2026	Issue for Planning	MS

Juniper Crescent
Landscape General Arrangement - Ground Floor Plan

Z05701-PRP-Z00-DR-L-2100 REV P03
S4 - For Planning

Drawn: MS | Checked: MS | Date: 23/10/2024 | Scale: @ A1 : 1:250

