



Sainsbury's Supermarkets Limited

**17-21 CAMDEN ROAD, LONDON,
NW1 9LJ**

Planning Statement



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Planning Statement

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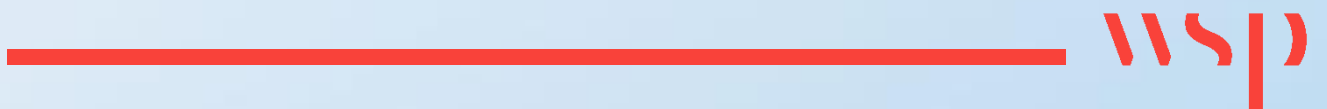
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1

INTRODUCTION



1 INTRODUCTION

1.1 OVERVIEW AND PROJECT BACKGROUND

- 1.1.1. This statement has been prepared on behalf of our client Sainsbury's Supermarkets Limited (SSL) and accompanies an application seeking full planning permission and listed building consent for:

"Replacement of existing traveller, installation of a new customer lift, improvements to public realm, ANPR cameras and barriers, cycle and car park alterations plus associated works."

- 1.1.2. At the existing Sainsbury's Store at 17-21 Camden Road, London, NW1 9LJ (hereafter referred to as 'the Site').

- 1.1.3. The application is submitted to the London Borough of Camden as the determining Local Planning Authority (LPA) under the Town and Country Planning Act 1990 (as amended) and the Town and Country Planning (Development Management Procedure) (England) Order 2015.

- 1.1.4. A full description of the Proposed Development is set out in Section 4 of this Statement, and the location of the site and the extent of the Proposed Development area are shown on the enclosed Location Plan.

- 1.1.5. The following supporting documents are submitted to accompany the planning application and application for listed building consent.

- Completed application form, prepared by WSP;
- Package of application drawings, prepared by Steve Ritchie Partnership Limited;
- Design and Access Statement, prepared by Steve Ritchie Partnership Limited;
- Heritage Statement prepared by WSP;
- Proposed Structural Works Report, prepared by GD Partnership Ltd;
- Proposed Lift/Traveller Works Plan (dwg ref. GDP ZZZ ZZ DR S 2800 P1), prepared by GD Partnership Ltd;
- Proposed Lift/Traveller Works Sections (dwg ref. GDP ZZZ ZZ DR S 2801 P2), prepared by GD Partnership Ltd;
- Proposed Basement Plant Room Wall/Floor Removal Works Plan (dwg ref. GDP ZZZ ZZ DR S 2805 P1), prepared by GD Partnership Ltd;
- Basement Plant Room Electrical Services (dwg ref. XX-XXXX_XXXX-HAL ZZZ-B1-DR-E-6003), prepared by Halsall Electrical;
- Car Park Ventilation System Impulse Fan and Extract Fan Layout Basement Level Plan (dwg ref. PSB P 80004 140 B P01), prepared by Halsall Electrical;
- Basement Plant Room Builders Work Layout (dwg ref. XX-XXXX_XXXX-HAL-ZZZ-B1-DR-E-6050);
- Proposed Mechanical and Electrical Schedule of Works, prepared by Halsall Electrical;
- Basement Lighting Layout (dwg ref. XX-XXXX_XXXX_HAL-ZZZ-B1-DR-E-6308);
- Car Park Ventilation Philosophy Plan (dwg ref. XX-XXXX_XXXX-HAL-ZZZ-XX-DR-M-5708), prepared by Halsall Electrical;

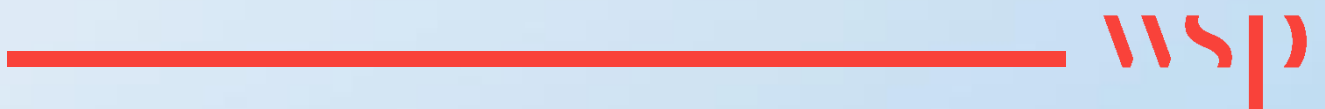
- Basement Containment Layout (dwg ref. XX-XXXX_XXXX-HAL-ZZZ-B1-DR-E-6708), prepared by Halsall Electrical; and
- Main Schematic (dwg ref. XX-XXXX_XXXX-HAL-ZZZ-XX-DR-E-6000), prepared Halsall Electrical.

1.2 STRUCTURE OF THIS DOCUMENT

- 1.2.1. This statement sets out the context and need for the Proposed Development and includes an assessment of how it accords with relevant national and local planning policies, drawing on relevant supporting information where applicable.
- 1.2.2. The remainder of this Planning Statement is structured as follows:
 - **Section 2** describes the application site and surrounding context;
 - **Section 3** describes the planning history relating to the application site;
 - **Section 4** sets out a detailed description of the Proposed Development;
 - **Section 5** provides a summary of the relevant planning policy context;
 - **Section 6** provides an assessment of the key planning considerations; and
 - **Section 7** provides a summary and overall conclusion.

2

SITE AND SURROUNDINGS



2 SITE AND SURROUNDINGS

- 2.1.1. The application site comprises the existing Sainsbury's store on Camden Road within the London Borough of Camden. The site is Grade II listed and is an architecturally significant building, designed by Nicholas Grimshaw and is the first purpose-built supermarket to achieve National Heritage status in England.
- 2.1.2. The building comprises of Grimshaw's prominent "High Tech" style architecture, which centres on revealing the construction techniques used rather than hiding them away. At street level the supermarket is set back from the pavement and enclosed by full height glazing. The upper level is wrapped in aluminium panelling and features strip windows.
- 2.1.3. Camden Road is a busy road within a mixed-use area of predominantly commercial and residential uses. Ground floor retail use is a common feature along Camden Road with residential properties located above.
- 2.1.4. The application Site is extremely well connected and has a PTAL rating of 6b, which is the very best. The Site fronts onto Camden Road, and Camden Town Underground station and is located approximately 150 metres to the southwest of the Site. Camden Road Overground station is located approximately 300 metres to the north-west of the Site. The Camden Street bus stop (Stop R) is located immediately opposite the entrance of the Site, and several other bus stops are located within 100 metres of the Site.
- 2.1.5. The Camden Policies Map (2021) shows that the site is subject to the following planning designations:
- The Site is located within Regent's Canal Conservation area; and
 - Includes a protected frontage.
- 2.1.6. The Site is Grade II listed and lies immediately adjacent to the Church of St Michaels (Grade II listed) and the War Memorial at the Church of St Michaels (Grade II listed). To the north of the Site lies 1-12 Grand Union Walk (Grade II listed), and opposite lies 18-62 Camden Road (Grade II listed).

3

PLANNING HISTORY



3 PLANNING HISTORY

3.1 THE SITE

3.1.1. A review of the London Borough of Camden's online planning register reveals that there have been several planning decisions relating to the use of the building as a supermarket on the Site.

3.1.2. These are set out below:

- On the 3 April 1985, outline planning permission was granted for the redevelopment of the land known as the ABC Bakery site (17-21 Camden Road, 131-147 Camden Street, Camden Gardens, and frontage onto Kentish Town Road NW1) by the erection of a retail store with associated creche (LPA Ref. 8401869);
- On the 21 October 1986, full planning permission was granted for six structural-support members on the public highway (LPA Ref. 8601494);
- On the 21 November 1990, planning permission was granted for change of use of part of the shop unit from A1 retail to mixed use of art gallery/café (LPA ref. 9003222);
- On the 5 June 1991, full planning permission was granted for the installation of a new shopfront to Unit One (LPA ref. 9003444);
- On 5 May 1992, full planning permission was granted for the erection of a first-floor rear extension to the bulk stock warehouse area (LPA ref. 9200430);
- On the 21 August 2007, full planning permission was granted for the alterations to front and rear elevations to enlarge the two main entrance doors and to relocate an internal ATM to an external wall (LPA ref. 2007/2868/P);
- On 26 November 2007, full planning permission was granted to install a second ATM facility and further minor alterations to the existing entrance (LPA ref. 2007/4906/P); and
- On 27 August 2021, full planning permission and listed building consent was granted for internal alterations to the listed building and installation of new plant and associated equipment (LPA ref. 2021/2594/P and 2021/2594/P).

3.1.3. In 2019 the existing store became the first purpose-built supermarket to be added to the National Heritage List for England. The Historic England's National Heritage List for England described the reason for designation as being:

Architectural interest

"As a powerful piece of contextual inner-city High-Tech, integrating an overtly modern aesthetic into Camden's historic urban grain; in the creative use of structure to meet a challenging brief, boldly and exaggeratedly expressed to striking effect; in the technological innovation of its intumescent coating, allowing the frame to be left exposed in a densely developed environment; as a resourceful piece of retail planning which successfully meets the complex, space-hungry demands of a supermarket on a tight urban site; as the centrepiece of a successful mixed-use scheme which marked a turning point in the career of Nicholas Grimshaw, one of the country's leading proponents of High-Tech architecture."

Historic interest

“As a rare example of the important but typically mundane post-war building type, the supermarket, being designed as a highly original, bespoke piece of architecture; a project made possible by the ambition of the architects, the client and the local authority.”

- 3.1.4. An important part of the listing description clarifies which areas are not of special interest.

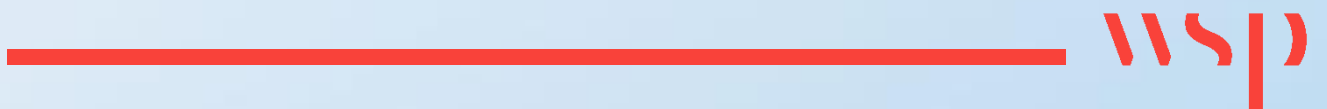
“Pursuant to s1 (5A) of the Planning (Listed Buildings and Conservation Areas) Act 1990 ('the Act') it is declared that the car park and, with the exception of the curved ceiling over the shop floor, the interior fittings, fixtures and non-structural partitions within the shop and in all back-of-house areas are not of special architectural or historic interest, however any works which have the potential to affect the character of the listed building as a building of special architectural or historic interest may still require LBC and this is a matter for the LPA to determine.”

3.2 THE SURROUNDING AREA

- 3.2.1. The existing building is part of the wider Grand Union Complex which also includes Grand Union House located to the rear of the site. Although Grand Union House forms part of the wider application site, it is not statutory listed.
- 3.2.2. In 2022, an application for full planning permission for the partial demolition and redevelopment of Grand Union House received a Resolution to Grant at Planning Committee (LPA ref. 2021/0911/P). The proposals are for the partial demolition and redevelopment of Grand Union House with an upward extension to provide office across all floors and flexible commercial floorspace at Ground floor within a six-storey building.
- 3.2.3. Grand Union House shares access arrangements with the existing Sainsbury's store. The proposals will deliver holistic public realm improvements and alterations to the car park which will benefit both the future residents and employees at the new Grand Union House scheme approved under 2021/0911/P and customers and employees at the existing Sainsbury's store.

4

THE PROPOSED DEVELOPMENT



4 THE PROPOSED DEVELOPMENT

- 4.1.1. This application is seeking full planning and listed building consent for the following works:
- “Replacement of existing traveller, installation of a new lift, improvements to public realm, ANPR cameras and barriers, cycle parking, car park alterations and associated works.”*
- 4.1.2. SSL have identified an opportunity to improve the customer experience and access between the store and the basement car park. This would promote inclusive design by improving to the car park itself, the public realm around the store entrance and replacing the existing traveller with a safer design and introducing a new customer lift to improve accessibility to the basement car park.
- 4.1.3. Through a review of the current operations of the store, it has been identified that the pitch of the existing traveller at the entrance of the store presents a health and safety hazard as it is steep it is not suitable for all customers. The proposals would seek to reduce the gradient by introducing run offs at either end to make it safer and more accessible.
- 4.1.4. There is currently no lift provision between the basement car park and the store, even though the original building was designed with a lift. The proposal would use this existing void to install a customer lift but this would require alterations to create access doors and the addition of a lift mechanism. The addition of a lift provision would improve accessibility options for customers.
- 4.1.5. The proposals also seek to make improvements to the basement car parking to create a safer and more pleasant environment for customers visiting the store and promoting active travel.
- 4.1.6. The proposed works at basement level include the following:
- Relocation of two existing EV parking spaces;
 - Replacement of the defunct ducting;
 - Replacement of existing lighting with a new and improved system;
 - Replacement of the existing car park barriers; and
 - Relocation of 12 existing customer car park spaces.
- 4.1.7. At present, the current residents at Grand Union House have parking spaces that are leased to them which are located on the ground floor of Grand Union House. As part of the proposed car park alterations, the scheme seeks to relocate these spaces to the basement car park beneath the existing Sainsbury's store with a total of 12 designated car parking spaces.
- 4.1.8. The car park alterations would result in a reduction in car parking on site relating to the existing Sainsbury's store. This is set out in the table below:

Table 4-1 – Existing and Proposed Retail Car Parking Spaces

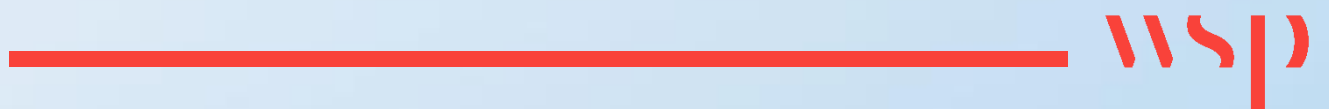
	Existing	Proposed
Standard Bay	203	106
Parent and child bay	22	5
Disabled bay	14	8
EV Charging bay	2	2
Total	241	121

4.1.9. The proposals also seek to make improvements to the public realm. The proposed works to the public realm at ground floor level include the following:

- Resurfacing of existing hardstanding to match material shown on planning application ref: 2021/0911/P for Grand Union House;
- Installation of new cycle stands;
- Relocation of the mini cab booth;
- Alterations to the roadway, kerbs and parking layout;
- Installation of bollards; and
- Installation of external doors.

5

PLANNING POLICY



5 PLANNING POLICY

- 5.1.1. In this section we identify the planning policies that are most relevant to the determination of this planning application and that form the basis for the assessment in **Section 6**.

5.2 NATIONAL PLANNING POLICY FRAMEWORK

- 5.2.1. The National Planning Policy Framework (NPPF) was revised in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied.
- 5.2.2. Paragraph 10 states that at the heart of the NPPF is the presumption in favour of sustainable development, which should be seen as the golden thread running through both plan-making and decision-taking.
- 5.2.3. Paragraph 11 states that for decision-taking, applying a presumption in favour of sustainable development means approving the development proposals that accord with an up-to-date development plan without delay.
- 5.2.4. With reference to the proposed development, key chapters from the NPPF (2021) include:
- Paragraphs 7-14 Achieving sustainable development;
 - Paragraphs 86-91 Ensuring the vitality of town centres;
 - Paragraphs 91-97 Promoting healthy and safe communities;
 - Paragraphs 119-123 Making effective use of land;
 - Paragraphs 104-109 Promoting sustainable transport; and
 - Paragraphs 189-208 Conserving and enhancing the historic environment.

5.3 THE DEVELOPMENT PLAN

- 5.3.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires decisions to be taken in accordance with the Development Plan unless there are material considerations that indicate otherwise.
- 5.3.2. The Development Plan for the purpose of the determination of this planning application comprise of the Camden Local Plan (2017) and the London Plan (2021). The key policies are set out below.

THE LONDON PLAN (2021)

- Policy GG1 Building strong and inclusive communities;
- Policy GG2 Making the best use of land;
- Policy GG5 Growing a good economy;
- Policy D1 London's form, character and capacity for growth;
- Policy D3 Optimising site capacity through the design-led approach;
- Policy D4 Delivering good design;
- Policy D5 Inclusive design;
- Policy D8 Public realm;
- Policy HC1 Heritage conservation and growth;
- Policy T4 Assessing and mitigating transport impacts;

- Policy T5 Cycling;
- Policy T6 Car parking; and
- Policy T6.3 Retail parking.

THE CAMDEN LOCAL PLAN (2017)

- Policy E1 Economic development;
- Policy C6 Access for all;
- Policy D1 Design;
- Policy D2 Heritage;
- Policy T1 Prioritising walking, cycling, and public transport; and
- Policy T2 Parking and car-free development.

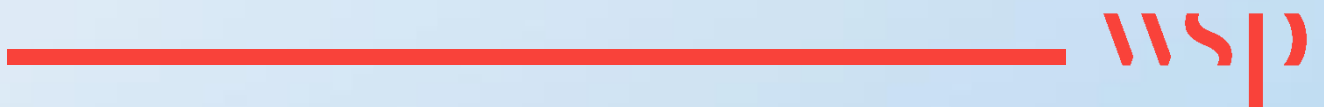
5.4 OTHER MATERIAL CONSIDERATIONS

5.4.1. The following Camden Planning Guidance (CPG's) are also relevant to this application:

- Access for All CPG;
- Design CPG; and
- Transport CPG.

6

KEY PLANNING CONSIDERATIONS



6 KEY PLANNING CONSIDERATIONS

6.1 PRINCIPLE OF DEVELOPMENT

- 6.1.1. The existing Sainsbury's store has a long history of trading as a successful supermarket following the original planning approval in 1985 as mentioned above (LPA ref. 2021/0911/P). However, the existing traveller, public realm areas and car park layout have not been upgraded since the store was originally built. Therefore, these components are out-dated and in need of replacement and improvement. The proposals will not only support economic growth and improve operations at the store, but the proposals will also significantly improve accessibility and provide an improved shopping experience for customers.
- 6.1.2. There have been recent applications submitted and approved as part of Sainsbury's Supermarkets Ltd (SSL) transition to creating a more efficient business. These applications include the installation of new plant equipment at roof level and associated internal alterations approved on 28 August 2021 (Ref. 2021/3202/L & 2021/2594/P).
- 6.1.3. SSL have identified a further opportunity to improve the operations of the store, enhance customer experience and access whilst promoting inclusive design. These proposals will deliver holistic improvements to the wider that will not just benefit customers visiting the store but also future residents and employees at the new Grand Union House scheme given a Resolution to Grant at Planning Committee (LPA ref. 2021/0911/P).
- 6.1.4. London Plan Policy GG5 sets out that to enhance London's global economic competitiveness and ensure that economic success is shared amongst Londoners, development must promote the strength and potential of the wider city region.
- 6.1.5. Policy G1 of the Local Plan sets out that the council will support development that makes best use of its site. Policy E1 further adds that the council will secure a successful and inclusive economy by creating the conditions for economic growth.
- 6.1.6. At present, there is no lift provision between the basement car park and the store, even though the original building was designed with a lift. The proposal would use this existing void to install a customer lift but this would require alterations to create access doors and the addition of a lift mechanism. The addition of lift provision would improve accessibility for customers visiting the store as well as for employees.
- 6.1.7. The improvements to the layout of the existing car park would seek to create a safer and more pleasant environment that will improve manoeuvrability for customers accessing the store. The new lighting, ducting and associated equipment will replace redundant and decommissioned equipment.
- 6.1.8. The improved layout will also make it easier for customers using the car park to park their vehicles. The spaces will be wider and more suitable for customers with large amounts of shopping.
- 6.1.9. These proposals will create a more efficient store layout and they have been carefully designed to complement the high tech, industrial aesthetic of the building, which is an important part of the listing.
- 6.1.10. The works to the public realm, which include the resurfacing, provision of new cycle stands, relocating the mini cab booth and replacement of the service area wall with bollards, are significant improvements to the store and will promote sustainable transport.

- 6.1.11. The proposals are required to support SSL's transition to a more efficient business and fully complies with the NPPF, London Plan Policy GG5 and Local Plan Policies G1, E1 and C6. As the economy moves on from the pandemic, it is vital that the Council supports the needs of businesses.

6.2 DESIGN

- 6.2.1. Paragraph 126 of the NPPF is clear in its direction that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve, and that good design is a key aspect of sustainable development and creating better places in which to live and work.
- 6.2.2. Paragraph 134 of the NPPF states that development that is not well designed should be refused, but conversely significant weight should be given to development which reflects local design policies and government guidance on design, and/or outstanding or innovative designs which promote high levels of sustainability.
- 6.2.3. London Plan Policy D4 states that the quality of all developments should be retained by ensuring maximum detail appropriate for design stage is provided, effective planning controls and avoiding deferring of assessment of design quality to later in the process.
- 6.2.4. London Plan Policy D5 states that development proposals should achieve the highest standards of accessible and inclusive design.
- 6.2.5. London Plan Policy HC1 sets out that development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets.
- 6.2.6. Local Plan Policy D1 sets out that the council will seeks to secure high quality design in development and will require that development respects local context and character, preserves or enhances heritage assets, improves movement through the site.
- 6.2.7. Policy C6 of the Local Plan sets out the Council's policies regarding accessibility. The policy seeks to promote fair access and remove barriers that prevent everyone from accessing facilities and opportunities. The Access for All CPG document, also states that lifting devices and suitable stairs to all storeys above and below ground should be provided and accessible to everyone.
- 6.2.8. As mentioned previously, it has been identified that the pitch of the existing traveller at the entrance of the store presents a health and safety hazard. The traveller is steep and not suitable for all customers. The proposals would seek to reduce the gradient by introducing run offs at either end to make it safer and more accessible for all users of the store.
- 6.2.9. These proposals have taken an inclusive design approach to ensure that the diverse needs of all customers are successfully integrated into the access arrangements of the store. The replacement traveller has been carefully designed to ensure that it integrates well with the existing building. The replacement traveller and new lift will have a steel frame and glass and several types of pre-fabricated aluminium panels to match the materials and design of the existing building.
- 6.2.10. To improve the pedestrian experience and fit in seamlessly with the design of the wider store and the forthcoming Sellar scheme at Grand Union House, the proposals seek to apply a continuous resin bound surface for ground floor public realm and throughout the atrium of the store.

- 6.2.11. The proposed pedestrian crossings will be re-aligned and amended with raised and dropped kerbs that will improve accessibility and pedestrian safety. The roadways and car parking surfaces will be as the existing aggregate concrete cleaned and re-lined with clear demarcation of vehicular parking and waiting bays. These proposals, along with the other public realm improvements which include replacement of the service area wall with bollards are considered improvements to this area, and have been carefully designed to seamlessly integrate with the existing store.
- 6.2.12. Full details of the scheme design are documented within the supporting drawing package and Design and Access Statement, prepared by Steve Ritchie Partnership.
- 6.2.13. Overall, the proposed scheme follows a design-led approach that promotes inclusive design and improves access and movement through the site for customers visiting the store. The scheme fully complies with the NPPF, London Plan Policies D1, D4 and D4 and also Local Plan Policies C6, HC1 and D2.

6.3 HERITAGE

- 6.3.1. The preservation and enhancement of heritage assets forms an important part of the NPPF Paragraph 194 of the NPPF states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.
- 6.3.2. London Plan Policy HC1 sets out that development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets.
- 6.3.3. Local Plan Policy D2 sets out 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.
- 6.3.4. The proposals are minor in nature and have been carefully designed to ensure that they will not harm the significance of the Grade II Listed Building's special architectural and historic interest or the setting of the nearby heritage assets.
- 6.3.5. The Heritage Statement, prepared by WSP has been submitted to support the application. This confirms that there will be no significant harm to the Grade II listed building and the proposals are in accordance with national and local planning policies.

6.4 TRANSPORT AND HIGHWAYS

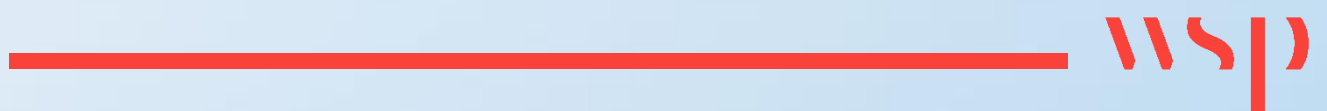
- 6.4.1. The NPPF supports and promotes sustainable transport. Paragraph 111 states that development should only be refused on highway grounds if there would be unacceptable impact on highway safety.
- 6.4.2. London Plan Policy T6 states the maximum car parking provision for retail developments requires appropriate disabled persons parking is provided for Blue Badge holders.

- 6.4.3. Local Plan Policy T1 seeks to promote sustainable transport by prioritising walking, cycling and public transport in the borough. This policy sets out that the council will seek to improve the pedestrian environment by supporting high quality public realm improvement works. This policy also seek to ensure that development provides cycle parking facilities that exceed minimum standards outlined in the London Plan.
- 6.4.4. To promote the long term sustainability of the scheme, improvements to the layout of the existing car park is proposed. This includes re-lining the car parking surfaces with clear demarcation of pedestrian pathways and vehicular parking and waiting bays to improve circulation and aid safe accessibility to the store. The alterations to the existing customer car park layout will result in the loss of 120 car parking spaces¹.
- 6.4.5. The scheme also seeks to relocate 12 car parking spaces from the undercroft of Grand Union House to the car park at basement level. These spaces will be used by the future residents and employees at the neighbouring development at Grand Union House (as proposed under application 2021/0911/P).
- 6.4.6. The Transport CPG document sets out that applicants must provide, as a minimum, the quantity of cycle parking spaces as set out in the London Plan. London Plan Policy T5 sets out that for the first 1000sqm floorspace, 1 space is required per 250sqm and then 1 space per 1000sqm (GEA) thereafter. The existing cycle parking provision can accommodate 18 bicycles. The application proposes to utilise the existing parking spaces and seeks to include additional cycle parking spaces. The total proposed cycle provision can accommodate 24 bicycles (+6 cycle spaces).
- 6.4.7. The proposed development will not create new floorspace. Therefore, the provision of additional cycle parking spaces that exceeds London Plan minimum standards will help promote and encourage sustainable and active modes of travel.
- 6.4.8. As mentioned previously, the site has a PTAL rating of 6b which is the very best. Therefore, the reduction in car parking spaces aligns with the objectives of London Plan Policy T6.3 which requires car parking to be kept to a minimum in places that are well connected by public transport.
- 6.4.9. The overall reduction in customer car parking alongside the provision of additional cycle parking spaces and public realm improvement works to improve the local pedestrian environment will encourage and promote sustainable transport.
- 6.4.10. Furthermore, the proposed changes will not result in any adverse effects in traffic and transport terms.
- 6.4.11. Therefore, the proposals are fully in accordance with Local Plan Policy T1, London Plan Policy T5, London Plan Policy T6.3 and the NPPF.

¹ The proposed scheme will comply with the car parking requirements set out in Condition 13 in the original 1985 consent (Ref. 8401869.).

7

CONCLUSION



7 CONCLUSION

- 7.1.1. This application seeks a range of minor works to the existing Sainsbury's store. SSL have identified an opportunity to improve the operations of the store, enhance customer experience and access whilst promoting inclusive design.
- 7.1.2. The proposal seeks permission for installation of a replacement traveller, a new lift facility, alterations to the existing car park, improvements to the public realm and associated works.
- 7.1.3. The replacement traveller and new lift facility will promote inclusive design as it will ensure that the diverse needs of all customers are successfully met and integrated into the access arrangements of the store.
- 7.1.4. The proposals have been carefully designed to ensure that they are fully integrated into the existing building and they will not harm the significance of the Grade II Listed Building's special architectural and historic interest. The proposals will respect the character of the Camden Town and Regents Canal Conservation Area.
- 7.1.5. The site is located in a highly sustainable and accessible location and there will be no significant impacts to the local highway network. The proposed car park alterations will improve access and improve accessibility and connectivity through the site.
- 7.1.6. The scheme will provide cycle spaces and will improve the pedestrian environment by delivering high quality public realm improvement works, therefore maximising sustainability and encouraging active and sustainable travel.
- 7.1.7. The proposals would accord with paragraph 11 of the NPPF and deliver a highly sustainable form of development. Meeting the economic needs of businesses is encouraged at all levels of planning policy.
- 7.1.8. We consider that there are wide ranging benefits associated with the proposals, as identified in this statement and in the supporting documents. When assessed against the policies of the framework as a whole and alongside other material considerations, the proposed development must be considered sustainable development and in that regard planning permission should be granted.



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