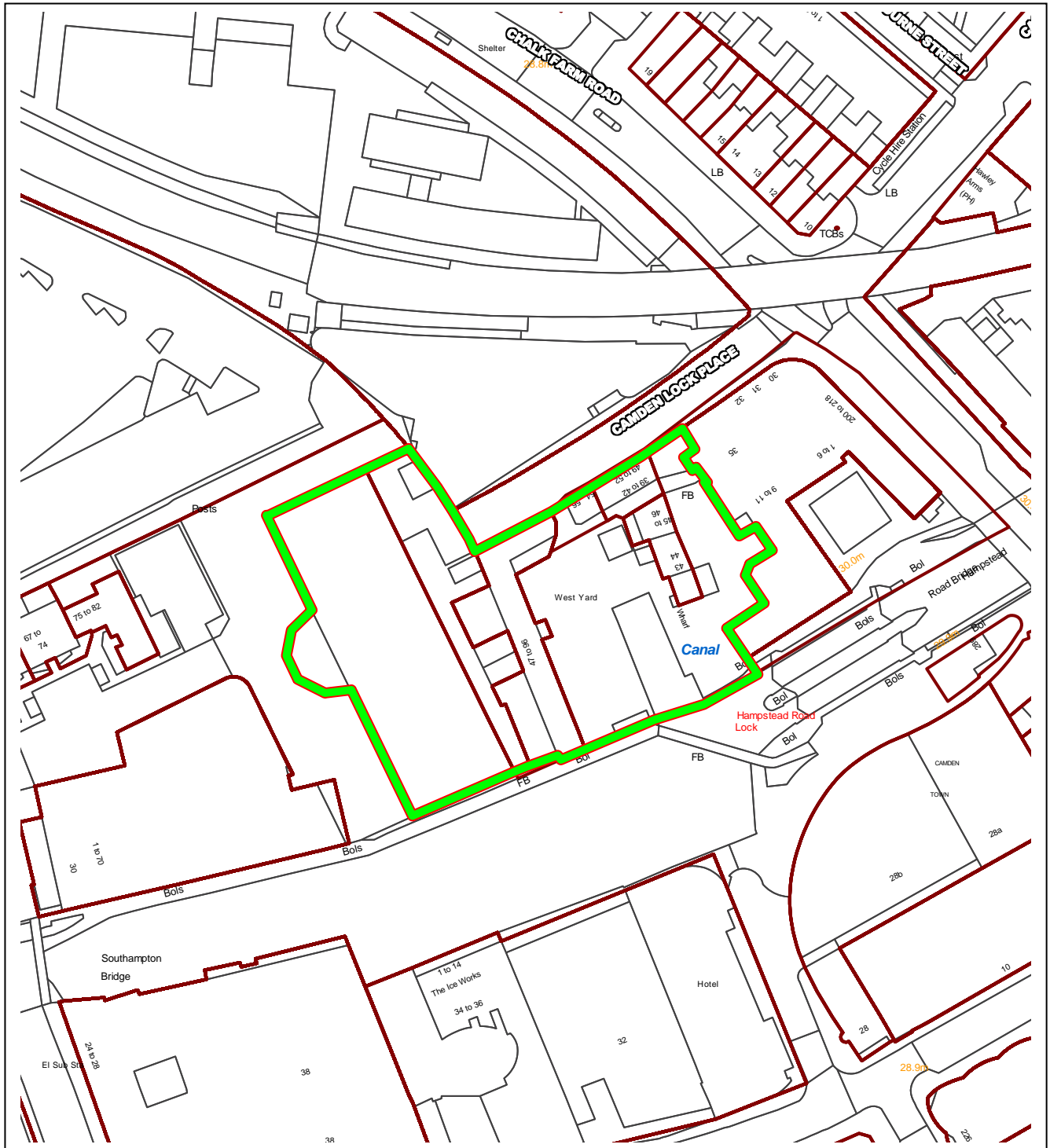


2022/3853/P & 2022/3940/L – Camden Lock Market
(West Yard and Interchange Building).



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Figure 1: Application site viewed from 248 Camden High Street.



Figure 2: Application site viewed from 'The Ice Wharf' pub



Figure 3: Application site viewed from the bottom of Iron Footbridge over Regent's Canal.

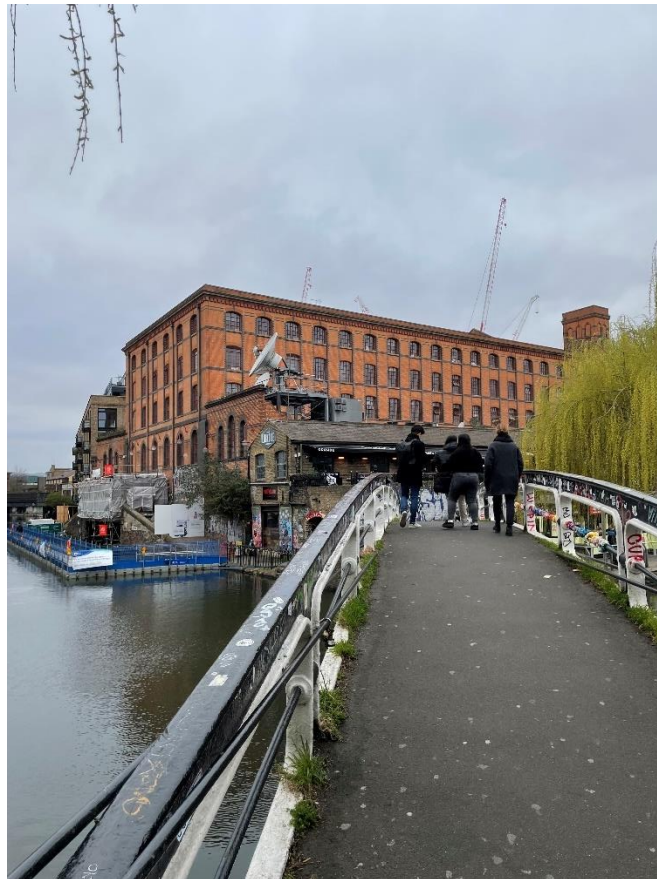


Figure 4: Application site viewed Iron Footbridge over Regent's Canal. 1/3



Figure 5: Application site viewed Iron Footbridge over Regent's Canal. Location of Temporary Observation Wheel to be located where the existing stalls are at the bottom right of photo. 2/3



Figure 6: Application site viewed Iron Footbridge over Regent's Canal. Location of Temporary Observation Wheel to be located where the existing stalls are at the bottom left of photo. Temporary footbridge (7.5m in length and 2.8m in width) being proposed across the existing basin. 3/3

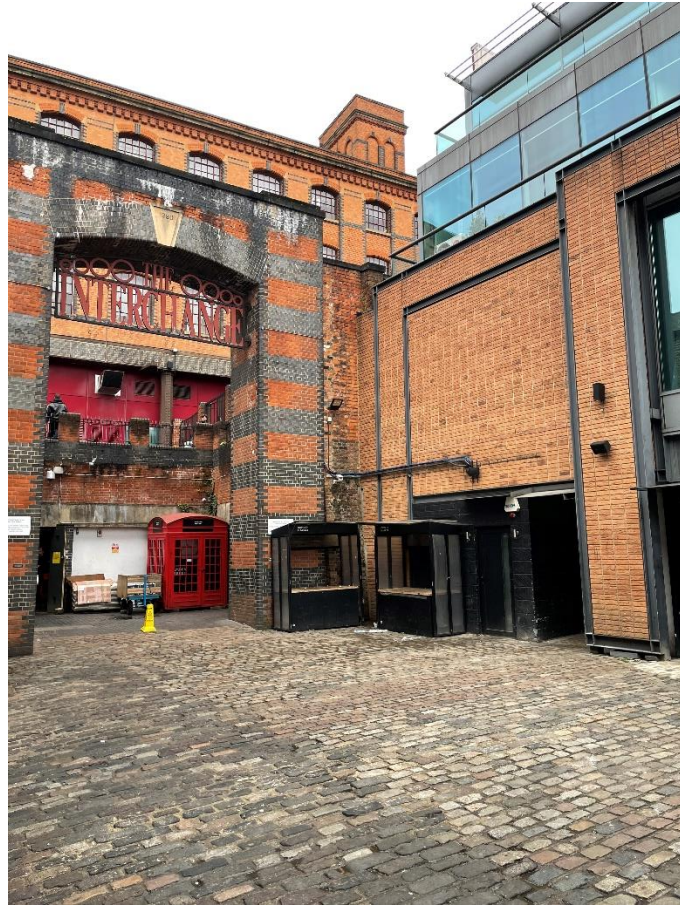


Figure 7: Proposed location of observation wheel ticket booth located off Camden Lock Place.



Figure 8: Application site when viewed from the western side of the existing basin within the West Yard.



Figure 9: Entrance to Dead Dog Basin when viewed from Regent's Canal.



Figure 10: Dead Dog Basin.



Figure 11: Development directly adjacent to the application site to the south of the Regent's Canal. Building to the left with the concrete finished facade is a 'Holiday Inn' hotel and the building to the right with the redbrick is a commercial building.

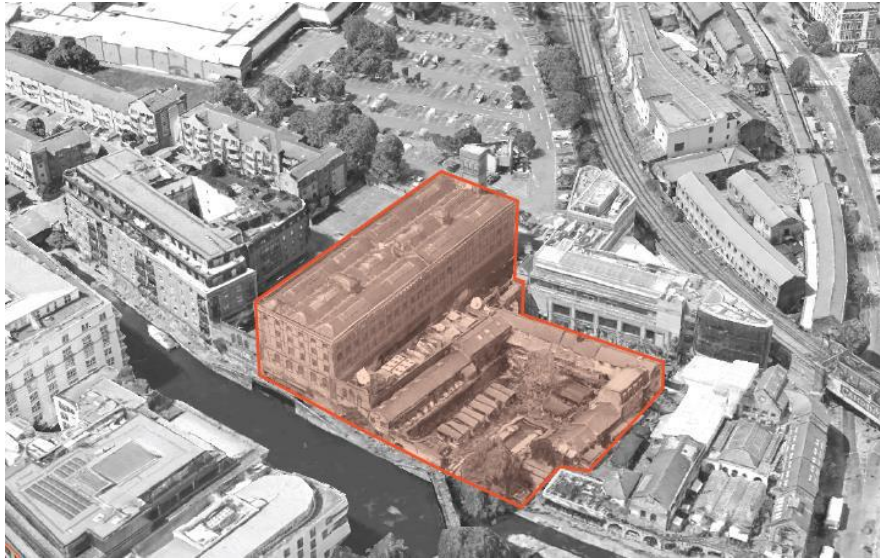


Figure 12: Aerial Image of the application site. Source: Gerald Eve, Town Planning Statement.

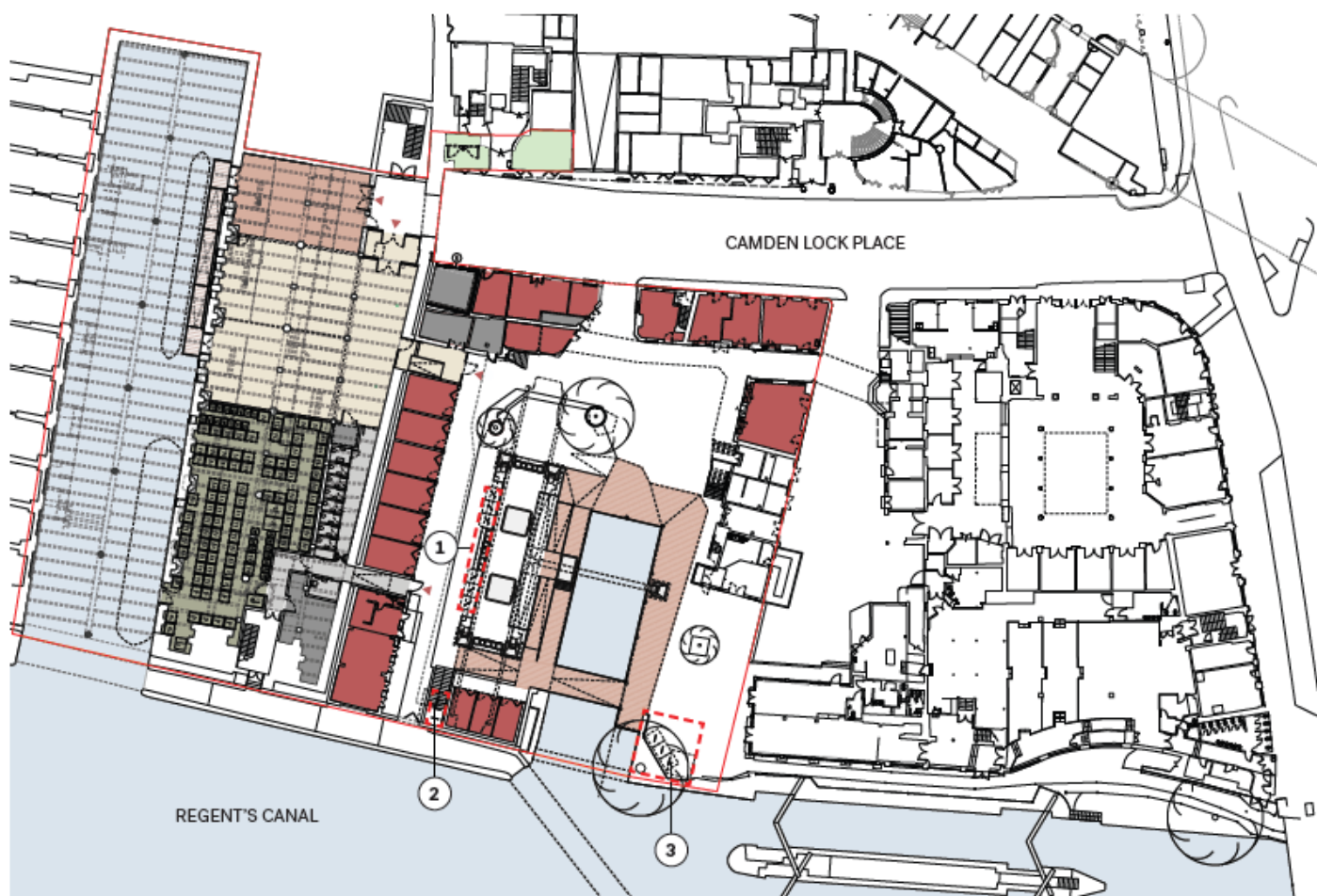


Figure 13: Application site highlighted in red.



Figure 14: Photomontage of proposed temporary observation wheel viewed from Camden High Street.

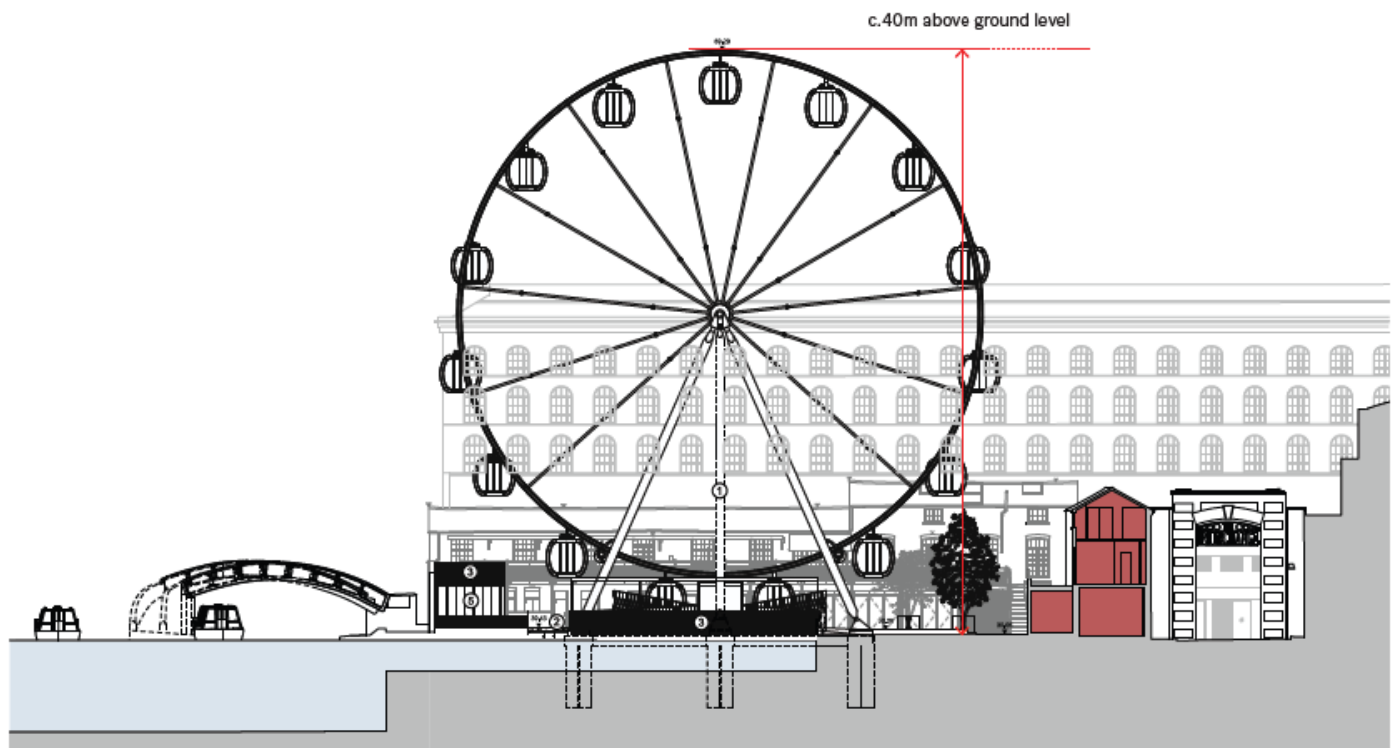


Figure 15: Elevation Plan of proposed temporary observation wheel



Figure 16: Townscape views from Castlehaven Road looking southwest towards Camden Market.



Figure 17: Townscape views from the summit of Primrose Hill looking east across Camden Town.



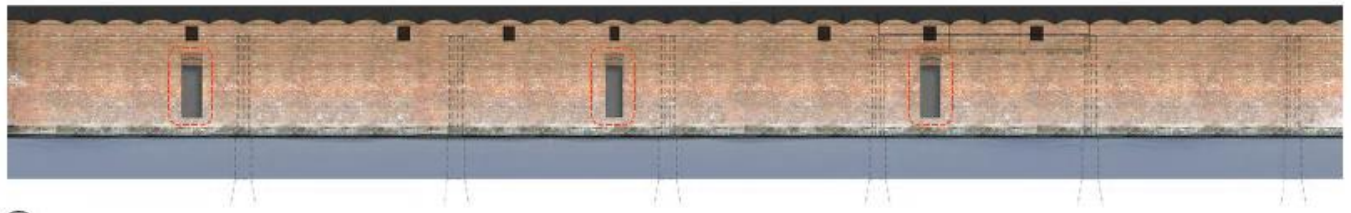
Figure 18: Photomontage of proposed temporary footbridge over existing basin within the West Yard.



Figure 19: Photomontage of proposed three (3) retail units within the West Yard adjacent to the proposed temporary observation wheel.



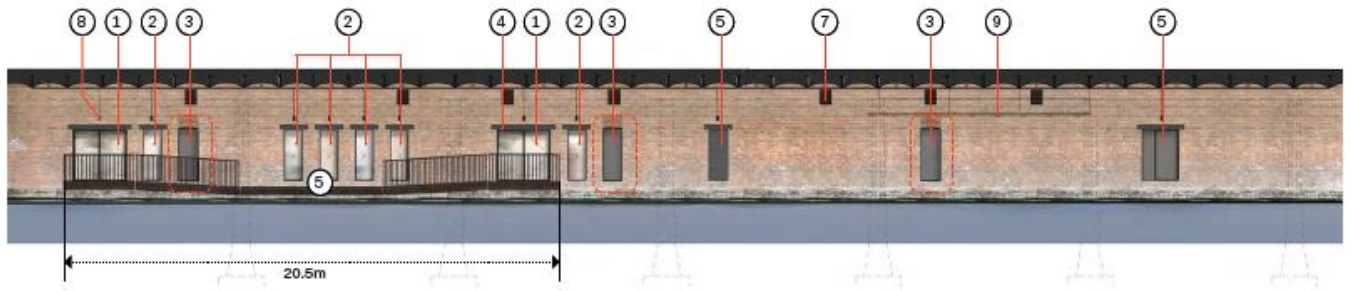
Figure 20: Indicative sectional render through Dead Dog Basin and the East Vaults Gallery.



A Existing elevation of the east wall between Dead Dog Basin and East Vaults

Key:

 Existing openings



B Proposed elevation of the east wall between Dead Dog Basin and East Vaults showing the proposed openings and extent of the jetty

Figure 21: Proposed openings to the Interchange Building.

Delegated Report (Members Briefing)		Analysis sheet	Expiry Date:	08/12/2022
		N/A	Consultation Expiry Date:	16/10/2022
Officer			Application Number(s)	
Alex Kresovic			2022/3853/P 2022/3940/L	
Application Address			Drawing Numbers	
Camden Lock Market Site Chalk Farm Road London NW1 8NH			Refer to Draft Decision Notice	
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature	
Proposal(s)				
<p>(Planning application):</p> <p>Introduction of new exhibition space, flexible events and market uses through a change of use of the existing East Vaults, installation of new retail shopfronts within West Yard; creation of a new jetty within Dead Dog Basin and erection of a temporary observation wheel together with ancillary works and alterations to existing structures, surfaces and other public realm improvements and associated works.</p> <p>(Listed building application):</p> <p>Internal and external alterations to the East Vaults to facilitate new exhibition, events and market uses together with ancillary uses; installation of new retail shopfronts within West Yard; creation of a new jetty within Dead Dog Basin and erection of a temporary observation wheel together with ancillary works and alterations to existing structures, surfaces and other public realm improvements and associated works.</p>				
Recommendation(s):		Grant Conditional Planning Permission subject to a Section 106 Legal Agreement Grant conditional listed building consent		
Application Type:		Full Planning Permission & Listed Building Consent		

Conditions	Refer to Draft Decision Notices			
Informatives:				
Consultations				
Adjoining Occupiers:	No. of responses	371	No. of objections No. of comments of support No. of comments	167 171 37
Summary of consultation responses:	<ul style="list-style-type: none">A press advert was published on 22/09/2022 (expiry 16/10/2022)9 site notices were displayed around the site on 16/09/2022 (expiry 10/10/2022) <p><i>NOTE: The above-mentioned number of objections and comments of support are reflective of the time of writing the MB report.</i></p> <p>The objections received from neighbouring occupiers, as summarised below:</p> <p><u>Observation Wheel</u></p> <ul style="list-style-type: none">Devastating impact on one of Camden's most beautiful and distinctive places.The wheel will damage the area culturally and physically, reducing public space, blocking views of a heritage asset, and having a negative impact on residents and businesses.Serious concern that a temporary attraction could easily turn into a permanent fixture.Observation wheel does not reflect or link to the cultural history of Camden or the aspiration to revive culture and the arts.Unlikely to be of interest to local people, who the application seeks to address.The DAS refers to Camden's history of showmanship, the arts, music, and rebellious spirit. An observation wheel is something more associated with a provincial fairground attraction.The poor design (or lack of bespoke design) of the wheel is not appropriate to the design quality of Camden Lock and its value as a heritage asset.The physical presence of the 40m high wheel will be intrusive and damaging to the landscape and heritage of Camden Lock.The wheel will create over-looking for residents in apartment buildings on the opposite side of the canal and properties in close vicinity to CLM.Will the view of the city be better than that obtained from Primrose Hill or Parliament Hill for free?The observation Wheel will turn CLM into a theme park. <p>Officer's response:</p> <p><i>The application is supported by a reinstatement strategy which is associated to the removal of the observation wheel in a way that would not harm the significance of the site and would improve the heritage of the market through the associated works. A condition is also included which will require the temporary observation wheel to be removed at the end of the 5-year period.</i></p> <p><i>The Applicant is committed to providing discounts to local schools and families to use the proposed temporary wheel. These commitments will be secured by a S106 agreement.</i></p> <p><i>The proposed temporary observation wheel will create a new attraction to the Camden Lock Market and increase foot traffic to the site which will benefit the market traders, the Camden Town Centre, and local economy.</i></p> <p><i>The design of the observation wheel, which has an industrial appearance, has evolved following pre application advice. The industrial appearance of the</i></p>			

temporary observation wheel links back to the history of the site and current architectural setting. The black metal finish would also be in keeping with other metalwork present in close proximity to the site, such as bridge parapets, lock gates and railings. As such, the design of the observation wheel would be sympathetic to the existing character of the West Yard.

It is not considered that the site will adversely impact views along Gilbey's Yard (closest residential buildings) due to the large Interchange Building separating the two sites, and the openness of the observation wheel which still provides ample opportunity for views and sunlight through the structure, and nor would it, therefore, affect the levels of daylight and sunlight reaching residents along Gilbey's Yard.

The assessment of visual effects identified that there would be negligible changes to local and longer distance views arising from the proposed development, principally caused by the temporary observation wheel. In views from the local streets, which are aligned towards the site, the observation wheel would be more noticeable and form a visually interesting, temporary landmark. In views where the observation wheel would be experienced square on, clear spacing between the wheel spokes would allow for open sky to be experienced beyond and together with the rounded gondola design would maximise its visual permeability.

The introduction of the temporary observation wheel at a height of 40m, would have an impact on the local character and views. Officers agree with the conclusions of the Heritage Statement which considers that the observation wheel would cause temporary harm to the character and appearance of the Regent's Canal and Harwood Street Conservation Areas, and the special interest and setting of the Interchange Building Hampstead Road Bridge over Grand Union Canal, Hampstead Road Lock on the Grand Union Canal, Roving Bridge over Grand Union Canal, The Interchange Canal Towpath Bridge and Regent's Canal Information Centre listed buildings.

Council officers consider that the public benefits of the scheme, including local workforce employment opportunities both during construction and post construction, the revealing of previously inaccessible historic areas of the site (East Vaults/Dead Dog Basin) to the public and securing the refurbishment and repair of the historic buildings are, in principle, sufficient to outweigh the temporary harm identified to the heritage assets. Based on the evidence presented in the applicant's Heritage Statement and Planning Statement, at this stage GLA Officers consider that the public benefits could (where appropriately secured) outweigh the less than substantial harm. Please refer to design section for full assessment.

Jetty

- The displacement of the jetty to the Dead Dog tunnel is hiding away the heritage from the application site.

Officer's response:

The relocation of the jetty to the Dead Dog Basin will provide better access throughout the West Yard and first-time access to the Dead Dog Basin which has never been open to the public before. The Dead Dog Basin is located beneath the East Vaults building, which is a historically significant grade II listed building.

The Dead Dog Basin is currently unused and is generally in a poor state with rubbish collecting in it. Under the proposal, the basin would be dredged and brought into use for the first time. As such, the relocation of the jetty will be able to continue to celebrate the historical significance of the site.

In addition, the basin will remain visibly open with only a temporary footbridge

(7.5m in length and 2.8m in width) being proposed across the existing basin in West Yard for circulation to the temporary observation wheel.

Character

- Impact on character of Camden, Camden is unique, Camden shouldn't be changed, existing market is world famous
- Proposal is out of character ('not very Camden')
- Removal of markets would impact on large number of people and would impact upon community
- Proposal is gentrification

Officer's response:

The proposal, mainly being the temporary observation wheel, will change the dynamic of the Camden Lock Market, however the opening of the Dead Dog Basin and East Vaults will contribute to the uniqueness of the existing markets and will provide positive public benefits to the community and market goers.

The Proposed Development includes upgraded shopfronts in the West Yard. These units would be used for food and beverage and market retail.

As part of the Proposed Development, the space in West Yard will be rationalised with the removal of market stalls in circulation areas. A planning permission was granted on 20 May 2022 under reference 2022/1244/P for the "Temporary installation of 30 market stalls (sui generis use) for a period of 18 months". The market stalls within the Camden Local Markets have always been a temporary fixture to accommodate and adjust to changes in environment. The impacted stalls are all food and beverage uses, which are accommodated throughout the market including the recently opened Hawley Wharf. It is noted, the existing market traders will be able to continue trading during construction. The market traders impacted as a result of the proposed observation wheel and construction works would either be relocated within the Triangle Building in Stables Market or within the upgraded Market Hall building in Camden Lock Market, which results in no loss of economic value onsite.

Residential amenity

- There is already an existing noise issue from markets and events, the observation wheel will create additional noise impacts and loss of privacy
- Litter needs to be managed
- Demolition and construction noise

Officer's response:

The nearest residential buildings to the application site are on the west side of The Interchange building approximately 60 metres west of the application site along Gilbey's Yard. The proposal does not include amplified music and the music within the observation wheel gondolas would be contained within the sealed pod. As such, the submitted acoustic submission complies with the Camden Plan guidelines and therefore is acceptable in environmental health terms, subject to conditions.

Robust noise conditions are suggested should planning permission be granted, to ensure that the external noise level emitted from plant and machinery equipment is at an acceptable level when measured from the nearest noise sensitive receptors.

It is apparent on site that a considerable amount of litter has gathered within Dead Dog Basin as a result of passing pedestrians disposing of their litter from the bridge suspended above the Basin. There is concern that as a result of the proposed temporary bridge over the Canal Basin that further litter could be disposed of within

the canal. A Litter Management Strategy will therefore be secured via a Section 106 Legal Agreement to ensure that the Canal is maintained on a regular basis.

In addition, the applicant has partnered with iRecycle to enable the new facilities to service waste from the markets efficiently, including Stables Market and Buck Street Market. Waste from any refuse bins located around the market would be collected by the on-site facilities management team and transferred to the waste store.

With regards to noise disturbance from construction, a Construction Management Plan would be secured by a section 106 agreement, which would require controls on hours of construction and deliveries of materials. This is the standard procedure secured for all major developments.

171 comments in support were raised as outlined below.

NOTE: Majority of the comments of support are from market traders.

- Opening up the East Vaults and Dead Dog Basin spaces to the wider community for the first-time providing exhibitions on the history of the Regent's Canal.*
- Providing learning opportunities about the history of Regent's Canal is an important part of the history that needs to be recognised.*
- Having an annual cultural events programme by showcasing and celebrating our diverse rich cultural heritage is welcomed.*
- Free and discounted tickets to schools and the wider community would be welcomed.*
- By opening up the East Vaults, Dead Dog Basin and installing an Observation Wheel young people in Camden will be able to explore the history of the Canal, Camden Market and the local area in a new and adventurous way.*
- It is particularly welcomed that the new exhibition spaces will allow arts and performance relevant to those communities recognising the contributions of Black, Asian and other ethnic groups by offering a free platform to showcase their talents.*
- Collaboration with University of the Arts - London Central Saint Martins and other educational institutions which is to be welcomed.*
- It is important that Camden's industrial heritage is celebrated.*
- The observation wheel will provide an important attraction for local families.*
- The observation wheel will enable visitors to have a fascinating view of the Camden Market's heritage buildings from above as well as Regent's Canal and the landscape of London.*
- The development would introduce a host of new job opportunities*
- There is desperate shortage of exhibition and performance spaces in Camden and we believe that these additional spaces will provide much needed facilities*
- iRecycle is a central part of the ongoing operation and if successful the new plans will see even greater waste recycling, consolidation and canal based movements helping Camden to become even greener in the process and providing significant ESG Markets for the Borough.*
- Very beneficial for the community in Camden, and will attract more people which will help boost the economy*

CAAC and Local Groups:

Greater London Authority (GLA)

- Land Use Principles: The proposals for the diversification of the market, delivery of a new cultural exhibition space, opening up the East Vaults to the public and provision of a temporary observation wheel are strategically supported.
- Urban Design: The proposal is not located within an area identified as appropriate for tall buildings. Nevertheless, the height of the temporary Observation Wheel does not raise any strategic design concerns. All other design matters are considered to be generally acceptable, subject to the provision of further details.
- Heritage: The scheme would result in less than substantial harm to the Regents Canal Conservation Area, the Grade II Listed Interchange Building as well as a number of nearby heritage assets. It is likely that the public benefits would be capable of outweighing the harm in this circumstance.
- Transport: The strategic transport issues arising from the development could be compliant with the London Plan, subject to further detail on expected pedestrian comfort levels, and a Crowd Management Plan being secured by condition.
- Sustainable Development: Further energy information is required to determine compliance with Policies SI3 and SI4. The Whole Life-cycle Carbon and Circular Economy reports should be incorporated into the relevant GLA template.
- Environment: Further information is required with regards to urban greening, air quality and biodiversity including impacts to SINC is required prior to the mayor's decision-making stage.

Officer's response:

The GLA provided additional comments to the above as shown below:

'From the GLA's perspective all matters are now considered to be appropriately addressed, with the exception of transport'.

As such, the transport concern raised by GLA has been dealt with by TfL. As such, GLA and TfL raise no concerns as all has been addressed accordingly.

Primrose Hill CAAC

- The height of the observation wheel would substantially harm the sense of scale of the Interchange Building, which is Listed, and of the scale of the Lock Yard itself.
- It would substantially harm the setting of the Listed Buildings and appear in long views of the Interchange building.
- The siting of the observation wheel would disrupt the foot and cycle route which follows the canal towpath and uses the Yard.
- One of the appeals of the Market is the individuality of the different elements of interest, a standard set of shop fronts would harm the character and appearance of the conservation area.

Officer's response:

The introduction of the temporary observation wheel at a height of 40m, would have an impact on the local character and views. Officers agree with the conclusions of the Heritage Statement which considers that the observation wheel would cause temporary harm to the character and appearance of the Regent's Canal and Harwood Street Conservation Areas, and the special interest and setting of the Interchange Building Hampstead Road Bridge over Grand Union Canal, Hampstead Road Lock on the Grand Union Canal, Roving Bridge over Grand Union Canal, The Interchange Canal Towpath Bridge and Regent's Canal

Information Centre listed buildings.

Council officers consider that the public benefits of the scheme, including local workforce employment opportunities both during construction and post construction, the revealing of previously inaccessible historic areas of the site (East Vaults/Dead Dog Basin) to the public and securing the refurbishment and repair of the historic buildings are, in principle, sufficient to outweigh the temporary harm identified to the heritage assets. Based on the evidence presented in the applicant's Heritage Statement and Planning Statement, at this stage GLA Officers consider that the public benefits could (where appropriately secured) outweigh the less than substantial harm.

The temporary observation wheel is proposed to be located within the West Yard which would not disrupt any such walking and cycling route from the towpath.

It could be argued the opening of the East Vaults, Dead Dog Basin and the introduction of an Observation Wheel will afford the Camden Lock Market further individuality and points of interests for market goers.

Belsize CAAC

- The observation wheel would cause harm to this conservation area which includes a number of nearby listed buildings.

Officer's response:

Please refer to the above officer's response to Primrose Hill CAAC and the heritage section of the report.

South Kentish Town CAAC

- South Kentish Town Conservation Area is immediately adjacent to Regent's Canal and its residents are significantly impacted by developments at Camden Lock
- The expansion of Camden Market from weekend craft stalls into whole-week tourist venue has been harmful to the character of upper Camden High Street, once pleasant for local shopping (bakers, fish shops, bank, Compendium book shop) but now overwhelmed by thronging pedestrians and ugly tourist shops.
- The Ferris wheel will do further damage to the area, and the development as a whole is far in excess of the carrying-capacity of this squashed urban site.
- This development will be harmful to the character of Camden Lock and should be rejected on conservation grounds.

Officer's response:

Camden Town markets have been an internationally recognised tourist attraction for decades, and this would help to drive additional footfall to the local businesses. Please refer to the above officer's response to Primrose Hill CAAC and the heritage section of the report.

Historic England

- The current proposals for Interchange Warehouse, Dead Dog Basin and the buildings around the West Yard reflect the works previously approved under the 2015 planning permission. As such, it is our view that these proposals are likely to have a positive impact on the significance of the affected heritage assets.
- The proposed temporary 40 metre high observation wheel would affect the significance and setting of heritage assets in the immediate vicinity of the site.

This is due to its height, bulk, scale and design, which is in clear contrast to the solidity of the surrounding industrial architecture and through the incorporation of movement.

- At 40 metres high, the wheel is considered to be a tall building and would impact on the setting of heritage assets located some significant distance from the site.
- The proposed harm to the historic environment arising from the proposed observation wheel would be temporary. However, given the size and likely cost of construction, it is entirely possible that if the wheel were successful as a tourist attraction, there could be future applications to extend the temporary period or make it permanent.
- The proposed observation wheel to have a harmful impact on the significance and setting of numerous heritage assets, particularly the Grade II Interchange Warehouse and the Regent's Canal Conservation Area. In our view, this harm is less than substantial, but towards the upper end of the scale.

Officer's response:

Officers agree that the scheme would result in several heritage benefits. There is also agreement that the scale of the wheel results in harm to the significance of the Interchange and Regent's Canal Conservation Area. Officers disagree about the level of harm and have identified less than substantial harm at the lower end of the scale. Historically this part of the conservation area and the immediate setting would have been a busy and dynamic interchange of road, rail, and canal with constant movement and activity generated by the industrial activity and machinery.

Tenants & Residents Associations, Camden Town (TRACT)

- The market has developed over the past few years into a place best avoided by residents and a generator of noise, rubbish and anti-social behaviour.
- The proposed observation wheel is a nonsense.
- The siting of it impacts the historic surrounding area including the listed bridge and the Interchange Building on Goods Yard.
- It is suggested that it will attract residents. There is no persuasive argument for this. The cost of a ticket is high, and residents have great views from local parks.
- The hours of operation are too long on a Sunday. It will allow users to look into previously private property.

Officer's response:

Camden Lock Market is a place for all people, and as a result of being one of the most popular destinations within Camden, and London, the market will attract a large number of visitors daily, which contribute to noise pollution and waste. The Camden Lock Markets have an independent team who manage the waste collection onsite daily and ensure the site is as clean, safe, and welcoming as possible at all times.

It is noted, the nearest residential buildings to the application site are on the west side of The Interchange building approximately 60 metres west of the application site along Gilbey's Yard. The proposal does not include amplified music and the music within the observation wheel gondolas would be contained within the sealed pod.

The applicant has partnered with iRecycle to enable the new facilities to service waste from the markets efficiently, including Stables Market and Buck Street Market. Waste from any refuse bins located around the market would be collected by the on-site facilities management team and transferred to the waste store.

The Applicant is committed to providing discounts to local schools and families to use the proposed temporary wheel. The exhibitions within the East Vaults will include local artists.

The hours of operation of the markets are not proposed to be altered as part of the application.

Harmood, Clarence, Hartland Residents Association

- The observation wheel would be seriously intrusive, without adding anything of cultural relevance.
- A fairground attraction of the kind proposed does not relate to anything which currently exists. Nor is there anything in the proposal which relates to Camden as a whole.
- It is most unlikely that the wheel would be of interest to residents. Even if it did generate an income for LabTech, it would have no spinoff for local businesses and no benefit to residents.

Officer's response:

The design of the observation wheel, which has an industrial appearance, has evolved following pre application advice. The industrial appearance of the temporary observation wheel links back to the history of the site and current architectural setting. The black metal finish would also be in keeping with other metalwork present in close proximity to the site, such as bridge parapets, lock gates and railings. As such, the design and materiality of the observation wheel would be sympathetic to the character of the West Yard.

As stated in the above paragraph, the industrial appearance of the temporary observation wheel links back to the history of the site and current architectural setting. The architectural detail in itself provides a link to the site which contributes to the fact the observation wheel would not appear out of place within the West Yard.

The proposed temporary observation wheel will create a new attraction to the Camden Lock Market and increase foot traffic to the site which will benefit the market traders, the Camden Town Centre, and local community.

Castlehaven Community Association

- The height of the observation wheel will overshadow the scale of all the nearby buildings and will be out of keeping in the Yard itself.
- The height and scale of the observation wheel will interfere with the privacy of the neighbouring buildings, houses and gardens.
- The observation wheel is out of keeping with the carefully restored railway heritage of the whole of Camden Market.
- The observation wheel will interrupt the existing cycle and pedestrian towpath routes.

Officer's response:

The industrial appearance of the temporary observation wheel links back to the history of the site and current architectural setting. The black metal finish would also be in keeping with other metalwork present in close proximity to the site, such as bridge parapets, lock gates and railings. As such, the design of the observation wheel would be sympathetic to the existing character of the West Yard and Camden Market.

The wheel is a tall structure, but it is a framework structure, visually lightweight and permeable, and would not block views of buildings and spaces.

The observation wheel will be placed adjacent to the existing basin and will not impact any such cycle or pedestrian towpath routes. In fact, the observation wheel will introduce a footbridge over the canal inlet to improve moveability onsite.

Friends of Regent's Canal

It is proposed to deliver the observation wheel by road in sixteen shipping containers. No mention has been made of the canal or the River Thames as a means of transport for these containers. The consultants must rethink this proposal. The containers will travel by water from mainland Europe to the UK and it is in everybody's interests that they remain on the water until they reach their destination.

The applicant is considering waste removal by barge. There should be no justification for using the road because this market is already using barges to transport waste to a recycling plant that specialises in handling construction waste.

Even if there are no immediate plans to deliver or collect goods by boat, there is no good reason for excluding boats from the list of transport modes.

Currently the recycling barges are towed away once they are filled up, which happens about twice a week, but if the passenger boats need to share this basin, as proposed, then the barges are expected to be towed away every morning, even if they are half empty. It seems to be a very inflexible arrangement to expect the industrial barges to vacate the space every morning when there is capacity in the basin for them to move to the other side.

Officer's response:

A planning condition will secure a viability assessment prior to the commencement of works to assess the viability in using the canal as a means of transport for the construction phase of the development.

A planning condition will seek to secure the use of boats to collect or deliver goods on site, however this will be subject to a viability assessment being completed.

An updated Service Management Plan will be secured via a planning condition.

Councillor Richard Cotton

In agreement with the points made by the Friends of Regent's Canal.

Officer's response:

Noted. Please refer to the officer's response provided to the Friends of Regent's Canal

Camden Railway Heritage Trust

- The site retains a wealth of historical features that are central to the attraction of the major Camden Markets.
- The public is right to be wary of further damage to heritage in the name of market retail.
- Proposals must serve the long-term interests of the area, not foreclose the longer-term vision.

- Re-purposing of heritage assets should open up opportunities for subsequent stages of development and avoid proposals that compromise future opportunities.
- The opening of the Interchange Basin and East Vaults must be seen in this context, as part of a process that could extend over many years.
- The Wheel's physical presence will reduce public space and accentuate the feeling of over-crowding.
- The dock in West Yard will only be covered by a bridge, but it will be out of use for canal boats, a great loss of colour, liveliness and amenity for visitors, residents and businesses.
- The Wheel is an 'off the shelf' product from a manufacturer. Detail about the design is lacking. The lack of bespoke design and technical innovation is not appropriate given the aspiration to look to the future and bring in arts and culture at the highest level.
- The physical presence of the 40m high wheel will be intrusive and damaging to the landscape and heritage of Camden Lock.
- There are precedents for temporary structures to become permanent – for example the London Eye.
- Will the view of the city be better than that obtained from Primrose Hill or Parliament Hill for free?
- The movement of people around the site, one of the key issues, does not appear to be well addressed.

Officer's response:

The introduction of the temporary observation wheel at a height of 40m, would have an impact on the local character and views. Officers agree there would be harm to designated heritage assets, albeit temporary.

Council officers consider that the public benefits of the scheme, including local workforce employment opportunities both during construction and post construction, the revealing of previously inaccessible historic areas of the site (East Vaults/Dead Dog Basin) to the public and securing the refurbishment and repair of the historic buildings are sufficient to outweigh the harm identified to the heritage assets. Based on the evidence presented in the applicant's Heritage Statement and Planning Statement, at this stage GLA Officers consider that the public benefits could (where appropriately secured) outweigh the less than substantial harm.

The design of the observation wheel is a bespoke design which would be the only one in the world. The design of the observation wheel has an industrial appearance which links back to the history of the site and current architectural setting. The black metal finish would also be in keeping with other metalwork present in close proximity to the site, such as bridge parapets, lock gates and railings. As such, the design and materiality of the observation wheel would be sympathetic to the character of the West Yard.

It is not considered that the site will not adversely impact views along Gilbey's Yard (closest residential buildings) due to the large Interchange Building separating the two sites, and the openness of the observation wheel which still provides ample opportunity for views and sunlight through the structure, and nor would it, therefore, affect the levels of daylight and sunlight reaching residents along Gilbey's Yard.

The assessment of visual effects identified that there would be negligible changes to local and longer distance views arising from the proposed development, principally caused by the temporary observation wheel. In views from the local streets, which are aligned towards the site, the observation wheel would be more noticeable and form a visually interesting, temporary landmark. In views where the observation wheel would be experienced square on, clear spacing between the

wheel spokes would allow for open sky to be experienced beyond and together with the rounded gondola design would maximise its visual permeability.

The jetty will be relocated to under the Interchange building within the Dead Dog Basin.

If permission is granted, a condition will require the observation wheel and footbridge over the canal to be dismantled and removed from the site within 5 years. A reinstatement strategy has also been submitted which describes the careful procedures that will take place to dismantle the observation wheel and footbridge in a manner which does not impact the fabric of the site.

Canal & River Trust

- The wheel and footbridge are to be a temporary installation, to ensure it causes no permanent harm to the heritage of this area and request a condition that these structures be removed within 5 years.
- The Trust has no objection to the proposed restoration and use of the East Vaults.
- The continued operation of the Waterbus, and the removal of waste and recycling by barge, is supported.
- The proposed openings in the east wall between Dead Dog Basin and the East Vaults have a minimalist style, contrasting with the historic doorways with flat-arch lintels, and we consider that this helps to reduce the harm to the historic character of the east wall.
- Conditions requested in regards to the temporary permission of the observation wheel, detail of the observation wheel prop and its removal at the end of the approved 5 year period, risk assessment and method statement, and landscaping and lighting details.

The Greater London Archaeological Advisory Service – GLAAS

No objection regarding archaeology subject to a condition on archaeological evaluation.

Transport for London (London Underground/DLR Infrastructure Protection)

No objection.

Thames Water

No objection subject to conditions regarding drainage and impact piling.

Met Police (Designing Out Crime)

No objections subject to conditions.

Greater London Industrial Archaeology Society (GLIAS)

- The proposed 40-metre-diameter Ferris Wheel, this would severely intrude into views of the iconic former Interchange Warehouse, which is an outstanding industrial monument. Thereby it would distract and detract from the appreciation of this exceptional, Grade-2-listed building.
- The adaptations to the East Vaults, at the lowest floor level of the Interchange Warehouse, appear low-keyed and they should be beneficial to the sustainable use of the building. But they may damage some unique features of the building unless subjected to more rigorous control than is proposed.
- To protect these features, we require the following measures as conditions:

- | | |
|--|--|
| | <ul style="list-style-type: none">○ A detailed survey of the ceiling areas, to locate detailed features of interest to the past operation of the building.○ Proposals to reroute ducts and other services to avoid damaging these features.○ A methodology for protecting such features during construction.○ A separate buildings archaeological recording exercise○ An interpretative scheme for visitors. |
|--|--|

Camden Town Unlimited

- These plans will draw more people to Camden Town, helping businesses during a difficult time, therefore we support them.

Site Description

The application site, commonly known as Camden Lock Market, is roughly rectangular in shape and covers an area of 0.43ha and is bounded by the Regent's Canal and towpath to the south, Camden High Street/Chalk Farm Road to the east and Camden Lock Place to the north and the East Vaults to the west.

The site is occupied by Camden Lock Market, comprising market stalls, retail and offices. Camden Lock Market is 1 of 5 markets in Camden Town. The site includes 2 basins connected to the Regent's Canal; one of which is open, the other which is covered by the Interchange Building to the west. The site is divided into 2 buildings and 5 areas.

The western building ranges in height from 2 – 3 storeys and is located around the perimeter of the open basin and is the more historic building on site. The eastern building, known as Market Hall was built on the site of Dingwall's Timber Yard in the 1990s in pastiche Victorian style. The Market Hall buildings range in height from 3 – 5 storeys (highest at the rear on Camden Lock Place). The site can be divided into 5 character areas, as follows:

1. Camden Lock Place
2. East Yard
3. Middle Yard
4. West Yard
5. East Vaults/Dead Dog Basin

Camden Lock Place forms the boundary of Camden Lock Market and Stables Market to the north and is occupied by retail market stalls. The Market Hall and East Yard are predominantly retail market with offices above. The Middle Yard has retail and food stalls. The West Yard comprises a food market with retail/café space around the perimeter. The East Vaults are currently used for general storage and waste storage. Dead Dog Basin is located under the Interchange Building and is currently unused.

The site is located within the Regent's Canal Conservation Area, an Archaeological Priority Area and the Town Centre of Camden Town. The eastern edge of the site is situated within the London View Management Framework protected viewing corridor 2B.1 from Parliament Hill to the Palace of Westminster. The Interchange Building is grade II listed and the only listed building on the site. There are a number of positive contributors on the site.

Relevant History

APPLICATION SITE:

Application reference **PE9900147** – 'Erection of glazed roof and replacement balustrade railing to existing open balcony area at first floor level to the West Yard.' – granted 26/05/1999.

Application reference **PEX0000395** – 'Change of use of part of the ground floor from retail to restaurant use together with the erection of a first-floor walkway, new steps leading to the ground floor, new ground floor shopfronts and new opening on the ground floor of the building fronting the canal.' – granted 02/08/2001

Application reference **2005/3087/P** (and **2005/3089/C**) – 'Demolition of timber enclosures to middle/west yard, and erection of one two-storey building comprising retail (Class A1) and ancillary storage uses, and one three-storey building comprising retail units on ground and first floors and a restaurant (Class A3) on the second floor. Includes the addition of a new pedestrian bridge/walkway linking the proposed buildings at first floor level.' – granted 15/11/2005

Application reference **2014/4928/P** – 'Request for Environmental Impact Assessment (EIA) Screening Opinion for works involving the refurbishment and enhancement of Camden Lock Market.' – not required, decision 01/09/2014.

Application reference **2015/4774/P** (and **2015/4812/L**) – 'Demolition of existing timber Pavilion building, Middle

Yard buildings and canopy structures and internal floors in East Yard. Construction of new Middle Yard building comprising basement and part three, part five storeys; single storey Pavilion building; new third storey on north-east of market hall building, bridge over the canal basin; deck area over Dead Dog Basin; and double pitched roof structure over East Yard. Change of use of existing East Vaults for flexible market uses (Classes A) and exhibition/events use (Classes D1 and D2); use of Middle Yard basement as exhibition/events venue (Classes D1 and D2); and use of the rest of the site for market uses (Classes A and B1). Ancillary works and alterations to existing structures and surfaces and other public realm improvements.’ – granted 18/08/2016. It is noted, this permission was never implemented and lapsed in 2019,.

Application reference **2017/2378/P** – ‘Installation of 34 temporary market stalls (A5 Use) in the West Yard of Camden Lock Market.’ – granted 12/04/2017

Application reference **2022/1244/P** - Temporary installation of 30 market stalls (sui generis use) for a period of 18 months.’ – granted 20/05/2022

The applicant undertook a Stage 1 Pre-Application with GLA Officers in March 2022 with a formal written response being issued on 11 March 2022. This provided general in principle support for the proposed land use.

SURROUNDING AREA:

Application reference 2011/3792/L (**Camden Lock**) – ‘Installation of new rubber lock protector to canal lock island (Camden Road Lock).’ – granted 11/04/2012

Application reference 2012/4628 (**Hawley Wharf**) – ‘Redevelopment of site to create a mixed use development comprising 8 new buildings between 3 and 9 storeys in height to provide, employment, housing, retail market, cinema, produce market, including change of use of 1 Hawley Road to educational, together with associated engineering works to create basements, plant and ancillary works, highways, public realm improvements, car and cycle parking and landscaping, tree removals, and associated works, following the demolition of all buildings across the site including single storey shopfront extensions at 1-6 Chalk Farm Road (excluding 1 Hawley Road and remaining structures at 1-6 Chalk Farm Road).’ – granted 23/01/2013.

Application reference 2015/1937/P (**39-45 Kentish Town Road**) – ‘Erection of a six-storey mixed use building comprising flexible employment/gym at ground floor level and 24 flats (1 x studio, 9 x 1 bed, 9 x 2 bed and 5 x 3 bed) together with associated works to create public realm improvements and landscaping.’ – granted 29/09/2015.

Application reference 8903570 (**Stables Market**) – ‘Part refurbishment and change of use and part redevelopment of the site known as Stanley Sidings Chalk Farm Road/Camden Lock Place for a mixture of A1 A3 B1 B2 B8 uses as defined in the Use Classes Order 1987 plus craft workshops (a mixture of A1/B1) and a public toilet together with car parking servicing and access arrangements.’ – granted 23/11/1989.

Application reference 2021/5328/P (**Middle Yard Building Camden Lock Market**) – ‘Refurbishment of the open unit to the SW corner of the building, demolition of SW corner extension, refurbishment of existing facades, replacement of timber doors and installation of new timber and glazing, and other associated works.’ – granted 24/02/2022

Relevant policies

National Planning Policy Framework (2021)

NPPG

London Plan 2021

Mayor's Supplementary Planning Guidance

Camden Local Plan 2017

C3 Cultural and leisure facilities
C5 Safety and security
C6 Access for all
E1 Economic development
E2 Employment premises and sites
E3 Tourism
A1 Managing the impact of development
A3 Biodiversity
A4 Noise and vibration
D1 Design
D2 Heritage
CC1 Climate change mitigation
CC2 Adapting to climate change
CC3 Water and flooding
CC4 Air quality
CC5 Waste
TC6 Markets
T1 Prioritising walking, cycling and car-free development
T2 Parking and car-free development
T3 Transport infrastructure
T4 Sustainable movement of goods and materials
DM1 Delivery and monitoring

Camden Planning Guidance

CPG Access for all
CPG Design
CPG Employment sites and premises
CPG Energy efficiency and adaptation
CPG Planning for Health and Wellbeing
CPG Amenity
CPG Air quality
CPG Transport
CPG Biodiversity
CPG Town Centres and Retail
CPG Water and Flooding
CPG Developer contributions

1.0 Proposal

1.1 The applicant seeks permission for the following:

Introduction of new exhibition space, flexible events and market uses through a change of use of the existing East Vaults, installation of new retail shopfronts within West Yard; creation of a new jetty within Dead Dog Basin and erection of a temporary observation wheel together with ancillary works and alterations to existing structures, surfaces and other public realm improvements and associated works.

1.2 The existing site has been split into three development phases of which phase 1 is shown below. This Proposal seeks permission for Phase 1 only.

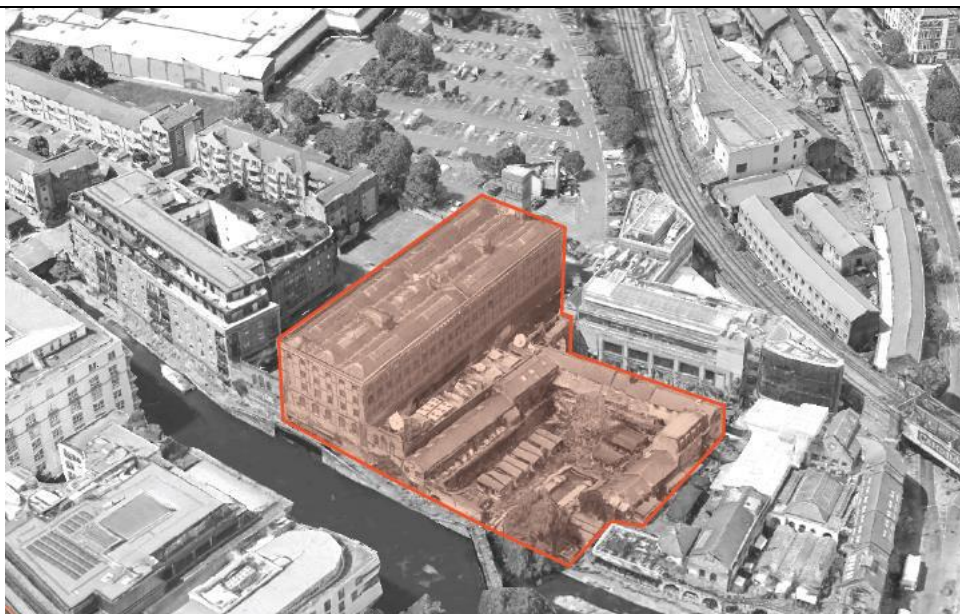


Figure 1: Phase 1 development site

Phase 1:

(Planning application):

1.3 Introduction of new exhibition space, flexible events and market uses through a change of use of the existing East Vaults, installation of new retail shopfronts within West Yard; creation of a new jetty within Dead Dog Basin and erection of a temporary observation wheel together with ancillary works and alterations to existing structures, surfaces and other public realm improvements and associated works.

(Listed building application):

1.4 Internal and external alterations to the East Vaults to facilitate new exhibition, events and market uses together with ancillary uses; installation of new retail shopfronts within West Yard; creation of a new jetty within Dead Dog Basin and erection of a temporary observation wheel together with ancillary works and alterations to existing structures, surfaces and other public realm improvements and associated works.

1.5 Phase 2 will relate to the refurbishment of Market Hall to the east, installation of a new roof to the centre of the Market Hall; lower floors upgraded for Sui Generis Market Hall use and Upper floors for Sui Generis Market use.

1.6 Phase 3 will relate to the development of two new buildings in between Middle Yard and West Yard, with retail and food & beverage predominantly on the lower floors, offices on the upper floors.

1.7 This proposal seeks permission for Phase 1 only. Phases 2 and 3 are likely to come forward at a later date. The Observation Wheel is only proposed to be a temporary structure and would be in situ for five years.

2.0 Assessment

2.1 The main planning considerations in the assessment of this application are:

- Land Use
- Design and Conservation
- Impact on Neighbouring Amenity
- Transport
- Planning Obligations

3.0 Land Use

Utilisation of the East Vaults

3.1 London Plan Policy HC5 states that development proposals should support the development of new cultural venues in town centres and places with good public transport connectivity; and enhance strategic clusters of cultural attractions. Policy E9 also states that development proposals should support London's markets in all their forms, complementing other measures to improve their management, enhance their offer and contribute to local identity.

3.2 The East Vaults are situated beneath the Grade II Listed Interchange Building to the west of the site and adjacent to Dead Dog Basin with access via the 'dead end' of Camden Lock Place or via West Yard. The East Vaults have been used as a back of house storage and waste facility for the Camden Market and has never been open to the public.

3.3 The opening of the East Vaults for the first time will provide a public exhibition on the history of the Regent's Canal, aspects of the railway Goods Yard and Camden Market interpreting their impact on the development of Camden and showcasing a diverse cultural programme. It will include flexible exhibition space, a permanent cultural exhibition space for community groups and key stakeholders and a rolling programme of exhibition space working with local schools and groups. The rejuvenation of the East Vaults would provide a cultural and educational use for the Borough which would build upon the creative and cultural strength of Camden Town.

3.4 The opening the East Vaults will contribute towards the goals of Policy C3 of the Camden Local Plan 2017 by enhancing Camden Town as a recognised destination for cultural activities, providing opportunities to protected groups (under the Equality Act 2010), enhancing vibrancy of the town centre and opportunities for youth and community groups to benefit from. The permanent cultural exhibition space will be open to the public free of charge.

Utilisation of the Dead Dog Basin

3.5 A canal basin (known as Dead Dog Basin) is present wholly beneath the Interchange Building within the west of the site which connects to Regent's Canal to the south. The Dead Dog Basin is currently unused and is generally in a poor state with rubbish collecting in it.

3.6 The proposal includes the opening of the Dead Dog Basin to the public for the first time. The Dead Dog Basin is a covered water space which hasn't been used to its full potential. As part of the proposal, a new jetty is proposed within Dead Dog Basin which would enable embarkation and disembarkation for passengers arriving on water boats.

3.7 It is noted, as part of the development, the existing jetty within the West Yard will cease operation and be repurposed to facilitate a temporary pedestrian bridge measuring 7.5m in length and 2.8m in width across the existing basin in West Yard for circulation to the temporary observation wheel.

3.8 Under the proposal, the basin would be dredged and brought into use for the first time. Council Officers therefore support the opening of the basin and its use, rather than continuing as a derelict and unused space. The proposal would utilise a redundant space of a listed building and the redundant canal basin. This would provide a net heritage benefit.

New retail shopfronts within West Yard

3.9 The proposed development includes three new shopfronts in the West Yard and will be placed directly south of the observation wheel along the Regent's Canal. It is noted the proposed shopfronts would be located in a similar location to the four units being removed as a result of the proposed observation wheel.

3.10 The proposed shopfronts will accommodate further food and beverage opportunities onsite in a location already surrounded by existing food and beverage land uses which contributes to the vitality of the market and supports the growth of the Camden Lock Market and Camden economy which is in accordance with Council's Local Plan employment policies.

3.11 Three units are being proposed and these units would be used for food and beverage and market retail. The shopfronts have been designed to complement the shopfronts approved last year in the Middle Yard (2021/5328/P).

Introduction of a temporary observation wheel

3.12 The proposed development includes the installation of an observation wheel (40m high) with fifteen enclosed gondolas which could each accommodate twelve people within the West Yard, directly west of the existing basin. The introduction of a temporary observation wheel for a period of five years would support Camden Lock Market by generating additional footfall into the markets and Camden Town Centre. Camden markets are an internationally recognised tourist attraction and this is an established part of the character of Camden Town and the area commonly known as Camden Lock. The wheel would help to support the economic activity in the area and provide a boost to local businesses.

A supplementary ticket office is proposed within an existing ground floor unit off Camden Lock Place. The location of the ticket office will prevent queuing within the West Yard and is wheelchair accessible.

3.13 A number of objections were received regarding the introduction of a temporary observation wheel on the site. Concern was raised regarding the legitimacy of the observation wheel being temporary, citing the London Eye as an example of a structure which proposed to be temporarily at first but has now become a permanent structure and the effects on the market being turned into a theme park due to the proposed structure.

3.14 The application is supported by a reinstatement strategy which details the removal of the observation wheel in a way that would not harm the significance of the site and would improve the heritage of the market through the associated works. A condition is also included which will require the temporary observation wheel and associated pedestrian bridge to be removed at the end of the 5 year time period. If the applicant breaches this condition, then enforcement action could be taken.

Conclusion

3.15 The proposed development will provide a mix of Commercial (Class E), Market retail (Sui Generis) and exhibition/events (Class F1) uses and will provide a temporary observation wheel for five years.

3.16 Under the proposal, there would be an increase in floorspace of only 54sqm, however, an increase of approximately 497sqm of usable floor area in Class E and Class F floorspace due to the opening of the East Vaults.

3.17 A number of letters of support have been received from market traders welcoming the proposed works due to the potential increase in foot traffic and dwell time at the site, which would be economically beneficial for any such market trader and the Camden economy. Camden Plan 2017 policy E1 Economic Development and policy E2 Employment Premises and Sites encourage employment uses and support economic growth.

3.18 Policy TC6 of the Camden Plan 2017 seeks to promote and protect markets in Camden, by resisting the permanent loss of market uses, considering the character of the existing market and supporting market development which does not cause individual or cumulative harm to the local area. The proposed development, which is located within Camden Town Centre seeks to upgrade the existing market and encourage footfall and dwell time, thereby increasing opportunities for market tenants. The proposed development is being phased, as this would be phase 1 of 3 of the redevelopment to ensure market traders can continue to operate during construction. Existing market traders would either be relocated within the Triangle Building in Stables Market or within the upgraded Market Hall building in Camden Lock Market, during the construction period. Although the proposals would see the loss of some food stalls surrounding the basin, these were approved on a temporary basis only, and there are numerous other food and drink stalls throughout Camden Markets and Hawley Wharf Market.

3.19 Officers consider that entertainment uses in the events and exhibition space support the vitality, viability and character of the market and the town centre and are therefore acceptable in principle. The amenity implications of the entertainment uses are considered later on in the report.

3.20 The proposals for the diversification of the market, delivery of a new cultural exhibition space, opening up the East Vaults to the public and provision of a temporary observation wheel are in line with the established use of the site and current strategic policy and are therefore supported in principle.

3.21 As such, the proposed land use package would support the market and allow it to diversify its offer. The package includes a mix of Commercial (Class E), Market retail (Sui Generis) and exhibition/events (Class F1) uses. There are a number of public benefits involved including the sustained and continued use of a major visitor attraction in Camden of international repute, the opening of the East Vaults and Dead Dog Basin, opportunities for the creation of new jobs and training and a new attraction to the market space.

4.0 Design and conservation

Policy review

4.1 Local Plan Policy D1 requires development to be of the highest architectural and urban design quality, which improves the function, appearance and character of the area. Policy D2 states that the Council will preserve and, where appropriate, enhance Camden's rich and diverse heritage assets and their settings, including conservation areas and listed buildings.

4.2 Section 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 ("the Listed Buildings Act") states that in considering whether to grant permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

4.3 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 ("the Listed Buildings Act") is relevant. Section 72(1) requires that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a Conservation Area when considering applications relating to land or buildings within that Area.

4.4 The effect of this section of the Act is that there is a statutory presumption in favour of the preservation of the character and appearance of Conservation Areas. Considerable importance and weight should be attached to their preservation. Should the Council define 'harm' it would only be permitted where there are strong countervailing planning considerations which are sufficiently powerful to outweigh the harm. The NPPF provides guidance on the weight that should be accorded to harm to heritage assets and in what circumstances such harm might be justified (section 16).

4.5 NPPF section 16 paras. 199 to 202 in particular, NPPG section 18a, Camden Local Plan policies D1, D2 and CPG (Design) are relevant with regards to design and conservation. The overarching aims of these policies are to secure high-quality design that will preserve and where appropriate enhance heritage assets and their setting.

4.6 Paragraph 203 of the NPPF further recognises the importance of non-designated heritage assets, stating that:

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

Designations

4.7 The Interchange Building is the only listed building on site and is grade II listed. There are a number of buildings on the site which are identified as making a positive contribution to the character and appearance of the conservation area. Some of these buildings are historic and are associated with former industrial uses, including the perimeter buildings on the north and west side of the site, plus a former 19th century horse stair. They also include later 20th century examples built for the market, which was established at this time. They include two timber structures which are used for storage and associated uses, as well as brick market buildings and offices on the east side of the site, together with later 20th century glass and steel canopy structures, all of

which are built in a high quality neo-Victorian style. Also of value on the site are the historic cobbled surfaces and various items of street furniture which contribute to the character of the space, together with a number of trees which are of particular value in this canal-side, semi-industrial environment. The Regent's Canal Conservation Area covers the whole site.

4.8 The site is also located within an Archaeological Priority Area. An eastern section of the site is covered by a Viewing Corridor from Parliament Hill oak tree to the palace of Westminster.

4.9 The site falls in an area of archaeological potential, due to its industrial heritage and its close proximity to the canal.

Significance of the Interchange Building

4.10 The Site includes the Interchange Building, which was included as a statutory grade II listed building on 14th May 1974. The list entry was amended most recently on 28th January 2013 and provides a detailed description of the listed building, its history, and the reasons for designation, in terms of architectural and historic interest. The Interchange building is listed at Grade II due to the site being a good example of a large-scale, late-Victorian warehouse with a prominent water tower, bold detailing and fire-proof construction and a result of being a key component of the Camden Goods Depot, one of the most complete examples of Victorian railway buildings in the country.

4.11 The grade II listed Interchange Building is a well-preserved example of a late Victorian commercial warehouse, lying immediately to the west of the site, is central to the history of the railway and canal operations in Camden Town. It includes remnants of machinery dating back to its original use. The eastern section of the basement, which has the characteristics of a bonded warehouse, has for many years been used for storage. The central section of the basement contains Dead Dog Basin, a significant offshoot of the canal in historic terms, albeit currently little known to the public and scarcely visible from the main stretch of the canal. These features and history contribute to its significance. Also of importance to its significance is its setting in relation to the canal and the other rail/road/canal infrastructure which forms part of the historical interchange of which this building was also a key part.

Impact on the significance of the Interchange Building

4.12 Council Officers agree that the proposed works to the Interchange Building have been sensitively designed to preserve the designated heritage assets and consider the works to be at the lower end of the 'less than substantial harm' spectrum.

4.13 The 40m high temporary observation wheel would cause temporary harm to the appearance of the Interchange Building. It is considered that this harm would be at the lower end of the 'less than substantial harm' spectrum, and this would be mitigated having regard to the temporary nature of the structure. This harm largely arises from the scale and shape of the structure. The use of materials, colour and design, together with the visually permeable nature of the structure, minimises and mitigates the harm through use of a contextual and industrial aesthetic. Historic England has highlighted the movement as being a contributory factor to harm the setting of the Interchange. Although the movement may draw the eye from certain views, officers do not think this causes harm. Historically this part of the conservation area and the immediate setting would have been a busy and dynamic interchange of road, rail, and canal with constant movement and activity generated by the industrial activity and machinery. Movement - transport of goods, interaction of people and animals etc - is a fundamental and significant part of the history of the site.

4.14 In accordance with paragraph 202 of the NPPF, where a development will lead to 'less than substantial harm', the harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. In carrying out this balance, in accordance with the statutory requirements, great weight and importance should be attached to harm to designated assets.

4.15 Council officers consider that the public benefits of the scheme, including local workforce employment opportunities both during construction and post construction, the revealing of previously inaccessible historic areas of the site (East Vaults/Dead Dog Basin) to the public and securing the refurbishment and repair of the historic buildings are, in principle, sufficient to outweigh the temporary harm identified to the heritage assets.

4.16 Based on the evidence presented in the applicant's Heritage Statement and Planning Statement, at this stage GLA Officers consider that the public benefits could (where appropriately secured) outweigh the less than substantial harm caused.

Proposed work to the Interchange Building

4.17 The grade II listed Interchange Building is a well-preserved example of a late Victorian commercial warehouse, lying immediately to the west of the site, is central to the history of the railway and canal operations in Camden Town. It includes remnants of machinery dating back to its original use. The eastern section of the basement, which has the characteristics of a bonded warehouse, has for many years been used for storage. The central section of the basement contains Dead Dog Basin, a significant offshoot of the canal in historic terms, albeit currently little known to the public and scarcely visible from the main stretch of the canal.

4.18 The proposed development would facilitate public access to these parts of the listed building for the first time and, as such, better reveal the heritage significance of the listed building. The enhancements to the East Vaults and Dead Dog Basin have been sensitively designed to preserve the designated heritage assets. The proposal includes a new East Vaults entrance from Camden Lock Place into the educational/cultural and exhibition space.

4.19 The proposal seeks to remove the white paint from the internal wells to expose the masonry; retain and refurbish the existing steel structure and paint the steel in a black fire-retardant paint; clean the historic fire doors and mechanical hoists and retain the high-level timber decks within Dead Dog basin.

4.20 In respect of Dead Dog Basin, a new jetty is proposed comprising a steel cantilever structure with beams placed centrally between the new access openings from East Vaults. This jetty would allow the public to enter Dead Dog Basin and use the Water Bus.

4.21 The proposal includes ten new openings between East Vaults and Dead Dog basin to provide access into the basin, fresh air ventilation and a new waste access area for the iRecycle barges. The openings are mostly located on the western face of the Interchange Building façade which faces onto the Dead Dog Basin rather than the market. These openings will only be visible from people utilising the jetty within the Dead Dog Basin and the internal spaces of the Interchange Building, that being the East Vaults, which contributes to their being no adverse harm to the significance of the listed building and conservation area. In addition, only 2 openings are proposed on the eastern face of the Interchange Building façade which faces onto the market. The two east facing openings will provide access to the public toilets being proposed onsite and to the proposed exhibition use within the East Vaults. As such, it is considered that the proposed openings will not cause adverse harm to the significance of the listed building, nor the significance of the conservation area. These new openings will work within the existing loadbearing structure of the building. The openings will be formed within the existing structure and will involve a minor loss of historic fabric. However, the benefits of reusing the space which is currently not open to the public is considered to outweigh any such harm which is considered to be on the lower end of the 'less than substantial harm' spectrum, in accordance with paragraph 134 of the NPPF.

4.22 As such, the reuse of the basement of the grade II listed Interchange Building and Dead Dog Basin is welcomed. The space has a robust industrial feel, with structural columns spaced at regular intervals. The insertion of partitioning, a new floor level and limited new openings, designed to respect the listed building, is acceptable in principle. The proposal to enhance Dead Dog Basin through lighting and other measures is welcomed subject to detailed design (see conditions) and agreement from those responsible for the maintenance of the waterway. The jetty is proposed comprising a steel cantilever structure with beams placed centrally between the new access openings from East Vaults, is considered to be an exciting concept; with minimal impact on the canal's heritage and the setting of the grade II listed building.

4.23 The Proposed Development delivers significant heritage benefits associated with a viable use and public access to the listed building, allowing new appreciation and understanding of the building's particular significance, including its function, structure and historic connections to the canal.

4.24 The proposals meet National, Regional and Local policies in terms of making best use of land; providing a design response which preserves the heritage assets and providing an increased permeability and accessibility across the site.

Proposed temporary Observation Wheel

4.25 The design of the observation wheel, which has an industrial appearance, has evolved following pre application advice. The proposal seeks to keep the existing canal basin open, and the base of the observation wheel now provides less intrusive foundations and provides for clearer pedestrian circulation around the base.

4.26 The observation wheel is proposed on the western side of the basin and four spokes would support the wheel at ground level. One spoke would be located on the other side of the basin to provide stability. Raised decking is proposed around the base of the wheel to provide a gradual level change which would enable step free ramped access.

4.27 Following the removal of the temporary observation wheel after five years of operation, the area will be reinstated to provide hard landscaped surfaces, this will result in level access across the West Yard.

4.28 The introduction of the temporary observation wheel at a height of 40m, would have an impact on the local character and views. Officers agree with the conclusions of the Heritage Statement which considers that the observation wheel would cause temporary harm to the character or appearance of the Regent's Canal and Harmond Street Conservation Areas, and the special interest and setting of the Interchange Building, Hampstead Road Bridge over Grand Union Canal, Hampstead Road Lock on the Grand Union Canal, Roving Bridge over Grand Union Canal, The Interchange Canal Towpath Bridge and Regent's Canal Information Centre listed buildings. Council Officers agree that this would be at the lower end of the 'less than substantial harm' spectrum, especially having regard to the temporary nature of the building.

4.29 In accordance with paragraph 202 of the NPPF, where a development will lead to 'less than substantial harm', the harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. In carrying out this balance, in accordance with the statutory requirements, great weight and importance should be attached to harm to designated assets.

4.30 Council officers consider that the public benefits of the scheme, including local workforce employment opportunities both during construction and post construction, the revealing of previously inaccessible historic areas of the site (East Vaults/Dead Dog Basin) to the public and securing the refurbishment and repair of the historic buildings are, in principle, sufficient to outweigh the temporary harm identified to the heritage assets. Based on the evidence presented in the applicant's Heritage Statement and Planning Statement, at this stage GLA Officers consider that the public benefits could (where appropriately secured) outweigh the less than substantial harm. It is noted that all the public benefits would be secured prior to the commencement of any works onsite as part of phase 1 of the proposed development. Future phases 2 and 3 should be considered independently and should secure any such additional public benefits as part of the assessment of future applications.

Significance of the Regent's Canal Conservation Area

4.31 The site is located within Sub Area 1 (Camden Lock, Southampton Bridge to Kentish Town Bridge, Stanley Sidings and the Roundhouse) of the Regents Canal Conservation Area. The Regents Canal Conservation Area Appraisal and Management Strategy describes how the concentration of industrial archaeology along the Camden section of the canal, with its associated railway features is of exceptional interest and quality, unparalleled in London. It is an important feature of historic and visual interest in the wider townscape and, following the decline of traditional canal-related commercial activities, has been increasingly recognised as a valuable resource for water-based leisure activities, for its tranquil seclusion, for its ecological value and its potential for transportation and informal recreation.

4.32 The ever changing views, the variety and contrast of townscape elements and the informal relationship between buildings and canal make significant contributions to the character of the canal. Different sections of the canal vary considerably in terms of aspect, level, width and orientation and in the nature and function of adjacent buildings and landscape.

4.33 The special character of the area is largely derived from the almost hidden nature of the canal. The surrounding townscape largely turns its back on the canal creating a tranquil space distinct from the business of the surrounding city. This character has in part arisen from the topography of the canal located as it is in shallow cuttings along part of its length and partly as a result of canal side development forming an effective

barrier, cutting off views towards the canal.

Impact on the significance of the Regent's Canal Conservation Area

4.34 Council Officers agree that the 40m high temporary observation wheel would cause temporary harm to the character or appearance of the Regent's Canal Conservation Area due to the size and structure being considered out of character. Notwithstanding, it is considered that this harm would be at the lower end of the 'less than substantial harm' spectrum, especially having regard to the temporary nature of the structure.

4.35 In accordance with paragraph 202 of the NPPF, where a development will lead to 'less than substantial harm', the harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. In carrying out this balance, in accordance with the statutory requirements, great weight and importance should be attached to harm to designated assets.

4.36 Council officers consider that the public benefits of the scheme, including local workforce employment opportunities both during construction and post construction, the revealing of previously inaccessible historic areas of the site (East Vaults/Dead Dog Basin) to the public and securing the refurbishment and repair of the historic buildings are, in principle, sufficient to outweigh the temporary harm identified to the heritage assets. Based on the evidence presented in the applicant's Heritage Statement and Planning Statement, at this stage GLA Officers consider that the public benefits could (where appropriately secured) outweigh the less than substantial harm.

Conservation Areas and Listed Buildings in close proximity to the site

4.37 It is noted there are a further four conservation areas within proximity to the Site, however the scale of the proposals would only be partially visible from the Primrose Hill Conservation Area, as such further consideration is required.

- Primrose Hill Conservation Area, which was designated on the 1st of October 1971. The Primrose Hill Conservation Area Statement Appraisal and Management Strategy was adopted by LBC in 2000.
 - Primrose Hill Conservation Area is of significance as 'a smart and sedate residential area' of mid-19th century speculative residential development, which displays the contemporary fashion for Classically-influenced architecture typical of developments such as these in London. The high quality townscape and consistency of materiality and scale lend unifying characteristics to the variable patterns of terraces, which are representative of the area's speculative development.
 - This suburban townscape provides important evidential value for the evolution and development of this part of London in the 19th century and as such, contributes to the significance of the conservation area. To the south-west, the open spaces of Primrose Hill and Regent's Park form a green setting to the conservation area. These spaces complement the special interest of the conservation area and therefore contribute positively to its significance as an integral element of the planned 19th century suburban expansion of this part of London.
 - The elevated views from Primrose Hill are a notable in London and have a long historical association as a key viewing point across the capital. The association has influenced the development of the conservation area and is considered an important element of its character.

Impact on the significance of the Primrose Hill Conservation Area

4.38 The Conservation Area is primarily occupied by residential uses, which take the form of low density villas and terraces interspersed with abundant vegetation and many mature street trees and private trees to garden areas. These villas are between three and four storeys high, with basements.

4.39 The proposed temporary observation wheel would only be visible from the summit of Primrose Hill within the Conservation Area. From this viewpoint, the mid to upper levels of the observation wheel would be experienced beyond the adjacent Interchange Building within Camden Lock Market, with the landmark tower remaining legible. It is considered would be no overall harm or improvement to the view, and overall, this would

result in a Neutral Effect of Very Low Magnitude on the view.

4.40 The site is situated to the east of the Primrose Hill Conservation Area, and forms part of the former industrial townscape along Regent's Canal. Although it is located within an otherwise dense and varied urban townscape, the site is characteristic of the surrounding context and is consistent with the 19th and early 20th century buildings within the conservation area. However, there is little to no visibility of the proposed observation wheel, on account of the extent of interposing development, as well as the effect of distance. As such, any role of the site within the setting of conservation area is diminished as part of the visual experience from within and does not contribute to the significance of the Primrose Hill Conservation Area.

4.41 As such, it is considered that the proposed temporary observation wheel would not adversely harm the significance of the Primrose Hill Conservation Area.

- Camden Town Conservation Area was designated on the 11th of November 1986 and the Camden Town Appraisal and Management Strategy was adopted by LBC in 2007.
 - Camden Town Conservation Area is of significance as a predominantly 19th century urban townscape consisting of two distinct character areas; a busy commercial and retail area and a quieter residential area. The commercial area has a dynamic and bustling character and is defined by a variety of building types and styles, whereas the residential area has a more uniform character, displaying stock brick and stucco terraces.
- Regent's Park Conservation Area was designated on the 1st of July 1969 and the Regent's Park Appraisal and Management Strategy was adopted by LBC in 2011.
 - Regent's Park is an urban landscape, which has strong associations with leading designers of the 19th and 20th centuries, notably John Nash, Humphrey Repton and Decimus Burton. It was conceived as an urban improvement scheme in the late 18th and early 19th century, emphasised by the requirements to include the creation of a new street to link the park with the city as part of its picturesque planning. It was intended to be an attractive landscape setting for villa residences, later altered to be predominantly terraced housing, and subsequently utilised as a public park. It is the premier example of picturesque landscape design in England and was influential in the development of the concept of '*rus-in-urbe*'. A notable element of this characteristic is the integration of the landscape with the enclosing built development, with a reciprocal relationship between the park providing an attractive, expansive landscape setting to the housing; whilst the housing providing strong boundaries the park and defining its sense of separation from the wider urban context.
- Harmood Conservation Area was designated on the 20th of September 2005 and the Harmood Appraisal and Management Strategy was adopted by LBC in 2005.
 - The conservation area's significance arises from the retention of a large proportion of the stock brick terraced houses of 'cottage' character, which form part of the original phase of 19th century development. The conservation area is predominantly residential and encompasses the principal road of Harmood Street and a number of smaller streets leading off it, all of which have a broadly unified architectural style and material palette.
 - The setting of the conservation area consists of the railway line to the east and the surrounding townscapes of Kentish Town, Belsize Park, Chalk Farm and Camden Town. This surrounding varied context, primarily of 19th century date, contributes to the significance of the conservation area by providing context to the wider piecemeal development history locally. To the south are the railway structures of the former Goods Yard, now Camden Market, set behind the substantial brick retaining wall. These structures are of a contrasting scale and character of the residential character of the conservation area and wider townscape, with the definition of the wall providing a clear moment of transition. New, contemporary development within the market is visible as part of the context to the remaining historic railway structures. The distinction between railway structures and the residential context, of which the conservation area forms a part, is consistent with the historic development and character of the area and contributes positively to its heritage significance.

4.42 Within proximity of the Site are a number of other statutorily listed buildings that form an important part of the Regent's Canal, which have the potential to be impacted indirectly, through a change in setting, including:

- The Interchange Canal Towpath Bridge over Private Canal Entrance – Grade II Listed Building.
- Roving Bridge over Grand Union Canal west of Hampstead Road Lock – Grade II Listed Building.
- Hampstead Road Lock on the Grand Union Canal – Grade II Listed Building.
- Regent's Canal Information Centre (former lock keepers cottager) – Grade II Listed Building.
- Hampstead Road Bridge over Grand Union Canal – Grade II Listed Building.
- Nos.38-46, Jamestown Road and Nos. 24, 26 and 28 Oval Road (formerly Gilbey House) – Grade II Listed Buildings.
 - It is considered any such impact to the listed buildings within proximity to the site would be similar to those impacts associated to the Regent's Canal CA due to the fact that many of the items are within the Conservation Area, which Council considered the harm would be at the lower end of the 'less than substantial harm' spectrum.

Proposed pedestrian bridge over basin

4.43 A controversial element of the proposal at pre-application stage was the proposed construction of a bridge across the canal basin to link its east and west sides. Initial concerns were expressed, due to its potential impact on the setting of the basin and its environs, which has a unique character based on the purpose for which it was built, and which would never have been compromised by a bridge.

4.44 However, the design of the bridge and its access points have been refined to provide a lightweight and sensitively designed pedestrian bridge which will not dominate the historic setting, and which will relieve pedestrian flow in West Yard as well as providing improved manoeuvrability around the West Yard and providing a safe egress from the temporary observation wheel once disembarked. The bridge has been designed to be as open as possible to allow the basin to be appreciated.

4.45 The design and siting have carefully considered the historical context of the existing jetty and basin, which as a result has produced a pedestrian bridge that measures 7.5m in length and 2.8m in width across the existing basin in West Yard.

4.46 As such, it is considered that the proposed pedestrian bridge, which will be a temporary fixture for a period of 5 years along with the proposed observation wheel, preserves the significance of the basin and this part of the Regents Canal Conservation Area as it is of an open design which does not hide the significance of the basin, whilst being able to further enhance the pedestrian experience onsite. This allows for the existing basin to remain prominent and celebrated and does not hinder the historic fabric within the West Yard.

Height, scale and massing

4.47 London Plan Policy D9 (Part B) states that tall buildings should only be developed in locations identified as suitable in development plans. Part C of Policy D9 also states that tall buildings must address their visual, functional, environmental and cumulative impacts.

4.48 The Camden Local Plan 2017 defines a tall building as those which are substantially taller than their neighbours or which significantly change the skyline. Furthermore, the London Plan defines a tall building as not less than 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey.

4.49 The temporary observation wheel would be approximately 40m in height and would constitute a tall building. No other part of the development would constitute a tall building. It is noted that this site has not been identified as suitable for a tall building within the local development plan. On this basis the proposal would not comply with part B of London Plan Policy D9. Nevertheless, the proposed Observation Wheel would be temporary in nature and therefore is considered to be acceptable, in this instance.

Visual impact

4.50 The Visual Study Area comprises of the area from which the site is visible, or likely to be visible, following implementation of the proposed development. It contains the key visual receptors and representative viewpoints that have views to the site and with potential to be affected by the proposed development, primarily being the 40m high observation wheel. This primary area has been determined to be 1km, with some longer distance available from key views up to 2.5km from the site.

4.51 The existing visibility of the West Yard is largely influenced by the built form and dense urban grain that surrounds it, which limits views to the following public areas:

- Camden Lock Place.
- The Regents Canal.
- The Grand Union Canal Tow Path.
- The Roving Bridge at Camden Lock.

4.52 Consideration has been given to the protected views identified in the London View Management Framework SPD (LVMF). The Site is located within the following protected views:

- LVMF View 2B: Parliament Hill – east of the summit.

The Site is in the middle ground of the View, just west of the designated view. The Palace of Westminster is the key feature in this view and the London Views Management Framework states that 'the viewer's ability to perceive the visual relationship between the Clock Tower, the Central Tower and the Victoria Tower should be maintained or enhanced.'

- LVMF View 4A: Primrose Hill Summit – the summit

The site is in the close to middle distance of View 4A.2, far north of the designated view. The focus of this view is St Paul's Cathedral with its distinctive peristyle, drum, dome and western towers. The London Views Management Framework states that 'The scale of new developments should be compatible with the composition of the view.'

4.53 Views relating to Regents Canal are also recognised in the Local Plan as being locally important, contributing to the interest and character of Camden. In accordance with Policy D1 Design, new development should be compatible with these views in terms of setting, scale and massing, and should have regard to local skylines and landmarks.

4.54 The assessment of visual effects identified that there would be negligible changes to local and longer distance views arising from the proposed development, principally caused by the temporary observation wheel. In views from the local streets, which are aligned towards the site, the observation wheel would be more noticeable and form a visually interesting, temporary landmark. In views where the observation wheel would be experienced square on, clear spacing between the wheel spokes would allow for open sky to be experienced beyond and together with the rounded gondola design would maximise its visually permeability. The black metal finish would also be in keeping with other metalwork present in these views such as bridge parapets, lock gates and railings.

4.55 Following the removal of the observation wheel and reinstatement of West Yard, the proposed development would only be visible from adjacent to the site boundary where the site would be experienced largely free of visual clutter. This would help to highlight the historic market buildings and structures in and around West Yard, whilst the new uniform design to shopfronts and new and retained trees within West Yard would add visual interest.

Archaeology

4.56 The site is situated within an Archaeological Priority Area, designated for the canal side industries which developed during the 19th century. With regards to archaeological remains, the proposal includes the introduction of new exhibition space, flexible events and market uses through a change of use of the existing East Vaults, installation of new retail shopfronts within West Yard; creation of a new jetty within Dead Dog Basin and erection of a temporary observation wheel together with ancillary works and alterations to existing structures, surfaces and other public realm improvements and associated works. An Archaeological Desk Based Assessment has been submitted as part of the application.

4.57 The Greater London Archaeological Advisory Service (GLAAS) were consulted on this application and advised that they did not object to the proposals provided that the observation wheel was secured as a temporary installation and did not become a permanent feature, to ensure there was no permanent harm to the character and appearance of the area. Likewise, they had no objection to the works to the east vaults subject to a number of suggested conditions.

Conclusion

4.58 Council Officers agree that the proposal, namely the 40m high temporary observation wheel would cause temporary harm to the character or appearance of the Regent's Canal Conservation Area. It is considered that this harm would be at the lower end of the 'less than substantial harm' spectrum, especially having regard to the temporary nature of the structure. It is considered that the other works that would be delivered by the development, such as the relocation of the jetty, footbridge over the canal inlet basin, utilisation of the Dead Dog Basin and securing a viable cultural use of the Interchange Building would provide substantial public benefits which would outweigh the less than substantial harm to the character and appearance of the conservation area.

4.59 In addition, the proposed development delivers significant heritage benefits associated with a viable use and public access to the listed building, allowing new appreciation and understanding of the building's particular significance, including its function, structure and historic connections to the canal.

4.60 The proposal meets National, Regional and Local policies in terms of making best use of land; providing a design response which enhances the heritage assets and providing an increased permeability and accessibility across the site. Furthermore, there are a number of public benefits which need to be taken into account when taking a balanced view on the proposals – including employment and land use benefits, economic benefit, the viable reuse of a redundant section of a grade II listed building, public realm improvements, the provision of improved access and permeability, and provision of improved public safety and security. Conditions are also attached regarding CCTV and lighting.

4.61 In arriving at this decision, considerable importance and weight has been given to the identified harm. It is nevertheless considered that the public benefits as detailed above clearly outweighs the less than substantial (temporary) harm.

5.0 Impact on neighbouring amenity

Policy review

5.1 Policies A1 (Managing the impact of development) and A4 (Noise and vibration) are relevant with regards to the impact on the amenity of residential properties in the area. Collectively, they seek to protect the quality of life of occupiers and neighbours by only granting permission for development that does not cause harm to amenity. In this case, the primary concerns include impact on daylight and sunlight, overlooking, outlook, noise, and disturbance.

Daylight and sunlight

5.2 The nearest residential buildings to the application site are on the west side of The Interchange building approximately 60 metres west of the application site along Gilbey's Yard. It is not considered that the site will adversely impact views along this road due to the large Interchange Building separating the two sites, and the openness of the observation wheel which still provides ample opportunity for views and sunlight through the structure, and nor would it, therefore, affect the levels of daylight and sunlight reaching residents along Gilbey's Yard.

5.3 Residents on the upper floors of 246/248 Camden High Street have a clear line of sight of the proposed temporary observation wheel, which is located approximately 120m to the east of the site. The existing Dingwall building and mature tree located onsite will somewhat hinder the visibility of the proposed temporary observation wheel. Given the distance between the upper floor units at 246/248 Camden High Street and the proposed temporary observation wheel, and the open nature of proposed observation wheel allowing for views to the Interchange Building, it is considered that the impact on the outlook, privacy and amenity will not be harmful to the residents at 246/248 Camden High Street.

The uses surrounding the application site comprise mostly of retail at ground floor, with ancillary retail or office space on the upper floors. The areas that will be most affected by the proposal are those immediately north of the site, to the north of Camden Lock Place. Much like the surrounding area, this area comprises retail units at ground and upper floor level. Retail is not considered a sensitive use and it is not therefore considered that an unacceptable level of overshadowing would occur.

5.4 Due to the separation distances between the application site and the commercial nature of surrounding buildings, it is not considered that the impact in terms of daylight and sunlight on the surrounding area is an

issue for concern.

Noise and disturbance

5.5 Paragraph 185 of the NPPF, and policy D14 of the London Plan states that planning policies and decisions should aim to reduce, manage and mitigate noise to improve health and quality of life arising from noise as a result of new development, including through the use of conditions. They also set out that decisions should not impose unreasonable restrictions because of changes in nearby land uses since they were established. Camden Policy A1 and A4 seek to manage impact of development and ensure that noise and vibration from noise is controlled and managed.

5.6 A Noise Impact Report has been submitted in support of the application which states that an acoustic survey was undertaken in July 2021 to establish the existing environmental sound levels around the application site. It found that the dominant noise sources are generated from road traffic, freight train passes and market activities. The report sets out the strategy to control noise intrusion, and associated internal plant noise, before assessing the results of a vibration survey.

5.7 In terms of noise intrusion, the Environmental Health Officer has advised that the plant noise criteria have been adequately predicted taking into consideration distance losses, surface acoustic reflections and, where applicable, screening provided by the surrounding buildings. The proposal does not include amplified music. The music within the observation wheel gondolas would be contained within the sealed pod. As such, the submitted acoustic submission complies with the Camden Plan guidelines and therefore is acceptable in environmental health terms, subject to conditions.

5.8 Robust noise conditions are suggested, so that the external noise level emitted from plant and machinery equipment is at an acceptable level when measured from the nearest noise sensitive receptors.

Proposed uses

5.9 Whilst it is acknowledged that the proposed use of the site has the potential to generate a significant amount of noise, it is accepted that the Camden Lock Market already generates a significant amount of noise through its daily use. As stated above, there is a natural physical separation distance between the application site and the nearest noise sensitive receptors. There are also no residential units proposed as part of this application. This separation of noise sensitive uses is therefore considered appropriate. Whilst it is likely that the proposed improvements to the pedestrian circulation in and around the site will increase levels of pedestrian activity in areas which are not currently apparent, it is considered that the separation distance between the site and the noise sensitive receptors is great enough that the residential amenity of nearby occupiers of the surrounding areas will be preserved.

5.10 In terms of noise generation from visitors and tourists, the ambient daytime noise levels that would be created here are commensurate with what is to be expected with a vibrant and busy town centre such as Camden Town Centre, which is the largest of Camden's designated town centres. The site already accommodates large visitor and tourist numbers. It is recognised that a number of potential night time economy uses, such as Commercial (Class E), Market retail (Sui Generis) and exhibition/events (Class F1), and erection of a temporary observation wheel has the potential to generate a noise nuisance. Currently, there are no planning restrictions on the hours of use for the site, which is controlled by environmental health licencing. However, given that an increase in entertainment uses is proposed on site, a Night-time Use Management Strategy would be secured via a Section 106 legal agreement in order to detail the manner in which the public leave the premises in the early hours of the morning to ensure that disturbance to nearby residential areas is mitigated. Conditions are also suggested regarding sound insulation and noise emanating from uses.

5.11 It is apparent on site that a considerable amount of litter has gathered within Dead Dog Basin as a result of passing pedestrians disposing of their litter from the bridge suspended above the Basin. There is concern that as a result of the proposed temporary bridge over the Canal Basin that further litter could be disposed of within the canal. A Litter Management Strategy will therefore be secured via a Section 106 Legal Agreement to ensure that the Canal is maintained on a regular basis. A financial contribution of £8,500 per annum for 9 years would also be secured in order to achieve this.

Construction works

5.12 Camden Policy A1 states that Construction Management Plans should be secured to demonstrate how a

development will minimise impacts from the movement of goods and materials during the construction process (including any demolition works).

5.13 With regards to noise disturbance from construction, a Construction Management Plan would be secured by a section 106, which would require controls on hours of construction and deliveries of materials. This is the standard procedure secured for all major developments.

6.0 Transport

Policy review

6.1 Camden Local Plan policies T1, T2, A1 and the Transport CPG are relevant with regards transport issues. The overarching aims of the Council's transport policies is to consider the impacts of movements to, from and within a site, including links to existing transport networks.

The site

6.2 The site has a PTAL rating of 6a (Excellent) on a scale of 0 to 6B, where 6B represents the greatest level of access to public transport services. Camden Town Underground Station is the closest station, located approximately 350m to the south. Camden Road Station is located approximately 450m to the east and is served by Overground services. There are numerous bus services along Camden High Street and Chalk Farm Road.

Travel plans

6.3 This development will lead to an increase in capacity in visitors to the area, with around 20% increase due to the temporary observation wheel and opening of the East Vaults which will lead to higher pressure on local transport infrastructure. The site has a PTAL rating of 6a (Excellent) and it is expected many visitors will continue to either walk, cycle, or catch public transport to the site. The site would be able to accommodate the increase in demand onsite as demonstrated within the submitted Transport Assessment and Travel Plan.

6.4 TfL have not objected to the scheme on the grounds of additional impact and note that the site may require active stewarding and potentially even crowd controls during peak periods. This will be secured via a planning condition.

6.5 Travel Plans are an effective tool for managing visitors, volunteers, and employees at a site by helping to promote sustainable transport and enhancing the effectiveness of sustainable transport facilities at the site. The applicant has submitted a Travel Plan, however the Travel Plan cannot be finalised until planning permission is granted and a permanent Travel Plan Co-ordinator can be assigned.

6.6 If planning permission is granted a final Travel Plan would be secured as a section 106 planning obligation.

6.7 The Council would also seek to secure a financial contribution of £6,020 to cover the costs of monitoring and reviewing the travel plan over a 5 year period. This would also need to be secured by a Section 106 planning obligation if planning permission is granted.

Car parking

6.8 There are currently no car parking spaces on the site, and none are proposed. A car-free proposal is supported by officers and shall be secured by S106 agreement.

Cycle parking

6.9 There are currently no formal cycle parking spaces on site. Under the proposal, a total of 26 short stay cycle parking spaces are proposed next to the wheel and entrance to the market from the canal path. No long stay cycle parking is proposed.

6.10 Due to the site only proposing an uplift of 54sqm and only being the first phase of three development phases, the long stay cycle parking requirement for full time staff would be minimal. Long stay cycle parking will be provided as part of phase two and three of the development. An informative stating that an assessment of long-stay cycle parking should be included in any future application for the wider area. Council's Transport Officer is satisfied with this approach.

Management of construction impacts

6.11 This development would require a significant amount of construction works. This would generate a large number of construction vehicle movements during the overall construction period with the temporary observation wheel requiring sixteen Heavy Good Vehicle (HGV) to deliver the prefabricated parts to the site. Officers' primary concern is public safety, but the Council also needs to ensure that construction traffic does not create (or add to existing) traffic congestion. The proposal could result in amenity issues for local people in terms of noise, vibration and air quality.

6.12 The Council needs to ensure that the development can be implemented without being detrimental to amenity or the safe and efficient operation of the highway network in the local area. Officers are concerned especially about the impact on vulnerable road users during peak time, as this is when the majority of cyclist death occurs.

6.13 Delivery of the temporary observation wheel to the site will need to reverse in off Camden High Street onto Camden Lock Place. All other construction traffic is proposed to enter in forward gear and turn within the site. As such, a Stage 1 Road Safety Audit (RSA) prior to commencement for the proposed reverse-in manoeuvre will be required. A Delivery and Servicing Management Plan should therefore be secured as a Section 106 planning obligation if planning permission is granted.

6.14 To minimise the impact on the existing road network, it is requested that no HGV movements be allowed at peak times; "Heavy Good Vehicle movements should be optimised to avoid the AM and PM peak hours".

6.15 For this reason, a Construction Management Plan (CMP) should therefore be secured as a Section 106 planning obligation, with the additional obligation that freight movement should limited between 9:30am to 4:30 Monday the Friday and 8am till 1pm Saturdays, with no deliveries on Sunday and bank holidays unless agreed beforehand with Camden Council.

Conclusions

6.16 The proposals are acceptable in transport terms subject to section 106 obligations and conditions.

7.0 Conclusion

7.1 Grant conditional planning permission subject to a Section 106 Legal Agreement

7.2 Grant conditional listed building consent.

The decision to refer an application to Planning Committee lies with the Director of Regeneration and Planning. Following the Members Briefing panel on Monday 22nd May 2023, nominated members will advise whether they consider this application should be reported to the Planning Committee. For further information, please go to www.camden.gov.uk and search for 'Members Briefing'.

Application ref: 2022/3853/P
Contact: Alex Kresovic
Tel: 020 7974 3134
Date: 18 May 2023

Development Management
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Dear Sir/Madam

DRAFT
FOR INFORMATION ONLY - THIS IS NOT A FORMAL DECISION
Town and Country Planning Act 1990 (as amended)

DECISION SUBJECT TO A SECTION 106 LEGAL AGREEMENT

Address:

Camden Lock Market
Chalk Farm Road
London
NW1 8NH

Proposal:

DECISION
Introduction of new exhibition space, flexible events and market uses through a change of use of the existing East Vaults, installation of new retail shopfronts within West Yard; creation of a new jetty within Dead Dog Basin and erection of a temporary observation wheel together with ancillary works and alterations to existing structures, surfaces and other public realm improvements and associated works.

Drawing Nos: Existing and Proposed Plans prepared by Piercy & Company, project No. 13663, drawing No. 010, Rev A; drawing No. 001, Rev C; drawing No. 100, Rev C; Series P01, drawing No. 100, Rev C; drawing No. 101, Rev C; drawing No. 102, Rev C; drawing No. 103, Rev C; drawing No. 200, Rev C; drawing No. 201, Rev C; drawing No. 202, Rev C; drawing No. 300, Rev C, all dated 30.08.2022.

The Council has considered your application and decided to grant permission subject to the conditions and informatives (if applicable) listed below **AND** subject to the successful conclusion of a Section 106 Legal Agreement.

The matter has been referred to the Council's Legal Department and you will be contacted shortly. If you wish to discuss the matter please contact **Aidan Brookes** in the Legal Department on **020 7 974 1947**.

Once the Legal Agreement has been concluded, the formal decision letter will be sent to you.

Condition(s) and Reason(s):

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

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

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

Existing and Proposed Plans prepared by Piercy & Company, project No. 13663, drawing No. 010, Rev A; drawing No. 001, Rev C; drawing No. 100, Rev C; Series P01, drawing No. 100, Rev C; drawing No. 101, Rev C; drawing No. 102, Rev C; drawing No. 103, Rev C; drawing No. 200, Rev C; drawing No. 201, Rev C; drawing No. 202, Rev C; drawing No. 300, Rev C, all dated 30.08.2022.

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

- 3 The observation wheel and associated pedestrian footbridge over the canal within the West Yard are hereby permitted for a temporary period only and shall be removed and the land, including all canal structures and fixings, reinstated in accordance with a scheme of remediation approved in writing by the LPA, on or before five (5) years from the date of this permission.

Reason: The type of structure is not such as the local planning authority is prepared to approve, other than for a limited period, in view of its appearance. The permanent retention of the structure would be contrary to the requirements of policy D1 and D2 of the London Borough of Camden Local Plan 2017.

- 4 Before the relevant part of the work is begun, detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the local planning authority:

a) Details of the engineering and construction methodology for the erection of the observation wheel, and any structural works to the canal inlet to support it and the footbridge.

b) Plan, elevation and section drawings, including fascia, cornice, pilasters, doors, windows, glazing panels, and new shopfronts, at a scale of 1:10;

c) Manufacturer's specification details of all facing materials (to be submitted to the Local Planning Authority) and samples of those materials (to be provided on site).

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

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy D1 and D2 of the

London Borough of Camden Local Plan 2017.

- 5 All new external work shall be carried out in materials that resemble, as closely as possible, in colour and texture those of the existing building, unless otherwise specified in the approved application.

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

- 6 No lights, meter boxes, flues, vents or pipes, and no telecommunications equipment, alarm boxes, television aerials, satellite dishes or rooftop 'mansafe' rails shall be fixed or installed on the external face of the buildings.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy D1 and D2 of the London Borough of Camden Local Plan 2017.

- 7 Before any brickwork is commenced, a sample panel of the facing brickwork demonstrating the proposed colour, texture, face-bond and pointing shall be provided on site and approved in writing by the local planning authority. The development shall be carried out in accordance with the approval given. The approved panel shall be retained on site until the work has been completed.

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

- 8 Landscaping

Prior to the occupation of the development hereby permitted, full details of a landscaping scheme (to include information on interpretation, surface materials, boundary treatments, and the type, location and proposed root protection of new vegetation) shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter the development should be carried out fully in accordance with the approved details.

Reason: To ensure the satisfactory appearance of the development, to safeguard historic landscaping features, and safety of the waterway users, and to enhance the natural environment of the Regent's Canal.

- 9 Lighting

Prior to the use of the development hereby permitted, details of the proposed external lighting, to include a lux plan that includes light impacts on the Regent's Canal, shall be submitted to and approved in writing by the Local Planning Authority, and the lighting scheme shall be installed in accordance with the submitted details.

Reason: In order to prevent the development having any adverse impact of the biodiversity of the Regent's Canal by way of light pollution.

- 10 No demolition or development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and

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

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

C. The programme for post-investigation assessment and subsequent analysis, publication and dissemination and deposition of resulting material.

This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

Reason: To comply with the element within the WSI.

- 11 The external noise level emitted from plant, machinery or equipment at the development with specified noise mitigation hereby approved shall be lower than the typical existing background noise level by at least 10dBA, by 15dBA where the source is tonal, as assessed according to BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity and thereafter be permanently retained.

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

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

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

- 13 Cycle parking - short stay

Prior to the operation of the observation wheel, the following bicycle parking shall be provided in accordance with the approved plans:

- Twenty-Six (26) short-term spaces

All such facilities shall thereafter be permanently maintained and retained.

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

14 Refuse and recycling

Prior to the occupation of the of the proposed development, the refuse and recycling storage areas shall be completed and made available for traders/occupants of the Camden Lock Market.

As such, the development shall not be implemented other than in accordance with such measures as approved and shall be retained thereafter.

Reason: To safeguard the amenities of the future occupiers and adjoining neighbours in accordance with the requirements of Camden Local Plan policy CC5.

15 Lighting Strategy

A Lighting Strategy, with regards to bats and biodiversity impact, shall be submitted to and approved by the Council prior to occupation. Lighting on the premises shall be operated accordingly permanently thereafter.

Reason: To ensure an environment which conserves and enhances wildlife habitats and biodiversity measures within the development, in accordance with the requirements of the London Plan and Policies A3 and CC2 of the London Borough of Camden Local Plan 2017.

16 Secured by Design

Prior to construction proof that the plans can achieve secured by design accreditation must be submitted to and approved by the local planning authority.

Reason: To ensure that the development mitigates the risk of antisocial behaviour in accordance with Policy C5 of the Camden Local Plan 2017.

17 No development shall take place until full details of hard and soft landscaping and means of enclosure of all un-built, open areas have been submitted to and approved by the local planning authority in writing. Such details shall include details of any proposed earthworks including grading, mounding and other changes in ground levels. The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

Reason: To ensure that the development achieves a high quality of landscaping which contributes to the visual amenity and character of the area in accordance with the requirements of policies A2, A3, D1 and D2 of the London Borough of Camden Local Plan 2017.

18 Prior to the commencement of any works on site, details demonstrating how trees to be retained shall be protected during construction work shall be submitted to and approved by the local planning authority in writing. Such details shall follow guidelines and standards set out in BS5837:2012 "Trees in Relation to Construction". All trees on the site, or parts of trees growing from adjoining sites, unless shown on the permitted drawings as being removed, shall be retained and protected from damage in accordance with the approved protection details.

Reason: To ensure that the development will not have an adverse effect on existing trees and in order to maintain the character and amenity of the area in accordance with the requirements of policies A2 and A3 of the London Borough of Camden Local

Plan 2017.

19 Construction monitoring report

Within 3 months of operation, a post construction monitoring report should be completed in line with the GLA's Circular Economy Statement Guidance. The post-construction monitoring report shall be submitted to the GLA, currently via email at: circulareconomystatements@london.gov.uk, along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to operation of the development.

Reason: In the interests of sustainable waste management and in order to maximise the re-use of materials. In accordance with policies CC1 and CC5 of the Camden Local Plan 2017.

20 Fire Statement

The development must be carried out in accordance with the provisions of the Fire Statement prepared by Jensen Hughes dated 27 July 2022 unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that the development incorporates the necessary fire safety measures in accordance with the Mayor's London Plan Policy D12.

21 Prior to commencement of any impact piling, a piling method statement shall be submitted to and approved in writing by the local planning authority. The Method Statement shall be prepared in consultation with Thames Water or the relevant statutory undertaker, and shall detail the depth and type of piling to be undertaken and the methodology by which such piling will be carried out including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

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

22 Retention of architect

Prior to commencement of above-ground development, written notice shall be submitted to the Council confirming that the architect has been retained and will continue to be retained to oversee the delivery of the design quality of the Development:

- (a) in accordance with the Approved Drawings; and
- (b) In relation to the design details required in condition 4

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

- 23 Prior to the commencement of any demolition works on site, a feasibility study shall be carried out to assess the potential for moving freight by water during the construction cycle (waste and bulk materials) and following occupation of the development (waste and recyclables). The use of waterborne transport shall be maximised during the construction of the development unless the above assessment demonstrates that such use of the waterways is not physically or economically feasible.

Reason: To encourage the use of the waterways for transporting waste and bulk materials in accordance with policies SI 14, SI 15, SI 16, SI 17, T4, and T7 of the London Plan 2021.

- 24 The reinstatement strategy dated August 2022 prepared by Piercy & Company hereby approved shall be followed at the end of the temporary permission for the observation wheel and footbridge over the canal within the West Yard.

Reason: To preserve the fabric of the site and its historical significance within the Regent's Canal Conservation Area in accordance with Policy D2 of the Camden Local Plan 2017.

- 25 Risk Assessment and Method Statement

Prior to the commencement of the development hereby permitted, a Risk Assessment and Method Statement outlining all works to be carried out adjacent to, in, over or under the water must be submitted to and approved in writing by the Local Planning Authority, and implemented as agreed.

Reason: To ensure that the works have no adverse impact on canal or towpath users or the waterspace in accordance with Policy A1 of the Camden Local Plan 2017.

- 26 No development shall commence until plans demonstrating the levels at the interface of the Development, the boundary of the Property and the Public Highway have been submitted to and approved in writing by the local planning authority .

Reason: To ensure that the safety and efficiency and quality of the road network is maintained in accordance with policy A1 of the London Borough of Camden Local Plan 2017.

- 27 Before any Class E/F1 use commences, details of sound insulation shall be submitted to and approved in writing by the local planning authority. The use shall thereafter not be carried out other than in complete compliance with the approved insulation.

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies A1 and A4 of the Camden Local Plan 2017.

- 28 Prior to any works taking place within 10m of the canal, a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water must be submitted and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust, to ensure the stability of the canal wall is not harmed.

Reason: To ensure the proposed works do not have any adverse impact on the

safety of waterway users and the integrity of the navigation.

- 29 Prior to occupation, full details of any proposed CCTV scheme shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust. The approved lighting and CCTV scheme should be implemented prior to first occupation of the development.

Reason: In the interest of crime prevention, ecology, visual amenity and the waterway setting.

Informative(s):

- 1 Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts that cover aspects including fire and emergency escape, access and facilities for people with disabilities and sound insulation between dwellings. You are advised to consult the Council's Building Control Service, Camden Town Hall, Judd St, Kings Cross, London NW1 2QS (tel: 020-7974 6941).
- 2 This approval does not authorise the use of the public highway. Any requirement to use the public highway, such as for hoardings, temporary road closures and suspension of parking bays, will be subject to approval of relevant licence from the Council's Streetworks Authorisations & Compliance Team, 5 Pancras Square c/o Town Hall, Judd Street London WC1H 9JE (Tel. No 020 7974 4444). Licences and authorisations need to be sought in advance of proposed works. Where development is subject to a Construction Management Plan (through a requirement in a S106 agreement), no licence or authorisation will be granted until the Construction Management Plan is approved by the Council.
- 3 All works should be conducted in accordance with the Camden Minimum Requirements - a copy is available on the Council's website (search for 'Camden Minimum Requirements' at www.camden.gov.uk) or contact the Council's Noise and Licensing Enforcement Team, 5 Pancras Square c/o Town Hall, Judd Street London WC1H 9JE (Tel. No. 020 7974 4444)

Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You must secure the approval of the Council's Noise and Licensing Enforcement Team prior to undertaking such activities outside these hours.

- 4 **Code of Practice for Works Affecting the Canal & River Trust**
The applicant/developer should refer to the current 'Code of Practice for Works affecting the Canal & River Trust' to ensure that any necessary are obtained, and liaise with the Trust's Third Party Work's Engineer for more advice (enquiries.tpwsouth@canalrivertrust.org.uk) /
<https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-property-and-our-code-of-practice>
- 5 **Access**
The applicant/developer is advised that any encroachment into, or access over the waterway (scaffolding or cranes, etc) requires written consent from the Canal &

River Trust, and they should contact Canal & River Trust's Estates Surveyor at Bernadette.McNicholas@canalrivertrust.org.uk regarding any required access agreement.

6 Surface Water Drainage

The applicant/developer is advised that any drainage to the canal requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust's Utilities team for more information (liz.murdoch@canalrivertrust.org.uk).

7 Thames Water

Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.

Should you require further information please refer to our website. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/working-near-our-pipes>

We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

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

8 Thames Water

If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.

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

9 Thames Water - Drainage Strategy

Thames Water requires a drainage strategy for foul and surface water containing points of connection in the sewer networks, expected discharge rates and site drawings. Foul and surface water should be separate on-site, and surface water rates are expected to be reduced to greenfield runoff rates. A description of

the size (area) of existing development on the site and existing drainage strategy also assist in assessing the impact of the new development on the network.

10 GLAAS

The written scheme of investigation will need to be prepared and implemented by a suitably professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This Condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

11 Cycle parking - long stay

You are reminded that all long stay cycle parking shall be provided in phases 2 and 3 of the development.

In dealing with the application, the Council has sought to work with the applicant in a positive and proactive way in accordance with paragraph 38 of the National Planning Policy Framework 2021.

You can find advice about your rights of appeal at:

<https://www.gov.uk/appeal-planning-decision>.

Yours faithfully

Supporting Communities Directorate

Application ref: 2022/3940/L
Contact: Alex Kresovic
Tel: 020 7974 3134
Email: Alex.Kresovic@camden.gov.uk
Date: 18 May 2023

Development Management
Regeneration and Planning
London Borough of Camden
Town Hall
Judd Street
London
WC1H 9JE

Phone: 020 7974 4444

planning@camden.gov.uk

www.camden.gov.uk

Gerald Eve LLP
One Fitzroy
6 Mortimer Street
London
W1T 3JJ

DRAFT

Dear Sir/Madam

DECISION

Planning (Listed Building and Conservation Areas) Act 1990

Listed Building Consent Granted

Address:
Camden Lock Market
Chalk Farm Road
London
NW1 8NH

DECISION

Proposal:

Internal and external alterations to the East Vaults to facilitate new exhibition, events and market uses together with ancillary uses; installation of new retail shopfronts within West Yard; creation of a new jetty within Dead Dog Basin and erection of a temporary observation wheel together with ancillary works and alterations to existing structures, surfaces and other public realm improvements and associated works.

Drawing Nos: Existing & Proposed Plans prepared by Piercy & Company, project No. 13663, drawing No. 100, Rev C; drawing No. 101, Rev C; drawing No. 200, Rev C; drawing No. 201, Rev C; drawing No. 202, Rev C; drawing No. 300, Rev C; drawing No. 301, Rev C; drawing No. 302, Rev C; drawing No. 303, Rev C; drawing No. 304, Rev C; drawing No. 310, Rev B; drawing No. 330, Rev A, all dated 30.08.2022.

The Council has considered your application and decided to grant subject to the following condition(s):

Conditions And Reasons:

- 1 The works hereby permitted shall be begun not later than the end of three years from the date of this consent.

Reason: In order to comply with the provisions of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans: Existing & Proposed Plans prepared by Piercy & Company, project No. 13663, drawing No. 100, Rev C; drawing No. 101, Rev C; drawing No. 200, Rev C; drawing No. 201, Rev C; drawing No. 202, Rev C; drawing No. 300, Rev C; drawing No. 301, Rev C; drawing No. 302, Rev C; drawing No. 303, Rev C; drawing No. 304, Rev C; drawing No. 310, Rev B; drawing No. 330, Rev A, all dated 30.08.2022.

Reason: In order to safeguard the special architectural and historic interest of the building in accordance with the requirements of policy D2 of the Camden Local Plan 2017.

- 3 All new work and work of making good shall be carried out to match the existing adjacent work as closely as possible in materials and detailed execution.

Reason: In order to safeguard the special architectural and historic interest of the building in accordance with the requirements of policy D2 of the Camden Local Plan 2017.

Informative(s):

- 1 You are advised that any works of alterations or upgrading not included on the approved drawings which are required to satisfy Building Regulations or Fire Certification may require a further application for listed building consent.

In dealing with the application, the Council has sought to work with the applicant in a positive and proactive way in accordance with paragraph 38 of the National Planning Policy Framework 2021.

You can find advice about your rights of appeal at:

<http://www.planningportal.gov.uk/planning/appeals/guidance/guidancecontent>

Yours faithfully

Chief Planning Officer