

Darren Zuk

Head of Planning
London Borough of Camden

Michael Clarke

Head of Strategy and Services
NLWA

Subject: Response to Planning Application – Regis Road Redevelopment

Dear Mr Zuk,

North London Waste Authority (NLWA) has concerns regarding the proposed Reuse and Recycling Centre (RRC) on Regis Road. The facility is intended to replace an existing site in the same locality and would be located beneath planned residential accommodation within the same building.

NLWA values the constructive engagement with the London Borough of Camden, Yoo Capital and their development team. We appreciate the time invested by the development team in understanding and addressing these concerns and the shared commitment to delivering a development that meets community needs while ensuring operational viability for essential services. We acknowledge that revised plans have been submitted, but these were received yesterday (04 December 2025) and therefore have not been considered in this response.

However, we remain concerned about aspects of the design outlined in Table 1. In particular, we are concerned about the impact of odour and noise on residents, in addition current design will require closure for changes of skips, impacting local traffic during operations.

Table 1

Application Document Title	Concerns
Station House - Proposed Plans Sections and Elevations	Air Extraction System: Comprehensive details on the air extraction system, including intake/expulsion routes and potential impacts on the open atrium (especially regarding wind direction and lack of airflow), should be provided.
Station House - Proposed Plans Sections and Elevations	Bike Parking Provision: The plans must be updated to clearly show the designated RRC visitor bike parking location, confirm the allocation for cargo bikes - within vehicle parking bays and staff bike parking in RRC office
Station House - Proposed Plans Sections and Elevations	Noise & Vibration Mitigation: Detailed documentation is required to demonstrate how noise and vibrations generated by RRC operations (e.g., skips) will be specifically mitigated to protect employees and the residential units located on the upper floors.
Station House - Proposed Plans Sections and Elevations	Structural (Pillars): The plans must include any necessary structural elements required (pillars) within the RRC, to ensure they are clear of the manoeuvring space identified in the SPA drawings.
Station House - Proposed Plans Sections and Elevations	Vehicle Dimensions/Manoeuvrability: Dimensioned plans are needed to confirm the adequacy of the proposed space for expected vehicle types, including 'small vans' (with defined dimensions) and the potential for a trailer space.
Station House - Proposed Plans Sections and Elevations	Vermin/Pest Control: The operational management strategy must be updated to include a comprehensive Pest Control Management Strategy, prepared in coordination with the Operator, which should form part of the overall strategy for the block.
RRC Operational Management Strategy	Larger Service Vehicles: Evidence is required to ensure the RCC can accommodate the largest service vehicles (e.g., HiAB lifters for 3rd parties).
RRC Operational Management Strategy	Dedicated Turning Areas: The design must clearly illustrate the location and dimensions of the 'dedicated turning areas'.
RRC Operational Management Strategy	Emergency Access Routes: Clear, dimensioned plans detailing the 'emergency access routes' must be provided as part of the updated operational management strategy.
RRC Operational Management Strategy	Skip Replacement Duration: The estimated duration for the skip replacement process should be confirmed with NLWA/LEL and this should be incorporated within the queuing/throughput calculations.
RRC Operational Management Strategy	Skip Replacement Procedure & Closure: The facility will need to be closed to the public for all outgoing vehicle movements, including

	skip replacement for health and safety reasons. All analysis (e.g., queuing, throughput) must be assessed on this operational basis.
RRC Operational Management Strategy	External Traffic Management: Clarification of the traffic management proposals are required. Including: • to ensure that there are adequate visibility splays, and 'keep clear' areas, at the entry/exit to ensure highway safety at the priority junction • to demonstrate how the two lanes will remain functional with a 35m queuing lane • to show how the proposed traffic light system will manage the queue based on available space, and who will operate and maintain it as it will fall outside the RRC's operational remit • to show how the proposed waiting/parking restrictions will be enforced (given the road's unadopted status) to manage unauthorised waiting beyond the queuing lane during peak periods, and who will manage it as it will fall outside the RRC's operational remit • to enforce the proposed yellow box junction and other road markings on the unadopted Regis Road, and to address highway safety issues relating to the adjacent Met Police site. • to identify the process and space for unauthorised vehicles to be turned away.
RRC Operational Management Strategy	Turntable: The inclusion of the turntable within the scheme design should be considered weighing the potential vehicle movement benefits against maintenance liabilities and risk of damage and failure.
RRC Operational Management Strategy	Access Control: The Site will need to be capable of operating without a booking system and should be designed as such. The function of the ANPR in terms of accepting/denying vehicles and the proposed mechanism for access control (e.g., barriers, if applicable) should be clearly detailed in the scheme plans.
RRC Operational Management Strategy	Pedestrian/Cycle Access & Safety: Clarification is needed on the operational strategy for pedestrians and those walking with bikes to ensure they are continuous, direct, with easy-opening, wide enough gates/paths and with connections to the surrounding routes, plus

	mitigation for reversing vehicle/walkway interfaces (e.g., cones/technology).
Station House - Proposed Plans Sections and Elevations	Utilities and Infrastructure Details: The application pack requires design details for Mechanical, Electrical, and Plumbing and utilities to ensure adequate space allocation for this infrastructure critical for fire safety, noise/vibration impacts, and compliance with BSA & CDM. 3D models and visualisations would be beneficial to understand the quantum of development.
Station House - Proposed Plans Sections and Elevations	The submitted drawings should be revised to cover the full extent of the site and the proposals.
Station House - Proposed Plans Sections and Elevations	The visitor parking bay within the staff area should be suitable for disabled users.
Station House - Proposed Plans Sections and Elevations	The location of parking bay 12 relative to the stairs should be reconsidered to ensure direct and safe visitor access from the walkway to the stairs.

To conclude NLWA remains concerned about the potential impact of odour and noise on residents and the operational challenges posed by the current design, particularly in relation to traffic management. The proposals present risks to residential amenity, service reliability, and local traffic conditions.

We remain committed to constructive engagement to ensure the new RRC meets operational requirements while safeguarding community interests.

Yours sincerely,



Michael Clarke
Head of Strategy and Services
North London Waste Authority