

Our reference: MGLA300424-2046

3 June 2024

Dear

Thank you for your request for information which the Greater London Authority (GLA) received on 29 April 2024. Your request has been considered under the Environmental Information Regulations (EIR) 2004.

You requested:

I would like to request all correspondence, including reports, comments and formal advice, relating to an emerging development in the London Borough of Camden known as 100 and 100a Chalk Farm Road (NW1). The search should focus on the development management, urban design and conservation teams at the GLA, and should be limited to 2022, 2023 and 2024.

Our response to your request is as follows:

Some of the information we hold is already published on the following links:

- [Have Your Say Today - 100 and 100a Chalk Farm Road London NW1 8EH Planning Application.](#)

Please find attached the correspondence we hold within the scope of your request. Please note that some names of members of staff are exempt from disclosure under Regulation 13 (Personal information) of the EIR. Information that identifies specific employees constitutes as personal data which is defined by Article 4(1) of the General Data Protection Regulation (GDPR) to mean any information relating to an identified or identifiable living individual. It is considered that disclosure of this information would contravene the first data protection principle under Article 5(1) of GDPR which states that Personal data must be processed lawfully, fairly and in a transparent manner in relation to the data subject.

Due to the file size of the further information we hold, I have placed this directly onto our Disclosure Log on the following link:

- [EIR - 100 and 100a Chalk Farm Road \[Jun 2024\] | London City Hall](#)

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If you have any further questions relating to this matter, please contact me, quoting the reference MGLA300424-2046.

Yours sincerely

Information Governance Officer

If you are unhappy with the way the GLA has handled your request, you may complain using the GLA's FOI complaints and internal review procedure, available at:

<https://www.london.gov.uk/about-us/governance-and-spending/sharing-our-information/freedom-information>

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: 2024/0479/P (GLA ref: 2024/0108) 100 Chalk Farm Road
Date: 09 May 2024 16:06:41
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.jpg](#)

Hi [REDACTED]

Thanks for getting in touch. We are presently reviewing the scheme in terms of layouts and the possibility of extending the AH block outward to the boundary slightly. As a result Whitecode are looking at energy, overheating, WLC etc with view to addressing GLA comments at the same time.

We will be in touch with you soon with a pack to update you on all the queries.

Hope all is well otherwise.

Kind regards,

[REDACTED]

[REDACTED]
Senior Associate

Tel. 020 [REDACTED]
Mobile. +44 782 [REDACTED]
[\[REDACTED\]@geraldev.com](#)

Gerald Eve LLP
One Fitzroy
6 Mortimer Street
London, W1T 3JJ
www.geraldev.com



From: [REDACTED] <[REDACTED]@london.gov.uk>
Sent: Wednesday, May 8, 2024 12:31 PM

To: [REDACTED] [REDACTED] <[REDACTED]@geraldev.com>
Cc: [REDACTED] [REDACTED] <[REDACTED]@camden.gov.uk>
Subject: FW: 2024/0479/P (GLA ref: 2024/0108) 100 Chalk Farm Road

Hi [REDACTED]

I hope you are well.

Following up on the Stage 1, are you able to advise when we are likely to receive responses on the sustainability matters raised?

Many thanks,

[REDACTED]

[REDACTED] [REDACTED]
Senior Strategic Planner, Development Management, Planning
GREATER LONDON AUTHORITY
169 Union Street, London SE1 0LL
Email: [REDACTED]@[london.gov.uk](mailto:[REDACTED]@london.gov.uk)

From: [REDACTED] [REDACTED]
Sent: Monday, April 8, 2024 3:40 PM
To: [REDACTED] [REDACTED] <[REDACTED]@geraldev.com>; [REDACTED] [REDACTED] <[REDACTED]@camden.gov.uk>
Subject: 2024/0479/P (GLA ref: 2024/0108) 100 Chalk Farm Road

Hi [REDACTED] [REDACTED]

Good afternoon.

Please find attached the GLA Stage 1 report and letter, along with accompanying technical responses referenced.

Many thanks,

[REDACTED]

[REDACTED] [REDACTED]
Senior Strategic Planner, Development Management, Planning
GREATER LONDON AUTHORITY
169 Union Street, London SE1 0LL
Email: [REDACTED]@[london.gov.uk](mailto:[REDACTED]@london.gov.uk)

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[REDACTED]

From: [REDACTED]
Sent: 08 April 2024 15:40
To: [REDACTED]
Subject: 2024/0479/P (GLA ref: 2024/0108) 100 Chalk Farm Road
Attachments: GLA2024.0108 100 Chalk Farm Road Stage 1 Decision Letter.pdf; GLA2024.0108 100 Chalk Farm Road Stage 1 Report.pdf; 2. 100 Chalk Farm Road_GLA WLC Memo.xlsx; 2020108 - 100 Chalk Farm Road (Stage 1) GLA Consultation - Energy Memo 2023.xlsx; 2. 100 Chalk Farm Road_GLA CE Memo_Stage 1.xlsx

Follow Up Flag: Follow up
Flag Status: Completed

Hi [REDACTED]

Good afternoon.

Please find attached the GLA Stage 1 report and letter, along with accompanying technical responses referenced.

Many thanks,
[REDACTED]

[REDACTED]
Senior Strategic Planner, Development Management, Planning
GREATERLONDONAUTHORITY
169 Union Street, London SE1 0LL
Email: [REDACTED] [london.gov.uk](https://www.london.gov.uk)

WLC Memo: GLA Consultation

Case details

Date of first review:	19.03.24
Case Name:	100 Chalk Farm Road
Case Number:	2024/0108
Case Officer:	
London Borough:	Camden
Application Type (Outline/Hybrid/Detailed):	Detailed
Applicant:	Regal Chalk Farm Limited
WLC Consultant:	Whitecode Consulting
Document Title:	lca_assessment_template_-_25_march_2022.xlsx
Document Date:	09.01.24

Development proposals

Use	Floorspace/Number of units
GIA	13,063 m ² m ² m ²

London Plan: Policy SI 2 of the London Plan requires planning applicants to submit a Whole Life-Cycle Carbon (WLC) assessment: https://www.london.gov.uk/sites/default/files/the_london_plan_2021.pdf	
Guidance and assessment template: Applicants should follow the GLA 'Whole Life-Cycle Carbon Assessments Guidance - March 2022' and the GLA WLC assessment template (https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/whole-life-cycle-carbon-assessments-guidance) which should be completed in full and submitted as an Excel document. Applicants should ensure they are familiar with the guidance in preparation for submitting their planning application.	
The following comments set out how the applicant's planning application stage WLC assessment complies with the policy and guidance.	
GLA Review_19/03/24	Applicant's response
General compliance comments	
1 The applicant has provided all information within the project details section of the template under the Detailed planning stage tab, in line with the GLA Whole Life-Cycle Carbon Assessment guidance document.	
2 The assessment method stated does conform with BS EN 15978 and 'RICS Professional Statement and guidance, Whole Life carbon assessment for the built environment' (RICS PS) as set out in the GLA Whole Life-Cycle Carbon Assessment guidance document.	
3 The applicant has confirmed that the operational modelling methodology for Module B6 results follows SAP for the residential space. The applicant should confirm that the operational modelling methodology for module B6 results follows TMS4 for the commercial space and other non residential developments.	Please Respond Here
4 The assessment has been completed with a reference study period of 60 years.	
5 The software tool used is listed in Appendix 1 of the GLA Whole Life-Cycle Carbon Assessment guidance document. The applicant has provided confirmation that the tool used follows BS EN 15978 and covers modules A-C as a minimum.	
6 The source of carbon data for materials and products, and EPD database stated within the assessment does come from acceptable sources as set out in the GLA Whole Life-Cycle Carbon Assessment guidance document.	
7 The applicant has confirmed that 95% of the cost allocated to each building element category has been accounted for in the assessment. The applicant should provide details/evidence of the review process undertaken to confirm that 95% of the cost per building element category has been modelled.	Please Respond Here
8 The applicant has provided explanation of the third-party verification mechanisms that have been adopted to quality assure the assessment.	
9 The applicant has given permission for the GLA to submit the assessment to the Built Environment Carbon Database.	
Estimated WLC emissions	
10 The applicant has provided results that cover all of the life-cycle modules (A1-A5, B1-B5, B6-B7, C1-C4 and D).	
11 The applicant has provided results that fall within the WLC benchmarks and has reasonably explained the reasons for any divergences from the WLC benchmark.	
Retention of existing buildings and structures	
12 The applicant has confirmed that options for retaining the existing buildings and structures have been fully explored before considering substantial demolition. Further lines of enquiry may be initiated on the detail of this within the Circular Economy review.	
13 The applicant has provided the pre-construction demolition carbon related emissions.	
14 The applicant has provided the percentage estimates of the new building development which will be made up of existing elements.	
Key actions and further opportunities to reduce whole life-cycle carbon emissions	
15 The applicant has provided details of the main actions with the biggest impacts which have informed this stage of the assessment.	
16 The applicant should provide details of further potential opportunities which could be investigated as the design progresses, but which don't currently contribute towards the emissions reported in this WLC assessment.	Please Respond Here
17 The applicant has provided an estimation of the WLC reduction (kgCO ₂ e/m ² GIA) for all actions and further potential opportunities stated within the template. The applicant should provide estimations of the WLC reduction (kgCO ₂ e/m ² GIA)for the further potential opportunities which have been requested in 16.	Please Respond Here
Material quantity, assumptions and end of life scenarios	
18 The applicant has completed the material quantity and end of life scenarios table in full.	
19 All material types and quantities should be provided for all the applicable building element categories and align with the Assessment table. The applicant should provide detail on the following: - FFE - The following MEP items: - Fire alarm systems - Sprinkler systems - Drainage network - Chiller / cooling system (mainly for commercial buildings)	Please Respond Here
20 Assumptions made with respect to maintenance, repair and replacement cycles (Module B) have been stated.	
21 Material 'end of life' scenarios (Module C) has been filled out for all applicable significant materials and should align with the projects separate Circular Economy Statement.	
22 The applicant should provide an estimated mass (kg) of reusable and recyclable materials for each building element category.	Please Respond Here
23 The applicant has provided details of the refrigerants (name, charge, annual leakage rate, GWP, end of life recovery rate).	
GWP potential for all life-cycle modules	
24 The applicant has completed the template table completely and all results do seem within a reasonable range.	

Energy Memo: GLA Consultation

Case details

Date of first review:	19/03/2024
Case Name:	100 Chalk Farm Road
Case Number:	2024/0108
Case Officer:	
London Borough:	Camden
Application Type (Outline/Hybrid/Detailed):	Detailed
Applicant:	Regal Chalk Farm Limited
Energy Consultant:	Whitecode Consulting Ltd.
Document Title:	Energy Statement
Document Date:	02/02/2024

Development proposals

Use	Floorspace/Number of units
Two buildings between 6-12 storeys with affordable homes (Use Class C3)	24 Units
Three cylindrical volumes containing purpose-built student accommodation with amenity space (Use Class SG)	265 Units
Ground floor commercial space (Use Class E)	824m2

Compliance Schedule - To be completed by the GLA Energy Officer

Policy	Policy Sub-Area	Required Data (in line with EAG)	Status	Policy Compliance	GLA Comment Reference	
SI 1 – Improving Air Quality (relating only to air quality impacts of energy systems; separate air quality officer consultation required)		Measures/design features to reduce exposure to air pollution	Measures to minimise NOx emissions from energy systems	N/A	Compliant	0
SI 2 – Minimising Greenhouse Gas Emissions (excluding SI 2-F- WLC; separate WLC consultation required)	Be Lean emissions reduction	Details of energy efficiency measures	Received but items still outstanding	Potential Compliance/Pending Information	3.4	
		Aligned with Cooling and Overheating	Received but items still outstanding		5.6	
		Be Lean 10% and/or 15% reduction achieved	Received but items still outstanding		10, 3.4	
	Be Clean	CO ₂ and space heating demands provided	Received and nothing further required		7.8	
		SI 3 - Energy Infrastructure data provided (see below)	Received and nothing further required		9	
		Roof Layout detailing recommended PV proposal	Received but items still outstanding		9	
	Renewable generation maximisation	PV array metrics provided	Received but items still outstanding		9	
		Heat Pump arrangement confirmed	Received and nothing further required		10	
		Confirmation of carbon emission factors used	Received; SAP 10.2 proposed and nothing further required		7	
	Total carbon reduction on-site	GLA carbon emission reporting spreadsheet Q2.0	Received but items still outstanding		17	
		Supporting Modelling Outputs (BRUKL/SER Worksheets)	Not yet received - applicant to submit and provide reference –		10	
		On-site maximum met	Received but items still outstanding		15	
	Carbon offset payment confirmed	Draft S106 wording of carbon offset (from borough)	Received but items still outstanding		12	
		Written confirmation/understanding of data requirements	Received and nothing further required		17	
		Be Seen commitment provided	Confirmation of Planning Stage 1 submission		Not yet received - applicant to submit and provide reference –	12
SI 3 – Energy Infrastructure	Aligned with heating hierarchy	Applicant/Heat Network Stakeholder correspondence	Received and nothing further required	Potential Compliance/Pending Information	32	
		Heating system details provided	Received and nothing further required		8	
		Futureproofed DHN connection drawings	Not yet received - applicant to submit and provide reference –		8	
	Acceptable Design	Site heat network drawings	N/A		8	
		Details of management measures proposed	Received and nothing further required		4	
SI 4 – Managing Heat Risk	Aligned with cooling hierarchy	Completed GHA overheating tool	Received and nothing further required	Potential Compliance/Pending Information	0	
		CIBSE dynamic overheating analysis	Received but items still outstanding		5.6	
		Confirmation that cooling criteria have been met	Received but items still outstanding		6	
Application Metrics		Outcome Value (if applicable)	Declined Status Value	Declined Final Value		
Domestic carbon emissions		7.7%				
Non-domestic carbon emissions		3.6%				
Carbon offset payment amount		123.125				
kWp renewable generation capacity		30.4				
kWp annual renewable energy generation		24.168				
Size of proposed PV array		18C				
Calculated SCOP of heat pumps		3.0				
Heat fraction provided by heat pumps		18C				
Flow/Return temperatures proposed		55/35				
Distribution loss assumption		18C				
Energy Use Intensity		Residential (51.86), Non-Residential (82.0)				
Space Heating Demand		Residential (12.85), Non-Residential (7.09)				
Whole Life Carbon Assessment		Received and Under Separate Consultation				
Interventions/Scenarios						

Detailed Comments - Applicant MUST provide detailed responses to the below items

No.	Applicant's Stage 1 response Date: 19/03/24	GLA Stage 1 response Date: 19/03/24	Applicant's Post Stage 1 response Date:
Documents to be secured			
Energy Statement (02/02/2024)			
General compliance comments			
The energy strategy could be compliant with the London Plan 2021 policies however, the applicant is required to submit the additional information to demonstrate policy compliance which has been requested below.			
1	The applicant's response to GLA's energy comments should be provided directly within this Energy Memo. Any wider supporting material submitted should be referenced within the applicant's memo response.		
2	The applicant has submitted the GLA's Carbon Emission Reporting spreadsheet in excel format. The applicant should ensure that all tabs are completed as per methodology on introduction tab.		
Be Lean			
3	Based on the information provided, the domestic element of the proposed development is estimated to achieve a reduction of 2.7 tonnes per annum 12% in regulated CO ₂ emissions compared to a 2021 Building Regulations compliant development. The applicant should submit the SAP datasets produced from the modelling in order to verify this claim.		
4	Based on the information provided, the non-domestic element of the proposed development is estimated to achieve a reduction of 5 tonnes per annum or 11% in regulated CO ₂ emissions compared to a 2021 Building Regulations compliant development. Furthermore, from the BRUKL submitted it appears the applicant has used the wrong efficiencies within the be lean modelling of the heat pump/VRF system. As per GLA guidance section 7.8, the baseline and be lean models should be run with a 2.64 efficient heating system and 2.86 efficient hot water system for non-residential buildings proposing heat pumps.		
5	The applicant should note that the London Plan includes a target of a minimum 15% improvement on 2021 Building Regulations from energy efficiency which applicants should target. The applicant should therefore consider modelling additional energy efficiency measures to meet the E1 target. If there are any additional passive measures which can be undertaken these should be considered in order to get closer to the required target.		
Overheating			
6	The applicant indicates from the results of the Dynamic Overheating Analysis, using the CIBSE TM59 methodology, that both the student accommodation and affordable housing requires MVHR rim cooling, assuming a value of 0.40, in order to pass due to noise restrictions meaning the windows must be closed at night. The applicant has however not provided the full modelling results and appears not to have followed the cooling hierarchy. In order to confirm that this overheating methodology is suitable, the applicant must show the results of passive measures alongside closed windows (during the night only) in addition to the passive measures and operable windows that have been shown, before investigating addition of MVHR with tempered air, as set out in paragraph 8.10 of the energy assessment guidance document. This will give validity as to why rim cooling is required. The applicant should also show these results for differing scenarios under DSV 2 and 3, to indicate weather in extreme scenarios the cooling strategy will help to prevent against overheating.		
7	The area weighted average (MJ/m ²) and total (MJ/year) cooling demand for the actual and national building has been provided and the applicant should demonstrate that the actual building's cooling demand is lower than the national.		
Be Clean			
8	The applicant has carried out an investigation and there are no existing or planned district heating networks within the vicinity of the proposed development. They have contacted relevant stakeholders including the borough energy officer, local heat network operators and nearby developers and asked whether they know of any local heat network connection opportunities. Evidence of the correspondence has been submitted.		
9	The applicant is proposing block-by-block heat networks supplied by energy centres in each block. The applicant should demonstrate that the number of energy centres has been minimised. The applicant is required to provide tranches and pipes between blocks to enable all block-level heat networks to ultimately be connected into a single site-wide network. The applicant should provide details of how the separate commercial VRF system proposed is compatible for a future connection to a district heating network. The applicant should also detail the strategy for the connection of hot water to a future district heating system.		
10	A drawing/schematic showing the route of the heat networks linking all buildings/uses on the site should be provided alongside a drawing indicating the floor area, internal layout and location of the energy centres.		
11	The applicant has should provide a commitment that the development is designed to allow future connection to a district heating network. This should include a single point of connection to the district heating network. Drawings should be provided demonstrating space for heat exchangers in the energy centres, and a self-vented pipe route to the site boundary, and sufficient space in cross section for primary district heating pipes where proposed routes are through utility corridors. This requirement is to be secured through a suitable condition or legal wording .		
Be Green			
12	The applicant is proposing to install 30.4 kWp of PV.		
13	A roof layout has been provided, however, it appears that there is additional space for PV. The appears to be lots of roof space available beyond the PV proposed, however the applicant has not given any reasons as to why PV is not installed on this free roof space.		
14	The applicant should reconsider the PV provision and the should provide a detailed roof layout demonstrating that the roof's potential for a PV installation has been maximised and clearly outlining any constraints to the provision of further PV, such as plant space or solar insulation levels. The applicant is expected to install PV on any green/rooftop roof areas using his solar arrangement and should indicate how PV can be integrated with any amenity areas. The on-site savings from renewable energy technologies should be maximised regardless of the London Plan targets having been met.		
15	Heat pumps are being proposed in the form of ASHPs and a separate VRF system for the commercial space. The applicant has provided a table for how the COPs have been selected, however this does not provide all of the information required in the guidance document. Further information on the heat pumps should be provided including: a. An estimate of the heating and/or cooling energy (E _{HP}) (annual) the heat pumps would provide to the development and the percentage of contribution to the site's heat loads. They should demonstrate how the heat fraction from heat pump technologies has been maximised. b. Details of the Seasonal Coefficient of Performance (SCoP) and/or Seasonal Energy Efficiency ratio (SEER) and how these have been calculated for the specific proposed system's operation. This should incorporate the expected heat source and heat distribution temperatures (for space heat and hot water) and the distribution loss factor, which should be calculated based on the above information and used for calculation purposes.		
Whole Life-Cycle Carbon Assessment			
16	The applicant has submitted a WLC assessment which will be reviewed separately, comments will be provided. The WLC assessment should be presented separately in excel using the GLA's WLC assessment template and should follow the GLA WLC guidance. The template and guidance are available here: https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/whole-life-cycle-carbon-assessments-guidance . Applicants will also be conditioned to submit a post-construction assessment to report on the development's actual WLC emissions.		
Be Seen Energy Monitoring			
17	A commitment has been provided that the development will be designed to enable post construction monitoring and that the information set out in the 'Be Seen' guidance is submitted to the GLA's portal at the appropriate reporting stages. This will be secured through suitable legal wording .		
18	The 'Be Seen' reporting spreadsheet has been developed to enable development teams to capture all data offline before this is submitted via the webform. Once the planning stage CO ₂ emissions have been agreed with GLA, the applicant should confirm that the planning stage data has been submitted to GLA.		
Energy Use Intensity and Space Heating Demand Reporting			
19	EUI and space heating demands have been provided. The applicant has used the SAP/BRUKL methodology for the residential calculations and SBEM/TM54 for the non-residential calculations.		
20	The applicant has reported the EUI and space heating demand against the reference values in Table 4 of GLA guidance. The applicant should provide commentary if the expected performance differs from the reference values.		
Other points			
21	The carbon dioxide savings fall short of the non-residential on-site target within the London Plan.		
22	The applicant should consider the scope for additional measures aimed at achieving further carbon reductions.		
23	The applicant should confirm the carbon shortfall in tonnes CO ₂ and the associated carbon offset payment that will be made to the borough. This should be calculated based on a net-zero carbon target for domestic and non-domestic proposals using the GLA's recommended carbon offset price (£95/tonne) as, where a local price has been set, the borough's carbon offset price. The Draft S106 agreement should be submitted when available to evidence the carbon offset agreement with the borough.		
24	The applicant should confirm what use class will be used for building control compliance for the student accommodation as it would ordinarily be expected to be assessed under Part L2.		
25	The applicant should provide the relevant modelling output sheets (i.e. SAPs for the be lean/clean stage of the energy hierarchy). They should also make clear which BRUKL documents have been submitted as the nomenclature only makes it clear that the be lean has been submitted for the non-domestic. It is unclear which stage of the energy hierarchy the other BRUKL document submitted is for.		
Move resolved comments under this section			

Received: SAP 10.2 proposed and nothing further required
Received: SAP 10 proposed and nothing further required
Received: SAP 2012 proposed and nothing further required
Received: SAP 10.2 proposed but items still outstanding
Received: SAP 10 proposed but items still outstanding
Received: SAP 2012 proposed but items still outstanding
Not yet received - applicant to submit and provide reference -->
N/A

Domestic (outline/detailed)

SAP 10.2	Total residual regulated CO ₂ emissions	Regulated CO ₂ emissions reductions	
	(tonnes per annum)	(tonnes per annum)	(per cent)
Baseline i.e. 2021 Building Regulations	21.9		
Energy Efficiency	19.2	2.7	12%
CHP	19.2	0.0	0%
Renewable energy	5.0	14.2	65%
Total	5.0	16.9	77%

Non-domestic (outline/detailed)

SAP 10.2	Total residual regulated CO ₂ emissions	Regulated CO ₂ emissions reductions	
	(tonnes per annum)	(tonnes per annum)	(per cent)
Baseline i.e. 2021 Building Regulations	44.8		
Energy Efficiency	39.8	5.0	11%
CHP	39.8	0.0	0%
Renewable energy	37.5	2.3	5%
Total	37.5	7.3	16%

Carbon offsetting (outline/detailed)

	Shortfall (tonnes per annum)	Shortfall (£)
Domestic	5.0	£14,250
Non-domestic	37.5	£106,875
Total	42.5	£121,125

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Circular Economy: GLA Consultation

Case Details

1	Development Name	100 Chalk Farm Road
2	Applicant	Regal Chalk Farm
3	London Borough	Camden
4	Case Officer	

Planning Application: Proposal

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.

Planning Application: Uses - Floorspace

1	Class C3	12280	m ²
2	Class F2	824	m ²
3	Class E	813	m ²
4			m ²
5			m ²
6			m ²
7			m ²
8			m ²
9			m ²
10			m ²
11			m ²
12			m ²
13			m ²
14			m ²
15			m ²
	TOTAL	13917	m ²

GLA STAGE 1				GLA POST STAGE 1			
Document Information		Additional Information					
1	Date of Review	14/03/2024		Date of Applicant's Response	Please fill in.	Date of GLA Response	Date of Applicant's Response
2	Document Title	100 Chalk Farm Road Circular Economy Statement					
3	Author	Whitecode Consulting Ltd					
4	Document Date	Jan-24					
5	Template Submitted (Y/N)	Y					
GLA Stage 1 Comments				Applicant's Stage 1 Response		GLA Post Stage 1 Response	
No	Title	Description	Action Required	Description	Description	Description	Description
Please provide a revised version of the Circular Economy Statement (written report and/or GLA CE template) that incorporates the additional required information, according to the comments below.				Please respond here.			
0	Policy and Guidance	London Plan Policy SI7 requires development applications that are referable to the Mayor of London to submit a Circular Economy Statement, whilst Policy D3 requires development proposals to integrate circular economy principles as part of the design process. Applicants should follow the London Plan Guidance: Circular Economy Statements (March 2022) to produce a written Circular Economy Statement and populate the template. Applicants should complete the template in full in line with the GLA guidance and submit this as an Excel document with the written report. Applicants should ensure they are familiar with the guidance in preparation for submitting their planning application. The following comments set out how the Applicant's planning application stage Circular Economy Statement submission complies with the policy and guidance.	It is welcomed that the Applicant has provided a Circular Economy Statement, in line with the adopted London Plan Guidance: Circular Economy Statements (March 2022), including the completed CE template and an accompanying written report. Please refer to the below for detailed comments.				
2	Design Approach	The Applicant has partially defined the design approach for the new buildings, infrastructure and layers over the lifetime of the development.	The Applicant should further explore how the development is designed for replaceability, in particular with respect to services which it is expected will need to be maintained and replaced throughout the lifetime of the building. The Applicant is should provide further consideration with respect to disassembly, particularly where it will be challenging to remove bathroom modules for reuse.	Please respond here.			
3	Pre-Demolition Audit	The Applicant has provided a Pre-Demolition Audit to define an inventory of the materials in the building to be managed upon demolition and identify components of the building which can be reused or recycled. The Applicant has not included: Opportunities for reuse and recycling either within the proposed development or off-site nearby/locally or further afield.	The Applicant should: Identify opportunities for the reuse and recycling of materials either within the proposed development or off-site nearby/locally or further afield. - <i>The Applicant should further consider whether there are any specific opportunities for reuse or recycling.</i>	Please respond here.			
4	Design Principles	Many of the commitments are considered standard practice. The template states that the response should consider where the Applicant seeks to go beyond standard practice.	The Applicant should consider key circular economy commitments that go beyond standard practice.	Please respond here.			
5	Bill of Materials	The Applicant has completed the Bill of Materials including metrics through module stages A to D.	It is noted that the material intensity of the frame is very low, whilst for the external fabric is very high. The Applicant should review and provide clarification, and revision as necessary. The Applicant should demonstrate further consideration as to materials and components designed for disassembly. In particular, it would be expected that key elements of plant would be capable of being disassembled for replacement. The Applicant should ensure that the Bill of Materials presented in the GLA CE template is aligned with the information provided in the WLCA per Section 1.2.1 of the GLA guidance, the Applicant should ensure that any updates are reflected across both reporting submissions. It is noted that currently the material intensity in the CES is 1,462 kg/sqm GIA compared to 1,565 kg/sqm GIA in the WLCA. It is requested that the Applicant provide the OneClickLCA calculation excerpt as supporting evidence. Where it is currently indicated that compliance is not met with the 20% reused and/or recycled content target at the current stage. The Applicant is strongly encouraged to set out key opportunities which will be explored through detailed design in order to address this.	Please respond here.			
5	Bill of Materials	The Applicant has partially confirmed that reused or recycled content will be 20 per cent by value for the whole building and provided supporting calculations.		Please respond here.			
6	Recycling and Waste Reporting	The Applicant has partially provided overall waste estimates and relevant cross references in the Recycling and Waste Reporting table.	The Applicant should ensure that relevant cross references are provided in the Recycling and Waste Reporting table in the GLA CE template. It is noted that the SWMP includes estimates of demolition waste only, the Applicant should provide clarification as to how the construction waste estimate has been determined at this stage. It is noted that the municipal waste estimate is very high. Per the comment below, the Applicant should provide an Operational Waste Management Plan at this stage which defines the waste storage allocations for the development.	Please respond here.			
6	Recycling and Waste Reporting	The Applicant has provided a breakdown of waste management routes in the Recycling and Waste Reporting table which demonstrates compliance with London Plan Policy SI 7 targets for diversion of 95% (by weight/tonnage) construction and demolition waste from landfill and 95% (by weight/tonnage) beneficial reuse of excavation waste.	Nothing further is required.				
7	Operational Waste	The Applicant has not provided an Operational Waste Management Plan to demonstrate how the proposed development will achieve the relevant targets and meet requirements of London Plan Policies D3, SI 7 and D6.	The Applicant should provide an Operational Waste Management Plan demonstrating how the proposed development will achieve the relevant targets and meet requirements of London Plan Policies D3, SI 7 and D6. The Applicant should refer to Section 4.8 of the LPG with respect to OWMP requirements.	Please respond here.			
7	Operational Waste	The Applicant has included a commitment to meet or exceed the London Plan Policy SI7 municipal waste recycling target of 65% (by weight/tonnage) by 2030 or business waste recycling target of 75% (by weight/tonnage) by 2030.	The Applicant is strongly encouraged to include these commitments in the Operational Waste Management Plan to support implementation.	Please respond here.			
10	End-of-life strategy	The Applicant has partially provided an End-of-Life Strategy, including how this will be communicated to future building owners, managers and occupiers and how the building information will be stored.	The Applicant should provide some additional information to describe the end-of-life scenarios for key components and materials, demonstrate how reuse will be maximised and how this will be facilitated by the design.	Please respond here.			
11	Supporting Documentation	The Applicant has provided the following supporting information as an appendix to the written report: - Appendix A: WLC and CE workshop meeting minutes - Appendix B: Resource waste management plan - Appendix C: Operational waste management plan - Appendix D: Pre-demolition audit - Appendix E: Waste carrier details and landfill capacity - Appendix F: Lean design options - Appendix G: Scenario modelling for adaptability	The provision of this information is welcomed. The Applicant is strongly encouraged to incorporate the construction stage GLA waste targets within the SWMP, particularly where the SWMP currently references only 80% construction waste diversion from landfill and 90% demolition waste diversion from landfill (by weight), which does not demonstrate compliance with GLA targets. It is strongly encouraged that the Applicant provide the following additional supporting information as a minimum: Cut and fill calculations and/or Excavated - Materials Options Assessment	Please respond here.			

Statement

Applicant's Post Stage 1 Response

[REDACTED]

From: [REDACTED]
Sent: 05 April 2024 13:51
To: [REDACTED]
Subject: RE: 100 Chalk Farm Road - Stage 1 comments

Hi [REDACTED]

There have been some developments at this end and I'm reasonably optimistic that we won't be needing to retain an interest in the site, we will still want to talk to Camden about the site north of the roundhouse though.

I'll be able to confirm / advise early next week when [REDACTED] has returned from leave. I also need to be advised who will be leading on the Camden discussions as this is not clear at present.

Krgds
[REDACTED]

From: [REDACTED] <[REDACTED]@london.gov.uk>
Sent: 05 April 2024 12:46
To: [REDACTED] <[REDACTED]@tfl.gov.uk>
Cc: [REDACTED] <[REDACTED]@tfl.gov.uk>; [REDACTED] <[REDACTED]@tfl.gov.uk>; [REDACTED] <[REDACTED]@tfl.gov.uk>
Subject: RE: 100 Chalk Farm Road - Stage 1 comments

Hi [REDACTED]

Good afternoon.

The applicant team have already indicated that they will want a meeting after the Stage 1 is published next week. Is it possible to provide possible dates for this / or alternatively for the meeting with the Council first?

If Camden still haven't responded, would it be preferable for me to set this up with the LPA case officer once the report is published?

Happy to have a call with you to discuss this once your sponsorship team responds and ahead of any meeting with the LPA/applicant.

Many thanks,
[REDACTED]

[REDACTED]
[REDACTED]
Senior Strategic Planner, Development Management, Planning

GREATER LONDON AUTHORITY
169 Union Street, London SE1 0LL
Email: [REDACTED]@[london.gov.uk](mailto:[REDACTED]@london.gov.uk)

From: [REDACTED]
Sent: Tuesday, April 2, 2024 1:22 PM
To: [REDACTED] <[REDACTED]@tfl.gov.uk>
Cc: [REDACTED] <[REDACTED]@tfl.gov.uk>; [REDACTED] <[REDACTED]@tfl.gov.uk>; [REDACTED]

[REDACTED] <[REDACTED]@tfl.gov.uk>

Subject: RE: 100 Chalk Farm Road - Stage 1 comments

Hi [REDACTED]

Thanks for your response.

The Chalk Farm report is currently on the agenda for the upcoming Mayor's meeting, as the Stage 1 deadline is also approaching on the 8th.

[REDACTED]

From: [REDACTED] <[REDACTED]@tfl.gov.uk>

Sent: Tuesday, April 2, 2024 1:11 PM

To: [REDACTED] <[REDACTED]@london.gov.uk>

Cc: [REDACTED] <[REDACTED]@tfl.gov.uk>; [REDACTED] <[REDACTED]@tfl.gov.uk>; [REDACTED]

[REDACTED] <[REDACTED]@tfl.gov.uk>

Subject: RE: 100 Chalk Farm Road - Stage 1 comments

Hi [REDACTED]

Thank you for your proposed report wording

Please find attached our response to the Camden Local Plan, the following sections are of note

- ☐ Policy C1 Central Camden 81-83 - (include Chalk Farm)
- ☐ Allocation C9 104-105 - 100 CFR site
- ☐ Appendix I - Infrastructure Schedule (43) refers to developer contributions towards future step free access being essential

I have passed your questions to our Sponsorship team for a response and will let you know when this is received

Krgds
[REDACTED]

From: [REDACTED] <[REDACTED]@london.gov.uk>

Sent: 28 March 2024 12:31

To: [REDACTED] <[REDACTED]@tfl.gov.uk>

Cc: [REDACTED] <[REDACTED]@tfl.gov.uk>

Subject: RE: 100 Chalk Farm Road - Stage 1 comments

Hi [REDACTED]

Thanks for your comments.

I have concerns with the current safeguarding request and have set out a few questions below before finalising the Stage 1 report.

- ☐ Has the high-level study mentioned in your email in February now concluded? I'm wondering if there is a reasonable possibility that this is likely to be problematic with the Roundhouse queuing etc. This constraint was highlighted at the pre-application meeting.
- ☐ I'm concerned that the funding request towards the pre-feasibility study is not reasonable, noting the above and timing with this feasibility assessment and the application coming forward. The applicant is very unlikely to agree to pay £50k for a study that may delay the development and conclude that their development can't

be carried out as intended, and there is no lever we can use to insist that they do pay. TfL will need to carry out and fund the feasibility assessment for its own proposed works. It would also be useful to understand the likely timeline for this work.

- . Prior to determination, would the applicant need to identify indicative areas on the plans to confirm that the scheme could be designed flexibly to accommodate a station entrance? There are a mix of uses proposed at the lower levels, in addition to the proximity to the roundhouse access, escape routes etc so I'm not sure to what extent the scheme may need to be revised if safeguarding is required.

My preference is to keep the Stage 1 wording broad and without the specific funding request, given the timing of this request and discussion still required with the Council. A meeting is required swiftly now following the Stage 1 report.

Suggested alternative wording below:

Safeguarding

A long-term opportunity for an upgrade of Chalk Farm station including a relocated Station entrance in the vicinity of the roundhouse has been identified which GLA and TfL officers would like to discuss and progress with the Council. Due to the proximity of the southern end of the LUL platforms to the site, it is possible that future safeguarding might be necessary within the red line boundary as raised at pre-application stage. Further discussion is required prior to the Council's determination and Stage II to ensure that the application accords with Policy T3 Transport capacity, connectivity and safeguarding with any identified requirements secured in the S106 agreement.

If you could also provide TfL's local plan consultation response that would be useful. It isn't available to view on Camden's website.

Many thanks,

Senior Strategic Planner, Development Management, Planning

GREATERLONDONAUTHORITY

169 Union Street, London SE1 0LL

Email: [\[REDACTED\]@london.gov.uk](mailto: [REDACTED]@london.gov.uk)

From: [REDACTED] <[\[REDACTED\]@tfl.gov.uk](mailto: [REDACTED]@tfl.gov.uk)>
Sent: Wednesday, March 27, 2024 5:26 PM
To: [REDACTED] <[\[REDACTED\]@london.gov.uk](mailto: [REDACTED]@london.gov.uk)>
Cc: [REDACTED] <[\[REDACTED\]@tfl.gov.uk](mailto: [REDACTED]@tfl.gov.uk)>
Subject: 100 Chalk Farm Road - Stage 1 comments

Hi [REDACTED]

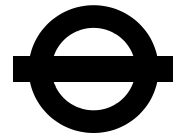
Please find our comments for the above as attached

Kind regards

[REDACTED] | Area Planner (Spatial Planning) | TfL City Planning
Transport for London | 9th Floor, 5 Endeavour Square, Westfield Avenue, E20 1JN
Telephone number: 020 3054 [REDACTED] (auto [REDACTED])
Email: [\[REDACTED\]@tfl.gov.uk](mailto: [REDACTED]@tfl.gov.uk)

We have recently made changes to our pre-application service and charges, and introduced a new Initial Screening process. For more info please visit: <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-applications/pre-application-services>

Transport for London



To: [REDACTED]

From: [REDACTED]

Our Ref: CMDN/24/7

Your Ref: 2024/0108

Date: 27th March 2024

100 & 100a Chalk Farm Road - TfL Comments

Proposal

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.

Site location and context

The site is located on the south side of Chalk Farm Road, part of the borough road network. It is bordered by a national rail line further to the south and there is London Underground (LU) infrastructure beneath Chalk Farm Road.

The nearest part of the Strategic Road Network (SRN) is approximately 1km away (Kentish Town Road) and the nearest part of the Transport for London Road Network (TLRN) is approximately 0.6 km away (Camden High Street). Vehicle access to the development site is currently at the eastern end of the site from Chalk Farm Road.

Chalk Farm Road is served by 3 day and 3 night bus routes from stops within walking distance of the site. Chalk Farm (LU), Kentish Town West (London Overground) and Camden Town (LU) are all also within walking distance of the site. The site therefore has a Public Transport Accessibility Level (PTAL) of 6a on a scale of 1a – 6b where 6b is the highest.

The nearest strategic cycle route, Cycleway 6, is approximately 0.5 km north via Ferdinand Street at Prince of Wales Road. The Chalk Farm Road Safe and Healthy Streets scheme has recently introduced dedicated cycle lanes and other improvements in the vicinity of the proposed development. The nearest Cycle Hire docking stations are currently located within walking distance at Castlehaven Road (19 docking points) and Arlington Road (24 docking points), with a potential new docking station as part of the nearby Camden Goods yard development.

Healthy Streets

An ATZ assessment has been undertaken and TfL would support contributions towards identified improvements such as street lighting and security cameras.

Trip Generation and Public Transport Impact

When compared to the existing use the assessment anticipates the proposals are not expected to have an overall strategic (transport) impact that will require mitigation.

Cycle Parking

The proposed quantum of cycle parking is in line with Policy T5, although detail to demonstrate how the long-term cycle parking for the two commercial units will be permanently provided must be provided.

Car Parking

The car free nature of the proposals is welcomed and supported as is the exemption of future occupants from applying for CPZ permits as part of the S106 agreement.

However, the blue badge provision remains undefined and demonstration of how the requirements of London Plan Policy T6.5 Non-residential disabled persons parking can be met nearby must be provided.

Safeguarding

A long-term opportunity for an upgrade of Chalk Farm station including a relocated Station entrance in the vicinity of the roundhouse has been identified which we would like to discuss and progress with the Council.

Due to the proximity of the southern end of the LUL platforms to the site, it is possible that future safeguarding might be necessary within the red line boundary.

To help define the extent of any safeguarding necessary, TfL requests £50k for a pre-feasibility study in line with Policy T3 Transport capacity, connectivity and safeguarding with any identified requirements secured in the S106 agreement.

Supporting documents

The application is supported by a Construction Management Plan (CMP), Framework Travel Plan (FTP), Delivery Servicing Plan (DSP), and Student Housing Management Plan (SHMP) which should be secured by condition.

[REDACTED]

From: [REDACTED]
Sent: 27 March 2024 10:31
To: [REDACTED]
Subject: RE: New Planning Application Assigned - 2024/0108

Hi [REDACTED]

Good morning.

Sorry to chase. Are you able to send through transport comments? Given the short week, this will allow enough time to review comments and follow up with any clarifications if necessary before the draft report deadline.

Many thanks,
[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: Friday, March 22, 2024 12:02 PM
To: [REDACTED] <[REDACTED]@tfl.gov.uk>
Subject: RE: New Planning Application Assigned - 2024/0108

Hi [REDACTED]

Thanks for your update.

Hopefully the local plan consultation response and Stage 1 prompts Camden to engage then. I can also try to arrange this with the LPA case officer to get this to move forward quickly after the Stage 1 is issued if beneficial.

Many thanks,
[REDACTED]

-----Original Message-----

From: [REDACTED] <[REDACTED]@tfl.gov.uk>
Sent: Thursday, March 21, 2024 12:17 PM
To: [REDACTED] <[REDACTED]@london.gov.uk>
Subject: RE: New Planning Application Assigned - 2024/0108

Hi [REDACTED]

I hope you had a good break.

No progress on the meeting with Camden, [REDACTED] has not been able to get a response as yet and unlikely to happen before S1.

We'd like to discuss a potential future station upgrade with Camden as there is also a site on the other side of the Roundhouse which might be a better and less complicated option, albeit more expensive. We've also responded to their local plan consultation to get Chalk Farm Station added to their priorities, together with the need for funded feasibility studies to explore and progress.

Preparing stage 1 now, would like to get signed off today as there is an away day tomorrow, or early next week.

Krgds
[REDACTED]

-----Original Message-----

From: [REDACTED] [REDACTED] <[REDACTED]@london.gov.uk>
Sent: 21 March 2024 11:54
To: [REDACTED] [REDACTED] <[REDACTED]@tfl.gov.uk>
Subject: FW: New Planning Application Assigned - 2024/0108

Hi [REDACTED]

Are you able to please provide an update on TfL discussions with the Council and timing for Stage 1 transport comments?

I will need to put together the draft Stage 1 report over the following week to meet deadlines.

Many thanks,
[REDACTED]

[REDACTED] [REDACTED]
Senior Strategic Planner, Development Management, Planning GREATERLONDONAUTHORITY
169 Union Street, London SE1 0LL
Email: [REDACTED]@london.gov.uk

-----Original Message-----

From: [REDACTED] [REDACTED]
Sent: Tuesday, March 5, 2024 8:28 PM
To: [REDACTED]@tfl.gov.uk
Subject: FW: New Planning Application Assigned - 2024/0108

Hi [REDACTED]

Good evening.

I've received the Stage 1 referral for the Chalk Farm Road application which will go to a Mayor's meeting in early April.

[REDACTED] The meetings with Camden and the applicant team may occur while I'm away, so if you are able to update following this that would be appreciated.

If you require GLA input before issuing TfL Stage 1 comments, please contact my Team Leader [REDACTED] who returns on the 11th.

Many thanks,
[REDACTED]

██████████
Senior Strategic Planner, Development Management, Planning GREATERLONDONAUTHORITY
169 Union Street, London SE1 0LL
Email: ██████████@london.gov.uk

-----Original Message-----

From: ██████████ <██████████@london.gov.uk>
Sent: Friday, March 1, 2024 2:41 PM
To: ██████████ <██████████@london.gov.uk>
Subject: New Planning Application Assigned - 2024/0108

Hello

Please be aware that a new planning application has now been assigned to you - 2024/0108

https://gla.lightning.force.com/lightning/r/arcusbuiltenv__Planning_Application__c/a0iQ5000000C1bR/view

Proposal - 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.

Site Address - 100 and 100a Chalk Farm Road London
NW1 8EH

Borough - Camden

Thanks
GLA Planning

From: [REDACTED]
To: [REDACTED]
Subject: Re: 2024/0108 Chalk Farm Road S1
Date: 22 March 2024 19:43:23
Attachments: [2024_0108_S1 - 100 Chalk Farm Road UD Comments.docx](#)

Hi [REDACTED]

Please find attached a copy of the UD comments for the above application.

These have also been submitted to Arcus.

Any questions then let me or [REDACTED] know.

Regards

[REDACTED]

Senior Urban Designer
Growth Strategies + Urban Design

GREATERLONDONAUTHORITY
Union Street, London SE1 0LL

[REDACTED]

From: [REDACTED] <[REDACTED]@london.gov.uk>
Sent: 19 March 2024 11:02
To: [REDACTED] <[REDACTED]@london.gov.uk>
Cc: [REDACTED] <[REDACTED]@london.gov.uk>
Subject: 2024/0108 Chalk Farm Road S1

Hi [REDACTED]

Hope you are well. I see Chalk Farm Road has come in for planning now. Although I allocated it to myself, I will be going on leave later this week and haven't done it yet, so I'm going to re-allocate to [REDACTED] I know the UD comments are due, and that [REDACTED] day. If [REDACTED] gets comments over to you by the end of this week, would that work for you?

Thanks very much,

Regards

[REDACTED]

Senior Urban Design Officer
Acting Team Leader, Growth Strategies + Urban Design
ARB Registered Architect
GREATERLONDONAUTHORITY
Union Street, London SE1 0LL

My pronouns are: [REDACTED]

GREATER LONDON AUTHORITY

Good Growth

By email

Our ref: 2023/0835/P2F

Date: 23 February 2024

Dear

Town & Country Planning Act 1990 (as amended); Greater London Authority Act 1999 & 2007; Town & Country Planning (Mayor of London) Order 2008

Site: 100 Chalk Farm Road, 100 Chalk Farm Road, London NW1 8EH

LPA: Camden

Our reference: 2023/0835/P2F

Further to the pre-planning application meeting held on 24 January 2024, I enclose a copy of the GLA's assessment which sets out our advice and matters which will need to be fully addressed before the application is submitted to the local planning authority.

The advice given by officers does not constitute a formal response or decision by the Mayor with regard to future planning applications. Any views or opinions expressed are without prejudice to the Mayor's formal consideration of the application.

Yours sincerely

John Finlayson

Head of Development Management

cc Deputy Head of Development Management
TfL

100 Chalk Farm Road

Local Planning Authority: Camden

The proposal

Mixed-use redevelopment comprising 265 student rooms, 24 Use Class C3 affordable homes, together with 783 sq.m. of ground floor commercial floorspace and associated public realm, landscaping and amenity space.

The applicant

The applicant is **Regal London** and the architects are **DSDHA**.

Assessment summary

GLA officers remain supportive of a student accommodation-led mixed-use scheme in this accessible town centre location. The hybrid approach to affordable accommodation including conventional affordable housing and affordable student accommodation is also accepted in this instance and the progression of the affordable offer and intention to follow the Fast Track Route is welcomed. A nominations agreement is required in response to the requirements of London Plan Policy H15. In strategic terms the design of the scheme is generally supported, although comments have been provided for the applicant's consideration including in relation to the appearance of the affordable housing building, fire safety and safeguarding for a potential new station entrance on the site, the latter requiring further discussion. The proposal is likely to cause a low level of harm to heritage assets which would need to be outweighed by public benefits associated with the proposed scheme. Other comments raised in the initial pre-application response should also be addressed at submission stage in accordance with the London Plan.

Context

1. On 24 January 2024 a follow-up pre-planning application meeting to discuss a proposal to develop the above site for the above uses was held on MS Teams with the following attendees:

GLA group

- [REDACTED] Strategic Planner (Case Officer)
- [REDACTED] Team Leader, Development Management
- [REDACTED] Senior Urban Design Officer.
- [REDACTED] Principal Conservation Officer

Local Authority

- [REDACTED] [REDACTED] London Borough of Camden
- [REDACTED], London Borough of Camden

Applicant

- [REDACTED] [REDACTED] Regal London
 - [REDACTED] [REDACTED] Regal London
 - [REDACTED], DSDHA
 - [REDACTED] [REDACTED] DSDHA
 - [REDACTED], Turley
 - [REDACTED] [REDACTED] Gerald Eve
 - [REDACTED] [REDACTED] Gerald Eve
2. The advice given by GLA officers does not constitute a formal response or decision by the Mayor with regard to future planning applications. Any views or opinions expressed are without prejudice to the Mayor's formal consideration of an application.

Updated proposal

3. The updated proposal presented is for the demolition of the existing buildings on site and the construction of buildings up to 12 storeys in height. The proposal is a student-led, mixed-use redevelopment comprising 265 student rooms (42 cluster and 223 studios); 24 Use Class C3 affordable homes; together with 783 sq.m. of ground floor commercial floorspace and associated public realm, landscaping and amenity space.

Strategic planning issues and relevant policies and guidance

4. Since the previous pre-application written response, the following are now relevant material considerations:
- The National Planning Policy Framework and National Planning Practice Guidance;
 - Draft New Camden Local Plan - Regulation 18 Consultation Version (2024)
 - Affordable Housing draft LPG;
 - Development Viability draft LPG;
 - Purpose-built Student Accommodation draft LPG;
 - Digital Connectivity Infrastructure draft LPG.

Summary of meeting discussion

5. Following a presentation of the proposed scheme from the applicant team, meeting discussions focused on strategic issues with respect to land use, PBSA and affordable housing, design and heritage. Issues with respect to transport and sustainability were only discussed briefly. Based on the

information made available to date, GLA officer advice on these issues is set out within the sections that follow.

6. It should be noted that this is a follow up pre-application and this report provides updates to the advice contained within report ref: 2023/0392/P21, dated 4 August 2023.

Land use principles

7. In the previous pre-application response, GLA officers concluded that a student accommodation-led, mixed-use scheme, including conventional affordable housing and commercial and SME workspace uses would be supported in this highly accessible town centre location.

Nominations agreement

8. GLA officers advised in the previous pre-application response, however, that the majority of the student rooms should be subject to a nominations agreement with one or more Higher Education Institutions in line with the requirements of London Plan Policy H15.
9. At the meeting, the applicant mentioned the intention to proceed with entirely direct-let accommodation. Absence of a nominations agreement on the majority of bedrooms would be in conflict with the policy objectives of London Plan Policy H15 and is not supported.
10. As mentioned at the meeting, however, GLA officers would be willing to discuss approaches to provide an appropriate degree of flexibility to respond to financial / market uncertainties, whilst ensuring that the overarching objectives of the policy are met. This could account for the blended affordable housing proposed in this instance and may include reasonable endeavours clauses or cascade mechanisms to address any problems securing an agreement and gap in coverage for an academic year as set out within the draft PBSA LPG.
11. To comply with London Plan Policy H15, occupation of the student accommodation by students studying courses at a Higher Education Institution (HEI) must also be secured.

Affordable accommodation

12. The London Plan identifies a need for affordable student accommodation which is required by London Plan Policy H15. This seeks to ensure that the lack of affordable student accommodation does not act as a barrier to higher education study in London. Allocation of affordable accommodation to students considered most in need is then undertaken by the higher education providers(s) via nominations agreement which would be required with this application.
13. The London Plan affordable housing threshold for this site would be 35%. In this instance, the proposed scheme proposes a hybrid affordable housing offer comprising a blended mix of conventional C3 affordable accommodation and affordable student accommodation.
14. GLA officers were supportive of the principle of the inclusion of on-site conventional affordable housing within the initial pre-application. It was also confirmed at the meeting that engagement has taken place with Council officers

and that the approach to include Use Class C3 affordable accommodation is accepted in response to local housing considerations and need. Whilst not strictly compliant with London Plan Policy H15, GLA officers accept the hybrid approach to affordable accommodation in this instance.

15. The increase in affordable accommodation from the previous pre-application is welcomed. The inclusion of an element of affordable student accommodation also responds to London Plan objectives and the recently published draft PBSA LPG which reinforces the prioritisation of affordable student accommodation provision from student developments.
16. In terms of the calculation required to progress this application under the Fast Track Route, the scheme must demonstrate that 35% is achieved based on total internal floorspace including shared and communal amenity/facilities (■■■■) and by habitable rooms. The conventional C3 affordable element of the scheme must also meet Camden's required tenure split and affordability criteria will need to be met for the affordable student accommodation and conventional C3 units as defined in London Plan.
17. The tenure and affordability of the proposed affordable housing has not yet been confirmed, although it is understood that the applicant will be seeking to progress the scheme to follow the Fast Track Route, and so the tenure will need to be weighted towards social rented accommodation to align with the borough's strategic tenure split requirements.
18. The inclusion of family-sized units within the low-cost rent component of the scheme is welcomed in response to strategic need.

Urban design

19. Initial design commentary has been provided in pre-application report reference 2023/0392/P2I. An update is provided below in response to the changes presented.

Tall buildings, scale, built form and architectural quality

20. As set out within the previous response, GLA officers envisage that the proposals would be considered to include some tall buildings and therefore London Plan Policy D9 would be applicable. It is not considered that the proposal would comply with the locational criteria set out within Policy D9(B), however the impacts of the tall building would also require assessment as set out within part C of the policy.
21. Overall, GLA officers are supportive of the revisions to the proposed heights and their re-distribution across the site. The scale of development is also considered appropriate, subject to inclusion of visual information, and environmental and functional testing in line with London Plan Policy D9 at submission.
22. The distinctive form of the student blocks is supported. GLA officers are also supportive of the robust expression of the buildings' bases.
23. The form of the affordable housing block has changed from the 'lozenge' form presented earlier to a hybrid rectilinear/curved form. It is considered that this currently integrates less well with the PBSA element of the scheme in townscape terms than previously presented, although GLA officers

acknowledge that functional considerations are also relevant. The applicant could consider the use of external materials and façade rhythms to integrate the built forms. The applicant should work with the Council to ensure appropriate materiality. The resolution of internal planning and residential quality matters may help resolve the external appearance of this building.

24. The additional façade features such as the scalloping, and the varied framing being applied to the buildings are of key importance to the overall architectural quality. Without these, the façade appearance would be very plain and would not be considered of sufficient quality. It will be requested at application stage that appropriately worded conditions are secured in relation to any future decision, to safeguard the appearance.
25. The applicant is encouraged to share their VuCity model with the GLA. Further details will be provided separately.

Development layout and public realm

26. London Plan Policies D1-D3 and D8 would also be applicable in relation to the site layout and public realm.
27. GLA officers are supportive of the new public realm space being created adjacent to the Roundhouse. Servicing and emergency exit arrangements for the adjacent Roundhouse will need to be carefully considered, with the full servicing strategy reviewed in detail by the Council at submission.
28. The public realm space in the east of the site has been consolidated with some beyond the site (St George youth space) since the previous pre-application. This is positive however co-ordination between the two schemes either side of the boundary will be required. The applicant should also review whether further active frontages could be accommodated within the affordable housing block fronting the public space. Furthermore, co-ordination is encouraged to ensure that the edge of the sites does not impact on the legibility, visibility and experience of reaching the affordable housing entrance (i.e., no high fences, solid boundaries or barriers to impact on site lines, create narrow routes etc).
29. The three cylindrical PBSA buildings are in close proximity to one another. Internal layouts and window positions should be carefully considered to minimise overlooking between opposite studios.
30. The provision of alternative external amenity spaces for students, as well as the combined PBSA/affordable housing amenity is welcome.

Residential quality

31. Based on the information provided to date, GLA officers are generally supportive of the quality of accommodation presented. The provision of dual aspect homes in the emerging affordable housing plans are welcomed. The radial layouts of the PBSA buildings with a limited number of beds per cluster and studios per corridor are also positive elements and should help facilitate a sense of community.

Fire safety

32. In line with Policy D12 of the London Plan the future application should be accompanied by a fire statement, prepared by a suitably qualified third party assessor, demonstrating how the development proposals would achieve the

highest standards of fire safety, including details of construction methods and materials, means of escape, fire safety features and means of access for fire service personnel.

33. Further to the above, Policy D5 within the London Plan seeks to ensure that developments incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum, at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the buildings.
34. In preparation of the above, the applicant should refer to the [draft Fire Safety Guidance](#)¹.
35. The pre-application submission sets out that the student accommodation cylinders are now designed as separate buildings above sixth floor level. GLA officers note that floor plans provided above this level have not been provided within the pre-application pack. The student accommodation buildings would exceed the 18-metre threshold in the proposed changes to Building Regulations and therefore should be designed with two staircases.

Inclusive access

36. Policy D3 of the London Plan seeks to ensure that new development achieves the highest standards of accessible and inclusive design (not just the minimum). The future application should ensure that the development: can be entered and used safely, easily and with dignity by all; is convenient and welcoming (with no disabling barriers); and provides independent access without additional undue effort, separation or special treatment.
37. Policy D5 of the London Plan requires that at least 10% of new build dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings' (designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users); and all other new build dwellings must meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.
38. For the conventional residential elements, the future application should include plans that show where the wheelchair accessible homes would be located and how many there would be. These should be distributed across tenure types and sizes to give disabled and older people similar choices to non-disabled people. This information and typical flat layouts and plans of the wheelchair accessible homes should be included in the design and access statement. The Council should secure M4(2) and M4(3) requirements by condition as part of any permission.
39. For the student accommodation, the applicant should refer to the draft PBSA LPG and Wheelchair Accessible and Adaptable Student Accommodation Practice Note which provides further clarification on the accessibility requirements of the London Plan (accessed [here](#)²). The development should provide either:

¹ https://www.london.gov.uk/sites/default/files/fire_safety_lpg_consultation_version_-_planning_11_feb_22.pdf

² <https://www.london.gov.uk/programmes-strategies/planning/implementing-london-plan/london-plan-guidance?ac-63512=63511>

- 1) 10 per cent of new bedrooms to be wheelchair-accessible in accordance with Figure 52121 incorporating either Figure 30122 or 33123 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings. Code of practice; or
- 2) 15 per cent of new bedrooms to be accessible rooms in accordance with the requirements of 19.2.1.2 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings. Code of practice.

Heritage

40. London Plan policy HC1 states that proposals affecting heritage assets, and their settings should conserve their significance, avoid harm, and identify enhancement opportunities. The NPPF states that when considering the impact of the proposal on the significance of a heritage asset, great weight should be given to the asset's conservation and the more important the asset, the greater the weight should be. Harm should be clearly and convincingly justified and, if less than substantial, weighed against any public benefits.
41. In relation to tall buildings, London Plan Policy D9 requires development proposals to take account of and avoid harm to London's heritage assets and their settings and requires clear and convincing justification for any harm, and demonstration that alternatives have been explored and that clear public benefits outweigh that harm.
42. Other relevant heritage policy considerations are also identified within London Plan policy D3 which requires development proposals to respond to respond to the existing character of a place and respect, enhance and utilise the heritage assets that contribute towards local character.

Significance of the buildings and area

43. The site is within the Regents Canal Conservation Area. The existing building on site dates from 1973 to 1975 and was designed by Richard Seifert as recording studios and offices. Whilst there is some interest, it is understood that Historic England have previously issued a Certificate of Immunity from Listing for the building. It is also noted that the building has been altered and detracts from the setting of The Roundhouse. As advised previously, the demolition and redevelopment of the existing building is acceptable in heritage terms.
44. The site historically formed part of a large railway/canal/road interchange and goods yard, built for the LNWR in the 1840s, parts of which survive.
45. The site is within the setting of the following designated heritage assets:
 - The Roundhouse, listed Grade II*;
 - Cattle Trough, listed Grade II and on the Heritage at Risk Register;
 - Drinking Fountain set into the wall next to The Roundhouse, listed Grade II;
 - Horse Hospital, listed Grade II*;
 - Stanley Sidings, Stables to the East of the Bonded Warehouse, listed Grade II;

- Chalk Farm Underground Station, listed Grade II;
- Harmood Street Conservation Area.

Conservation advice: procedural matters

46. The applicant should refer to the GLA's Practice Note: Heritage Impact Assessments and the setting of heritage assets, which sets out the GLA's approach in relation to HIAs, TVIAs and AVRs. GLA officers also request that the VuCity model be shared.

Conservation advice: substantial matters

47. This part of Chalk Farm Road includes substantial parts of the former boundary wall of the goods yard. The wall is within the conservation area and has some significance as a characteristic and historic enclosure to a once secure site. This wall is not considered by the LPA to be curtilage listed. The full demolition of the wall, as proposed, will cause harm to the conservation area, although there are practical and urban design reasons for its removal which GLA officers support. It is noted that reuse of the bricks is proposed and indication of its former location in hard landscaping through a line of brickwork in the pavement and this is supported. Part of the wall is shown as being retained and whilst supported in heritage terms, design implications should be discussed with the Council.
48. Further consideration should be given to the proposals for the cattle trough, which is in poor condition and is on the Heritage at Risk Register. Generally, the retention, reuse and reinstatement of historic hard landscaping is supported in conservation terms. The applicant could consider reuse options including provision of a public drinking fountain, reuse as a small ornamental pond with fountain within the landscaping or (less preferred) a public bench.
49. The proposed buildings were formerly of 6, 9 and 13 storeys. This has been revised to 6, 9, 10 and 12 storeys. This slight reduction in height of the tallest element and relocation of the mass is supported. Unusually, three of the four buildings are proposed in a cylindrical form, with a circular plan. This is an interesting and successful response to the challenge of building adjacent to The Roundhouse, which is a challenging building to neighbour, given its specific form. The ten-storey affordable housing block is a more complex form, generally cuboid with a rounded end which is less successful.
50. GLA officers consider that the scheme is likely to cause a low level of less than substantial harm to the setting of the Grade II* listed Roundhouse, particularly as a result of the relative height of the 12-storey element of the proposals, in views from the northwest along Haverstock Hill and Chalk Farm Road. However, this will be re-assessed at submission stage, taking into account the final Heritage Townscape and Visual Impact Assessment. Harm caused to designated heritage assets will need to be clearly and convincingly justified and outweighed by public benefits associated with the proposed scheme.

Transport

Safeguarding

51. Since the last pre application meeting and advice, TfL met with the applicant and is currently investigating at a high level whether a station entrance is

feasible on this site. As this may require safeguarding in line with Policy T3 (transport capacity, connectivity and safeguarding), and mindful of the intention to submit a planning application in the near future, officers are in the process of organising a meeting with the applicant and Council to provide an update. If it is feasible then this may require a more detailed pre-feasibility study before determination to establish whether safeguarding in line with Policy T3 Transport capacity, connectivity and safeguarding is necessary.

Sustainable infrastructure and environment

52. Whilst there was limited discussion on sustainable infrastructure matters in the meeting, it was encouraging to hear that further discussions have taken place with the Council in terms of the development scenario and retention options evaluation relating to the existing building on site. Further information should be provided at application stage including Pre-Redevelopment and Pre-Demolition Audits in line with the Circular Economy Statements LPG.
53. GLA officers will review the energy strategy at application stage. Standard advice was provided within the previous pre-application response. It appears from the presentation provided that the development would fall short of the non-residential target of a 15% improvement on Part L of 2021 Building Regulations and if this is the case then further energy efficiency measures should be investigated.
54. It is also noted that the Urban Greening Factor (UGF) score within the UGF Landscape Plan appears to have reduced to 0.33 which falls short of the relevant target score of 0.4. The applicant should therefore investigate further greening measures and seek to achieve the specified target.

Conclusion

55. In summary, GLA officers remain supportive of a student accommodation-led mixed-use scheme in this accessible town centre location. The hybrid approach to affordable accommodation including conventional affordable housing and affordable student accommodation is also accepted in this instance and the progression of the affordable offer and intention to follow the Fast Track Route is welcomed. A nominations agreement is required in response to the requirements of London Plan Policy H15. In strategic terms the design of the scheme is generally supported, although comments have been provided for the applicant's consideration including in relation to the appearance of the affordable housing building, fire safety and safeguarding for a potential new station entrance on the site, the latter requiring further discussion. The proposal is likely to cause a low level of harm to heritage assets which would need to be outweighed by public benefits associated with the proposed scheme. Other comments raised in the initial pre-application response should also be addressed at submission stage in accordance with the London Plan.

for further information, contact GLA Planning Unit (Development Management Team):

██████████ **Strategic Planner (case officer)**

email: ██████████ london.gov.uk

██████████ **Team Leader – Development Management**

email: ██████████ london.gov.uk

██████████ **Deputy Head of Development Management**

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John Finlayson, Head of Development Management

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Lucinda Turner, Assistant Director of Planning

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Memo: UD-DM Consultation

2024/0108/S1

100 Chalk Farm Road

London Borough of Camden

Case Officer: [REDACTED] [REDACTED]
Urban Design Officer: [REDACTED] [REDACTED]
Site Address: 100 and 100a Chalk Farm Road, London, NW1 8EH
Application Stage: **Stage 1**
Meeting Date: N/A
Applicant: **Regal Homes**
LPA Design Review: Yes, x2. one June '23 & one in Jan '24

Proposal Description

Redevelopment to provide two buildings between 6-12 storeys with affordable homes (Use Class C3) and three cylindrical volumes containing purpose-built student accommodation with amenity space (Use Class SG) and ground floor commercial space (Use Class E)

Reason(s) for Referral

1A More than 150 houses and or flats

Development Layout

- The layout remains unchanged from the previous iteration. Officers remain supportive of the public realm created.
- Officers have continued to encourage the applicant to coordinate between the two schemes on either side of the boundary to ensure a consolidated approach beyond the site, in particular, the relationship with the St. Georges youth space which sits in front of the affordable housing building. This lack of coordination has impacted negatively on the lack of active frontages of this building which could provide mutual benefit to the building and the public realm beyond.
- As stated previously, the retention of a section of the historic high brick wall impacts the openness and visual integration of the public realm with the street beyond the site. Although officers understand that this is only partially on the applicants' site meaning its removal without coordination with the neighbour is unlikely. The applicant should carefully consider lines of sight and lighting to ensure this retained feature does not reduce perceptions of safety and inclusivity in the public realm.
- The three cylindrical PBSA buildings are in close proximity to one another. Officers previously identified that the internal layouts and window positions should be carefully

considered to minimise overlooking between opposite studios. This has not been altered or improved and remains unchanged. Officers remained concerned regarding the lack of privacy due to overlooking created at these units.

- The single access point to the podium amenity for all students, through one of the PBSA buildings remains as previously seen with no evidence of improvement regarding functionality, security, and perception of safety of this approach to ensure the experience and quality of life in this block is not compromised. Officers encourage the LPA to ensure details regarding these elements.
- Officers would welcome additional access in and out of all the cycle hubs and refuse wherever possible to increase usability and the sense of safety in these isolated locations, particularly for women and gender-diverse people. Visibility into the cycle hubs should also be considered wherever possible, rather than enclosing them as rooms. GLA has produced guidance, 'Safety in Public Space, Women Girls and Gender Diverse People' for reference.

Tall buildings, Scale and Massing

- Officers have encouraged the applicant to share their VuCity model with the GLA.

If the applicant is a VU.CITY user they can give us access to their project via the VuCity Hub, by inviting us to join their project (as an editor so we can launch the 3D app).

If the above is not possible ie if the applicant is a Non VU.CITY user, they should send an optimised model (see VuCity's Knowledge Base website <https://kb.vu.city/home/marketplace/> for information on optimising; and general modelling information is available here <https://kb.vu.city/home/>) for us to import, along with a completed 3D model submission form [3D model submission form](#) . It is essential that the form is filled out correctly, and that the model is geolocated correctly. If they are unsure of the process, they can go to support@vu.city for assistance.

- There have been no changes to the proposed heights, density or massing from the previous iterations. Officers remain supportive of the proposed heights, their distribution across the site and the distinctive form of the student blocks.
- The form of the affordable housing (AH) building continues to feel less integrated into the overall scheme due to its hybrid rectilinear/curved form.
- The scale of development is considered appropriate, subject to the inclusion of safeguarding the visual architectural and materials approach in line with LP policy D9.

Residential Quality

- Officers remain supportive of the dual-aspect, deck-accessed homes being created in the scheme as stated in the previous UD comments.

- The PBSA buildings remained unchanged and continue to be supported due to the radial layout which limits the number of beds per cluster and studios per corridor and should help facilitate a sense of neighbourliness.
- There is no evidence of how the PBSA layouts could be adaptable and converted into C3 use if facilitated in the future. Officers would encourage this to be demonstrated to help ensure the potential to meet design standards and external amenity provision.

Architecture and Materiality

- The success of the buildings relies heavily on the quality of the architectural and materials approach. The additional façade features such as the scalloping, and the varied framing are key to the success of the appearance of the family of buildings. Officers would encourage the LPA to ensure appropriately worded conditions relating to any future decision, to safeguard the appearance.
- Officers continue to remain supportive of the robust expression of the buildings' bases. The detailing of the approach to the brick material which creates a textured finish to the exterior walls works well to create interest and variation minimising what could result in a flat circumference.
- The hybrid rectilinear/curved form of affordable housing building has had some material changes considered which is an improvement. Previous UD comments recommended the applicant consider the use of external materials and façade rhythms to integrate the built forms; or dropping the curved element of the AH block completely. There is no evidence this was considered. Officers continue to encourage the LPA to ensure further refinement and continuation of quality in this building is consistent with the other buildings.

Landscape and Public Realm

- The previous UD comments remain, as there have been no changes to the public realm. Officers are supportive of the proposed consolidation of public space with the St George youth space proposed on the neighbouring site, subject to the following:
 - Timing of the delivery of the 2 adjacent spaces being co-ordinated – which is not evident in the DAS;
 - Definition of the edge of the neighbouring site space should not impact the legibility, visibility and experience of reaching the affordable housing entrance, for example, no high fences, solid boundaries or barriers to impact on site lines, create narrow routes etc;
 - The design and detailing of the 2 spaces should be developed together so they provide one meaningful public and youth space.
- The podium-level play space provided for the C3 – residential building is positive and offers a variety of play features.

- The approach to the landscaping throughout the scheme is well-considered providing alternative external amenity space for students on the level podium and a well-connected residential space which links to the public realm and street.
- The proposal currently achieves an UGF of 0.33 which is not the expected target of 0.4. Officers welcome further refinement to hardstanding areas to increase this element wherever possible.

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: 100 CFR - pre app response
Date: 22 March 2024 15:35:22
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[240321 100 Chalk Farm Road - GLA pre app response.pdf](#)

Hi [REDACTED]

[REDACTED]
[REDACTED]

You will have seen that [REDACTED] downloaded the application pack recently so that is there for you to review.

We have noted a Stage 1 determination date of 08.04.24 so expect you will be starting to look at the report shortly.

We attach a response to the pre-app to assist in signposting for your Stage 1 reporting.

We do note that we were keen to have that conversation with TfL regarding safeguarding. As mentioned there are fundamental issues with this request that we would like to draw a line under as soon as possible.

Look forward to hearing from you soon [REDACTED]
[REDACTED]

Kind regards,

[REDACTED]

[REDACTED]
[REDACTED]
Senior Associate

Tel. 020 [REDACTED]
Mobile. +44 782 [REDACTED]
[REDACTED] [geraldev.com](#)

Gerald Eve LLP
One Fitzroy
6 Mortimer Street
London, W1T 3JJ
[www.geraldev.com](#)

[REDACTED]

From: [REDACTED]
Sent: 20 March 2024 14:40
To: [REDACTED]
Subject: Conservation Comments 1, 100 Chalk Farm Road 2024/0108/S1
Attachments: Conservation Comments 1.docx; Conservation Comments 1.pdf

Dear [REDACTED]

Please find comments attached and in Arcus.

[REDACTED] **IHBC**
(my pronouns are [REDACTED])
Principal Conservation Officer
Planning Unit
Good Growth Directorate
GREATERLONDONAUTHORITY
169 Union Street, London, SE1 0LL
07713 [REDACTED]
[london.gov.uk](https://www.london.gov.uk)
[REDACTED] [london.gov.uk](https://www.london.gov.uk)

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Conservation Comments 1

GLA case reference number: 2024/0108/S1

100 Chalk Farm Road

London Borough of Camden

LPA planning reference: 2024/0479/P

Case Officer: [REDACTED]

Conservation Officer: [REDACTED]

Site Address: 100 and 100a Chalk Farm Road, London NW1 8EH

Application Stage: Stage 1

Comments Date: 20th March 2024

Proposal Description

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.

Legislation, policy and guidance

The Planning (Listed Buildings and Conservation Areas) Act 1990 imposes a statutory duty on local authorities to have special regard and attention to preserving listed buildings, including their settings, and to preserving or enhancing the character and appearance of Conservation Areas. The NPPF makes clear that when considering the impact of a scheme, any conflict with a heritage asset's conservation should be avoided or minimised (Para 201). Para 205 and caselaw indicate that great weight should be given to a heritage asset's conservation. Harm should be clearly and convincingly justified and, if less than substantial, weighed against any public benefits (Paras 206 and 208).

London Plan Policy HC1 Heritage conservation and growth requires development proposals to conserve significance by being sympathetic to the assets' significance and appreciation within their surroundings and avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process.

London Plan Policy D3 Optimising site capacity through the design-led approach requires development proposals to respond to the existing character of a place and respect, enhance and utilise the heritage assets that contribute towards local character.

London Plan Policy D9 C 1) b) requires development proposals for tall buildings to take account of and avoid harm to London's heritage assets and their settings and requires clear and convincing justification for any harm, and demonstration that alternatives have been explored and that clear public benefits outweigh that harm.

Significance of the buildings and area

The site is within the Regents Canal Conservation Area. The existing building on site dates from 1973 to 1975 and was designed by Richard Seifert as offices. Seifert is an interesting architect, some of whose work is listed. Parts of the building were once used as recording studios and historically hosted famous bands, including ACDC. This building is subject to a Certificate of Immunity from Listing starting 22nd December 2023. The demolition of this building has been previously consented. It is also noted that the building has been altered, does not appear to be Seifert's best work, and detracts from the setting of The Roundhouse.

The site includes part of the wall which formerly enclosed the goods yard. It is noted that, while this is a very modest positive contributor to the conservation area, it is not its original height and its demolition has previously been consented.

The site historically formed part of a large railway/canal/road interchange and goods yard, built for the LNWR in the 1840s, parts of which survive. The site is within the setting of the designated heritage assets in the table below.

Procedural matters

Despite pre-application advice, the HTVIA is based on summer photography, with trees in full leaf. This makes an adequate assessment of views problematic, particularly where trees are prominent in the view e.g. Views 1, 2, 3, 4, 8, 10, 12 and 15. These views should be re-provided as winter views, in line with the GLA Practice Note: *Heritage Impact Assessments and the setting of heritage assets*.

Assessment of impacts

The proposed demolition of the existing building causes no harm to the conservation area. The demolition of most of the remaining parts of the goods yard wall on this site causes a very low level of less than substantial harm to the conservation area. This harm is considered to be justified and it is noted that a fragment of wall is retained adjacent and a more interesting section is retained as part of the listed Horse Hospital nearby. It is noted that reuse of the bricks is proposed and indication of its former location in hard landscaping through a line of brickwork in the pavement and this is supported. The demolition of the modern steps between this site and the Roundhouse are a modest enhancement of that listed building.

The nearby listed cattle trough, which is in poor condition and is on the Heritage at Risk Register does not form part of this site. However, it is urged that planning conditions, Section 106 and 278 Agreement terms are used to secure enhancements to its location, condition and use.

The proposed buildings are of 6, 9, 10 and 12 storeys. Unusually, three of the four buildings are proposed in a cylindrical form, with a circular plan. This is an interesting and successful response to the challenge of building adjacent to The Roundhouse, which is a difficult neighbour, given its specific form.

The site falls just within the LVMF View 2A.2 Parliament Hill.

GLA officers consider that the following levels of indirect harm are caused by the proposed development (in all cases the assessment is based on the cumulative scenario); the scale used for less than substantial harm is very low, low, low to middle, middle, middle to high, high and very high.

Table of indirect (setting) impacts			
Heritage asset	Category of harm	Extent of harm	View reference
The Roundhouse, listed Grade II*; originally a locomotive turning and storing shed from 1846-7 by Robert B Dockray for the LNWR. Later used as a gin warehouse and then converted to a theatre in 1967 and 1985 and now in use as a live music venue.	Less than substantial	Low	Views 2, 3, 4, 5, 6, 9
Horse Hospital, listed Grade II*.	Less than substantial	Very low	View 6
Cattle Trough, listed Grade II and on the Heritage at Risk Register.	No harm	No harm	View 5, 6
Drinking Fountain set into the wall next to The Roundhouse, listed Grade II.	No harm	No harm	View 5, 6
Stanley Sidings, Stables to the East of the Bonded Warehouse, listed Grade II.	Less than substantial	Very low	No view provided
Chalk Farm Underground Station, listed Grade II.	No harm	No harm	View 4, 12
Primrose Hill Registered Park and Garden, Grade II	No harm	No harm	View 1
Regents Park Registered Park and Garden, Grade I and Conservation Area	No harm	No harm	View 15
Regents Canal Conservation Area	Less than substantial	Low	Views 2, 4, 5, 6, 9, 14
Park Hill Conservation Area	Less than substantial	Very low	View 2, 3
West Kentish Town Conservation Area	No harm	No harm	View 8
Eton Conservation Area	Less than substantial	Very low	View 2, 12
Primrose Hill Conservation Area	Less than substantial	Very low	Views 9, 10, 11, 13

Conservation Conclusions

GREATER LONDON AUTHORITY

National Planning Policy Framework Paragraph 208 states that “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...” The proposed development is assessed to cause harm to the heritage assets.

The proposed development is contrary to The London Plan Policy HC1 Heritage conservation and growth Part C: “Development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets’ significance and appreciation within their surroundings”.

Relevant known planning history

This site:

2013/5403/P, Planning Permission granted for “Redevelopment of site to create a mixed-use development comprising 57 market flats, 6 affordable flats, new office, retail and restaurant units with associated works to highways and landscaping, following demolition of existing buildings and car park.” This was not implemented and has now lapsed.

GLA refs: 2023/0392/P2i, 2023/0835/P2f (pre apps).

[REDACTED]

From: [REDACTED]
Sent: 13 February 2024 11:09
To: [REDACTED]
Subject: 2023/0835/P2F - CFR additional UD comment
Attachments: 2023_0835_P2F_100 Chalk Farm Road_UD Comments_V2.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Hi [REDACTED]
Apologies, I remembered one other point I wanted to raise on the above scheme. I have updated my comments, with the additional comment in Blue for easy reference. I have replaced the version on Arcus too. Sorry for any confusion,

Regards

[REDACTED]
Senior Urban Design Officer
Acting Team Leader, Growth Strategies + Urban Design
ARB Registered Architect
GREATERLONDONAUTHORITY
Union Street, London SE1 0LL

My pronouns are: [REDACTED]

Memo: UD-DM Consultation

2023/0835

Chalk Farm Road

London Borough of Camden

Case Officer: [REDACTED]
Urban Design Officer: [REDACTED]
Site Address: 100 Chalk Farm Road, London NW1 8EH
Application Stage: **Pre-App**
Meeting Date: 24 January 2024
Applicant:
LPA Design Review: Yes, x2. One June '23 approx; 1 recent – Jan '24

Proposal Description

Redevelopment of the site to provide C3 affordable new homes and PBSA along with new public realm space and other communal external space.

Reason(s) for Referral

Height, quantum of development

Development layout

- Supportive of the new public realm space being created adjacent to the Roundhouse.
- The public realm space in the east of the site has been consolidated with some beyond the site (St George youth space) since last GLA pre-app. This is positive however co-ordination between the two schemes either side of the boundary will be required to ensure success.
- The retention of a section of the historic high brick wall impacts on the openness and visual integration of the public realm with the street beyond the site.
- **The affordable housing block to the south of the youth space has inactive uses at ground floor fronting the public space. As raised at the previous GLA pre-app, the applicant should review this to create more active frontages in this location for the mutual benefit of the building and the public realm beyond.**
- It is understood that this is only partially on the applicants site meaning its removal without co-ordination with the neighbour is unlikely. The applicant should carefully consider lines of sight and lighting to ensure this retained feature does not reduce perceptions of safety and inclusivity in the public realm.
- A full servicing strategy, including servicing of the very deep ground floor plan proposed, and any required servicing and emergency exit arrangements for the adjacent Roundhouse, should be provided at submission.
- The three cylindrical PBSA buildings are in close proximity to one another. Internal layouts and window positions should be carefully considered to minimise overlooking between opposite studios.
- There is currently a single access point for all students to access the podium amenity, through one of the PBSA buildings. The implication on functionality, security, and perception

of safety of this approach should be considered carefully by the applicant to ensure the experience and quality of life in this block is not compromised.

Built Form, Height and Massing

- The applicant is encouraged to share their VuCity model with the GLA.
 - If the applicant is a VU.CITY user they can give us access to their project via the VuCity Hub, by inviting us to join their project (as an editor so we can launch the 3D app).
 - If the above is not possible ie if the applicant is a Non VU.CITY user, they should send an optimised model (see VuCity's Knowledge Base website <https://kb.vu.city/home/marketplace/> for information on optimising; and general modelling information is available here <https://kb.vu.city/home/>) for us to import, along with a completed 3D model submission form [*3D model submission form*](#) . It is essential that the form is filled out correctly, and that the model is geolocated correctly. If they are unsure of the process, they can go to support@vu.city for assistance.
- Supportive of the revisions to the proposed heights and their re-distribution across the site.
- The scale of development is considered appropriate, subject to inclusion of visual information, and environmental and functional testing in line with LP policy D9 at submission.
- The distinctive form of the student blocks is supported and suitable for their proposed use.
- The form of the affordable housing (AH) block has changed from the 'lozenge' form presented earlier to a hybrid rectilinear/curved form. This currently integrates less well with the PBSA than before.
- It is understood that the information presented for the AH building is 'work in progress'. The applicant could consider the use of external materials and façade rhythms to integrate the built forms; or dropping the curved element of the AH block completely. The resolution of internal planning and residential quality matters may help resolve the external appearance of this building.

Residential Quality

- Supportive of the provision of dual aspect homes in the emerging affordable housing plans. This is welcome.
- The radial layouts of the PBSA buildings with a limited number of beds per cluster and studios per corridor are all positive elements and should help facilitate a sense of neighbourliness.
- The applicant should also consider how adaptable the PBSA layouts are. How could conversion to C3 be facilitated in the future, including meeting design standards and external amenity provision?

Architecture and Materiality

- Supportive of the robust expression of the buildings' bases.
- The additional façade features such as the scalloping, and the varied framing being applied to the buildings are of key importance to the success of the appearance. Without these, the façade appearance would be very plain and would not be considered of sufficient quality.
- The LPA should ensure that there is sufficient information at submission, and appropriately worded conditions in relation to any future decision, to safeguard the appearance.

- See also comment under Built Form Height and Massing re the appearance of the AH building.

Landscape and Public Realm

- Supportive of the proposed consolidation of public space with the [St George youth space](#) proposed on neighbouring site, subject to the following:
 - Timing of the delivery of the 2 adjacent spaces being co-ordinated;
 - Definition of edge of neighbouring site space should not impact on the legibility visibility and experience of reaching the affordable housing entrance ie no high fences, solid boundaries or barriers to impact on site lines, create narrow routes etc;
 - Design and detailing of the 2 spaces being developed together so they provide one meaningful public and youth space.
- The provision of onsite play for ages 0-11yrs is positive.
- Provision of alternative external amenity spaces for students, as well as the combined PBSA/affordable housing amenity is welcome.

[REDACTED]

From: [REDACTED]
Sent: 12 February 2024 10:37
To: [REDACTED]
Cc: [REDACTED]
Subject: 100 Chalk Farm Road - TfL pre-app comments

Hi [REDACTED]

Hope all is well.

Following the pre-app meeting and some internal discussions we are in the process of arranging a meeting with the applicants (and Camden) to discuss the potential safeguarding in the very near future. Unfortunately some key people are on leave at the moment, so we will make the necessary arrangements asap.

In terms of your report we have the following input below.

Safeguarding

Since the last pre application meeting and advice, TfL met with the applicant and is currently investigating at a high level whether a station entrance is feasible on this site. As this may require safeguarding in line with Policy T3 Transport capacity, connectivity and safeguarding, and mindful of the intention to submit a planning application in the near future TfL, is in the process of organising a meeting with the applicants to provide an update. If it is feasible then this may require a more detailed pre-feasibility study before determination to establish whether safeguarding in line with Policy T3 Transport capacity, connectivity and safeguarding is necessary.

Krgds

[REDACTED] | Area Planner (Spatial Planning) | TfL City Planning
Transport for London | 9th Floor, 5 Endeavour Square, Westfield Avenue, E20 1JN
Telephone number: 020 3054 [REDACTED] (auto-[REDACTED])
Email: [REDACTED] [tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)

We have recently made changes to our pre-application service and charges, and introduced a new Initial Screening process. For more info please visit: <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-applications/pre-application-services>

[REDACTED]

From: [REDACTED]
Sent: 06 February 2024 20:38
To: [REDACTED]
Subject: Conservation Comments 1, 100 Chalk Farm Road 2023/0825
Attachments: Conservation Comments 1.docx; Conservation Comments 1.pdf

Dear [REDACTED]

Please find comments attached and in Arcus.

[REDACTED] **IHBC**
(my pronouns are [REDACTED])
Principal Conservation Officer
Planning Unit
Good Growth Directorate
GREATERLONDONAUTHORITY
169 Union Street, London, SE1 0LL
07713 [REDACTED]
[london.gov.uk](https://www.london.gov.uk)
[REDACTED] [london.gov.uk](https://www.london.gov.uk)

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Conservation Comments 1

GLA case reference number: 2023/0392/P2i

100 Chalk Farm Road

London Borough of Camden

Case Officer: [REDACTED]
Conservation Officer: [REDACTED]
Site Address: 100 Chalk Farm Road, London NW1 8EH
Application Stage: Pre-Application
Meeting Date: 4th July 2023
Comments Date: 21st July 2023

Proposal Description

Redevelopment of the site to provide Purpose Built Student Accommodation (PBSA), affordable housing (Use Class C3) and commercial workspace.

Legislation, policy and guidance

The Planning (Listed Buildings and Conservation Areas) Act 1990 imposes a statutory duty on local authorities to have special regard and attention to preserving listed buildings, including their settings, and to preserving or enhancing the character and appearance of Conservation Areas. The NPPF makes clear that when considering the impact of a scheme, any conflict with a heritage asset's conservation should be avoided or minimised (Para 195). Para 199 and caselaw indicate that great weight should be given to a heritage asset's conservation (Para 199). Harm should be clearly and convincingly justified and, if less than substantial, weighed against any public benefits (Para 200 and 202).

London Plan Policy HC1 Heritage conservation and growth requires development proposals to conserve significance by being sympathetic to the assets' significance and appreciation within their surroundings and avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process. London Plan Policy D3 Optimising site capacity through the design-led approach requires development proposals to respond to the existing character of a place and respect, enhance and utilise the heritage assets that contribute towards local character.

In relation to tall buildings, London Plan Policy D9 C 1) b) requires development proposals to take account of and avoid harm to London's heritage assets and their settings and requires clear and convincing justification for any harm, and demonstration that alternatives have been explored and that clear public benefits outweigh that harm.

Significance of the buildings and area

GREATER LONDON AUTHORITY

The site is within the Regents Canal Conservation Area. The existing building on site dates from 1973 to 1975 and was designed by Richard Seifert as recording studios and offices. There is therefore some interest since Seifert is an interesting architect with some of his work listed and the recording studios have historically hosted famous bands, including ACDC. However, it was stated at the meeting that Historic England have previously issued a Certificate of Immunity from Listing for the building. It is also noted that the building has been altered, does not appear to be Seifert's best work and detracts from the setting of The Roundhouse.

The site historically formed part of a large railway/canal/road interchange and goods yard, built for the LNWR in the 1840s, parts of which survive. The site is within the setting of the following designated heritage assets:

- The Roundhouse, listed Grade II*; originally a locomotive turning and storing shed from 1846-7 by Robert B Dockray for the LNWR. Later used as a gin warehouse and then converted to a theatre in 1967 and 1985 and now in use as a live music venue.
- Cattle Trough, listed Grade II and on the Heritage at Risk Register.
- Drinking Fountain set into the wall next to The Roundhouse, listed Grade II.
- Horse Hospital, listed Grade II*.
- Stanley Sidings, Stables to the East of the Bonded Warehouse, listed Grade II.
- Chalk Farm Underground Station, listed Grade II.
- Harmood Street Conservation Area.

Conservation Advice: Procedural Matters

GLA officers request that a copy of the lapsed Certificate of Immunity from Listing be provided, since they have been unable to trace this.

GLA officers request that the VuCity model be shared before the next meeting to enable clarification of required viewpoint locations. Where the proposals include taller buildings, the planning application shall be accompanied by a Townscape Visual Impact Assessment. This should be based on the agreed viewpoints and should include a map of the Zone of Theoretical Visibility, overlaid with maps of both the heritage assets and the viewpoints. AVRs should be prepared in line with The Landscape Institute's Technical Guidance Note 06/19 Visual Representation of Development Proposals and the views provided should be winter views with deciduous trees out of leaf. The TVIA should include or be accompanied by a full Heritage Impact Assessment, in accordance with NPPF Para 195. The Heritage Impact Assessment should include a clear discussion of the impacts on the settings of heritage assets in line with the methodology in Historic England's *The Setting of Heritage Assets Historic Environment: Good Practice Advice in Planning: 3* (Second Edition, 22nd December 2017).

Conservation Advice: Substantial Matters

The demolition of the existing building on site is likely to be acceptable in the context of an otherwise acceptable scheme.

This part of Chalk Farm Road includes substantial parts of the former boundary wall of the goods yard. It was stated at the meeting that the part of the wall on this site is not considered to be curtilage listed. This should be confirmed by the LPA. The wall is within the conservation area and has some significance as a characteristic and

historic enclosure to a once secure site. The full demolition of the wall, as proposed, will cause harm to the conservation area, although there may be good practical and urban design reasons for its removal. It is noted that reuse of the bricks is proposed, if possible. It is suggested that consideration be given to retaining part, perhaps as a backdrop to the relocated listed cattle trough. Further consideration should be given to the proposals for the cattle trough, which is in poor condition and poorly located. Its present location may not be the original and the Heritage Statement should investigate, using map regression, any historic moves of this asset: relocation to the historic position may be possible. Options should be explored including provision of a public drinking fountain as part of the cattle trough, reuse as a small ornamental pond with fountain within the landscaping or (less preferred) a public bench. More generally the retention, reuse and reinstatement of historic hard landscaping is supported in conservation terms.

The proposed buildings are of 6, 9 and 13 storeys. Unusually, they are proposed in a cylindrical form, with a circular plan. This is an interesting and successful response to the challenge of building adjacent to The Roundhouse, which is a challenging building to neighbour, given its specific form.

There is likely to be a small degree of harm to the setting of The Roundhouse, particularly as a result of the relative height of the 13 storey element of the proposals, in views from the northwest along Haverstock Hill and Chalk Farm Road (such as AVR 03). The remedy for this harm is likely to be a reduction in the height of the taller elements of the scheme. It is not accepted that the red view cone of the top part of the roof of The Roundhouse is the only element of setting which falls to be considered; consideration will be given to the visual impacts caused by the proposals to the setting in the round.

Relevant known planning history

This site:

2013/5403/P, Planning Permission granted for “Redevelopment of site to create a mixed-use development comprising 57 market flats, 6 affordable flats, new office, retail and restaurant units with associated works to highways and landscaping, following demolition of existing buildings and car park.” This was not implemented and has now lapsed.

Nearby sites:

Large consented scheme at Jupiter Crescent to the south.

[REDACTED]

From: [REDACTED]
Sent: 23 January 2024 16:56
To: [REDACTED]
Subject: RE: 100 Chalk Farm Road

Hi [REDACTED]

Okay thanks. TfL advised that this has been discussed with the applicant last year and that the Council were aware so it is interesting to hear that this isn't the case.

We will be able to discuss this with the applicant tomorrow and may need to point the applicant towards a more urgent discussion with TfL.

Happy to also discuss this with you separately if beneficial.

Many thanks,

[REDACTED]

[REDACTED]
[REDACTED]
Strategic Planner, Development Management, Planning

GREATERLONDONAUTHORITY
169 Union Street, London SE1 0LL
Email: [REDACTED][london.gov.uk](mailto:[REDACTED]@london.gov.uk)

From: [REDACTED] <[REDACTED]@camden.gov.uk>
Sent: Tuesday, January 23, 2024 9:33 AM
To: [REDACTED] <[REDACTED]@london.gov.uk>
Subject: RE: 100 Chalk Farm Road

Hi [REDACTED]

The safeguarding for a new Northern Line entrance in this location is news to us. I'm also new to the application but looking back at consultation responses and speaking to Area manager, it's not been raised by TfL previously in relation to the current pre-application or the Site Allocations. We were unaware of any capacity issues at Chalk Farm Rd station with the only safeguarded site we're aware of in the area being at Buck St in relation to Camden Town station. We'd appreciate any further information.

Thanks,

[REDACTED]
[REDACTED]
Principal Planner
Development Management
020 7974 [REDACTED]

From: [REDACTED] <[REDACTED]@london.gov.uk>
Sent: Monday, January 22, 2024 2:10 PM
To: [REDACTED] <[REDACTED]@camden.gov.uk>
Subject: RE: 100 Chalk Farm Road

Hi [REDACTED]

Thanks for confirming that you are able to attend.

If you are able to provide a brief update on the scheme progression at the meeting that would be great? I'm wary otherwise we may receive the applicant's slant on where any pre-app discussions are at.

If there are any significant issues though, it could be worthwhile to also receive an update prior to the call.

Separate matter, I've recently taken over this application and TfL have been in touch regarding potential safeguarding for a new Northern Line entrance which I understand has been communicated to the applicant and Council over previous months.

Many thanks,

[REDACTED]

[REDACTED] [REDACTED]

Strategic Planner, Development Management, Planning

GREATERLONDONAUTHORITY

169 Union Street, London SE1 0LL

Email: [REDACTED] [london.gov.uk](mailto:[REDACTED]@london.gov.uk)

From: [REDACTED] [REDACTED] <[REDACTED]@camden.gov.uk>

Sent: Monday, January 22, 2024 1:20 PM

To: [REDACTED] [REDACTED] <[REDACTED]@london.gov.uk>

Subject: RE: 100 Chalk Farm Road

Hi [REDACTED]

Thanks for your email. Yes, I'll attend on Wednesday. A brief update from Camden during the call or prior to the meeting?

Thanks,

[REDACTED]

From: [REDACTED] [REDACTED] <[REDACTED]@london.gov.uk>

Sent: Monday, January 22, 2024 1:04 PM

To: [REDACTED] [REDACTED] <[REDACTED]@camden.gov.uk>

Subject: 100 Chalk Farm Road

Hi [REDACTED]

I hope you are well.

I wanted to touch base with you prior to the GLA follow up meeting for the redevelopment at 100 Chalk Farm on Wednesday.

Are you able to attend the meeting? If so, it would be useful to receive a brief update from Camden's perspective if possible?

Please let me know if there are any further items in relation to local consideration that we should be aware of prior to the meeting. I've have a brief review of the recent Reg 18 Draft Local Plan and site allocation.

Many thanks,

[REDACTED]

[REDACTED] [REDACTED]

Strategic Planner, Development Management, Planning

GREATERLONDONAUTHORITY

169 Union Street, London SE1 0LL

Email: [REDACTED] [london.gov.uk](mailto:[REDACTED]@london.gov.uk)

NHS health information and advice about coronavirus can be found at nhs.uk/coronavirus

The GLA stands against racism. Black Lives Matter.

[REDACTED]

From: [REDACTED]
Sent: 22 January 2024 13:27
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: 100 Chalk Farm Road - GLA follow up meeting

Thanks [REDACTED]

We can discuss further tomorrow at the pre-meet then. I do also have good availability if a separate 5-10 minute call would be beneficial.

If there is any scope to request further details on the likely timing of the feasibility study and if it is still on track that would be appreciated.

As you mention the follow-up written response is another chance to formalise comments. I'm wary that the agent has indicated that they are moving forward with submission in the following weeks and that this potential issue has been communicated separately by the previous case officer and through your meeting with the applicant/LPA.

Many thanks,
[REDACTED]

[REDACTED]
Strategic Planner, Development Management, Planning

GREATERLONDONAUTHORITY
169 Union Street, London SE1 0LL
Email: [REDACTED] [london.gov.uk](mailto:[REDACTED]@london.gov.uk)

From: [REDACTED] <[REDACTED]@tfl.gov.uk>
Sent: Monday, January 22, 2024 11:38 AM
To: [REDACTED] <[REDACTED]@london.gov.uk>
Cc: [REDACTED] <[REDACTED]@tfl.gov.uk>; [REDACTED] <[REDACTED]@tfl.gov.uk>; [REDACTED] <[REDACTED]@tfl.gov.uk>
Subject: RE: 100 Chalk Farm Road - GLA follow up meeting

Hi [REDACTED]
[REDACTED]

I'll be able to make the pre-meet tomorrow afternoon, but not the meeting itself.

The attached email contains what we sent for inclusion in the pre-app response, together with a request to see the draft response before it was issued. Also attached is the GLA response that was issued without further communication with TfL.

The only update I can provide is that our Sponsorship people are still investigating the 'high level' feasibility of accessing the platforms from this site. We were told 6-7 months to carry out the works, so we are hopefully nearing its conclusion. The next steps depend on the outcome of this.

If it is technically feasible then we could identify space requirements for escalators and a second entrance and ask the developer to fund a pre-feasibility Study to look at buildability as well as verifying space requirements.

Krgds

Subject: RE: 100 Chalk Farm Road - GLA follow up meeting

Hi

Many thanks,

Email: [REDACTED] [\[REDACTED\]@london.gov.uk](mailto:[REDACTED]@london.gov.uk)

Subject: RE: 100 Chalk Farm Road - GLA follow up meeting

Hi!

Many thanks,

Strategic Planner, Development Management, Planning

GREATERLONDONAUTHORITY

169 Union Street, London SE1 0LL

Email: [\[REDACTED\]@london.gov.uk](mailto: [REDACTED]@london.gov.uk)

From: [REDACTED] <[\[REDACTED\]@tfl.gov.uk](mailto: [REDACTED]@tfl.gov.uk)>

Sent: Friday, January 19, 2024 1:08 PM

To: [REDACTED] <[\[REDACTED\]@london.gov.uk](mailto: [REDACTED]@london.gov.uk)>

Cc: [REDACTED] <[\[REDACTED\]@tfl.gov.uk](mailto: [REDACTED]@tfl.gov.uk)>; [REDACTED] <[\[REDACTED\]@tfl.gov.uk](mailto: [REDACTED]@tfl.gov.uk)>; [REDACTED] <[\[REDACTED\]@tfl.gov.uk](mailto: [REDACTED]@tfl.gov.uk)>; [REDACTED] <[\[REDACTED\]@tube.tfl.gov.uk](mailto: [REDACTED]@tube.tfl.gov.uk)>

Subject: RE: 100 Chalk Farm Road - GLA follow up meeting

Hi [REDACTED]

Thanks for confirming.

There was an issue with the previous pre-app response which unfortunately did not fully reflect our comments.

- ☐ Basically there is the potential for the site to be a new station entrance as the southern end of the Northern Line platforms extend to the Roundhouse.
- ☐ The proposal has not been considered before and has a number of potential challenges that may render it technically impossible / too costly
- ☐ However, we do need to investigate as this is the last site available for any potential station entrance.
- ☐ After the GLA pre-app we have had a separate meeting with the applicants and the Council are aware of the situation
- ☐ The takeaway was that we would do a high level assessment to see if a new station entrance is technically feasible, I believe these works are still ongoing.
- ☐ If a station entrance it is technically feasible it would be many years away due to funding, priorities, etc
- ☐ What we need to try and ensure is that the site is designed and brought forward in a way that facilitates any future station entrance and does not increase its cost.

There should be no surprises here and your report is a good opportunity to formalise and update TfL's views, so if I could provide written comments that would be good.

Kind regards

[REDACTED]

From: [REDACTED] <[\[REDACTED\]@london.gov.uk](mailto: [REDACTED]@london.gov.uk)>

Sent: 19 January 2024 09:22

To: [REDACTED] <[\[REDACTED\]@tfl.gov.uk](mailto: [REDACTED]@tfl.gov.uk)>

Subject: FW: 100 Chalk Farm Road - GLA follow up meeting

Hi [REDACTED]

Good morning.

I see that you have been allocated this pre-application. However, this pre-app follow up isn't going to cover transport in any detail so TfL attendance isn't required. I haven't sent out a consultation for this one.

However, let me know if there are any points of particular concern or if you wish to attend.

Also attached is the previous pre-app response. The design pack is on Arcus.

Many thanks,

Strategic Planner, Development Management, Planning

GREATERLONDONAUTHORITY

169 Union Street, London SE1 0LL

Email: [REDACTED] [london.gov.uk](mailto:[REDACTED]@london.gov.uk)

From: [REDACTED] <[REDACTED]@geraldve.com>

Sent: Thursday, January 18, 2024 10:25 AM

To: [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@camden.gov.uk>

Cc: [REDACTED] <[REDACTED]@regal-london.co.uk>; [REDACTED] <[REDACTED]@geraldve.com>; [REDACTED]

<[REDACTED]@geraldve.com>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED]

<[REDACTED]@regal-london.co.uk>

Subject: 100 Chalk Farm Road - GLA follow up meeting

Hi [REDACTED]

Further to recent exchanges, please find an advance pack to inform our meeting next week.

<https://we.tl/t-5CLH85IVXP>

As mentioned we are due to submit the application in coming weeks and are keen to update officers on the progress since meeting last summer and in advance of the Stage 1 referral in due course.

In terms of discussion topics, we note the following points to focus :

Land Use Principles – We have support from GLA and Camden to date for a student accommodation-led mixed use scheme, including conventional self contained affordable housing with ground floor commercial uses in this highly accessible town centre location; we note the recent Local Plan Reg 18 consultation which confirms this.

Affordable housing and viability: We have corresponded with yourselves and Camden officers to confirm that the scheme e will qualify for Fast Track through the hybrid approach. The affordable C3 housing equates to circa 23% of the scheme. The proposals are to supplement this with 42 cluster beds which would bring the overall affordable offer to 35% (in floorspace and habitable rooms). Mindful that the GLA has agreed with this blended approach on other schemes and having agreed with Camden officers that this approach is acceptable, we do not intend on submitting a viability appraisal with the application, but will provide an affordable housing statement.

Urban Design Principles and Heritage Considerations: we note previous GLA officer comments which supported the emerging design and architectural appearance, and public realm improvements. We have amended the proposals since meeting to respond to LBC feedback regarding scale and heights, reducing the number of storeys on Chalk Farm Road and amending the heights at the rear to respond to townscape views and setting (including Camden Goods Yard and the Roundhouse).

Transport: the scheme is car free, with priority given to pedestrians and cycling, with servicing taking place on street (we do not envisage TfL need to attend the meeting).

Climate change and environment: The consultant team is preparing a suite of reports in support of an application to meet GLA policy requirements regarding energy, carbon, and sustainability. A detailed retrofit /retention assessment has been taking place to meet Camden requirements.

We look forward to meeting with you – which at this stage, we envisage to largely be around the evolution of the scheme design. As mentioned we are happy to host an in person/hybrid meeting or if Teams is preferred, we can stick with that. Look forward to catching up either way.

■■■■■ ■■■■ – let me know re the link and if you would like me to send via other means – FYI it largely reflects the DRP pack.

Kind regards,

■■■■■

■■■■■ ■■■■
Senior Associate

Tel. 020 ■■■■■
Mobile. +44 782 ■■■■■
■■■■■ geraldve.com

Gerald Eve LLP
One Fitzroy
6 Mortimer Street
London, W1T 3JJ
www.geraldve.com

GREATER **LONDON** AUTHORITY

Good Growth

██████████
Gerald Eve
By email

Our ref: 2023/0392/P2I
Date: 4 August 2023

Dear ██████████

Town & Country Planning Act 1990 (as amended); Greater London Authority Act 1999 & 2007; Town & Country Planning (Mayor of London) Order 2008

Site: 100 Chalk Farm Road, 100 Chalk Farm Road, London NW1 8EH

LPA: Camden

Our reference: 2023/0392/P2I

Further to the pre-planning application meeting held on 04 July 2023, I enclose a copy of the GLA's assessment which sets out our advice and matters which will need to be fully addressed before the application is submitted to the local planning authority.

The advice given by officers does not constitute a formal response or decision by the Mayor with regard to future planning applications. Any views or opinions expressed are without prejudice to the Mayor's formal consideration of the application.

Yours sincerely

██
John Finlayson

Head of Development Management

cc ██████████ ██████████ Deputy Head of Development Management
██, TfL

100 Chalk Farm Road

Local Planning Authority: Camden

The proposal

Student-led mixed use redevelopment comprising circa 267 student rooms, 24 Class C3 affordable homes, together with circa 1,000 sq.m. of ground floor commercial floorspace and associated public realm, landscaping and amenity space. Building heights ranging from 6, 9, 10 and 12 storeys.

The applicant

The applicant is **Regal** and the architects are **DSDHA**

Assessment summary

Land use principles: A student accommodation-led mixed use scheme, including conventional self-contained affordable housing with ground floor commercial and SME workspace uses would be supported in this highly accessible town centre location.

Student accommodation: To comply with London Plan Policy H15, the majority of the student rooms should be subject to a nominations agreement with one or more Higher Education Institutions. The design and layout arrangement for the student rooms is acceptable and could comply with the functional and qualitative design criteria in the London Plan, subject to further details being provided at submission stage regarding room layouts and communal facilities.

Affordable housing: Whilst no affordable student accommodation is currently proposed, self-contained affordable housing is proposed which complies with Camden's local plan policy. This would ensure that the scheme contributes towards addressing housing requirements for which there is the greatest need at a local and strategic level. As such, this approach is accepted in this case. The tenure and affordability levels should be clarified in due course.

Viability: The scheme will need to follow the Viability Tested Route and the applicant's FVA will need to demonstrate that the scheme is making the maximum viable contribution towards affordable housing, and that the proposed approach does not financially benefit the applicant compared to a policy compliant level of affordable student accommodation. Early and late stage review mechanisms required. Any additional cash-in lieu payment will need to be robustly justified against the London Plan Policy criteria in terms of additionality and monitoring and delivery.

Urban design and heritage: The emerging design and architectural appearance is strongly supported and has the potential to respond positively to the existing and emerging townscape. Public realm and landscaping proposals along Chalk Farm Road are welcomed. The site's very close proximity to the Roundhouse will mean that the application will need to accord with the Agent of Change principles in the London Plan. It is likely that a relatively low level of less than substantial harm could be caused to the Grade II* listed Roundhouse, which would need to be outweighed by public benefits.

Transport: Further detail is required in relation to cycle parking design and access.

Climate change and environment: Detailed matters relating to energy and whole life cycle carbon assessment have not yet been discussed and will be subject to a follow-up pre-application meeting.

Context

1. On 04 July 2023 a pre-planning application meeting to discuss a proposal to develop the above site for the above uses was held with the following attendees:

GLA group

- [REDACTED] [REDACTED] Principal Strategic Planner, Development Management (strategic planning case officer and urban design officer)
- [REDACTED] Principal Heritage Officer
- [REDACTED] [REDACTED] Spatial Planning, Transport for London (TfL)
- [REDACTED] [REDACTED] Spatial Planning, TfL
- [REDACTED], Spatial Planning, TfL

Applicant

- [REDACTED] [REDACTED] Regal London (applicant / developer)
- [REDACTED] [REDACTED], Regal London (applicant / developer)
- [REDACTED] Regal London (applicant / developer)
- [REDACTED], DSDHA (architect)
- [REDACTED] DSDHA (architect)
- [REDACTED], DSDHA (architect)
- [REDACTED] [REDACTED] Gerald Eve (planning)
- [REDACTED] [REDACTED] Gerald Eve (planning)
- [REDACTED], Turley (heritage and townscape)
- [REDACTED], Icení (transport)
- [REDACTED], Whitecode (energy and sustainability)

Local Authority

- [REDACTED], Camden Council (urban design)
 - [REDACTED] [REDACTED], Camden Council (case officer – sent apologies)
2. The advice given by GLA officers does not constitute a formal response or decision by the Mayor with regard to future planning applications. Any views or opinions expressed are without prejudice to the Mayor's formal consideration of an application.

Site description

3. The site is 0.28 hectares in size and is located on the south side of Chalk Farm Road, adjacent to the Grade II* listed Roundhouse theatre / live music venue. The site falls within Camden Town Centre and is covered by the Camden Goods Yard Planning Framework SPD (2017). The SPD envisages the comprehensive redevelopment of the site alongside the wider Camden Goods Yard development and Juniper Crescent Housing Estate.
4. Currently, the site contains two office buildings together with associated car parking and vehicle turning space. The site has been vacated by its former owner and occupant (One Housing Group) since 2018. It is currently in temporary / meanwhile use as a homeless shelter for rough sleepers (LPA Ref: 2019/5407/P). The larger of the two buildings is 5-storeys in height and is situated next to Chalk Farm Road. A smaller 3-storey office building is located to the rear adjacent to the railway line (with the lower storey of this building mostly underground). There are a total of 17 car parking spaces at surface and below ground level to the rear of the larger office building.
5. To the rear (south), the site is bounded by a surface level railway line which provides mainline National Rail services into Euston Station. A brick wall is situated in front of the larger office building and runs immediately adjacent to the pedestrian footway on Chalk Farm Road. A retaining wall runs along the rear (southern) boundary of the site with the railway which is circa 3 metres in height. The site's topography slopes steeply up from Chalk Farm Road towards the retaining railway wall. There is a change in levels of approximately 4.5 metres in this direction.

Figure 1 – site boundary and surrounding context



6. To the west the site is bounded by a former petrol filling station which has been demolished. This site is being redeveloped with a six-storey commercial building proposed as part of the approved wider Camden Goods Yard scheme. As part of this permission a youth space is being provided which would be immediately adjacent to the site boundary.
7. The site falls within the Regent's Canal Conservation Area which extends to the east along the railway and canal. Further to the south is the Primrose Hill Conservation Area. The Eton Conservation Area is to the north-east, further up along Haverstock Hill.
8. The site does not include any statutory listed buildings but is immediately adjacent to the Grade II* Roundhouse. Chalk Farm Underground Station to the west is also Grade II listed. There is a Grade II listed horse trough outside the site on Chalk Farm Road. Further to the east along Chalk Farm Road is the Grade II* listed Horse Hospital and the Grade II listed Stanley Sidings and Stables.
9. The site falls within a Strategic Viewing Corridor – Parliament Hill summit to the Palace of Westminster Protected Vista Extension (View 2A.2) – which is designated in the Mayor's London View Management Framework (LVMF).
10. The surrounding area is mixed use in character with Chalk Farm Road having a strong commercial character at ground floor level and residential above. Opposite the site are buildings that vary in height from 1 to 4 storeys. To the north of Chalk Farm Road, in Belmont and Ferdinand Streets, are some taller residential buildings of between 8 to 12 storeys.
11. In terms of the emerging context, the wider area is undergoing significant change and redevelopment, as summarised below:
 - The Camden Goods Yard scheme comprises comprehensive phased mixed use development with buildings ranging in height from 3 to 14-storeys as shown below. This scheme also involves the redevelopment of the former petrol filling station to the east of the site as part of a 5 to 6 storey office building.
 - The Roundhouse Works development has been recently constructed immediately to the west of the Grade II* Roundhouse which provides co-working space within a three to four storey which wraps around the corner.
 - To the north, Camden Council-led schemes at Belmont Street and the Charlie Ratchford Centre have also been recently constructed, comprising residential buildings ranging in height from 5, 6, 7 and 10-storeys.
 - To the south, residents of the Juniper Crescent Estate have recently voted in favour of the comprehensive redevelopment of the estate following a ballot. The [emerging scheme](#) which is still at pre-application stage proposes circa 450 homes with building heights of circa 4 to 12+ storeys.
12. The Public Transport Access Level (PTAL) of the site is 6a (on a scale of 0 to 6b; where 6b represents the highest level of connectivity to the public transport network). Chalk Farm Underground Station (Northern Line) is very close

walking distance from the site, situated approximately 150 metres to the east on Chalk Farm Road. Camden Town London Underground Station and Kentish Town West London Overground Station are also within walking distance. Bus stops are directly outside the site on Chalk Farm Road which provide access to 3 daytime and 3 night-time bus routes.

13. The nearest strategic cycle route, Cycleway 6, is approximately 0.5 km north via Ferdinand Street at Prince of Wales Road. The Chalk Farm Road Safe and Healthy Streets scheme has recently introduced dedicated cycle lanes and other improvements in the vicinity of the proposed development. The nearest Cycle Hire docking stations are currently located within walking distance at Castlehaven Road (19 docking points) and Arlington Road (24 docking points), with a potential new docking station as part of the nearby Camden Goods yard development.

Figure 2 – emerging context (permitted schemes shown in blue)



Details of this proposal

14. The scheme proposes student-led mixed use redevelopment of the site comprising circa 267 student rooms, 24 Class C3 affordable homes, 1,000 sq.m. of SME workspace / commercial floorspace and associated public realm, landscaping and amenity space, with building heights ranging from 6, 9, 10 and 12 storeys.
15. The future application is expected to be referable to the Mayor under the following categories of the Mayor of London Order 2008:
 - *Category 1B(c): “Development (other than development which only comprises the provision of houses, flats, or houses and flats) which comprises or includes the erection of a building or buildings - outside Central London and with a total floorspace of more than 15,000 square metres.”*

- *Category 1C: “Development which comprises or includes the erection of a building of...more than 30 metres high and is outside the City of London”.*

Strategic planning issues and relevant policies and guidance

16. For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area comprises the Camden Local Plan (2017), Camden Policies Map (2021) and the London Plan (2021).
17. The following are also relevant material considerations:
 - The National Planning Policy Framework and National Planning Practice Guidance and Written Ministerial Statements;
 - Camden Goods Yard Planning Framework SPD (2017)
 - Camden Planning Guidance - Design, Housing, Trees, Air Quality, Developer Contributions, Basements, Access for All, Transport, Water and Flooding, Health and Wellbeing.
 - Conservation Area Appraisals: Regent’s Canal Conservation Area Appraisal and Management Plan (2008); Primrose Hill Conservation Area Statement (2000); Eton Conservation Area Statement (2002).
 - Draft Camden Site Allocations DPD (2019), Reg 18 pre-publication stage
18. The relevant issues, corresponding strategic policies and guidance (supplementary planning guidance (SPG) and London Plan guidance (LPG)), are as follows:

• Land use principles	<i>London Plan;</i>
• Student accommodation	<i>London Plan; Affordable Housing & Viability SPG; Housing SPG;</i>
• Housing and affordable housing	<i>London Plan; Affordable Housing and Viability SPG; Housing Strategy; Play and Informal Recreation SPG;</i>
• Urban design and heritage	<i>London Plan; Housing SPG; Character and context SPG; Characterisation and Growth Strategy LPG; Optimising Site Capacity: A Design-led Approach LPG; draft Fire Safety SPG; Public London Charter LPG; Play and Informal Recreation SPG; Housing Design Standards LPG;</i>
• Strategic views	<i>London Plan; LVMF SPG;</i>
• Inclusive access	<i>London Plan; Accessible London: Achieving an Inclusive Environment SPG;</i>

- Transport *London Plan; the London Transport Strategy; Sustainable Transport, Walking and Cycling LPG.*
- Climate change and sustainable development *London Plan; the London Environment Strategy; The control of dust and emissions in construction SPG; Circular Economy Statements LPG; Whole-life Carbon Assessments LPG; 'Be Seen' Energy Monitoring LPG; Urban Greening Factor LPG; Air Quality Neutral LPG; Air Quality Positive LPG;*

Summary of meeting discussion

19. Following a presentation of the proposed scheme from the applicant team, meeting discussions covered strategic issues with respect land use principles, student accommodation, affordable housing, agent of change, urban design, residential quality, heritage, transport, climate change, sustainability and urban greening. Based on the information made available to date, GLA officer advice on these issues is set out within the sections that follow.

Land use principles

Student accommodation

20. The principle of providing purpose-built student accommodation in this location is supported, taking into account the relevant site specific and strategic planning policy considerations, in particular:
 - the site location within Camden Town Centre;
 - the site's PTAL range of 6a and its close proximity and good access to public transport facilities which ensures good access to universities in central London and beyond, with the site also being relatively well-served in terms of cycle infrastructure and pedestrian access.
 - good existing access to commercial, retail, leisure amenities within Camden and Chalk Farm;
 - the overall strategic requirement for student accommodation in London (3,500 purpose-built bed spaces per annum), taking into account completions data in the London Plan AMR and the overall planning pipeline of permitted schemes locally and across the capital; and
 - the potential for over-concentration of student accommodation in this location and associated considerations in terms of the provision of mixed and balanced communities, taking into account the locational and contextual factors set out below.
21. The proposed student accommodation would contribute towards meeting the overall need for student accommodation and the London Plan requirements set out above. It would also contribute towards London Plan housing targets on the basis set out in the London Plan. This confirms that net non-self contained

accommodation for students should count towards meeting housing targets on the basis of a 2.5:1 ratio.

Locational and contextual factors

22. The proposal for a student-led mixed use scheme on this particular site does not raise any strategic planning concerns in terms of the potential for over concentration or mixed and balanced communities. The surrounding existing context is mixed use in nature and the existing and emerging residential context ensures provision for a range of housing tenures and typologies.
23. At the neighbourhood level, the proposed student accommodation would be situated next to predominantly conventional residential schemes in the form of the Camden Goods Yard scheme (573 homes) and Charlie Ratchford Centre (115 homes) and the proposed regeneration of the Juniper Crescent Estate. The Belmont Street scheme comprises specialist older persons housing in social rent. At a site level, the proposed student accommodation would be sited next to 24 Class C3 affordable homes ensuring a mix of housing typologies on site which contributes positively to the objective for mixed and inclusive communities.
24. Furthermore, GLA officers generally consider that the particular development constraints in terms of the site's close proximity to the Roundhouse, as well as the mainline railway and Chalk Farm Road mean that a student accommodation could work well in this particular part of the site.

Nominations agreement

25. To comply with London Plan Policy H15, occupation of the student accommodation by students studying courses at a Higher Education Institution (HEI) should be secured. In addition, the majority of the student rooms should be subject to a nominations agreement with one or more Higher Education Institutions. A management plan should be secured.
26. Following pre-application discussions, it is understood that the applicant is not seeking to enter into a nominations agreement, with its preference being to provide all of the student accommodation as direct-let accommodation available to students studying at HEIs. There are understood to be various factors influencing this position. However, it is understood that a key driver is because the applicant would not have the certainty of 35% student affordable on site when having discussions with HEIs to enter into a nominations agreement.
27. Absence of a nominations agreement on the majority of bedrooms would be in conflict with London Plan Policy H15. Further discussion and robust justification is therefore required on this issue.
28. Reasonable endeavours clauses or cascades could potentially be accepted in relation to the nominations agreement to provide an appropriate degree of flexibility to respond to financial / market uncertainties, whilst ensuring that the overarching objectives of the policy are met.

Commercial uses and loss of employment floorspace

29. The proposals result in an overall net reduction in employment floorspace compared to the existing office as it existed prior to the grant of the temporary planning permission to convert the building into a homeless hostel on a short-term basis.
30. The scheme proposes 1,000 sq.m. of commercial floorspace within two ground floor units. An element of this floorspace would be provided as SME workspace uses; however, the final design proposals for the commercial units have not yet been confirmed and should be clarified in due course.
31. Provision of SME floorspace would be supported in line with London Plan Policy E1 and E2. In addition, clarification is sought as to whether affordable workspace is required by local planning policy and would be provided. Flexible food and beverage commercial uses would also be supported given the location within Camden Town Centre and the site's proximity to a major entertainment venue.
32. GLA officers note that the applicant is in discussion with the Council to address the requirements of Camden Local Plan Policies E1 and E2. These policies resist the loss of existing employment premises unless they are no longer suitable and have been appropriately marketed, with evidence provided to demonstrate this.
33. The draft Camden Site Allocations DPD (Reg 18) indicated a preference for office uses to be retained on the site. However, GLA officers understand that the Council's emerging approach is to reconsider this land use allocation and it is expected that the next draft of the Site Allocations DPD will confirm that Council's preference for a residential-led mixed use scheme on the site.
34. Overall, on balance, the net loss of employment floorspace in this location does not raise any strategic planning concerns, noting the mix of land uses which are proposed within the scheme (which would include SME workspace at ground floor level); the site's planning history (full planning permission was granted for demolition and residential-led mixed use development in 2013, which was never implemented and has now lapsed); and the emerging Local Plan context.

Conclusion - Land use principles

35. A student accommodation-led mixed use scheme, including conventional affordable housing and commercial and SME workspace uses would be supported in this highly accessible town centre location.

Affordable accommodation

36. The London Plan identifies a need for affordable student accommodation which is required by London Plan Policy H15. This seeks to ensure that the lack of affordable student accommodation does not act as a barrier to higher education study in London. Allocation of affordable accommodation to students considered most in need is then undertaken by the higher education

providers(s) via nominations agreement. This overall policy approach was developed by the GLA in close collaboration with the Mayor's Academic Forum.

37. The London Plan threshold for this site would be 35%. Therefore, to follow the Fast Track Route, 35% of the student rooms should be secured as affordable student accommodation as defined in London Plan (para 4.15.8) and as updated in the London Plan Annual Monitoring Report (AMR).
38. The applicant has stated that the proposed scheme would follow the Viability Tested Route as a bespoke affordable housing proposal is being prepared in consultation with the Council. The London Plan Policy H15 requirement for affordable student accommodation would not be met. Instead, the scheme proposes on-site self-contained affordable homes in Class C3 use. GLA officers understand that this has been requested by the Council.
39. This approach responds to Camden Local Plan Policies H3 and H4 which seek to maximise the provision of self-contained housing and the supply of affordable housing. Camden Local Plan Policy H9 states that, where student housing developments do not provide affordable student accommodation, the Council will expect an appropriate amount of conventional affordable housing. The proposals would therefore accord with this adopted local policy.
40. The principle of providing on-site conventional affordable housing alongside student accommodation is supported given that this ensures that the site makes provision for the type and tenure of housing for which there is the greatest level of need in London at both a local and strategic level.
41. The current scheme would comprise 24 conventional / Class C3 self-contained affordable homes within a 10-storey block. The applicant has stated that the proposed Class C3 housing is approximately 22% of the total development floorspace (GIA). This is an improvement on the proposed affordable offer at the time of the pre-application meeting which proposed 16 affordable homes within this block (circa 14% of the total development GIA).
42. As set out at the pre-application meeting, GLA officers were concerned that the original designs for the affordable block (which included only two units per core per floor) might not have been viable or deliverable, noting the typical management efficiencies required by Registered Providers in London. The emerging scheme is an improvement in this respect, with circa 3 to 4 units per floor proposed, the increased quantum to 24 homes and a generally more efficient layout ensuring larger two-level maisonettes and flats. Given the nature of the scheme, early engagement with Registered Providers on the design and management of the affordable block is strongly recommended.
43. The tenure and affordability of the proposed affordable housing has not yet been confirmed. Based on the discussions at the pre-application meeting, it is currently assumed that the affordable would either comprise low cost rent accommodation (eg. social rent or London Affordable Rent); or intermediate rent at Camden Living Rent levels. Low cost rent products would be preferable; however, this would be subject to further discussion with the Council and applicant as part of the viability process. The affordability of homes

will need to comply with the Mayor's definitions of genuinely affordable homes as set out in the London Plan¹.

44. The future application will need to be supported by an FVA which will need to be scrutinised by the GLA's in-house viability team to ensure that the scheme is making the maximum viable contribution towards affordable housing. Early and late stage review mechanisms will be required.
45. The applicant has stated that if any additional surplus value is identified in the scheme as part of the Viability Tested Route, then this could be provided either in the form of a cash payment in lieu towards further off-site conventional Class C3 affordable housing as part of Camden's wider affordable homes programme; or alternatively, an element of affordable student accommodation could be provided within the student element of the scheme.
46. Any off-site cash payment in lieu would need to be justified in terms of addressing the following London Plan policy principles:
 - Exceptional circumstances - The overall emphasis of the London Plan is that affordable housing is provided on-site and cash in lieu payments are only accepted in exceptional circumstances which will need to be demonstrated.
 - No financial benefit – to avoid incentivising off-site provision, there must be no financial benefit to the applicant providing a cash-in lieu payment relative to on-site provision. In this case, this would need to be determined based on the maximum planning policy compliant level of student accommodation. It is recommended that both scenarios are considered as part of the viability process.
 - Additionality – any cash in lieu payment must result in additional affordable homes over and above any affordable homes that would otherwise be expected to provide. For example, if a site is Council owned and subject to the 50% affordable housing threshold, then any cash payment applied to these sites should increase provision above this level. This should be on an identified site or part of an agreed set of sites within the borough's affordable housing programme.
 - Monitoring – there should be robust monitoring and reporting mechanisms put in place to ensure the additional affordable homes are delivered.
47. It should be noted that any referable applications which are following the GLA's Viability Tested Route, the applicant will be required to pay the GLA's costs for assessing viability. An upfront payment of £10,000 plus VAT is required. This standard fee covers the cost of case officer project management, specialist viability officer review and management team input. This payment relates to the GLA's assessment of an application at Stage 1 and Stage 2 of the referral process, including consideration of the S106 agreement and viability review clauses. Further information and advice is available on the GLA website [here](#).

¹ London Plan paragraphs 4.6.3 to 4.6.10

Quality of student accommodation

48. The ratio of cluster bedrooms to communal kitchens is approximately 7. This is acceptable. The ratio of cluster bedrooms to premium and studio rooms appears to be acceptable based on the emerging floorplans.
49. The overall plan form of the circular buildings works well in terms of student housing, enabling efficient and convivial internal layout and configuration of the accommodation, with two linked cores ensuring access to two staircases on all floors and good sized rooms which would have an open outlook, generally avoiding direct facing rooms and associated privacy issues.
50. Additional study rooms have been provided within the corridor spaces at the centre of the three interlinked circular student buildings. Central communal corridor spaces are generously sized. This is welcomed and represents good design. Natural daylight and ventilation could be added to the central communal by slightly reconfiguring the study spaces and premium rooms to provide light and views out in an appropriate direction, taking into account the potential for overheating.
51. At the next stage in the design process, GLA officers would welcome the opportunity to review and comment on the internal design and size of the student rooms to verify compliance with the qualitative design criteria set out in London Plan Policy H15. This is expected to be achieved based on the layouts provided.
52. Confirmation is sought on the provision of DDA compliant rooms which are shown on the proposed plans. In addition, the first floor level floorplan within the student housing blocks should be provided to set out arrangements in terms of communal floorspace provision in terms of workspace, lounge and communal dining facilities. These should be arranged so as to link to the external communal amenity space to the rear, providing a good level of amenity to students.

Quality of conventional residential accommodation

Residential quality

53. All of the homes would be either through dual aspect or triple aspect which is strongly supported. Two-level maisonettes would have good internal layouts with generous kitchen and living spaces on one level and bedrooms above. Bedrooms facing the railway and Chalk Farm Road would be slightly recessed behind balconies and deck access walkways which is welcomed noting the noise constraints. Decibel levels on the facades should be tested to determine the level of mitigation required in terms of sound insulation.

Play space provision

54. This would be to the rear of the affordable block and would benefit from direct sunlight to the south. The quantum of provision proposed would appear to broadly meet the London Plan requirements for children aged 0 to 12 on site,

with provision for older children provided off-site within existing parks within an 800-metre walk. This is acceptable in principle, subject to further qualitative and quantitative details being provided for assessment at submission stage.

Urban design

Design, layout, public realm and landscaping

55. London Plan Policies D1-D3 and D8 set out a range of urban design principles relating to the quality of public realm, the provision of convenient, welcoming and legible movement routes and the importance of designing out crime by optimising permeability and legibility and by maximising the provision of active frontages and minimising inactive frontages.
56. The overall layout approach is supported and responds positively to the site opportunities and constraints and the policy objectives set out above. The design of the base of the scheme is well-considered and would ensure an appropriately designed and well-activated two-storey plinth with an interesting curved form which would complement the appearance and materiality of the Roundhouse.
57. Approximately 410 sq.m. of new public open space is proposed which would feature set back landscaped forecourt spaces set between the curved circular blocks. A good level of urban greening is proposed within level changes and terraced landscaping.
58. The design of the stepped landscaping adjacent to the Roundhouse is welcomed and has the potential to make a positive contribution to the character and spatial configuration of the public realm in this location. The designs of this space should anticipate and seek to accommodate the potential for those attending ticketed events at the Roundhouse to sit at this location, adding to the vibrancy of the area and reducing current issues with queues on the footway. The proposals for in-built seating at the base of the commercial units and within the terraced landscaping spaces would contribute positively to this objective and is supported.
59. The demolition of the unlisted wall is supported in urban design terms given the negative impact this currently has in terms of natural surveillance, movement and views into the site. However, as noted below this would cause some harm to the Regent's Canal Conservation Area. The reuse of the brickwork within the scheme is strongly encouraged.
60. The main ground floor lobby entrance to the student accommodation is well-defined and centrally located with a degree of natural surveillance provided by the rounded commercial units on either side.
61. The latest design proposals would ensure a more legible communal entrance to the affordable block which would be clearly identifiable from Chalk Farm Road with a direct desire line provided via the resident's forecourt landscaped space. This is supported and should be retained. Removal of the overhanging element of the student block from the walkway to the affordable block is welcomed.

62. Whilst the St George Youth Space falls outside the red line boundary, the landscaping proposed within the scheme envisages a relatively seamless approach to the public realm which would be strongly supported.
63. Unfortunately, there would be limited active frontage at the base of the affordable block. It is hard to see how this particular issue can be overcome in the absence of a basement and given the space constraints and spatial requirements in relation to cycle parking, refuse and plant facilities which ultimately will need to be accommodated at ground floor level within the block so that they can be accessed. To mitigate this issue, high quality materials should be provided on any dead frontages. In addition, it is recommended that upper level residential accommodation and walkways are designed so as to maximise the potential for positive overlooking of the entrance and circulation spaces at ground floor level.

Agent of change

64. Close proximity of the site to the Roundhouse means that the scheme will need to accord with the agent of change principles set out in London Plan Policy D13.
65. Whilst there does not appear to be any intrinsic issue associated with the design and land use proposals from an Agent of Change perspective, GLA officers would welcome further clarification on the applicant's discussions with the operators of the Roundhouse. In addition, further clarification is sought regarding the current access and servicing arrangements for the Roundhouse to establish how this might be affected by the proposals and any necessary mitigation measures that are required.
66. The location of the student blocks close to the Roundhouse does not raise any particular concerns. However, potential noise impacts should be addressed through good acoustic design and sound proofing.
67. As set out above, the proposed public realm and landscaping proposals would appear to provide a significant benefit for the Roundhouse in terms of providing additional public realm space for queuing on entrance and space for visitors exiting the facility, which would be welcomed. GLA officers therefore do not anticipate that there would be major strategic planning concerns regarding the Agent of Change principle. However, this will need to be subject to further detailed discussion at submission stage.

Architectural and materials quality

68. The proposed architectural design of the student blocks is strongly supported. The cylindrical form proposed is well-considered and responds positively to the circular form of the Roundhouse which is a famous and historic landmark building. The differentiated materiality and rounded form and design of the plinth at the base of the scheme also echoes that of the Roundhouse. Good levels of depth have been incorporated within the proposed elevation on the plinth, particularly through the use of regular vertical column features which

mirror those of the Roundhouse and would create a sense of rhythm along the streetscape.

69. The overall design of the base would ensure a human scale streetscape environment and an active street frontage to the proposed blocks, with the taller elements and more distinctive form of development above. This is an appropriate response to the immediate townscape context and is successful.
70. The emerging elevational designs at upper levels would comprise an outer grid of terracotta / bronze metalwork based on a two-storey framework, with darker black and grey metal panelling and windows behind. This would accentuate the rounded nature of the proposed built form providing a strong overall vertical and horizontal appearance, as well as providing shading in terms of overheating within the student accommodation. Each of the three cylindrical buildings would have an expressed open top, hiding plant space and also helping to define the buildings in the townscape views. This is supported.
71. The designs for the affordable blocks carry through the same design intent and materiality and appearance, which is welcomed. Overall, the proposals have the potential to create a cohesive and highly distinctive and visually dynamic new scheme in this location, which would be strongly supported. Further refinement and articulation is required to define the longer elevation of the affordable block given that this would be most visible from the street, including greater expression of the base and top of this building.

Strategic views

72. The site is situated within a protected viewing corridor (LVMF View 2A.2 from Parliament Hill summit to the Palace of Westminster, with the site falling within the middle ground of the view. The proposed height and massing would appear to sit comfortably within the LVMF SPG threshold plane height and the existing and emerging context.
73. No verified views have so far been provided for the LVMF strategic view. However, based on the findings of recent approved planning applications at the Charlie Ratchford Centre and the Camden Goods Yard which are close to the site, GLA officers do not envisage that the proposed scheme is likely to obscure or harm the viewers ability to appreciate the protected strategic landmark in this view. Accurate visual representations will need to be provided at submission stage, which will be considered in more detail by GLA officers before any conclusion can be reached in terms of compliance with London Plan Policy HC4.

Heritage

74. The existing building on site dates from 1973 to 1975 and was designed by Richard Seifert as recording studios and offices. The applicant has stated that Historic England has issued a Certificate of Immunity from Listing for the building which should be provided. The building is unattractive in terms of its overall massing, design and tone and negatively impacts the setting of the Grade II* listed Roundhouse and the character and appearance of this part of

the Regents Canal Conservation Area. The building is not considered to be a non-designated heritage asset. As such, the demolition and redevelopment of the existing building is acceptable in heritage terms.

75. As noted earlier, the demolition of the wall is supported in terms of the urban design benefits this provides. The loss of the wall would cause harm to the Regent's Canal Conservation Area. It is recommended that the brickwork is incorporated within the terraced landscaping where possible.
76. The unusual proposed building design which feature a cylindrical form, with a circular plan is an interesting and successful response to the challenge of building adjacent to the Roundhouse, which is a challenging building to neighbour, given its specific form.
77. The proposals would alter the setting and appreciation of the Roundhouse in views walking south-east towards the site on Haverstock Hill and Chalk Farm Road (views 01, 02 and 03). In these views the impact of the scheme on the Roundhouse would be appreciated taking into account the existing and permitted context. As set out above, currently the existing building detracts from the setting of the Roundhouse. In terms of the emerging context, the adjacent Roundhouse Works scheme and Camden Goods Yard scheme both impact the setting of the Grade II* listed building in terms of the foreground and backdrop.
78. Based on the emerging views 01 to 03, and noting the existing and emerging context, GLA officers consider that the scheme is likely to cause a low level of less than substantial harm to the setting of the Grade II* listed Roundhouse. However, this will be re-assessed at submission stage, taking into account the final Heritage Townscape and Visual Impact Assessment. Harm caused to designated heritage assets will need to be clearly and convincingly justified and outweighed by public benefits associated with the proposed scheme.

Height, massing and tall buildings

79. London Plan Policy D9 seeks to ensure that there is a plan-led and design-led approach to the development of tall buildings across London and that the visual, functional, environmental and cumulative impacts of tall buildings are fully considered and addressed. Tall buildings should not adversely affect local or strategic views and should make a positive contribution to the character and legibility of an area. The architectural and materials quality of tall buildings should be of an exemplary standard.
80. Camden's Local Plan Policy D1 states that all of Camden is sensitive to the development of tall buildings and sets out a design criteria for assessing proposals for tall buildings on a case by case basis. The Local Plan defines tall buildings as those which are substantially taller than their neighbours or which significantly change the skyline. The Camden Goodsyards SPD states that *taller* buildings are of 10-storeys and above in this context.
81. The proposed buildings are of 6, 9, 10 and 12-storeys. GLA officers envisage that the proposals would be considered to include some tall buildings, taking into account the particular site circumstances.



82. In terms of the qualitative criteria for tall buildings, the following comments are provided:

- Visual impact and design quality - the proposals are strongly supported in terms of architecture, appearance and visual impact. The overall massing and form of the buildings appears to be successful in its townscape context as shown in the views provided along Chalk Farm Road and down Haverstock Hill. The views show the scheme would respond positively to the circular form and appearance of the Roundhouse. The strong architectural appearance of the scheme and simple horizontal and vertical outer framework within the elevations would create a dynamic and distinctive appearance, ensuring a visually coherent and overall cohesive scheme, as shown below. This is strongly supported.
- Environmental impact - The potential for environmental impacts in terms of daylight, sunlight, overshadowing and wind microclimate should be detailed at submission stage and it should be demonstrated that the scheme would not cause any unacceptable impacts. There are no particular concerns regarding environmental impacts, taking into account the immediate uses which surround the site and the solar orientation to the south in relation to the adjacent estate which is also buffered from the site by the elevated railway. Within the scheme, the affordable block is entirely dual aspect and

benefits from a relatively open south-west facing elevation adjacent to the railway. Wind impacts on the public realm should be clearly identified and mitigated to ensure appropriate conditions are provided for pedestrian movement and seating.

- Functional impact – the overall approach to ensuring active frontages and entrances appears to be acceptable, taking into account certain site constraints associated with the affordable block. However, further information and clarification is required regarding deliveries and servicing and access to cycle parking facilities.



Optimising development capacity and design review

83. The scheme has evolved through a rigorous design-led process, with a number of design quality reviews undertaken, including a series of pre-application meetings with planning and design officers at the GLA and Council. This approach accords with the London Plan and is strongly supported.

Fire safety

84. In line with Policy D12 of the London Plan the future application should be accompanied by a fire statement, prepared by a suitably qualified third party assessor, demonstrating how the development proposals would achieve the highest standards of fire safety, including details of construction methods and materials, means of escape, fire safety features and means of access for fire service personnel.
85. Further to the above, Policy D5 within the London Plan seeks to ensure that developments incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum, at least one lift per core (or more subject to capacity assessments) should be a

suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the buildings.

86. Access to two separate staircases are proposed in both buildings which is welcomed.

Inclusive access

87. Policy D3 of the London Plan seeks to ensure that new development achieves the highest standards of accessible and inclusive design (not just the minimum). The future application should ensure that the development: can be entered and used safely, easily and with dignity by all; is convenient and welcoming (with no disabling barriers); and provides independent access without additional undue effort, separation or special treatment.
88. Policy D5 of the London Plan requires that at least 10% of new build dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings' (designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users); and all other new build dwellings must meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.
89. The future application should include plans that show where the wheelchair accessible homes would be located and how many there would be. These should be distributed across tenure types and sizes to give disabled and older people similar choices to non-disabled people. This information and typical flat layouts and plans of the wheelchair accessible homes should be included in the design and access statement. The Council should secure M4(2) and M4(3) requirements by condition as part of any permission.

Transport

Transport Assessment

90. The application should be supported by a full Healthy Streets Transport Assessment TA, which should include an Active Travel Zone Assessment (ATZ), in line with London Plan Policies T2 (Healthy Streets) and T4 (Assessing and mitigating transport impacts). The TA should also demonstrate how the site will link to and enhance existing walking and cycling routes nearby against the Healthy Streets indicators.
91. The key routes proposed for the ATZ assessment in the TA seem generally robust and appropriate. The route to the Adelaide Medical Centre should be added to the ATZ along with a night-time assessment.
92. The ATZ assessment should identify and examine the locations and causes of any deaths and serious injuries on key local walking, cycling and highway routes in the past 5 years. Where necessary, highway safety improvements may be sought which should be secured via S106 agreement, in line with London Plan Policy T4 and the Mayor's Vision Zero objective.

Healthy Streets

93. The proposals to widen the footway of Chalk Farm Road and the creation of new public realm is supported, in line with London Plan Policies T2 and D8. New public realm created should be secured for 24-hour public use secured through the section 106 agreement as necessary. All new public realm proposed will require careful management in line with the Mayor's Public London Charter.

Cycling

94. As noted above, Camden Council have recently implemented cycling improvements along Chalk Farm Road and therefore they may wish to seek funding from the development proposal for further cycling enhancements and signage to link the site to Cycleway 6, enabling new residents and visitors to access London's wider strategic cycle network and a range of onward routes and destinations.
95. Cycle parking is proposed in line with London Plan minimum standards which and in compliance with London Cycling Design Standards (LCDS). The exact access to, and provision, of proposed cycle parking should be confirmed in the submission and secured by condition and in the S106 and S278 agreements if necessary.

Legible London

96. A contribution may be requested by TfL for new Legible London wayfinding signage funded by S106, and updates to all other existing Legible London signage within walking distance.

Highway works

97. The full details of the proposed highway works were not included in the documentation or discussed at the meeting. As they involve works on bus stops CE and CF, early contact with TfL is urged to help address any highway safety issues identified.
98. A section 278 agreement will be required with Camden Council, and this must be secured through the s106 agreement. Designs must be sufficiently detailed to enable a robust stage 1 road safety audit (RSA) and designer's response. As a minimum this will require concept designs for all proposed public realm and highway works.

Vehicular access and parking

99. No vehicular access is proposed for the site (apart from emergency access requirements) and the use of the existing on street facilities is proposed for delivery and servicing. The principle has been agreed with Camden Council subject to demonstration that it is workable and adequate. All delivery and servicing proposals must accord with London Plan Policy T7 (Deliveries, servicing and construction).
100. The development would be car free which is strongly supported in accordance with London Plan Policy T6.5. However, the proposals should include disabled

car parking requirements in line with London Plan Policy T6.5 Non-residential disabled persons parking and demonstrate how these requirements will be met.

Construction Logistics and Delivery and Servicing Plans

101. A draft Construction Logistics Plan (CLP) and Delivery and Servicing Plan (DSP) should be submitted in support of the application. Full CLP and DSP documents, both produced in accordance with TfL best practice guidance, should be secured by condition for approval in consultation with TfL. The CLP should be in place before construction commences and the DSP prior to occupation in line with London Plan policy T7 (Deliveries, servicing and construction).

Travel plan

102. A Framework Travel Plan is proposed which should be secured, together with S106 funding for monitoring and implementation to achieve mode shift targets. These should match the MTS and the latest local MTS mode shift trajectory for the City of London (available from <http://planning.data.tfl.gov.uk/>).

Infrastructure protection

103. Due to the proximity of Northern line tunnels that run underneath Chalk Farm Road, the development must protect TfL infrastructure. It will therefore be essential to maintain ongoing contact with the relevant TfL Infrastructure Protection teams to ensure synergy between the proposed development, LU infrastructure nearby, and any future LU upgrades and maintenance. TfL will also recommend any necessary planning condition to Camden Council.

Climate change

104. Detailed matters relating to energy and whole life cycle carbon assessment were not discussed in a great level of detail and will be subject to a follow-up pre-application meeting. The following standard pre-application advice is therefore provided.

Net zero carbon target

105. The London Plan requires all major developments to meet the Mayor's net-zero carbon target, and so carbon savings must be maximised on site. At the very minimum, an on-site 35% reduction in carbon emissions beyond Part L of 2021 Building Regulations must be met.

Energy strategy

106. Applicants should follow the [GLA Energy Assessment Guidance 2022](#) which sets out the information that should be provided within the energy assessment to be submitted with a planning application. Applicants should submit a completed [Carbon Emissions Reporting spreadsheet](#) alongside any planning application to confirm the anticipated carbon performance of the development. The carbon emission figures should be reported against a Part L 2021 baseline.

Sample SAP full calculation worksheets (both DER and TER sheets) and BRUKL sheets for all stages of the energy hierarchy should be provided to support the savings claimed. Energy strategy

Be Lean demand reduction

107. London Plan Policy SI2 requires applicants to meet the London Plan energy efficiency targets:
- a. **Residential** – at least a 10% improvement on Part L of 2021 Building Regulations from energy efficiency measures alone
 - b. **Non-residential** – at least a 15% improvement on Part L of 2021 Building Regulations from energy efficiency measures alone
108. Student accommodation is classified as non-residential for the purposes of London Plan energy efficiency targets.

Cooling and overheating

109. Evidence should be provided on how the demand for cooling and the overheating risk will be minimised through passive design in line with the cooling hierarchy. Dynamic overheating modelling in line with CIBSE Guidance should be carried out (TM59 for residential taking into account the associated Approved Document O requirements and TM52 for non-residential) for all TM49 weather scenarios. It is expected that external shading will form part of major proposals. All applications are expected to comply with the DSY1 and maximise compliance with DSY2 & DSY3 by enhancing passive measures.

Be Clean heating infrastructure

110. The applicant should investigate opportunities for connection to nearby existing or planned district heating networks (DHNs). Where such opportunities exist, this should be the priority for supplying heat to the site in line with the London Plan heating hierarchy. Evidence of this investigation should be provided including evidence of active two-way communication with the network operator, the local authority and other relevant parties. This should include information on connection timescales and confirmation that the network has available capacity.
111. Where a DHN connection is not available, either now or in the future, applicants should follow the London Plan heating hierarchy to identify a suitable communal heating system for the site. The site should be provided with a single point of connection and a communal heating network where all buildings/uses on site will be connected. Relevant drawings/schematics demonstrating the above should be provided. The applicant should provide evidence confirming that the development is future proofed for connection to wider district networks now or in the future, where an immediate connection is not available.
112. The London Plan limits the role of CHP to low-emission CHP and only in instances where it can support the delivery of an area-wide heat network at large, strategic sites. Applicants proposing to use low-emission CHP will be

asked to provide sufficient information to justify its use and strategic role while ensuring that the carbon and air quality impact is minimised.

Be Green renewable energy

113. All major development proposals should maximise opportunities for renewable energy generation by producing, using, and storing renewable energy on-site. This is regardless of whether or not the 35% on-site target has already been met through earlier stages of the energy hierarchy.
114. Solar PV should be maximised; developments are expected to maximise opportunities for on-site electricity production including potentially through the provision of biosolar roofs where green roofs are proposed. As set out on page 48 of the guidance, applicants must provide a high resolution plan for the whole development that shows the available roof area for PV, any constraints to further PV and the total PV system output (kWp).
115. Should heat pumps be proposed, the applicant will be expected to demonstrate a high specification of energy efficiency measures under Be Lean, a thorough performance analysis of the heat pump system and, where there are opportunities for DHN connection, that the system is compatible. The detailed specification of any ASHP system will need to be clearly set out in line with the GLA's Energy Assessment Guidance.
116. Should an ambient loop heat network be proposed, the applicant will be required to engage with local DHN stakeholders and demonstrate that proposals will be compatible and commercially viable for future connection to district heating.

Be Seen energy monitoring

117. The developments energy performance should be monitored and reported on through an online monitoring portal. Guidance to support this monitoring is available [here](#). The development must be designed to enable post construction monitoring and the information set out in the 'Be Seen' guidance should be submitted to the GLA's portal at the appropriate reporting stages via the online [webforms](#).

Whole Life-cycle Carbon Assessment

118. In accordance with London Plan Policy SI2 the applicant will be expected to calculate and reduce whole life-cycle carbon emissions to fully capture the development's carbon footprint. The applicant should submit a whole life-cycle carbon assessment to the GLA as part of any planning application submission, following the Whole Life-Cycle Carbon Assessment Guidance and using the GLA's reporting template.
119. The applicant has undertaken a range of options appraisals as part of their pre-application discussions with Camden Council. This options testing has explored alternative development scenarios including the potential retention and deep refurbishment of the existing building, with infill development. Qualitative

considerations associated with the potential retention of the building in terms of the lack of inclusive step-free access, external and internal design quality of the building and the potential market appetite for letting the space are also set out in the applicant's pre-application note. GLA officers would welcome further details on this options appraisal and qualitative assessment at submission stage.

Circular economy

120. Policy D3 requires development proposals to integrate circular economy principles as part of the design process. London Plan Policy SI7 requires development applications that are referable to the Mayor of London to submit a Circular Economy Statement, following the Circular Economy Statements LPG.

Digital connectivity

121. As part of any planning permission, a planning condition should be secured requiring the submission of detailed plans demonstrating the provision of sufficient ducting space for full fibre connectivity infrastructure within the development in line with London Plan Policy SI6.

Environmental issues

Urban greening

122. The emerging urban greening strategy is supported and would ensure good levels of greening in the form of street trees and flower rich perennial and hedge planting within the public realm and landscaped communal terrace areas, together with green and blue roofs and permeable paving. The applicant has undertaken an Urban Greening Factor (UGF) assessment which shows that the scheme could achieve a UGF score of 0.42. This is strongly supported and would meet and exceed the London Plan benchmark (0.4).

Sustainable drainage and flood risk

123. The drainage strategy should aim to reduce surface water discharge from the site to greenfield rates in accordance with London Plan Policy SI13. Where greenfield runoff rates cannot be achieved and robust justification is provided, a discharge rate of three times the greenfield rate may be acceptable.
124. The drainage strategy should maximise opportunities to use Sustainable Drainage System (SuDS) measure at the top of the drainage hierarchy, as set out in London Plan Policy SI13. Roofs and new public realm areas present an opportunity to integrate SuDS such as green and blue roofs, tree pits, and permeable paving into the landscape, thereby providing amenity and water quality benefits.

Air quality

125. London Plan Policy SI1 states that development proposals should not lead to further deterioration of existing poor air quality and should not create

unacceptable risk of high levels of exposure to poor air quality. New development is expected to be at least air quality neutral. EIA developments are required to submit air quality positive statement.

Noise

126. Noise impacts will need to be reduced, managed and mitigated in line with London Plan Policy D14. A noise impact assessment should be provided including modelling of the existing and proposed noise levels in and around the site to inform the proposed layout and design and mitigation and control strategy.

Conclusion

127. In summary, a student accommodation-led mixed use scheme, including conventional self-contained affordable housing and commercial and SME workspace uses would be supported in this accessible town centre location.
128. The principle of on-site self-contained affordable housing being provided as opposed to affordable student accommodation is accepted in this case, as it is recognised that this complies with local policy and would help to address the most acute housing needs.
129. The scheme will need to follow the Viability Tested Route based on the current proposals. The applicant will need to demonstrate that the scheme is making the maximum viable contribution towards affordable housing. Any cash-in lieu payment will need to be robustly justified against the London Plan Policy criteria in terms of being of no financial benefit to the applicant and providing additionality.
130. Other comments in relation to nominations, management plan arrangements, tall buildings, agent of change, inclusive design, fire safety, transport, energy, whole-life cycle carbon should also be addressed at submission stage in accordance with the London Plan.

for further information, contact GLA Planning Unit (Development Management Team):

██████████ **Principal Strategic Planner (case officer)**

██████████ london.gov.uk

██████████ **Team Leader – Development Management**

██████████ london.gov.uk

██████████ **Deputy Head of Development Management**

email: ██████████ london.gov.uk

John Finlayson, Head of Development Management

email: ██████████ london.gov.uk

Lucinda Turner, Assistant Director of Planning

email: ██████████ london.gov.uk

[REDACTED]

From: [REDACTED]
Sent: 12 January 2024 11:39
To: [REDACTED]
Subject: RE: Confirmed: 100 Chalk Farm Road (General / Design / Viability & Affordable Housing)

No problem, I recognise you're dealing with a number of schemes, some quite complex in nature too!

Thanks for confirming.

[REDACTED]
Research & Monitoring Officer
Planning (Viability) Team
GREATER LONDON AUTHORITY
T: 0207 983 [REDACTED]

From: [REDACTED] <[REDACTED]@london.gov.uk>
Sent: 12 January 2024 11:30
To: [REDACTED] <[REDACTED]@london.gov.uk>
Subject: RE: Confirmed: 100 Chalk Farm Road (General / Design / Viability & Affordable Housing)

Hi [REDACTED]

Apologies for not getting back to you. Yes it is expected that this will be a FTR scheme and viability officer attendance will not be required at our pre-application meeting.

Many thanks,

[REDACTED]
Strategic Planner, Development Management, Planning
GREATER LONDON AUTHORITY
169 Union Street, London SE1 0LL
Email: [REDACTED]@london.gov.uk

From: [REDACTED] <[REDACTED]@london.gov.uk>
Sent: Friday, January 12, 2024 11:28 AM
To: [REDACTED] <[REDACTED]@london.gov.uk>
Subject: RE: Confirmed: 100 Chalk Farm Road (General / Design / Viability & Affordable Housing)

Hi [REDACTED]

Can I just check if this is confirmed as FT compliant? I'll remove it from our records if it is the case.

Thanks,

[REDACTED]
Research & Monitoring Officer
Planning (Viability) Team
GREATER LONDON AUTHORITY
T: 0207 983 [REDACTED]

From: [REDACTED] <[REDACTED]@london.gov.uk>
Sent: 05 January 2024 16:37
To: [REDACTED] <[REDACTED]@london.gov.uk>
Subject: RE: Confirmed: 100 Chalk Farm Road (General / Design / Viability & Affordable Housing)

Hi [REDACTED]

No the applicant is proposing a Fast Track Route compliant offer in this case so attendance shouldn't be required. Is it okay if I confirm this with you early next week?

This is another case with a blended approach to the FTR between conventional C3 and affordable student (same as the Apollo case we discussed this morning).

Thanks!

[REDACTED]
Strategic Planner, Development Management, Planning
GREATERLONDONAUTHORITY
169 Union Street, London SE1 0LL
Email: [REDACTED]@london.gov.uk

From: [REDACTED] <[REDACTED]@london.gov.uk>
Sent: 05 January 2024 13:39
To: [REDACTED] <[REDACTED]@london.gov.uk>
Subject: RE: Confirmed: 100 Chalk Farm Road (General / Design / Viability & Affordable Housing)

Hi [REDACTED]

Can I check if someone from viability will be required for this meeting?

Thanks,

[REDACTED]
Research & Monitoring Officer
Planning (Viability) Team
GREATER LONDON AUTHORITY
T: 0207 983 [REDACTED]

-----Original Appointment-----

From: Pre-applications <Pre-applications@london.gov.uk>
Sent: 05 January 2024 13:20
To: [REDACTED] Urban Design Team; Viability Fees; [REDACTED]
Cc: [REDACTED]
Subject: Confirmed: 100 Chalk Farm Road (General / Design / Viability & Affordable Housing)
When: 24 January 2024 10:00-11:30 (UTC+00:00) Dublin, Edinburgh, Lisbon, London.
Where: Microsoft Teams Meeting

Dear all,

This meeting has been confirmed by the agent. Please contact your case officer, [REDACTED] if you have any queries.

GLA reference number: 2023/0835/P2F

Site name: 100 Chalk Farm Road

Address: 100 Chalk Farm Road, London NW1 8EH

Local Planning Authority: Camden

Proposal: 2023/0392 - 100 Chalk Farm Road

Case officer: [REDACTED] [REDACTED]

Kind regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]@geraldeve.com>
Sent: 12 January 2024 13:58
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: 100 Chalk Farm

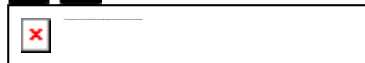
Thanks [REDACTED] that's really helpful and will pass on to the team. I think we are clear on transport matters from catching up with [REDACTED] so probably not necessary for this one?
DSDHA will tweak the pack (it was 130 pages long) and we will send it over early next week.
Kind regards,

[REDACTED]

[REDACTED]
Senior Associate

Tel. 020 [REDACTED]
Mobile. +44 782 [REDACTED]
[REDACTED]@geraldeve.com

Gerald Eve LLP
One Fitzroy
6 Mortimer Street
London, W1T 3JJ
www.geraldeve.com



From: [REDACTED] <[REDACTED]@london.gov.uk>
Sent: Friday, January 12, 2024 12:59 PM
To: [REDACTED] <[REDACTED]@geraldeve.com>
Cc: [REDACTED] <[REDACTED]@geraldeve.com>; [REDACTED] <[REDACTED]@geraldeve.com>; [REDACTED]
<[REDACTED]@geraldeve.com>
Subject: RE: 100 Chalk Farm

Hi [REDACTED]
Good afternoon.

Regarding the proposed hybrid approach to the Fast Track Route requirements, the supporting text to London Plan policy H15 does make clear that C3 affordable housing should not be required and we will need to acknowledge this. The recently issued [draft Student Housing LPG](#) also reinforces that affordable student accommodation should be prioritised, noting the need for this accommodation and that this provision will only be provided through student schemes.

However, as mentioned in your Affordable Housing Note, the LPG does go on to state that the inclusion of conventional C3 housing may be acceptable on sites in response to mixed and inclusive neighbourhood objectives.

There have been other schemes which have progressed with a similar blended arrangement. The GLA could accept this approach, on the basis that confirmation is provided from the Council that this is desirable in response to local housing considerations and need. The note sets out that there has been engagement with Camden officers which is promising.

In response to LP objectives and the draft LPG, providing an element of affordable student accommodation is also viewed as an improvement from the initial pre-application which proposed an offer entirely comprising C3 affordable.

In terms of the calculation required to progress this under the Fast Track Route, the scheme must demonstrate that 35% is achieved based on total internal floorspace including shared and communal amenity/facilities () and by habitable rooms. The C3 element of the scheme must also meet the required tenure split and affordability criteria will need to be met for the affordable student and C3 units.

Hopefully this helps to prepare your submission.

Could you please send across the pre-application design pack once possible after the DRP today? It is anticipated that other attendees from our side will include () as DM team leader, along with a design officer and () If transport matters will be raised TfL could also be invited.

Many thanks,

Strategic Planner, Development Management, Planning

GREATERLONDONAUTHORITY

169 Union Street, London SE1 0LL

Email: () [london.gov.uk](mailto:()@london.gov.uk)

From: () <()@geraldeve.com>

Sent: Tuesday, January 9, 2024 9:57 AM

To: () <()@london.gov.uk>

Cc: () <()@geraldeve.com>; () <()@geraldeve.com>; () <()@geraldeve.com>

Subject: RE: 100 Chalk Farm

CAUTION: This email originated from outside this organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi ()

Hope you had a good weekend.

Thanks for coming back to us - would be really helpful for a heads up on FTR approach to help with programming.

Just had a thought – as () attended the first pre-app due to the Roundhouse proximity, it may be helpful to talk it through with him too, or if he wants to attend the meeting. We have a DRP on Friday with Camden so can send over the pack after that so you have an update on where we are at.

Thanks

()

()
Senior Associate

Tel. 020 ()
Mobile. +44 782 ()
()@geraldeve.com

Gerald Eve LLP
One Fitzroy
6 Mortimer Street
London W1T 3JJ
www.geraldeve.com



From: [REDACTED] <[REDACTED]@london.gov.uk>
Sent: Friday, January 5, 2024 4:48 PM
To: [REDACTED] <[REDACTED]@geraldeve.com>
Cc: [REDACTED] <[REDACTED]@geraldeve.com>; [REDACTED] <[REDACTED]@geraldeve.com>; [REDACTED] <[REDACTED]@geraldeve.com>
Subject: RE: 100 Chalk Farm

Hi [REDACTED]

Yes it shouldn't be an issue providing comments to you on the FTR approach ahead of our meeting. I will aim to get a response to you next week.

I'll need to look at schedules/ speak to other internal colleagues on the in-person/hybrid meeting and will also get back to you on this shortly.

Have a nice weekend.

Thanks,

Strategic Planner, Development Management, Planning

GREATERLONDONAUTHORITY

169 Union Street, London SE1 0LL

Email: [REDACTED]@london.gov.uk

From: [REDACTED] <[REDACTED]@geraldeve.com>
Sent: 05 January 2024 12:55
To: [REDACTED] <[REDACTED]@london.gov.uk>
Cc: [REDACTED] <[REDACTED]@geraldeve.com>; [REDACTED] <[REDACTED]@geraldeve.com>; [REDACTED] <[REDACTED]@geraldeve.com>
Subject: RE: 100 Chalk Farm

Hi [REDACTED]

It looks like a follow-up pre app has been arranged in the meantime so look forward to catching up properly then. I note it has been arranged via Teams but if you would like to have an in-person meeting we could arrange - tither at our offices in West End or the architects in Vauxhall if you like? Up to you – we can make it hybrid too if needs be.

Having caught up with Regal yesterday, we were discussing the programme and given the application is due to be submitted quite soon after the pre-app, we have been asked to look at closing out on the

approach to fast track in advance of meeting if we can. We have prepared the attached note and would be grateful if you could review this with colleagues if necessary as it impacts on the document preparation and we are keen to ensure enough lead in time etc.

Grateful for even a heads up at this stage, noting that Camden have agreed in principle but will take the lead from the GLA.

Happy to discuss.

Thanks



 
Senior Associate

Tel. 020 
Mobile. +44 782 
 geraldve.com

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One Fitzroy
6 Mortimer Street
London.W1T 3JJ
www.geraldve.com



From:   < [london.gov.uk](mailto:geraldve@london.gov.uk)>
Sent: Thursday, December 14, 2023 4:41 PM
To:   < geraldve.com>
Cc:  < geraldve.com>;   < geraldve.com>
Subject: RE: 100 Chalk Farm

Hi 

Thank you for update on the scheme progression below. It will be beneficial to discuss those matters prior to formal submission.

 /  – it may be preferable to book in a follow up pre-application early with our Planning Support team, so that this is scheduled in for January?



Many thanks,

Strategic Planner, Development Management, Planning

GREATERLONDONAUTHORITY

169 Union Street, London SE1 0LL

Email: [REDACTED] [london.gov.uk](mailto:[REDACTED]@london.gov.uk)

From: [REDACTED] <[REDACTED]@geraldev.com>

Sent: 14 December 2023 12:14

To: [REDACTED] <[REDACTED]@london.gov.uk>

Cc: [REDACTED] <[REDACTED]@geraldev.com>; [REDACTED] <[REDACTED]@geraldev.com>

Subject: RE: 100 Chalk Farm

Hi [REDACTED]

Hope all is well. I am mindful that we didn't follow up on this in advance of [REDACTED] departing.

By way of update we are in the midst of detailed design review with Camden officers and we have a DRP in January. We were keen to send an update pack across to you as there has been some evolution on design since the pre app meeting with [REDACTED] and [REDACTED]. We suggest the DRP pack will be helpful in terms of updating you.

We are also talking to Camden about the scheme being eligible for Fast Track at 35% with a blend so would like to run that past you too.

[REDACTED] – my colleagues [REDACTED] and [REDACTED] are copied in and may send over some notes for you on these so you are up to speed on the project etc.

Have a good break when it comes.

Thanks

[REDACTED]

[REDACTED]
Senior Associate

Tel. 020 [REDACTED]
Mobile. +44 782 [REDACTED]
[REDACTED]@geraldev.com

Gerald Eve LLP
One Fitzroy
6 Mortimer Street
London.W1T 3JJ
www.geraldev.com

From: [REDACTED] <[REDACTED]@london.gov.uk>

Sent: Wednesday, November 15, 2023 2:44 PM

To: [REDACTED] <[REDACTED]@geraldev.com>

Cc: [REDACTED] [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] [REDACTED] <[REDACTED]@geraldve.com>

Subject: 100 Chalk Farm

Hi [REDACTED]

Thanks for your time this morning.

Pleased to introduce [REDACTED] (cc'd), who'll be taking on the Chalk Farm scheme on the GLA DM side.

I've given him the run through of the site and pre app note and meeting we had.

I said you'd get back to him in due course to share the site wide affordable floorspace figures in terms of checking Fast Track Route compliance and to share the Design Review pack when this is prepared and presented to LB Camden officers and their QRP prior to submission.

See you on Wednesday.

Thanks

[REDACTED] [REDACTED]
Principal Strategic Planner, Development Management
GREATERLONDONAUTHORITY

[REDACTED]
[london.gov.uk](mailto:[REDACTED]@london.gov.uk)
[REDACTED]@london.gov.uk

[REDACTED]

From: [REDACTED]
Sent: 15 November 2023 14:44
To: [REDACTED]
Cc: [REDACTED]
Subject: 100 Chalk Farm
Attachments: GLA0392 100 Chalk Farm Road pre app report.pdf

Hi [REDACTED]

Thanks for your time this morning.

Pleased to introduce [REDACTED] (cc'd), who'll be taking on the Chalk Farm scheme on the GLA DM side.

I've given him the run through of the site and pre app note and meeting we had.

I said you'd get back to him in due course to share the site wide affordable floorspace figures in terms of checking Fast Track Route compliance and to share the Design Review pack when this is prepared and presented to LB Camden officers and their QRP prior to submission.

See you on Wednesday.

Thanks

[REDACTED] [REDACTED]

Principal Strategic Planner, Development Management
GREATERLONDONAUTHORITY

[REDACTED]

[london.gov.uk](https://www.london.gov.uk)
[REDACTED] [london.gov.uk](https://www.london.gov.uk)

[REDACTED]

From: [REDACTED]
Sent: 19 September 2023 15:44
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: 100 Chalk Farm Road

Hi [REDACTED] I think our wires got a bit crossed – never mind.

It is good that you have discussed with [REDACTED] [REDACTED] and I have no doubt that she will take it on board. However, we should have a complete record of the advice issued, especially as this matter could be raised again when the application is considered

Can you look at issuing an amendment to Gerald Eve, inserting that wording – for clarity in a separate paragraph?

[REDACTED]

From: [REDACTED] <[REDACTED]@london.gov.uk>
Sent: 19 September 2023 14:49
To: [REDACTED] <[REDACTED]@tfl.gov.uk>
Cc: [REDACTED] <[REDACTED]@tfl.gov.uk>
Subject: RE: 100 Chalk Farm Road

Hi [REDACTED]

Thanks, I did also think this was a strange position and sought to clarify why this was the case with [REDACTED] but he suggested this was intentional that it wasn't included in the actual comments for the report. I did agree with him that I'd forward it over to LPA and applicant and have discussed it with [REDACTED] [REDACTED] at Gerald Eve so it's definitely on their radar.

I would have also rather it was included in our actual report.

Thanks

[REDACTED] [REDACTED]

Principal Strategic Planner, Development Management
GREATERLONDONAUTHORITY

[REDACTED]

[london.gov.uk](https://www.london.gov.uk)
[REDACTED] [london.gov.uk](https://www.london.gov.uk)

From: [REDACTED] <[REDACTED]@tfl.gov.uk>
Sent: 19 September 2023 11:44
To: [REDACTED] <[REDACTED]@london.gov.uk>
Subject: 100 Chalk Farm Road

Hi [REDACTED] we have downloaded the GLA pre app for the above site and note that you have not mentioned the work to look at safeguarding a potential future entrance to Chalk Farm station.

The transport summary therefore only says 'cycle and car parking design and access' when there should be an all important hook to get the applicant to have follow up discussions with us

What happened there then?! I note that you had agreed to share [REDACTED] summary about safeguarding with the GVA and the Council. Assuming that they have that, they might be surprised that the GLA report is then silent on the matter, making our position weaker.

Is there a way to resolve this? Possibly reissue the letter with an extra couple of lines?

[REDACTED]

[REDACTED] [REDACTED] **I Area Manager North**
Spatial Planning | City Planning
Level 9, 5 Endeavour Square, Westfield Avenue, Stratford E20 1JN
[REDACTED] [tfl.gov.uk](https://www.tfl.gov.uk)

TfL Spatial Planning is committed to equity, diversity and inclusion and we strive to ensure that Londoners are fully represented in the planning process

For more information regarding the TfL Spatial Planning team, including TfL's *Transport assessment best practice guidance* and pre-application advice please visit

<https://www.tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guidance>

From: [REDACTED]
Sent: 28 July 2023 14:57
To: [REDACTED]
Cc: [REDACTED]
Subject: 100 Chalk Farm Road GLA Pre-App - TfL Comments
Attachments: 100 Chalk Farm Road - GLA comments_FINAL.docx

Hi [REDACTED]

Please find attached the TfL comments for the pre-application meeting of 4th July.

As we did not have time to discuss transport at the meeting I should draw your attention to the fact that the site may be a suitable location for a new Station entrance.

- ☐ The Northern Line runs under Chalk Farm Road and the southern end of the platforms extend to the Roundhouse, as such it may be possible to create a link from the development.



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- ☐ Whilst this has not been considered or investigated before this site is the only realistic place remaining where project costs could be minimised.
- ☐ As such we need to investigate further and may want to safeguard land in line with Policy T3 Transport capacity, connectivity and safeguarding.
- ☐ If it is feasible and implemented then this is likely to be a more popular station entrance than the existing one, as such it would need to be designed with sufficient capacity for its potential use.
- ☐ Also, if implemented it raises land use issues associated with Policy GG2 Making the best use of land (B) (D)
- ☐ These proposals were prepared without any knowledge of the potential for a new station entrance, it is therefore quite possible that the economics would be very different if a station entrance were to be involved, and that alternative proposals might come forward as a result. These could help fund or facilitate the LUL works.

- . Since the pre-app meeting we have had an informal meeting with the applicants to make them aware of the situation, and works are ongoing.
- . LUL have started a high level assessment of whether the idea is technically feasible which should take around six months and the applicants will be sharing some of their engineering work.

In spite of this being rather 'last minute' it is a one-off opportunity to potentially deliver a new Station entrance and also a principal land use matter that could shape the development coming forward so we need to resolve this as soon as possible.

Happy to have a meeting if you have any questions before the letter is finalised.

Can you send me a draft of the letter before it is issued please ?

Kind regards

██████████ | Area Planner (Spatial Planning) | TfL City Planning
Transport for London | 9th Floor, 5 Endeavour Square, Westfield Avenue, E20 1JN
Telephone number: 020 3054-██████████ (auto-██████████)
Email: ██████████ [tfl.gov.uk](mailto:██████████@tfl.gov.uk)

We have recently made changes to our pre-application service and charges, and introduced a new Initial Screening process. For more info please visit: <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-applications/pre-application-services>

TfL RESTRICTED

To: [REDACTED]
From: [REDACTED]
Your ref: 2023/0392/P2I

Date: 28/07/2023

RE: 100 Chalk Farm Road, TfL Comments for GLA pre-app letter

The comments below summarise Transport for London's (TfL) views on the proposed development. Please note that these comments represent the views of TfL officers and are made entirely on a "without prejudice" basis.

Site description and context

The site is located on the south side of Chalk Farm Road, part of the borough road network. It is bordered by a national rail line further to the south and there is London Underground (LU) infrastructure beneath Chalk Farm Road. As the southern end of the platforms at Chalk Farm station are near the proposed Public Space next to the Roundhouse a potential opportunity to provide Step Free Access (SFA) to the station has been identified.

Following the meeting, discussions between TfL and the applicant have begun to see whether this is a feasible proposition that could be facilitated through safeguarding in line with Policy T3 Transport capacity, connectivity and safeguarding. If this is the case, then TfL urges the applicant to have a separate TfL pre-app meeting to discuss further.

The nearest part of the Strategic Road Network (SRN) is approximately 1km away (Kentish Town Road) and the nearest part of the Transport for London Road Network (TLRN) is approximately 0.6 km away (Camden High Street). Vehicle access to the development site is currently at the eastern end of the site from Chalk Farm Road.

Chalk Farm Road is served by 3 day and 3 night bus routes from stops within walking distance of the site. Chalk Farm (LU), Kentish Town West (London Overground) and Camden Town (LU) are all also within walking distance of the site. The site therefore has a Public Transport Accessibility Level (PTAL) of 6a on a scale of 1a – 6b where 6b is the highest

The nearest strategic cycle route, Cycleway 6, is approximately 0.5 km north via Ferdinand Street at Prince of Wales Road. The Chalk Farm Road Safe and Healthy Streets scheme has recently introduced dedicated cycle lanes and other improvements in the vicinity of the proposed development. The nearest Cycle Hire docking stations are currently located within walking distance at Castlehaven Road (19 docking points) and Arlington Road (24 docking points), with a potential new docking station as part of the nearby Camden Goods yard development.

Transport Assessment (TA)

The application should be supported by a full Healthy Streets Transport Assessment TA, which should include an Active Travel Zone Assessment (ATZ), in line with

London Plan policies T2 (Healthy Streets) and T4 (Assessing and mitigating transport impacts). The TA should also demonstrate how the site will link to and enhance existing walking and cycling routes nearby against the Healthy Streets indicators.

The key routes proposed for the ATZ assessment in the TA seem generally robust and appropriate. The route to the Adelaide Medical Centre should be added to the ATZ along with a night-time assessment.

The ATZ assessment should identify and examine the locations and causes of any deaths and serious injuries on key local walking, cycling and highway routes in the past 5 years.

The Council may wish to request funding for highway safety improvements to mitigate locations nearby with unacceptable highway safety records, especially those that will be used by pedestrians and cyclists visiting or working at the proposed development in future.

This will support London Plan policy T4 (Assessing and mitigating transport impacts) especially part F which requires new development in London not to increase road danger and in line with the Mayor's Vision Zero objective.

If Transport Assessments from similar sites are to be used as the basis for trip generation, mode split, etc., then these should be reviewed and updated as necessary to ensure any more recent developments are included and that they take account of any infrastructure or policy changes.

Healthy Streets

The proposals to widen the footway of Chalk Farm Road and the creation of new public realm are both welcomed and supported. This would support London Plan policies T2 (Healthy Streets) and D8 (Public realm).

New public realm created should be secured for 24-hour public use secured through the section 106 agreement as necessary. All new public realm proposed will require careful management in line with the Mayor's Public London Charter.

Cycling

As noted above, Camden Council have recently implemented cycling improvements along Chalk Farm Road and therefore they may wish to seek funding from the development proposal for further cycling enhancements and signage to link the site to Cycleway 6, enabling new residents and visitors to access London's wider strategic cycle network and a range of onward routes and destinations.

Cycle parking is proposed in line with London Plan minimum standards which and in compliance with London Cycling Design Standards (LCDS). The exact access to, and provision, of proposed cycle parking should be confirmed in the submission and secured by condition and in the S106 and S278 agreements if necessary.

Legible London

A contribution may be requested by TfL for new Legible London wayfinding signage funded by S106, and updates to all other existing Legible London signage within walking distance.

Highway works

The full details of the proposed highway works were not included in the documentation or discussed at the meeting. As they involve works on bus stops CE and CF, early contact with TfL is urged to help address any highway safety issues identified.

A section 278 agreement will be required with Camden Council, and this must be secured through the s106 agreement. Designs must be sufficiently detailed to enable a robust stage 1 road safety audit (RSA) and designer's response. As a minimum this will require concept designs for all proposed public realm and highway works.

Vehicular access and parking

No vehicular access is proposed for the site (apart from emergency access requirements) and the use of the existing on street facilities is proposed for delivery and servicing. The principle has been agreed with Camden Council subject to demonstration that it is workable and adequate. All delivery and servicing proposals must accord with London Plan policy T7 (Deliveries, servicing and construction).

TfL welcomes that the development would be car free in accordance with London Plan policy T6.5. However, the proposals should include disabled car parking requirements in line with London Plan Policy T6.5 Non-residential disabled persons parking and demonstrate how these requirements will be met.

Construction Logistics and Delivery and Servicing Plans

A draft Construction Logistics Plan (CLP) and Delivery and Servicing Plan (DSP) should be submitted in support of the application.

Full CLP and DSP documents, both produced in accordance with TfL best practice guidance, should be secured by condition for approval in consultation with TfL.

The CLP should be in place before construction commences and the DSP prior to occupation in line with London Plan policy T7 (Deliveries, servicing and construction).

Travel plan

A Framework Travel Plan is proposed which should be secured, together with S106 funding for monitoring and implementation to achieve mode shift targets. These should match the MTS and the latest local MTS mode shift trajectory for the City of London (available from <http://planning.data.tfl.gov.uk/>).

Infrastructure protection

Due to the proximity of Northern line tunnels that run underneath Chalk Farm Road, the development must protect TfL infrastructure. It will therefore be essential to maintain ongoing contact with the relevant TfL Infrastructure Protection teams to ensure synergy between the proposed development, LU infrastructure nearby, and any future LU upgrades and maintenance. TfL will also recommend any necessary planning condition to Camden Council.