

4.0 ACCESS

4.2 Site Permeability

The layout maintains circulation and key public realms within the West Yard.

Two areas of focus are indicated on the sketch plan, highlighting the importance of key views of the historic market context and water's edge.

To the Eastern entrance from the canal towpath, the stalls layout promote views across the basin towards the Interchange building.

To the Northern entrance from Camden Lock Place, a clear viewing path maintains visibility of the Regent's Canal and Roving Bridge.

Key circulation space around the basin is also maintained (highlighted in blue), whilst routes between units create a visibly permeable and active frontage.

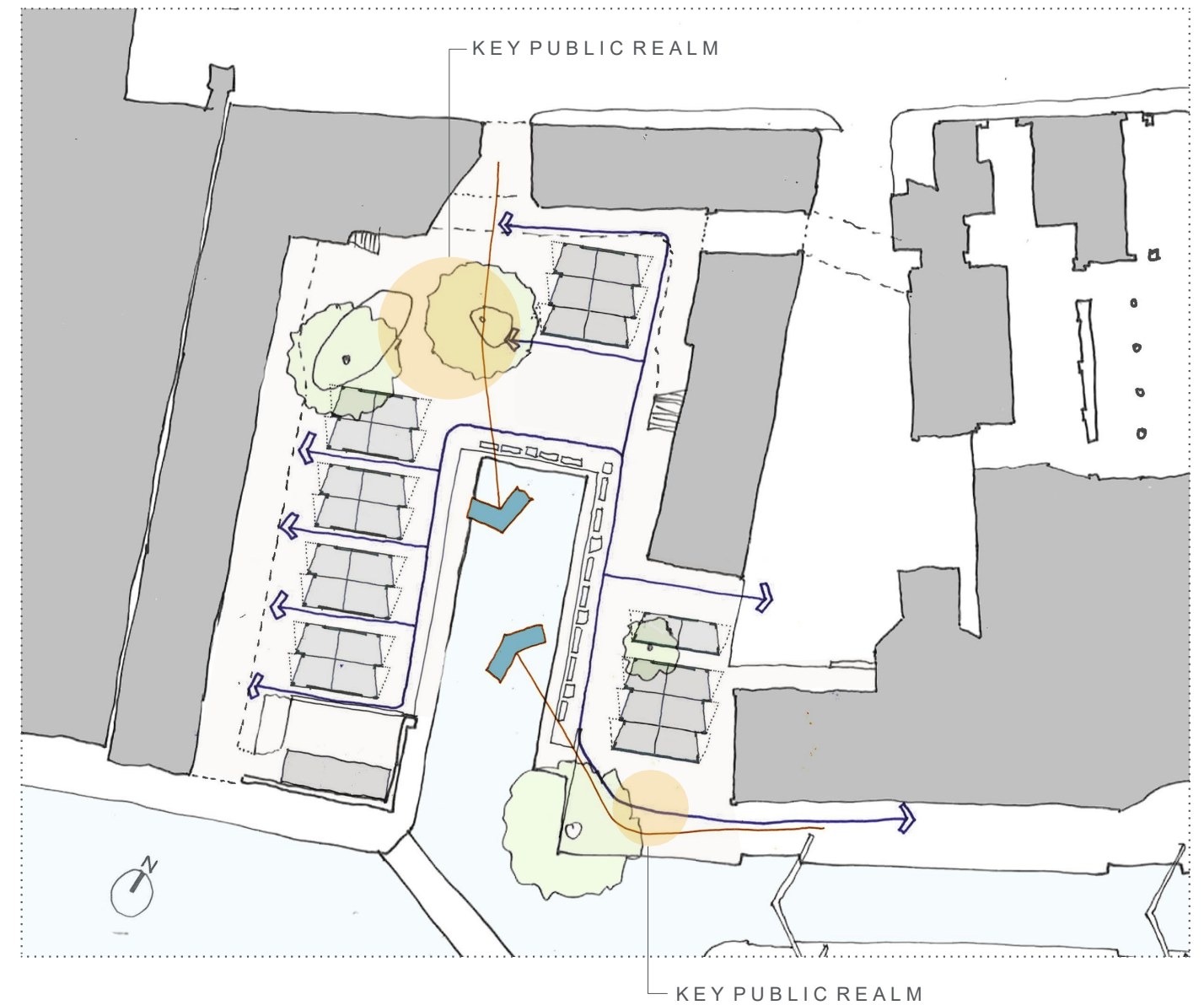


Diagram showing site permeability, further enhanced with the omission of four units.

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4.3 Access Statement

4.3.1 Site

The West Yard site is bounded by Camden Lock Place to the north, Chalk Farm Road to the east, Camden Canal to the south and the East Vaults (also known as Dead Dog Basin) to the west.

The approved scheme refurbished the site with improved accessibility around the site and improved permeability of the West Yard stalls, the quality and experience of the public realm as well as maximised the retail opportunities and visibility of the stalls.

4.3.2 Points of Access

The principal point of access to the site for vehicles ie. taxi and service vehicles will be Camden Lock Place to the north of the site.

Pedestrian access is via:

- Camden Lock Place, a graded road with setts, situated along the northern boundary of the site. The road is a busy pedestrian route and pavements are present on the southern side of Camden Lock Place. A number of stalls are set up on Camden Lock Place which can reduce the width of the road for pedestrian use.
- Camden High Street, a ramp leading directly onto the ground floor of Market Hall with a canal-side pedestrian walkway leading to the south-east corner of West Yard.
- From the Regent's Canal Towpath across the pedestrian bridge leading to an entrance in the south-west corner of West Yard.

The approved proposals took into account improving access within the site and also included the reduction and levelling of the planters to the north of West Yard.

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4.3 Access Statement

4.3.3 Circulation within the Site

The existing temporary layout has improved permeability and provided a cleaner circulation strategy around the site, improved pedestrian flow from key entrances .

The north access route from Camden Lock Place was opened up for better pedestrian circulation with the omission and reduction of the existing planters, which formerly blocked the circulation routes around the existing stalls.

4.3.4 Transport Links & Pedestrian Access

Public Transport

The site is served by excellent public transport links - train (London Overground), London Underground, bus and riverboat. The site is therefore easily accessible from local areas and further afield. London Overground services are available at Camden Road Station which is located approximately 650m to the east of the site. Camden Road Station is on North London Line (NLL) which operates between Stratford in the east London and Richmond/Clapham Junction in south-west London. Step free access is available from street level to the platforms at Camden Road Station.

The two London Underground stations located in the vicinity of the site are Camden Town (located approximately 350m to the south of the site) and Chalk Farm (situated approximately 640m to the north of the site). Both stations served by the Northern Line and serve destinations to Edgware/ High Barnet in the north and Morden in the south. Both stations at present do not have step free access from street level to the platforms.

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Bus (serving Chalk Farm Road):

- 24, Hampstead Heath - Pimlico
- 27, Chalk Farm Morrisons - Chiswick Business Park
- 31, White City Bus Station - Camden Town Station
- 168, Hampstead Heath - Old Kent Road

Services 27 and 168 also serve Camden Town Underground station and services 31 and 168 also serve Chalk Farm Underground station.

The nearest accessible National Rail stations are Euston, 1.7km south from the site and Kings Cross St. Pancras Station, 2km south from the site.

Taxis:

The nearest Transport for London (TfL) appointed taxi rank from the site is on Hawley Crescent, 160m south from the site.

Pedestrian Access

There is generally good provision of pedestrian facilities in the vicinity of the site and recent improvements have included the widening of footways along Camden High Street to increase the capacity between Camden Town Underground Station and the market retail areas. Consequently, there is currently adequate width along the footways to cope with pedestrian flows. The market stalls and outdoor displays at some businesses may however, obstruct the flow of pedestrians at points along the route.

A two-stage controlled pedestrian crossing is provided at the junction of Chalk Farm Road and Castlehaven Road, to the north-east corner of the site. A controlled crossing is also situated on Camden High Street at the crossroads with Hawley Crescent and Jamestown Road, south of the site. These crossings provide a safe connection to and from the site for pedestrians.

5.0 PLANNING & HERITAGE

5.1 Planning Considerations

As required by Section 38(6) of the Planning and Compulsory Purchase Act 2004, this application should be determined in accordance with the development plan unless material considerations dictate otherwise. For the purpose of this application, the development plan consists of the London Plan (2021), The Camden Local Plan and Policies Map (2017); and The Camden Planning Guidance - Town Centres and Retail (2018).

The Local Plan Policies Map (2021) show the site to have the following policy designations:

- Camden Town Centre; and
- Protected Frontage: Secondary (surrounds the market)

The site is subject to the following planning policy designations:

- Regent's Canal Conservation Area; and
- Town Centre

The London Borough of Camden has a number of supplementary planning documents entitled Camden Planning Guidance (CPG). In the recent couple of years, the Council has adopted a number of new and updated CPG documents. These documents provide further information to support local policies and form a material consideration in planning decisions.

The National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) also form a material consideration in the determination of planning applications.

The New London Plan (2021) was published in March 2021 following extensive public consultation and promotes 'good growth'.

5.0 PLANNING & HERITAGE

5.2 Heritage Considerations

Historic England Conservation Principles accepts that change is part of the life of heritage assets: ‘Change in the historic environment is inevitable, caused by natural processes, the wear and tear of use, and people’s responses to social, economic and technological change’.

Furthermore, the GLA report ‘Understanding London’s Markets’ states: ‘Markets are at once part of London’s heritage, and the places where the newest and most exciting trends and tastes first appear. Informal and animated, they invite us to explore new places and to cement our relationships with those places where we live and work. A market reaches back into the history of a neighbourhood.’

In many cases it was the foundation around which the neighbourhood grew, so even where a market has declined, a re-established market can revive an area’s energies and heritage, sending a powerful message about the character and ambition of regeneration in a particular place.

The retention of the 30 stalls for further 3 years would allow the continued operation of the outdoor market in the West Yard until the wider CLM and Interchange proposals are implemented and the new units for the stall traders are completed, hence maintaining the vibrancy and character of the site.

6.0 TECHNICAL CONSIDERATIONS

6.1 Summary

6.1.1 Electrical

A combined fire alarm heat detector, sounder and beacon are provided in each unit and gas shut of interface to the incoming gas. The system is fully compliant with BS5839. The system is connected to the site fire alarm system.

PIR controlled circular suspended LED lighting is provided to the units and LED bulkhead fittings within the extract canopy manually switched. Emergency LED 3-hour non-maintained emergency bulkhead is provided in each unit.

6.1.2 Ventilation

Each food unit is essentially an open vessel throughout the day, with air free flowing through the front of the unit. A discreet louvre at high level allows for the escape of hot air and smoke from cooking.

6.1.3 Ground Works

Each unit is on adjustable legs to allow for the levelling of each unit. There are no other physical connections to the ground plane.

6.1.4 Drainage

The drainage strategy remains unchanged. Natural rainfall is caught by the roofs of the units. The control of the water flow is through downpipes that run internally within the units, and discharge water below the units onto the paving.

7.0 CONCLUSION

7.1 Summary

This application for temporary permission to retain the 30 existing stalls would allow traders to continue to provide the unique F&B offerings in the market whilst the pre-application consultation to support the wider CLM and Interchange redevelopment is progressed.

It is therefore considered that the proposals will help contribute to the ongoing success of Camden Market as a key economic, cultural and tourist attraction within the borough.



West Yard, Regent's Canal & Roving Bridge, photographed on 03.12.2021.

8.0 APPENDIX

8.1 Appendix

Refer to the planning drawings in the attachment provided.

CAMDEN MARKET

CAMDEN LOCK MARKET

Thank You