

Camden Lock Village (Planning Statement) September 2012

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Executive Summary

Stanley Sidings Limited has been working on the redevelopment proposals of this important site within Camden Town for the last six years. The revised application proposals which have been designed by AHMM architects address the reasons for refusal of the previous applications for the redevelopment of this site. Camden Council's Development Control Committee resolved to refuse the applications on 15 March 2012 and the decision notices were issued on 4 May 2012. The substantive reasons for refusal were :

- The proposed Area A building by virtue of its design and detail, would harm the character and appearance of the Regent's Canal Conservation Area;
- The cumulative impact of the height, form, bulk and massing of the C1 and C2 buildings in Area C would result in an overbearing form of development and harm the setting of the Regent's Canal Conservation Area and views in the immediate and local area;
- The proposed development, by reason of insufficient open space, would be detrimental to the residential amenity of future residents and existing residents in the area.

In light of the reasons for refusal, the masterplan has been revised to accommodate the following changes:

- Creation of a new market retail building which has been designed to reflect the industrial heritage of the area and therefore better relate to the character and appearance of the Regent's Canal Conservation Area
- Reduction in the height, form, bulk and scale of the buildings on Area C to respect the setting of the Regent's Canal Conservation Area
- Increase in open space across the site including an increase in the Local Space by 50% and increase in the southern Arches Space by 100%

In addition, the Applicant has held numerous meetings with the local community to address other issues raised during the course of the previous applications and made further significant changes to the proposals including:

Masterplan	Increase in the width of routes along the viaduct
Market Space	Reconfiguration to focus the market open space on the viaduct route and to filter connectivity and views between the site and the canal towpath
Area A	<p>Creation of a solid base to the market building along the towpath to create separation between the two</p> <p>Creation of an innovative screen design to the façade facing the Regent's Canal</p> <p>Introduction of office/light industrial space within the retail building</p> <p>Removal of the direct ramp and stair link from Chalk Farm Bridge to the Regent's Canal</p>
Area C	<p>Redesign of the Local Space including the introduction of playspace</p> <p>Introduction of flexible A1/A3/B1/D1 floorspace on the ground floor.</p> <p>Many aspects of the previous application were supported and so have been carried through to the revised application proposals.</p>

The proposals will provide a rare opportunity to create a high quality sustainable mixed use development on poor quality under utilised land within the heart of Camden town.

The revised proposals will regenerate and transform the existing unsafe inaccessible site and deliver the following benefits:

- A new infant and junior primary school and nursery including the refurbishment of the Grade II listed 1 Hawley Road for educational purposes
- The provision of 170 private and affordable homes
- New and improved employment opportunities and a range of jobs across the site including incubator space, spaces for SME's and light and general industrial space
- Provision of a high quality public realm including new publicly accessible open spaces across the site and creation of new and safe pedestrian routes to integrate

the site within the local area and alleviate existing congestion along Chalk Farm Road

- Provision of a new market retail destination enhancing Camden Town Centre including a produce market
- A new local cinema
- High quality attractive design, embracing the principles of sustainable design and construction
- Creation of a Masterplan which integrates a new mixed use development into the existing community taking into account the needs of existing and new residents and workers and
- Creation of a safe and secure environment for existing and future residents, employees and visitors

The application proposals will achieve this and will comply with the Development Plan policies, guidance and standards contained therein. The scheme goes to the very heart of the principles contained in the National Planning Policy Framework, the London Plan and the Camden Local Development Framework.

1 Introduction

- 1.1 Stanley Sidings Limited (herein referred to as 'the Applicant') is bringing forward a Masterplan redevelopment of land known as Hawley Wharf in the London Borough of Camden ('the site').
- 1.2 A detailed and outline planning application, conservation area consent application and listed building consent application are submitted for:

Outline

School component: demolition of the existing buildings (excluding 1 Hawley Road) and the construction of a one form entry primary school and nursery and ancillary uses with all matters reserved.

Detailed

Mixed use component: the demolition of existing buildings across the site, and the single storey shopfront extensions at 1-6 Chalk Farm Road (excluding 1 Hawley Road and the remaining structures at 1-6 Chalk Farm Road) together with the removal of trees which are not subject to Tree Preservation Orders and redevelopment to create a mixed use development comprising three new open spaces, eight new buildings to provide, employment, housing, retail, cinema, produce market together with associated engineering works to create basements, plant and ancillary works, highways, public realm improvements, car and cycle parking and landscaping. Planning permission is also sought for a change of use from storage to an educational use at 1 Hawley Road

Listed Building Consent

Listed building consent for the demolition of 1c Hawley Road together with internal and external alterations to 1 Hawley Road including ramped access into the lower ground floor.

Listed Building Consent for the partial demolition of the wall fronting the Regent's Canal

- 1.3 This Planning Statement is one of a suite of documents, which has been submitted in support of the application for planning permission.
- 1.4 This Planning Statement provides a comprehensive review of national, regional and local planning policy and guidance relevant to the nature of the development proposals and assesses the degree to which the proposals would conform to the requirements of the statutory Development Plan and other material considerations, in accordance with the requirements of section 38(6) the Planning & Compulsory Purchase Act 2004.
- 1.5 The proposals have been subject to extensive pre-application discussions with officers at the London Borough of Camden (LBC), local stakeholders, including local Ward Councillors, the Hawley Wharf Working Group and local communities.
- 1.6 The proposals have evolved and have been amended over a number of years in light of these discussions and the revised proposals now submitted address Camden Council's reasons for refusal of the previous applications on 4 May 2012. The proposals have also been discussed extensively with the GLA, English Heritage, The Design Council (formerly CABI), The Metropolitan Police, Canal and River Trust and Network Rail and the Hawley Infant School.
- 1.7 A site specific Area Planning Framework was prepared by LBC and was subject to extensive public consultation. The brief was formally adopted in February 2009 and the aspirations of the brief comprise:
 - Making the best use of development opportunities to significantly enhance the attractiveness and contribution of the area to Camden Town as a whole
 - Building on town centre strengths and unique qualities

- Fostering a mix of appropriate town centre uses including retail, market retail, leisure uses, new homes (and affordable housing), access to work and training opportunities and creating new business space
- High quality design which understands, values and responds positively to local character, heritage and the canal
- Ensuring new development meets the highest attainable standards of sustainable design and construction
- Integrating activities and neighbourhoods and ensuring that new development delivers benefits to the local community by providing improved amenities that are accessible to local residents as well as visitors and tourists
- Creating safe attractive streets, public spaces and new public realm
- Making walking and cycling more attractive as part of a sustainable transport and movement pattern
- Ensuring that local residents and community groups can continue to be involved in shaping development in the area
- Ensuring new development is designed to be accessible and inclusive and that housing includes provision for wheelchair users and is built to Lifetime Homes standards

1.8 In bringing forward this redevelopment proposal, the Applicant has sought to comply with all of the aspirations of the brief and in addition, will deliver a new infant and junior primary school and nursery.

Background to the Applicant

- 1.9 The site has been brought forward by a consortium of developers known as Stanley Sidings Limited which includes Chelsfield Partners. Stanley Sidings Limited acquired Canal Market in 1998 and has slowly acquired land surrounding the market since 2000.
- 1.10 Stanley Sidings Limited owns Stables Market and Canal Market in Camden Town Centre. The owners of Stanley Sidings Limited have a wealth of knowledge in market retail and retail projects across the globe.

1.11 Chelsfield is a partnership formed from the directors that created Stanhope and Chelsfield PLC. Between them, they have been responsible for:

- 8 of London's 14 largest commercial and mixed use projects;
- over 25m sqft of office space in London, including Broadgate, Ludgate Circus and the ITN building
- innovative structural and financial solutions to the regeneration of large brownfield sites; and
- some of the UK's greatest cultural centres, including the Tate Modern, The National Gallery and The Royal Opera House.

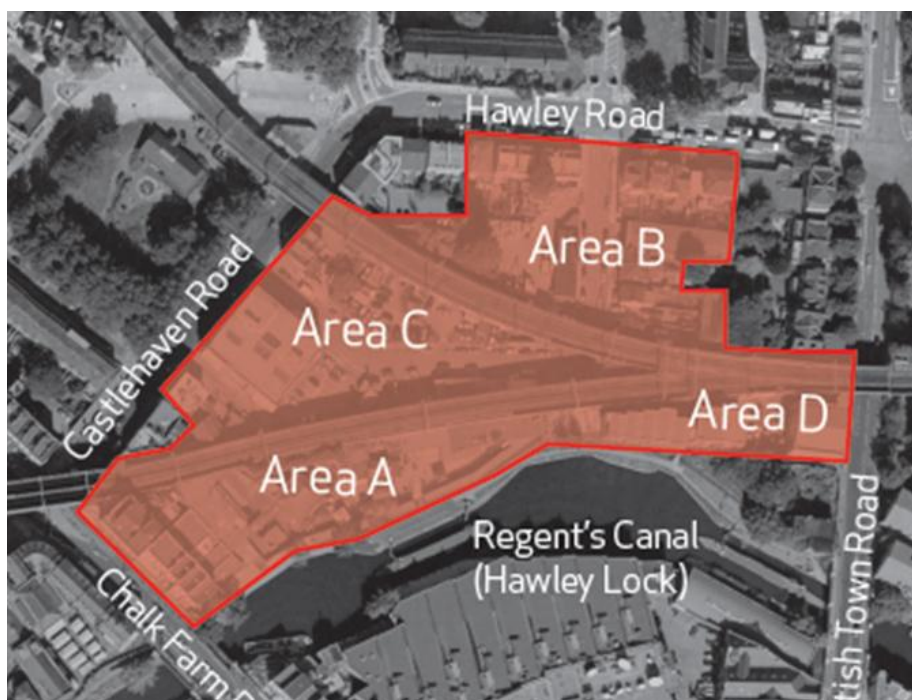
2 Site and Context

The site

- 2.1 The site occupies an area of approximately 2 ha and is bounded by Regent's Canal to the south; Hawley Road to the north; Kentish Town Road to the east; Chalk Farm Road to the west, and Castlehaven Road to the north-west.
- 2.2 The site is located in a mixed use area and comprises market retail and employment uses within the southern part of the site; light industrial, office uses and car parking within the central part of the site and residential and light industrial uses to the north of the site. The east of the site comprises office buildings and light/general industrial uses within the viaduct and residential and retail uses lie to the west of the site. The site is divided by the southern and northern viaducts. The arches below the viaduct are either vacant or used for retail, light/general industrial purposes.
- 2.3 Within the site boundary, lie the abutments to the Grade II listed Hampstead Road Bridge over Grand Union Canal and the Grade II listed 1 Hawley Road. There are a number of listed buildings located along Kentish Town Road which fall outside of the site.
- 2.4 Much of the site is in a poor condition and is under utilised. There are very few buildings of architectural merit and much of the existing building stock is of a poor quality and is tired and neglected. The only buildings considered to be of merit are the properties at 1-6 Chalk Farm Road, and the Grade II listed 1 Hawley Road. However, these properties are also in need of substantial refurbishment.
- 2.5 With the exception of the canal towpath, the site does not contain any useable open space. The Hawley Wharf area currently suffers from a number of physical barriers to pedestrian movement across the site.
- 2.6 Furthermore, given the layout of the site and lack of natural surveillance, the site has historically suffered from a number of crime related incidents and anti social behaviour.
- 2.7 A large section of the southern part of the site is located within the Regent's Canal Conservation Area and is designated as an Archaeological Priority Area. The Metropolitan Walk runs across the southern part of the site.

- 2.8 The area to the south of Leybourne Road is located within Camden Town Centre.
- 2.9 The area to the north of Leybourne Road falls within the Kentish Town Industry area (protecting industrial and business uses).
- 2.10 The site is well served by public transport services, and has a Public Transport Accessibility Level of 6b given its proximity to Camden Town Underground station which is located 350 metres to the south of the site; Camden Road Overground station located 450 metres to the east of the site plus thirteen bus routes. Further information is contained within the Transport Assessment.
- 2.11 Given the size of the site, the application has been broken down into four distinct parts, namely:
 - 2.12 Area A - Land bounded by the southern viaduct to the north; Water Lane/Kentish Town Road to the east; Regent's Canal to the south and Chalk Farm Road to the west.
 - 2.13 Area B - Land bounded by Hawley Road to the north and north-west; Kentish Town Road to the east; and the northern viaduct to the south;
 - 2.14 Area C - Land bounded by the northern viaduct to the north/west southern viaduct to the south and Castlehaven Road to the west.
 - 2.15 Area D - Land bounded by the northern viaduct to the north; Kentish Town Road to the east; Regent's Canal to the south and Hawley Wharf/Canal Market to the west.

Figure 1 Area Plan



- 2.16 The Regent's Canal is situated immediately to the south of the site. Beyond that is a four storey warehouse within Camden Town Centre.
- 2.17 Immediately to the north of Hawley Road lies a predominately residential area comprising villa style houses and blocks of flats. These buildings range in height from two storeys up to eight storeys plus roof.
- 2.18 To the east of Kentish Town Road, there are a mix of uses comprising residential, office and retail. The building heights in this area comprise two to three storey buildings and a four storey office building.
- 2.19 To the west of the site lies Chalk Farm Road which predominately comprises retail uses with residential above. In terms of building heights, the properties along Chalk Farm Road measure three and four storeys with basements.
- 2.20 Castlehaven Road lies to the north west of the site and comprises residential terraces, retail on the ground floor and residential properties above; the Hawley Arms public house and an office building. The buildings are generally four to five storeys in height.

- 2.21 Further detail of the surrounding buildings is provided within the accompanying Design & Access Statement and the Townscape Visual Impact Assessment contained within the Environmental Statement.

3 Relevant Planning History

- 3.1 Planning permission was refused on 4 May 2012 (following Camden's Development Control Committee on 15 March 2012) under reference 2011/4932/P for "the redevelopment of the site to create a mixed use development comprising eight new buildings between three and nine storeys in height to provide, employment, housing, retail, cinema, weekend and bank holiday farmers/produce market together with associated engineering works to create basements, plant and ancillary works, highways, public realm improvements, car and cycle parking and landscaping, 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)".
- 3.2 This decision notice contains 59 reasons for refusal (however, 56 of them relate to the absence of a signed legal agreement which would have been signed had the application been approved). Members considered that there were three substantive reasons for refusal which relate to:
- The proposed Area A building by virtue of its design and detail, would harm the character and appearance of the Regent's Canal Conservation Area;
 - The cumulative impact of the height, form, bulk and massing of the C1 and C2 buildings in Area C would result in an overbearing form of development and harm the setting of the Regent's Canal Conservation Area and views in the immediate and local area;
 - The proposed development, by reason of insufficient open space, would be detrimental to the residential amenity of future residents and existing residents in the area.
- 3.3 Following the refusal of the main application, the subsequent applications were also refused:
- 3.4 Outline Planning permission under reference 2011/4936/P for the demolition of existing buildings (excluding 1 Hawley Road) and erection of a one form entry primary school and nursery with all matters reserved was refused for 19 reasons (16 of them relate to the absence of a legal agreement which would have been signed had the main application been approved). The main reasons were:

- The proposed loss of employment and residential floorspace including affordable residential floorspace, without adequate replacement, would be detrimental to the provision of housing and employment floorspace in the borough;
- The proposed closure of Torbay Street without adequate arrangements for vehicular movement would be detrimental to the movement of vehicles in the area and the resulting cul-de-sac would be likely to give rise to community safety issues this would be detrimental to the amenity of the area;
- The proposal would result in an inappropriate relationship between the new buildings and existing blocks on Hawley Road and in the area and would harm the character, setting, context and the form and scale of neighbouring buildings and the character and appearance of the area.

- 3.5 The reasons for refusal for the outline application relate to the development of the site as a single application and did not take into account the loss of employment and residential and layout of the surrounding site. The main masterplan application comprehensively dealt with these land use issues.
- 3.6 Conservation Area Consent under reference 2011/4933/C for 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) was refused because since in the absence of an approved scheme for replacement buildings it would be likely to harm the character and appearance of the surrounding Regent's Canal Conservation Area.
- 3.7 Listed Building Consent under reference 2011/4934/L for the demolition of 1C Hawley Road together with internal and external alterations and associated works to 1 Hawley Road, including a ramp at the rear providing access to the lower ground floor was refused on the basis that in the absence of an approved redevelopment scheme to provide a school in the adjacent area, this proposal would not be justified having regard to the special interest of the Grade II listed building.
- 3.8 Listed Building Consent under reference 2011/4935/L for the partial demolition and associated works to wall attached to abutment fronting Regent's Canal including the creation of steps onto tow path was refused in the absence of an approved redevelopment proposal for the adjacent area. However, it is noted

as an informative that Camden has no objection in principle to the proposed works.

- 3.9 Historically, with regard to Hawley Wharf (now known as Canal Market) planning permission was granted under planning application reference number 8400961 on 23 October 1984 for the continued use of the site at land known as Hawley Wharf, Haven Street NW1 as a market and car parking on Saturday, Sunday and Bank Holidays.
- 3.10 A further application was approved under planning application reference number 8600374 on 12 June 1986 for the continued use of the site for market purposes and car parking on Saturdays Sundays and Bank Holidays in addition to the existing light industrial use. This planning permission was subsequently renewed under planning application reference 8802293 on 2 May 1989; planning application reference 9100198 on 9 July 1991 and planning application reference 9300708 on 7 February 1994.
- 3.11 These applications were temporary in nature and a personalised condition was attached to these planning permissions which sought to ensure that on Davey Autos' vacation of the premises, the land would revert back to a light industrial land use.
- 3.12 A further planning permission was granted under planning application reference number PE9700208R2 on 24 October 1997 for the retention of market stalls along southern boundary and the extension of area used for market with moveable stalls.
- 3.13 Planning permission was granted under planning application reference PEX0200577 on 10 March 2004 for the demolition of existing arch extensions and the erection of a new 4 storey office building incorporating arches 10-12 together with 2 storey rear extensions to arches 10-12, the erection of a ground floor extension to arch 9, the refurbishment of arch 8, and the infilling of arch 7e, and associated works. This planning permission was not implemented.
- 3.14 There are also a number of minor planning application approvals across the site which are not relevant for the purposes of this application.
- 3.15 Following an extensive fire in February 2008, much of the Canal Market including 7-9 Chalk Farm Road was destroyed.
- 3.16 In June 2009, a retrospective planning application was submitted under planning application reference number 2009/2979/P for the:

Retention of new shopfronts and alterations to fascias to southern elevation of railway arches and northern elevations of 2-5 Castlehaven Road; continued temporary use of railway arches 2-5 Castlehaven Road & arches 8-9 Leybourne Rd for retail use and a temporary change of use of arch numbers 10-16 off Leybourne Road from Class B1c/A1 to Class A1 retail - all for an eighteenth month period with associated refuse storage only located to the rear of 12 Castlehaven Road (combined with existing ancillary use of area for ancillary purposes to existing Class B1 use of 12 Castlehaven Road).

3.17 The planning application was validated on 6 January 2010.

3.18 A further planning application was submitted under planning application reference 2009/2978/P for the:

Demolition of 7-9 Chalk Farm Road and rear extensions to 1-6 Chalk Farm Road, plus market hall and associated structures; Retention of non-fixed timber stalls for use as retail market stall for a temporary period of 18 months (comprising 171 food stalls for market retail use and 10 stalls for preparation and sale of hot food and drink); retention of a single storey building with canopy for a temporary period of 18 months for use as a hot food stall; plus use of land to rear of 12 Castlehaven Rd (fronting Leybourne Road) for associated refuse storage (combined with existing ancillary use of area for ancillary purposes to existing B1 use of 12 Castlehaven Road).

3.19 This planning application was validated on 6 January 2010.

3.20 A retrospective conservation area consent application was submitted under reference number 2009/5104/C for the:

Demolition of buildings 7-9 Chalk Farm Road, together with rear extensions at 1-6 Chalk Farm Road, structures to the rear of 2-6 Castlehaven Road and structures associated with the Market Hall destroyed by the February 2008 Fire.

3.21 The conservation area consent application was validated on 6 January 2010.

3.22 The three application listed above were formally withdrawn on 1 March 2010 following a meeting with LBC officers on 23 February 2010.

3.23 With regards to the planning history for 1 Hawley Road, it appears that the building was used for storage purposes.

- 3.24 There is also an Enforcement Notice, reference EN11/0097 which was served on the owner in August 2011 which requires the removal of the non fixed timber retail stalls and brick and timber used for hot food and drink to be removed within a two year period. This notice requires a compliance date by 15 August 2013. There are also a number of other associated enforcement notices which relate to Canal market requiring the same timescale.
- 3.25 The site also benefits from an adopted Hawley Wharf Area Planning Framework, February 2009. This planning framework was developed to provide landowners, stakeholders and residents with the future certainty for the redevelopment of this key under utilised site located within Camden Town and the framework provides ten key aspirations for the redevelopment of the site.
- 3.26 Furthermore, Camden Council's Cabinet report dated 20 July 2011 advises that an in principle decision was agreed by Members following the receipt of two options for the site, (namely, a residential proposal (providing affordable housing) and another, a school proposal) that the provision of a new primary school was the preferred option for this site.

4 Description of the Proposal

- 4.1 The proposed development is a hybrid planning application and conservation area consent application which include the following:

Outline

School component: demolition of the existing buildings (excluding 1 Hawley Road) and the construction of a one form entry primary school and nursery and ancillary uses with all matters reserved.

Detailed

Mixed use component: the demolition of existing buildings across the site, and the single storey shopfront extensions at 1-6 Chalk Farm Road (excluding 1 Hawley Road and the remaining structures at 1-6 Chalk Farm Road) together with the removal of trees which are not subject to Tree Preservation Orders and redevelopment to create a mixed use development comprising three new open spaces, eight new buildings to provide, employment, housing, retail, cinema, produce market together with associated engineering works to create basements, plant and ancillary works, highways, public realm improvements, car and cycle parking and landscaping

Planning permission is also sought for a change of use from storage to an educational use at 1 Hawley Road

In addition, a listed building consent application is sought for:

Listed Building Consent

Listed building consent for the demolition of 1c Hawley Road together with internal and external alterations to 1 Hawley Road including ramped access into the lower ground floor.

Listed Building Consent for the partial demolition of the wall fronting the Regent's Canal

Following the refusal of the previous application on the site, the masterplan has been amended to accommodate the following changes:

Area A

- Redesign of the proposed new market retail buildings to reflect the industrial heritage of the area and respect the

character and appearance of the Regent's Canal Conservation Area

- The market retail buildings have been further set back from the towpath to create an additional breathing space
- Introduction of a floor of office/light industrial within the market retail building
- Reconfiguration of the canal space to focus inwards in order to create a boundary treatment between the canal open space and the towpath, to filter connectivity and views between levels
- Emphasis of the pedestrian routes adjacent to the viaduct in order to minimise the number of visitors using the canal towpath
- Increase in the width of the viaduct route

Area B

- Further design development of the proposed school following consultation with Children Schools and Families

Area C

- Reduction in the height and mass of Building C1 fronting Castlehaven Road
- Reduction in the height of the podium of Building C2 by 1 storey and reorientation of the residential element of Building C2 to reduce the bulk and mass
- Reduction in the height of the western wing of Building C2 by 2 floors
- Elevation of Building C1 extended to complete the square surrounding Castlehaven Gardens
- Depth of Building C1 reduced and Local Space increased in size by 50%
- Introduction of flexible Class A1/A3/B1/D1 floorspace on the ground floor of Building C2 to cater for local requirements and activate the Local Space
- Increase in the width of the viaduct route
- Introduction of active uses adjacent to the northern arches space

Area D

- Redesign of the building to create a warehouse style mixed use employment and residential building taking account of the potential HS2 link
- Building D pulled back to increase the Arches Space south by over 100%
- Increase in the width of the route along the viaduct

Masterplan

- Increase in the Local Space by 50%
- increase in the southern Arches Space by 100%
- Increase in the width of routes adjacent to the viaduct
- Consideration of night time routes resulting in minimal route closures

A summary of the principal land use components are set out in the Table 1 below:

Table 1 – Land Use Summary

Land Use	Existing 'pre fire' GEA (sq.m)	Existing GEA For the purpose of the ES sq.m	Proposed GEA sq.m
Employment (B1, B1c, B2)	8092	6995	8421
Flexible A1/B1			579
Flexible A1/B1/D1			102
Flexible A1/A3/B1			73
Residential (Class C3)	2640	2306	21,783
Retail (Class A1/)	2716	2425	7453
Retail (Class A1/A3)	352	69	/
Retail (Class A3)	/	/	1843
Retail (Class A4)	599	/	/
Retail (Class A5)	398	491	904
Leisure (Class D2)	-	/	3410
Education (Class D1)			2224
Ancillary			2740
Total	15,814	13,303	49,532

- 4.2 It should be noted that for the purpose of this planning application the existing floorspace figures are the 'pre fire' floorspace figures. However, for the purpose of the Environment Statement and Transport Assessments, the existing site layout has been used as the baseline from which the proposals are assessed to ensure that

the assessments are robust and use current information. This approach has been agreed with officers.

- 4.3 The proposed development provides a rare opportunity to create new employment, retail, residential and open spaces and pedestrian routes at Hawley Wharf as sought in the Hawley Wharf Area Planning Brief as well as a one form entry primary school and nursery. The proposed design is of the highest architectural quality.
- 4.4 Taking each Masterplan area in turn, the following redevelopment proposals are sought:

Area A

Demolition of the temporary market stalls and the single storey shopfront extensions at 1-6 Chalk Farm Road (to widen the pavement); refurbishment of the existing buildings at 1-6 Chalk Farm Road; and the comprehensive redevelopment of the site to provide a new building at 7-8 Chalk Farm Road, two buildings adjacent to the Regent's Canal for retail use together with open space, associated highways, utilities and other ancillary works together with listed building consent for the partial demolition of the wall fronting the Regent's Canal.

Area B

Demolition of the existing buildings (with the exception of 1 Hawley Road) and construction of a new residential quarter, one form entry primary school and nursery (outline planning permission only); refurbished employment spaces, a public cycle storage facility within the existing railway arches together with associated highways, utilities and other ancillary works. Change of use of 1 Hawley Road from storage to an educational use. Listed Building Consent is required to provide internal and external repairs to the building together with ramped access into the rear of 1 Hawley Road and the demolition of 1c Hawley Road.

Area C

Demolition of the existing buildings and redevelopment to provide a double level basement comprising a cinema, site wide energy centre, car and cycle parking and ancillary facilities and two new mixed use buildings for retail and residential purposes along Castlehaven Road and a new building within the centre of the site comprising employment, flexible retail and residential floor space; refurbishment of the existing arches to include mezzanine floors for employment purposes together with a new public square, produce market together with associated highways, utilities and other ancillary works.

Area D

Demolition of the existing buildings and redevelopment to provide a new mixed use building for employment and retail uses at basement and ground floor with residential above; landscaping; associated highways, utilities and ancillary works.

- 4.5 The scheme provides 4909sqm of new public open space and 7834sqm of open space overall (inclusive of private residential gardens, balconies and winter gardens and landscaped areas). One of the Applicant's key objectives has been to design a scheme which will provide new landscaped areas for existing and proposed residents, workers and visitors and will encourage and enhance the biodiversity on site. Further information is contained within section 7.
- 4.6 Limited car parking is proposed with a total of 16 car parking spaces provided for the residential units. Of the 16 spaces, 8 will be made available to the accessible units and the remaining 8 will be provided for the larger units. The scheme proposes 302 residential and commercial cycle spaces. Furthermore, a cycle facility providing 150 spaces will be provided with Area B adjacent to Kentish Town Road for visitors to use.
- 4.7 The scheme has been designed to be highly sustainable using the latest technologies in reducing carbon emissions. The proposal includes a site wide CCHP plant which will seek to achieve 26.3% Co2 reduction above Part L 2010.
- 4.8 In summary, the proposed scheme will deliver the following benefits:
 - A new infant and junior primary school and nursery including the refurbishment of the Grade II listed 1 Hawley Road for educational purposes
 - The provision of 170 private and affordable homes
 - New and improved employment opportunities and a range of jobs across the site including incubator space, space for SME's and light and general industrial space
 - Provision of a high quality public realm including new publicly accessible open spaces across the site and creation of new and safe pedestrian routes to integrate the site within the local area and alleviate congestion along Chalk Farm Road

- Provision of a new market retail destination enhancing Camden Town Centre including a produce market
- A new local cinema
- High quality attractive design, embracing the principles of sustainable design and construction
- Creation of a Masterplan which integrates a new mixed use development into the existing community taking into account the needs of existing and new residents and workers
- Creating a safe and secure environment for existing and future residents and employees

5 Consultations

- 5.1 The Planning and Compulsory Purchase Act 2004 emphasises the need to involve and engage with the local community during the planning process. This is reiterated by national planning guidance contained within the National Planning Policy Framework (NPPF) (March 2012) which states that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community (paragraph 188).
- 5.2 Consultation is recognised as an essential tool for balancing the views and needs of different interest groups and securing mutually compatible solutions and as such has played an important role in the preparation of this planning application.
- 5.3 Paragraph 189 of the NPPF states that local planning authorities have a key role to play in encouraging other parties to take maximum advantage of the pre-application stage.
- 5.4 Paragraph 190 reiterates that the more issues that can be resolved at the pre-application stage, the greater the benefits.
- 5.5 The proposal has been subject to extensive consultation over the last four years with local residents, known occupiers of the adjacent properties and other local stakeholders, as well as design and planning officers at Camden Council and other statutory consultees. The scheme has evolved in response to these consultations. The consultation events held are set out below and further details are contained within the Statement of Community Involvement which has been submitted as part of the planning application.

Consultation with residents, neighbours and other stakeholders

- 5.6 Following the refusal of the previous applications, the Applicant has undertaken an extensive public consultation exercise. The Applicant has met with the Hawley Wharf Working Group on nine separate occasions (both in terms of meeting with the sub group and the wider group) to discuss the proposed changes to the scheme and has met with other local residents groups, Camden Town Unlimited, and the Regent's Canal Conservation Area Advisory Committee.

- 5.7 Presentations were made to Camden's Developers' Briefing on 15 May and 2 July 2012.
- 5.8 On 30 May 2012, the Applicant presented to the Development Management Forum to discuss the revised proposals. Over 100 people (local residents and businesses) attended the Development Management Forum to listen to the presentation by AHMM and ask questions about the proposed scheme. It was considered that these meetings were extremely helpful.

Hawley Wharf Working Group

- 5.9 LBC set up the Hawley Wharf Working Group comprising local residents, resident action groups, businesses and ward councillors. The first meeting was held in 2009 to discuss the future plans for the site. The Hawley Wharf Working Group provided a useful forum for the Applicant to meet with local residents, businesses and ward councillors to discuss the evolving design proposals for the masterplan. Following the refusal of the previous applications, the Applicant has met with the HWWG on nine occasions to discuss the proposals. A number of key changes have been made to the design as a direct result of these meetings. These changes are set out in detail in the Design and Access Statement. The key design changes which have been agreed by the HWWG can be summarised as follows:

- Increase in the width of routes adjacent to the viaduct
- Increase in open space across the site
- Changes to the architecture of the market building to reflect the industrial heritage of the area
- Introduction of Class B floorspace within the market retail building
- Separation of the market buildings from the tow path through a solid base at canal level
- Removal of the direct ramp and stair link from Chalk Farm Bridge onto the canal towpath
- Increase in the Arches Space to enable 5 of the existing viaduct arches to be viewed and celebrated
- Introduction of a range of land uses surrounding the Local Space in Area C to activate the space

- Introduction of covered flexible local retail space in Building C2 and a connection through to the mews along the northern viaduct
- Increase of Local Space by 50%
- Reduction in the height and bulk of Buildings C1 and C2
- Discussions regarding the connection between the arches in Areas A and C via the skewed arch

Camden Town Unlimited

5.10 The proposals were presented to Camden Town Unlimited on 17 July 2012. The main points raised were:

- Employment opportunities
- Whether the previous S106 obligations would be used for the revised application
- Queries relating to the market vision

The Regent's Canal Conservation Advisory Committee

5.11 The Applicant met with representatives of this group on 26 June 2012. A number of key issues were discussed including:

- Improvements to the appearance of the market retail buildings in Area A
- Views of the viaduct arches in the Arches Space
- The widening of pavements along 1-8 Chalk Farm Road
- 2-17 Hawley Road
- The local open space in Area C
- Towpath separation

Other local groups

5.12 The Applicant has met with other local groups on four occasions between July and August 2012 to discuss the proposals. The following issues were discussed:

- Support was given for regenerating a site which many see as poor quality, underutilised or unsafe
- Reduction in the height and massing was supported
- The new designs, particularly the market building were considered successful

- The increase in public open space and the general accessibility and openness of the site was considered successful
- Discussions regarding the emerging school design

Camden Council Officers

Extensive pre application meetings have been held with planning and design officers from LBC since 2006. Additional transportation, community safety and sustainability meetings have also taken place at the pre-application stage.

Third Parties

5.13 As part of the pre application process, the Applicant has met with the following third parties:

- The Greater London Authority
- Transport for London
- Design Council (formerly CABE)
- English Heritage
- Network Rail
- Canal & River Trust
- The Metropolitan Police

5.14 The Applicant met with the Greater London Authority (GLA) in June 2012 to discuss the revised proposals. The proposals were supported in principle by the GLA who recognised the benefits of the proposals and they welcomed further discussion.

5.15 The applicant has been in contact with Transport for London (TFL) to discuss the transportation aspects of the scheme. Further details are contained within the Transport Assessment.

5.16 The Applicant presented the scheme to the case officer at the Design Council in June 2012. The officer considered that many of CABE's previous comments had been addressed.

5.17 A meeting was held with English Heritage in June 2012 to discuss the proposals. English Heritage supported the principle of regenerating the site and the layout of the Masterplan. The reinstatement of 7-8 Chalk Farm Road and the removal of the ground floor shopfront extensions to allow additional space for pedestrian movement were welcomed. The English Heritage

officer was aware that the proposals involved the demolition of the existing villas on Hawley Road but acknowledged that the scheme seeks a balance between protecting historic assets and delivering a high quality sustainable mixed use development which includes a new school on this part of the site. Further detail regarding the historic environment is contained within the Environmental Statement and the Heritage Assessment.

- 5.18 Network Rail and the Canal & River Trust are both partial landowners of the site and have been kept fully briefed of the development proposals during the design development process and are supportive of the proposed scheme.
- 5.19 The Applicant met with the Metropolitan Police in August 2012 to discuss the security aspects of the scheme. The Applicant has reviewed the scheme in light of the comments raised. Further detail regarding Secure by Design is contained within the Design and Access Statement.

Website

- 5.20 In order to provide interested parties with relevant information, once the planning application is submitted, a website containing information relating to the Masterplan and material from the exhibition and newsletters will be made available.

Summary

- 5.21 The consultation strategy has been extensive and has sought to engage with statutory and non-statutory consultees including residents, local businesses, community groups and politicians on a regular basis throughout the design process. The information provided during this process was full and comprehensive and further requests for specific information has been met.
- 5.22 The proposals have evolved over the consultation period and have been altered significantly to accommodate, where possible, comments made during these consultations. The evolution of the design is included within the Design and Access Statement.

6 Planning Policy

- 6.1 The statutory development plan for the purposes of Section 38(6) of the Planning and Compulsory Purchase Act comprises:
- 6.2 The London Plan being the Spatial Development Strategy for Greater London was adopted by the Mayor of London (“Mayor”) in July 2011.
- 6.3 The Camden Local Development Framework (LDF) Core Strategy and Development Policies Documents were formally adopted by the Council on 8th November 2010. Other Supplementary Planning Documents (SPD’s) are also produced by London Borough of Camden.
- 6.4 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the statutory development plan unless material considerations indicate otherwise.
- 6.5 At a national level, Central Government has recently adopted the National Planning Policy Framework (NPPF) document (27 March 2012). The NPPF document supersedes previous national planning policy guidance and planning policy statements.

National Planning Policy Guidance:

The National Planning Policy Framework (NPPF), March 2012

- 6.6 The NPPF document sets out the Government’s planning policies for England and how these are expected to be applied. It summarises in a single document all previous national planning policy advice. The NPPF must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions.
- 6.7 The NPPF introduces the presumption in favour of sustainable development although it still requires that proposals be determined in accordance with the development plan.
- 6.8 The NPPF sets out the Government’s requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

- 6.9 The policy statement, Planning for Schools Development sets out the Government's commitment to support the development of state funded schools and their delivery through the planning system. The Government's aim is to enable new schools to open, for good schools to expand and for all schools to be able to adapt and improve existing facilities.
- 6.10 The Ministerial Statement, Planning for Growth emphasises the importance of securing economic growth and employment. The document states that when considering planning applications, Local Planning Authorities should support enterprise and facilitate housing, economic and other forms of sustainable development.

**Regional Planning Policy: The London Plan,
Spatial Development Strategy for Greater London, July 2011**

- 6.11 The London Plan sets out the relevant London-wide planning policy guidance and sets the relevant regional planning policy guidance for Camden and forms a component part of the statutory development plan.
- 6.12 The site is located within the Inner London Sub region. Camden Town is highlighted as a Major Centre. The site is not identified as an Area for Intensification or an Opportunity Area and is not located in the Central Activities Zone (CAZ).
- 6.13 The Mayor recognises that London is a city which has very distinctive strategic needs. His Plan has been designed to facilitate the continuing attractiveness of London as a World City.
- 6.14 The Mayor considers that the greatest challenge faced in London is to accommodate significant growth in ways that respect and improve London's diverse heritage while delivering the vision for an exemplary, sustainable world city. This will involve the sensitive intensification of development in locations that are, or will be, well served by public transport.
- 6.15 The proposal has taken into account the most relevant London Plan policies and guidance affecting the redevelopment of the site, including those relating to, land use and policies relating to height and bulk, design, sustainability and the public realm. The relevant London Plan policies are referred to where relevant under Key Planning Considerations in this Statement.
- 6.16 With regard to housing policies, Policy 3.3 aims to increase housing supply to reach at least an annual average of 32,210 additional homes across London. The ten year housing target for

Camden between 2011 to 2021 is 6650 additional homes which equates to an annual target of 665 new homes.

- 6.17 In addition to the London Plan, the Mayor has produced more detailed strategic guidance on issues, which cannot be addressed in sufficient detail in the Plan, through SPG documents. This does not set out any new policies but provides guidance on policies established by the London Plan.

Local Planning Policy

- 6.18 The relevant development plan is the LBC Local Development Framework. The Core Strategy and Development policies were formally adopted in November 2010. The priority land uses within Camden are housing and employment.

Allocations and Designations

- 6.19 The site is not located within the Central Activities Zone. LBC's Site Allocations, Preferred Approach, 2009 has allocated the site for a comprehensive redevelopment comprising a mixed use development across the site which includes a significant residential component retail (including market retail) and other appropriate town centre uses alongside new or retained employment floorspace, community uses and new public spaces.
- 6.20 The land to the south of Leybourne Road (Area A and partially Area C) is located within Camden Town Centre. The land to the north of Leybourne Road (Area B and partially Area C) is located within the Kentish Town Industry Area. The land adjacent to the Regent's Canal (Areas A and D) are located within the Regent's Canal Conservation Area and an Archaeological Priority Zone.
- 6.21 1 Hawley Road is a Grade II Listed Building and the Hampstead Road Bridge abutment is a Grade II Listed structure. 1c Hawley Road is attached to 1 Hawley Road.

Supplementary Planning Guidance

- 6.22 A planning brief for the site was prepared by LBC in order to encourage a comprehensive redevelopment of the site.
- 6.23 The Hawley Wharf Area Planning Brief was adopted by the LBC in February 2009 following extensive public consultation between October and November 2008. The brief sets out the key planning and design issues which have been addressed as part of the redevelopment strategy for the site and contains a number of aspirations for the redevelopment of the Hawley Wharf area.

6.24 Other relevant LBC Supplementary and Design Guidance relevant to this application has also been referred to throughout the pre-application process including:

- Camden Planning Guidance, December 2006
- Camden Planning Guidance, April 2011
- The Regent's Canal Conservation Area Appraisal and Management Strategy, September 2008.

6.25 The Regent's Canal Conservation Area Appraisal and Management Statement advises in respect of Hawley Wharf, that there are buildings which are considered to be negative in character and which harm the character and appearance of the conservation area and therefore there may be scope for redevelopment, subject to acceptable replacement.

6.26 As part of Camden's Community Investment Programme, Camden's Cabinet Committee met on 20 July 2011 to discuss the principle to support a new Hawley School at Hawley Wharf (subject to the outcome of the planning and statutory proposal processes and a decision by the Development Control Committee). This principle was accepted by Cabinet Members. It should also be noted that Members noted on 15 March 2012 Development Control Committee that a school on this site would be supported.

7 Key Planning Considerations

Strategic Planning Considerations

- 7.1 The proposed development is supported by strategic objectives at all levels of planning policy and guidance.
- 7.2 The National Planning Policy Framework has a clear presumption in favour of sustainable development and advises that developments should be approved where they accord with statutory policies.
- 7.3 The Planning for Growth statement emphasises the importance of securing economic growth and employment.
- 7.4 At a regional level, the site is partially located within Camden Town Centre which is designated as a Major Centre in the London Plan. Camden Town Centre is a national and international tourist destination. The London Plan recognises that sensitive development should occur in locations that are well served by public transport. The London Plan prioritises sustainable development and the provision of housing. The plan seeks to encourage efficient use of land by ensuring that development proposals achieve the maximum intensity of use compatible with the local context.
- 7.5 At a local level, the strategic objectives for LBC are contained within the adopted Core Strategy. These objectives are to create:
 - A sustainable Camden that adapts to a growing population
 - A strong Camden economy that includes everyone
 - A connected Camden community where people lead active healthy lives
 - A safe Camden that is a vibrant part of our world city.
- 7.6 The Core Strategy states that Camden Town is considered to be the most suitable location in the borough for large scale growth and development. Camden Town is expected to be the location of a significant amount of shop floorspace and that larger development in highly accessible areas is expected to include a mix of uses.
- 7.7 The Development Control Committee also supported the principle of the mixed use development and the reasons for refusal were

limited to the design of Area A and C and the quantum of proposed open space across the Masterplan site.

- 7.8 At a site specific level, the site is allocated for a comprehensive mixed use development comprising retail (including market retail), residential and other appropriate town centre uses alongside new or retained employment floorspace, community uses and new public spaces. The Hawley Wharf Area Planning Framework states that the site is strategically important within this part of the area and parts of the site are underused with a poor environmental quality and have untapped potential to contribute to the future of Camden Town. It is therefore a key location where new development can be accommodated.
- 7.9 The brief also contains the following key aspirations for the redevelopment of the Hawley Wharf site:
- Making the best use of development opportunities to significantly enhance the attractiveness and contribution of the area to Camden Town as a whole
 - Building on town centre strengths and unique qualities
 - Fostering a mix of appropriate town centre uses including retail, market retail, leisure uses, new homes (and affordable housing), access to work and training opportunities and creating new business space
 - High quality design which understands, values and responds positively to local character, heritage and the canal;
 - Ensuring new development meets the highest attainable standards of sustainable design and construction
 - Integrating activities and neighbourhoods and ensuring that new development delivers benefits to the local community by providing improved amenities that are accessible to local residents as well as visitors and tourists
 - Creating safe attractive streets, public spaces and new public realm
 - Making walking and cycling more attractive as part of a sustainable transport and movement pattern

- Ensuring that local residents and community groups can continue to be involved in shaping development in the area
- Ensuring new development is designed to be accessible and inclusive and that housing includes provision for wheelchair users and is built to Lifetime Homes standards

7.10 The key planning considerations affecting the redevelopment of the site include:

- Demolition
- Sustainable development
- Open space and routes
- Design: Masterplan and New Buildings
- Listed buildings and conservation areas
- Views
- Land Use
 - Retail
 - Leisure
 - Mixed use Development
 - Housing
 - Affordable Housing
 - Unit tenure and mix
 - Housing unit sizes
 - Lifetime Homes and Wheelchair accessible units
 - Housing Density
 - Residential amenity
 - Playspace
- Security and Community Safety
- Transport
- Accessibility
- Waste

- Ecology and Biodiversity
- Permeable areas and flooding
- Air Quality

Demolition

- 7.11 Areas A and C of the application site are located in the Regent's Canal Conservation Area. Only the buildings at 1-9 Chalk Farm Road are considered to make a positive contribution to the conservation area (7-9 Chalk Farm Road was destroyed in the 2008 fire). None of the other buildings in the conservation area are considered to be of any architectural merit and this is acknowledged by LBC in the Hawley Wharf Area Planning Framework
- 7.12 The Regent's Canal Conservation Area Appraisal and Management Statement advises that there are buildings which are considered to be negative in character and which harm the character and appearance of the conservation area and therefore there may be scope for redevelopment, subject to acceptable replacement.
- 7.13 The proposal is to substantially retain and refurbish 1-6 Chalk Farm Road (with the exception of the single storey extension shopfronts). The remaining buildings in the conservation area are proposed to be demolished.
- 7.14 3 to 21 Hawley Road and Nos. 6 and 8 Torbay Street which are considered to be positive contributors to the setting of the listed Grade II No 1 Hawley Road are also proposed to be demolished. They are not listed and are not located within a Conservation Area.
- 7.15 1 Hawley Road is Grade II listed. 1 Hawley Road is to be retained and refurbished. The listed building consent application proposes the demolition of 1c Hawley Road which is attached to 1 Hawley Road (although it was originally constructed as an independent building). This annex contains little or no historical significance due to its extensive modification over the years. The annex comprises shutter doors with an empty space to the rear.
- 7.16 It should be noted that the proposed demolition of the buildings across the site was not a reason for refusal. No additional demolition is proposed by way of this application.
- 7.17 Core Strategy policy CS14 sets out the requirements to safeguard Camden's heritage. Part (c) of this policy seeks to prevent the total

or substantial demolition of an unlisted building that makes a positive contribution to the character or appearance of the conservation area unless exceptional circumstances are shown that outweigh the case for retention.

- 7.18 Development Policy DP25 considers that in order to maintain the character of Camden's conservation areas, the council will only permit development within conservation areas which preserves and enhances the character and appearance of the area and will prevent the total or substantial demolition of an unlisted building which makes a positive contribution to the character or appearance of a conservation area.
- 7.19 The proposed demolition of the buildings across the site including those in the conservation area is considered acceptable by LBC and English Heritage. The removal of the shopfronts at 1-6 Chalk Farm Road will provide an increased pavement width to alleviate the existing congestion which occurs in this part of Camden Town.
- 7.20 Whilst the proposals involve the demolition of the mid 19th century villas at 3-17 Hawley Road and the cottages at Nos. 4-8 Torbay Street, none of these buildings lie within a Conservation Area and none of these buildings has significant heritage value other than as positive contributors to the setting of No1 Hawley Road. The demolition of the early villas is considered to be balanced by the public benefit of the regeneration of the area, provision of new school facilities, and the restoration of the listed No 1 Hawley Road.
- 7.21 It is also considered that the incorporation of the listed No 1 Hawley Road into the new school complex will provide local distinctiveness and contribute to the character of the development while preserving the heritage asset for future generations.
- 7.22 The Heritage Assessment concludes that the new proposal sustains the significance of the Regent's Canal Conservation Area.

Sustainable Development

Climate Change and Sustainability

- 7.23 The NPPF sets out the Government's overarching planning policies on the delivery of sustainable development through the planning system.
- 7.24 Section 10 of the NPPF identifies the role that planning plays in helping shape places to secure radical reductions in greenhouse emissions, minimising vulnerability and providing resilience to the

impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure.

- 7.25 The Mayor's vision in the London Plan is to ensure London becomes an exemplary, sustainable world city whilst allowing London to grow in a responsible and considered socio-economic manner.
- 7.26 With regard to the London Plan, Policy 5.1 seeks to achieve an overall reduction in London carbon dioxide emissions of 60% (below 1990 levels) by 2025.
- 7.27 Policy 5.2 states that proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the Mayor's energy hierarchy.
- 7.28 Major development proposals should include a detailed energy assessment to demonstrate how the minimum target for carbon dioxide emissions reduction outlined above are to be met within the framework of the energy hierarchy.
- 7.29 Policy 5.3 states that development proposals should ensure that sustainable design standards are integral to the proposal, including its construction and operation, and ensure they are considered at the beginning of the design process.
- 7.30 Policy 5.6 considers that development proposals should evaluate the feasibility of a Combined Heat and Power system which should seek:
 - Connection of existing heating or cooling networks;
 - Site wide CHP network;
 - Communal heating and cooling
- 7.31 Policy 5.7 seeks to increase the proportion of energy generated from renewable sources, and that the minimum targets for installed renewable energy capacity will be achieved in London. Development proposals should provide a reduction in carbon dioxide emissions through the use of onsite renewable energy generation, where feasible.
- 7.32 All renewable energy systems should be located and designed to minimise any potential adverse impact on biodiversity, the natural environment and historical assets.
- 7.33 Policy 5.10 states that the Mayor will promote and support urban greening such as new planting in the public realm which includes tree planting, green roofs and walls and soft landscaping.

- 7.34 Policy 5.11 encourages the use of roof, wall and site planting, especially green roofs and walls where feasible, to deliver as many objectives of draft Policy 5.11 as possible.
- 7.35 Camden Core Strategy policy CS13 advises that the council will require all developments to take measures to minimise the effects of and adapt to climate change.
- 7.36 Development Policies policy DP22 requires development to incorporate sustainable design and construction measures including providing green and brown roofs; meeting Code for Sustainable Homes level 4 by 2013; expecting developments to meet very good in Eco Homes prior to 2013 and encouraging 'excellence' from 2013; expecting non-domestic development to achieve 'very good' BREEAM assessments and 'excellent' from 2016; and ensuring schemes include appropriate climate change adaptation measures, such as:
- summer shading and planting;
 - limiting run-off;
 - reducing water consumption;
 - reducing air pollution; and
 - not locating vulnerable uses in basements in flood-prone areas.
- 7.37 The Hawley Wharf Area Planning Framework advises in Chapter 9 that any development in the Hawley Wharf area would be expected to display sound environmental standards and contribute to wider sustainability objectives.
- 7.38 An Energy Statement has been submitted to accompany the planning application. This assesses how the building accords with policies and principles for sustainable development and energy efficiency. The content of this statement has been discussed with the GLA and Camden during the pre-application consultation process.
- 7.39 The proposal seeks to provide one site wide CCHP energy centre which will be located within the basement of Area C.
- 7.40 The following commitments by the Applicant also demonstrate that the development will continue to improve the environmental performance of London's built environment by reducing emissions through improving energy efficiency and generating energy services efficiently and implementing building integrated renewable

energy technology as sought through the Mayor's energy hierarchy. The Energy Strategy proposes the following energy efficient measures:

Use less energy – 'Be Lean':

- Good U-values;
- Air permeability
- Good thermal bridging.
- Low Energy White Goods
- Low Energy Lighting and Lighting Control

7.41 The proposal will include passive and active design measures through improved u-values and efficiency of energy systems to exceed the baseline requirement of 2010 building regulations compliance. The total 'Be Lean' measures across the development equate to a 5.2% reduction in CO2 emissions compared to the baseline.

Supply energy efficiently – 'Be Clean':

7.42 The following has been applied:

- Introduction of the site wide Combined Cooling Heat and Power Unit which will incorporate thermal storage to maximize the duty of the CCHP system; and
- Better system efficiencies;

7.43 The total 'Be Clean' measures associated with the proposal equates to a 20.8 % reduction compared to the baseline.

Use renewable energy – 'Be Green':

7.44 It is considered that the energy hierarchy and proposed sustainable elements has enabled significant carbon reductions to occur on site, thus meeting and exceeding the requirements contained within the relevant national, regional and local policies.

- PV
- Bio-fuel CCHP system

The total proposed 'Be Green' measures equate to a 0.4% reduction in comparison to the baseline.

- 7.45 In respect of the energy strategy, the scheme has been designed such that it exceeds Part L 2010 regulations through a combination of passive design and efficiency measures. The proposal seeks to provide a 26.3% reduction in carbon emissions when compared against 2010 regulations. Further details are contained within the Energy Statement.
- 7.46 It should be noted that the housing element of the Masterplan achieves Code for Sustainable Homes Level 4 and the projected BREEAM score is 'excellent'.
- 7.47 The proposal will be future proofed to enable connection to a district heating network at a later date, if feasible and viable.
- 7.48 In addition to the energy efficient measures, the proposal includes sedum and brown roofs which will be located across the site. Furthermore, the residential dwellings have been designed to include energy and water saving appliances.
- 7.49 The energy efficiency of the development has been optimised and thus complies with policies in the London Plan, Core Strategy policy CS13 Development Policies DP22 and the Hawley Wharf Area Planning Framework.

Open Space and Routes

Public Realm and Landscaping

- 7.50 Paragraph 73 of the NPPF identifies access to high quality open spaces and opportunities for sport and recreation as making an important contribution to the health and well-being of communities.
- 7.51 Paragraph 75 states that planning policies should protect and enhance public rights of way and access and that local authorities should seek opportunities to provide better facilities for users.
- 7.52 Policy 7.5 of the London Plan seeks to ensure amongst other objectives, that London's public spaces should be secure, accessible, easy to understand and maintain and incorporate the highest quality landscaping, planting, furniture and surfaces.
- 7.53 At a local level, policy DP24 seeks to ensure that developments provide high quality landscaping proposals. Supporting paragraph 24.22 advises that new hard and soft landscaping should be of a high quality and should positively respond to its local character.
- 7.54 The Hawley Wharf Area Planning Framework advises in paragraph 5.45 that new development is expected to provide appropriate levels of open space on this site to include publicly accessible

open spaces, civic spaces, formal recreation areas and children's play space. Furthermore, paragraph 8.25 advises that the footways around Camden Town are very congested and Camden will encourage development of the Hawley Wharf area that reduces congestion on the surrounding roads.

- 7.55 The consideration of public realm and landscaping has been an important factor in the design of the proposed Masterplan.
- 7.56 The introduction of new public realm, open spaces and routes has been fundamental to the design of the Masterplan. The Applicant instructed Space Syntax at a very early stage in the design evolution to advise on new routes and spaces which will connect and integrate the site into the existing townscape and provide new spaces for Camden and significantly improve the environment in this location. This is explained in detail within the Design and Access Statement.

Entrances/Gateway Spaces

- 7.57 The proposal includes a number of new pedestrian entrance/gateway points across the site. The main gateway space to Area A is located on the corner of Chalk Farm Road (where 9 Chalk Farm Road used to be located prior to the fire). A secondary entrance into Area A will be provided adjacent to 1 Chalk Farm Road. This new route will enable pedestrians to enter the retail buildings at upper ground level.
- 7.58 Two pedestrian entrance points are located within Area C and Area B benefits from a revised pedestrian entrance. Area D will continue to use the existing entrance point from Kentish Town Road.
- 7.59 A new vehicular entrance point into the site is located along Castlehaven Road. This entrance will help to serve the existing arches and the new central servicing bay for Areas A, C and D. Area B will benefit from an off street loading area which will be used for residential and school deliveries.

Routes

- 7.60 With regards to new routes, the proposal includes a number of new pedestrian routes throughout the site which have been increased in width following the refusal of the previous application. The main routes comprise a north- south route which connects the residential uses to the north of the site to the Regent's Canal and east-west connectivity through the site from Chalk Farm Road to Kentish Town Road which will assist in reducing pedestrian

congestion along Chalk Farm Road and Camden High Street by encouraging pedestrians to use alternative routes.

- 7.61 The proposal seeks to provide clear, legible, fully accessible routes across the site which will connect the site to the neighbouring land uses. The gradients of the routes across the site have been minimised to take account of disabled users. Active frontages are proposed at ground level across the site to enliven pedestrian routes.
- 7.62 Further details relating to routes and spaces are contained within the Space Syntax report which is contained within the Transport Assessment and the Design and Access Statement.

Open Spaces

- 7.63 The proposal creates a series of new open spaces of varying character and size. These spaces have been assessed by Space Syntax to ensure that the size of each space is appropriate for its proposed use.
- 7.64 In addition to the gateway spaces described above, there are three new open spaces proposed; namely the Market Space, Arches Space and Local Space. These open spaces together measure 3373 sqm and have been designed to cater for existing and new residents, employees, and visitors to the site. In addition, there is also public roof top amenity space in Area A of 987 sqm.
- 7.65 The **Market Space** within Area A has been designed as a key meeting point which links together a number of pedestrian routes. At the heart of the scheme, it is visible from both bridges and has been designed as a vibrant open space within the market. The space has been reconfigured in the revised proposals to focus inwards rather than towards the canal. The hard landscaped materials chosen for this space seek to provide a visual delineation between the site and the canal towpath. This space measures 532 sqm. This is 24 sqm bigger than in the previous application.
- 7.66 The **Arches Space** located between Areas A and D has been designed as a space for local residents, businesses and visitors to sit and admire the canal and is considered to be a 'breathing' point along the towpath where the viaduct meets the canal and is seen as an important feature of the industrial heritage of the area. A café is proposed adjacent to this open space. Buildings A and D have been cut back to increase the size of this space and reveal more of the viaduct arches. This space measures 827 sqm, an increase of 327 sqm over the previous application.

- 7.67 The **Local Space** has been designed as a local square for the community. This space does not have a visual connection from the busy town centre in order to create a local environment. It benefits from active uses on all sides to enliven it and give it a sense of place. The landscaping proposals also incorporate soft landscaping and playspace. In response to local residents wishes, space will be made available for a Produce Market within this space to cater for local needs and complement the local retail provision proposed within this part of the Masterplan. Specific details relating to the operation of this market will be secured through the S106 agreement.
- 7.68 This space measures 1027 sqm, an increase of 419 sqm when compared to the previous application.
- 7.69 A public roof top garden is also proposed at 1-8 Chalk Farm Road which will encourage visitors and local residents to the site to take advantage of the setting of the Regent's Canal. In addition, there is public access at roof top level of Building A with public seating. This area measures 987 sqm.
- 7.70 Since the refusal of the previous application, the amount of open space on the site as set out above has significantly increased. In addition to these open spaces, 1536 sqm of new public routes is provided across the site as a result of the generous pedestrian routes. Many of them are open 24 hours a day.
- 7.71 Further details are contained within the Design and Access Statement and the Landscaping Strategy.

Public Seating and toilet facilities

- 7.72 As part of the proposed public realm improvements, public seating has been proposed within the public squares of Areas A and C. Additional roof top public seating is proposed at 1-8 Chalk Farm Road. The seating feature will provide areas for people to rest and provide a physical landmark to assist way finding and legibility.

Public toilets, Changing Places Facility and Shop Mobility Kiosk

- 7.73 Public toilets and a Changing Places facility are proposed within the basement of Area A which will be accessed via lifts and stairs. A shop mobility kiosk is also provided within Area A. It is considered that the shop mobility kiosk will supplement the existing shop mobility services in Camden.

Transportation public realm improvements

7.74 The proposal includes a number of transportation improvements to the public realm. These include:

- A comprehensive site wide internal servicing area rather than on street servicing;
- Increase in the width of the pavement along 1-8 Chalk Farm Road;
- Provision of a public cycle docking area for visitors;
- Tow path improvements to encourage cyclists and pedestrians; and
- A financial contribution towards a TfL cycle docking station.

7.75 It is considered that the proposed public realm improvements will significantly improve facilities for pedestrians and cyclists. The walkways throughout the site will be incorporated into the landscape proposals to create a high quality, fully inclusive public realm.

7.76 The applicant will work with the LBC and TfL to introduce Legible London signage across the site. Further information regarding access is contained within the Design and Access statement.

Hard Landscaping

7.77 With regard to the proposed hard landscaping, Fabrik has designed a scheme which is of a high quality, robust and respects the surrounding neighbourhoods and conservation area. The proposed hard landscaped materials comprise large granite sets; York stone and permeable concrete sets. Blue Engineering brick is proposed along the towpath to provide a clear delineation between the site boundary and the tow path. The proposed materials have been chosen so that they can accommodate wheelchair users.

Soft Landscaping

7.78 With reference to soft landscaping, seventeen trees will be removed across the site. These trees are not protected by Tree Preservation Orders but many of them are located within the Regent's Canal Conservation Area. The proposal will replace these trees with high quality tree species.

- 7.79 A green wall is also proposed at the back of the roof top restaurants on Area A and plants will be encouraged to fall from the parapet of Area A. The trees and shrubs proposed throughout the site are low maintenance indigenous species and are not water intensive. Further information is contained within the Landscaping Strategy.
- 7.80 In summary, it is considered that the proposal includes excellent public realm benefits which enhance the town centre and the conservation area and comply with the principles of the Hawley Wharf Area Planning Framework. The proposals greatly improve the connectivity of the site and link the busy Chalk Farm Road to Kentish Town Road and provide a range of spaces for all to enjoy. Furthermore, the proposal improves the connectivity to the Canal for all to use.
- 7.81 In light of the above, it is considered that the proposed public realm enhancements and landscaping proposals exceed the aspirations of policy.

Design: Masterplan and New Buildings

Masterplan

- 7.82 The Government attaches great importance to the design of the built environment in the NPPF. Paragraph 56 states that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.
- 7.83 At paragraph 57 the NPPF stipulates that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.
- 7.84 Paragraph 60 advises that planning policies should not attempt to dictate architectural styles or particular tastes nor stifle innovation. The paragraph does however seek to promote or reinforce local distinctiveness.
- 7.85 Paragraph 61 identifies that securing high quality and inclusive design goes beyond aesthetic considerations. Therefore planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.
- 7.86 Paragraph 63 states that 'in determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area'.

- 7.87 London Plan policy 7.1 advises that new development should be designed so that the layout, tenure mix of uses and interface with the surrounding land will improve people's access to community infrastructure.
- 7.88 Policy 7.2 requires all new development in London to achieve the highest standards of accessible and inclusive design.
- 7.89 Policy 7.3 advises that Boroughs should seek to create safe, secure and appropriately accessible environments. Development should be consistent with the principles of 'Secured by Design'.
- 7.90 Policies 7.4, 7.5 and 7.6 relate to ensuring that development respects the local character of the area; promotes high quality public realm; and ensure that the architecture makes a positive contribution to a coherent public realm, streetscape and wider cityscape.
- 7.91 At a local level, Core Strategy policy CS14 seeks to ensure that new developments are attractive, safe and easy to use.
- 7.92 The aim of policy Development Policies DP24 is to require all developments to be of the highest standard of design.
- 7.93 Camden has also published a Planning Guidance SPD, April 2011 which establishes design principles to be used in the assessment of development proposals. The document reinforces or where necessary amplifies existing guidance and defines the Council's expectations for new buildings, as positive and enduring additions to this unique urban landscape. The key messages are to consider:
- The context of a development and its surrounding area;
 - The design of the building itself;
 - The use of the building;
 - The materials used; and
 - Public spaces.
- 7.94 The Hawley Wharf Area Planning Framework reinforces these policy objectives at a site specific level.
- 7.95 Chapter 4 of the framework provides guidance on the strategic issues and aspirations for the Masterplan. Paragraph 4.3 states a well designed development with environmental improvements and

the introduction of a range of uses that discourage crime and antisocial behaviour is required.

- 7.96 Further, paragraph 4.4 considers that in order to be successful and fully sustainable, the new development will need to link into the existing neighbourhoods and contribute to the regeneration of disadvantaged areas in Camden and design a scheme which complements and integrates with surrounding communities, the canal and the existing retail and market functions of Camden Town.
- 7.97 The proposed Masterplan has been designed to integrate the new development with the surrounding neighbourhoods and provide a coherent legible scheme which will significantly improve the local environment in this part of Camden Town.
- 7.98 The Masterplan has been designed to provide a transition between the busy town centre uses to the south of the site to the residential neighbourhoods to the north.
- 7.99 Regard has been had to create a proposal which has the highest architectural quality in terms of its form, height, materials and detailing and how they relate the new buildings to each other at all times having regard to their individual context. The revised proposals have been designed to address the three substantive reasons for refusal which related to the bulk and mass of Area C, open space and design of Building A in order to respect the Regent's Canal Conservation Area.
- 7.100 AHMM has worked closely with Fabrik Landscape architects and Heritage Architecture to ensure that the proposals respect the historic environment.
- 7.101 The proposal includes new sightlines and views into the development from the various approaches.
- 7.102 The new accessible routes through the site will help ease overcrowding on the main roads and connect the site to the surrounding neighbourhoods.
- 7.103 The scheme increases the importance of the Canal towpath by linking it to several important streets around the site, including Camden High Street/Chalk Farm Road, Castlehaven Road and Hawley Road.
- 7.104 The layout of the buildings and public space across the site has been carefully considered to relate to the site's surroundings. Careful consideration has also been given to the massing of the proposed buildings with extensive discussions taking place with

the LBC and other stakeholders. A key concern was to ensure that the proposed buildings sit contextually to respond to the existing townscape established by the surrounding buildings. Further information is contained within the Design and Access Statement and the Environmental Statement.

- 7.105 The use of materials for the proposed buildings has been carefully selected in order to integrate the masterplan into the existing streetscape. Brick, concrete, stone, timber, metal and terracotta is proposed across the site.
- 7.106 The proposed materials will provide a modern and innovative approach to reflect both the civic and domestic character within the same building mass. The elevational approach responds successfully to the context of the individual buildings. The use of materials to differentiate between different uses helps to make the buildings legible.
- 7.107 The use of sustainable materials is promoted wherever possible across the site.
- 7.108 Further detail on the scheme's design can be found in the Design and Access Statement.

New Buildings

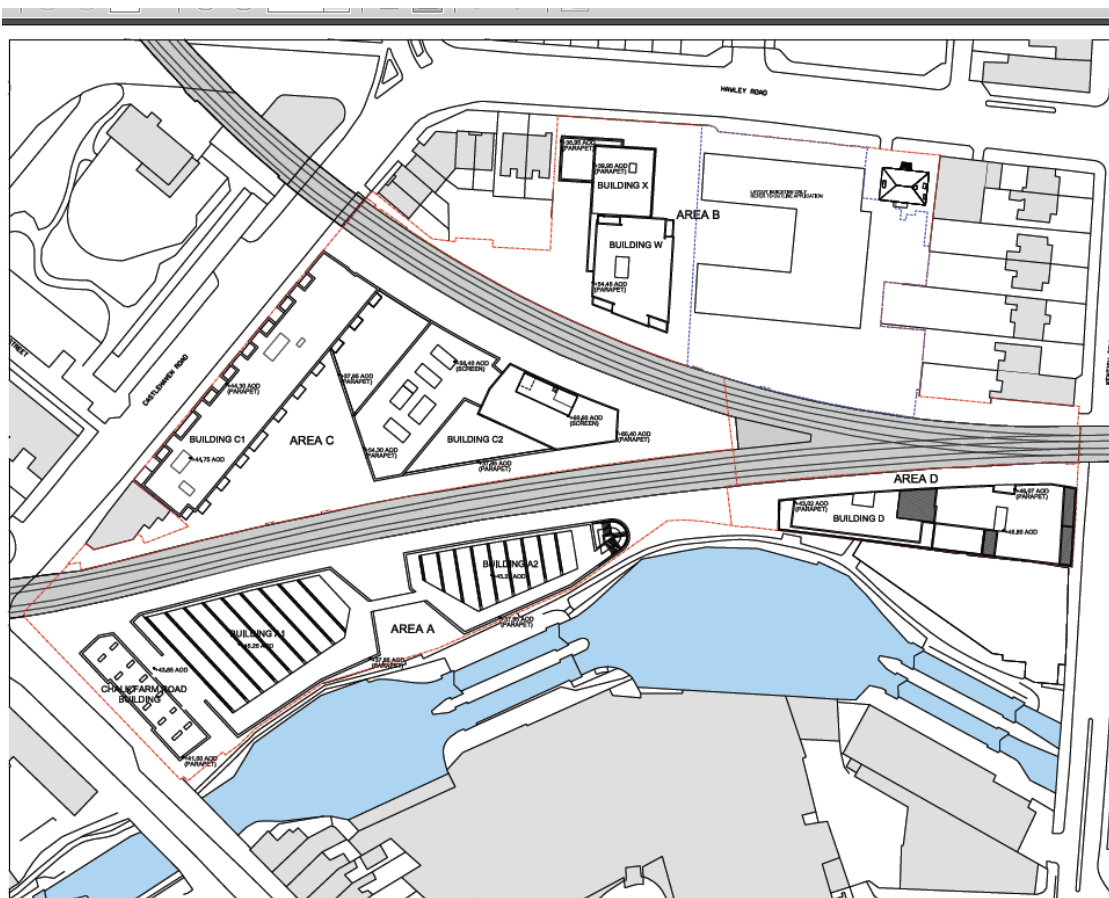
Summary Description of Buildings

- 7.109 Nine new buildings (including the school) are proposed within the site as follows:

Table 2 – Description of proposed buildings

Building	Maximum Height (AOD)	No of storeys (inc ground floor)	Basements
Area A			
Building 7-8 Chalk Farm Road	+41.00	3	1 level
Building A (2 buildings)	+45.25	5	1 level
Area B			
Building W	+54.60	9	
Building X	+39.95	4	
Building School	34.65 min +38.90 max	3	
Area C			
Building C1	+46.30	5	2 levels
Building C2	+53.07 +58.58	7 and 9	2 levels
Area D			
Building D1	+46.8	4/5/6	1 level

Figure 2 – Layout of proposed buildings



7.110 The buildings are described in detail in the Design and Access Statement and summarised in this section:

Area A

7.111 The Area A buildings have been designed to enhance Camden Town Centre and respect the Regent's Canal Conservation Area. The height of the new flexible retail buildings comprising Class A1, A3, A5 and B1A/C is four storeys (with a fifth floor set back) (excluding basements) to respect the Regent's Canal Conservation Area. The buildings have been set back to respect the towpath and the canal.

7.112 The rationale for the design of Area A is to invite the public into the market, allowing them to explore and to enjoy the space at leisure. Connection between the two new retail buildings is via a series of bridges and walkways.

- 7.113 The design of the new retail buildings adjacent to the Regent's Canal has taken its inspiration from the industrial heritage of the area in order to respect the character and appearance of the Regent's Canal Conservation Area. The façade strategy is separated into three distinct elements, namely, a brick solid base, timber screen in the middle and a metal roof. Further details are contained within the Design and Access Statement.
- 7.114 The existing arches within the viaduct will be refurbished to provide flexible retail; restaurant and hot food take away units and will be accessed from Area A. These are single aspect (with the exception of two arches which, at the request of the HWWG have been opened up to the north of the arches to provide a small coffee/newspaper shop adjacent to the local open space).
- 7.115 Buildings 1-6 Chalk Farm Road will be altered to remove the single storey front extensions to improve pedestrian flows on the public highway. The replacement building at 7-8 Chalk Farm Road has been designed to create a sympathetic interface with the Conservation Area. It is considered that the proposed elevation provides a sympathetic end to the terrace and a well proportioned entrance to the development between the building and the railway arches. Traditional shopfronts and window detailing is proposed at 1-8 Chalk Farm Road to enhance the character and appearance of the Regent's Canal Conservation Area.
- 7.116 A public pocket garden roof terrace is proposed at 1-8 Chalk Road. This public space responds to the rhythm of the existing premises below by using existing party walls and chimney stacks to delineate the buildings detail.
- 7.117 As part of the pre application discussions, the local community was keen to prevent visitors from spilling from Area A into Area C. It is proposed that a structure of some form will be erected within the Skewed arch between the two spaces to control movement. This could take the form of a work of art or an independent use of some form. This element of the scheme is to be discussed in greater detail with Camden and the local community and will be secured by a planning condition.

Area B

- 7.118 Area B comprises two residential buildings, measuring four and nine storeys and will accommodate 42 units set around high quality landscaped public and private amenity spaces.
- 7.119 The residential building has been designed to align with the existing street boundaries and front gardens have been provided

along Hawley Road. Building X measures 3/ 4 storeys whilst Building W (adjacent to the viaduct) rises up to 9 storeys. The height of Building W reflects Torbay Court which is an existing block of flats opposite the site on Hawley Road.

7.120 Area B also provides a doorstep 0-5 year old playspace facility for the future residents of Area B.

7.121 The existing arches will be altered to provide a mezzanine floor. These arches will be used for employment (Class B1c and B2 uses) together with a public cycle store facility.

7.122 This Area will also accommodate a one form entry infant and junior primary school together with a nursery. The school has been designed in line with BB99 government guidance on new school buildings and will accommodate 210 pupils and 26 nursery pupils. The brief for the outline design has been considered by the Children School's and Families architect, AHMM and the conservation area officer. The design of the building will be determined at the reserved matters stage but it is envisaged that the school building will utilise the same palette of materials as Block X and W within Area B to complement the residential proposal.

7.123 The proposed school building will align with the frontage of 1 Hawley Road.

7.124 1 Hawley Road will also be used for educational purposes although the specific use of the building within the school has not been confirmed at this stage. The building will undergo external and internal alterations to improve the appearance and longevity of the building. Further information is contained within the listed building section of this document.

Area C

7.125 The two new mixed use buildings have been designed in a contemporary fashion to complement the other buildings proposed within the Masterplan. The heights of Buildings C1 and C2 are five storeys and part seven/ nine storeys respectively. Beneath the buildings lie two basement levels which will house a cinema, the site wide energy centre, car and cycle parking and ancillary facilities.

7.126 Building C1 fronting Castlehaven Road has been designed to respect the height of adjacent buildings and completes the Castlehaven Road square. Building C1 comprises local retailing facilities on the ground floor with residential above. The height and

depth of Building C1 has been reduced following comments raised by Members during the 15 March Development Control Committee and the subsequent reasons for refusal of the previous application.

7.127 Building C2 has been redesigned to respond to the reasons for refusal by reducing the western wing from 9 storeys to 7 storeys. The podium level has been reduced in height by one floor and the residential apartments have been reoriented to respect the local key views from the canal and therefore the setting of the Regent's Canal Conservation Area.

7.128 The building incorporates the site wide servicing area at ground floor and Class B1 employment is located between ground floor and level 2 (including a mezzanine level). Flexible A1/A3/B1/D1 space is also provided at ground floor to provide additional local retailing facilities at the request of the HWWG. Levels 3 to 7/ 9 have been designed for residential purposes. The proposed employment space has been designed as flexible Class B1 floorspace.

7.129 The existing arches within Area C will be altered to include mezzanine floors and will be used for light industrial workshops.

Area D

7.130 The proposed building measures part four and five storeys fronting the canal and part five/ six storeys fronting Kentish Town Road. The design of the building references the warehouse buildings nearby and respects the Regent's Canal Conservation Area. The building comprises Class A1 at ground, Class B1 at basement and ground floor and residential Class C3 above.

7.131 In light of above, it is considered that the design proposals meet the key objectives of the NPPF, London Plan, LDF policies and the aspirations of the Hawley Wharf Area Planning Framework.

Listed Buildings and Conservation Areas

7.132 Under paragraph 128 of the NPPF, 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.

7.133 Paragraph 131 states that in determining planning applications, local planning authorities should take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;

- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- the desirability of new development making a positive contribution to local character and distinctiveness.

7.134 London Plan policy 7.9 states that regeneration schemes should identify and make use of heritage assets and reinforce the qualities that make them significant.

7.135 Policy CS14 contained within LBC's Core Strategy, sets out the requirements to safeguard Camden's heritage. The overall strategy is to sustainably manage growth in Camden in a way that conserves and enhances the heritage and valued places that give the borough its unique character.

7.136 Development policy DP25 indicates that to maintain the character of Camden's conservation areas, the Council will:

- a) take account of conservation area statements, appraisals and management plans when assessing applications within conservation areas;
- b) only permit development within conservation areas that preserves and enhances the character and appearance of the area;
- c) prevent the total or substantial demolition of an unlisted building that makes a positive contribution to the character or appearance of a conservation area where this harms the character or appearance of the conservation area, unless exceptional circumstances are shown that outweigh the case for retention;

7.137 The Regent's Canal Conservation Area Appraisal and Management Statement, 2008 sets out the Council's approach to the preservation and enhancement of the Regent's Canal Conservation Area. Hawley Wharf is considered as an opportunity site and it advises that there are buildings which are considered to be negative in character and which harm the character and appearance of the conservation area and therefore there may be scope for redevelopment, subject to acceptable replacement.

7.138 The Conservation Area statement states that "the conservation area is varied in scale and new design should respect the scale of the particular location. Appropriate design for the conservation area should complement the appearance, character and setting of the existing buildings and structures, the canal, and the

environment as a whole. The enclosure or openness of particular sections of the canal should be respected as this quality contributes significantly to its varying character. Building heights should not interfere with views to local landmarks. Developments should respect and where possible enhance central London panoramas and other views from within and outside the conservation area.”

7.139 With regard to the towpath, the statement notes that new development should respond to the character of the particular section of canal and in particular its existing sense of enclosure or open aspect.

7.140 The designated built heritage assets of the Masterplan comprise the Grade II 1 Hawley Road; the Regent’s Canal Conservation Area and the abutments to the Grade II Hampstead Road Bridge. The unlisted buildings at 1-6 Chalk Farm Road are considered as ‘positive contributors’ within the Regent’s Canal Conservation Area.

Listed building/structures

1 Hawley Road

7.141 The precise works to the Grade II listed building include the following:

- a) Introduction of a ramp into the lower ground floor of 1 Hawley Road to accommodate wheelchair users
- b) Works to the portico
- c) Internal refurbishment
- d) Refurbishment of the stairs at the front of the building
- e) Boundary treatment at the front of the building
- f) Works to the eaves of the building
- g) Colour scheme for the building

7.142 This application includes a change of use of 1 Hawley Road from storage to an educational use (in order that the Hawley Primary school can use the building for school purposes). It should be noted that the garden of 1 Hawley Road does not fall within the boundary for the listed building consent as the landscaping for the new school building will be dealt with at the reserved matters

stage and will deal with the landscaping for the garden of 1 Hawley Road.

- 7.143 The listed building consent application will seek to restore 1 Hawley Road which is currently noted on the English Heritage 'At Risk' register. The proposed works will seek to retain as much of the existing building as possible and will see the building incorporated as part of the school facilities. Therefore, the proposals will keep a heritage asset in use, as well as providing a valuable function to the wider community in which it sits. The adaption of the heritage asset avoids the consumption of building materials and waste that is associated with the construction of replacement buildings.
- 7.144 The proposal aims to restore the listed building and safeguards its significance as a designated heritage asset for the future. The restoration of the property will be carried out using traditional techniques and materials.
- 7.145 In The restoration of No. 1 Hawley Road will be of benefit to the heritage asset itself, its setting and context, and the historic environment around it. The change of use from storage to education means that No. 1 Hawley Road will be open for use by the community, for this and future generations. It will be part of a significant improvement in the facilities for local schoolchildren.

1c Hawley Road

- 7.146 The listed building consent application proposes the demolition of 1c Hawley Road. This annex contains little or no historical significance due to its extensive modification over the years. The annex comprises shutter doors with an empty space to the rear.

Hampstead Road Bridge Abutment

- 7.147 The listed building consent application comprises partial demolition of the wall attached to the listed abutment. The proposal seeks to demolish the wall in order to improve the visual appearance from the Regent's Canal. The proposed market building will have a solid base built in light brick with abutments in dark brick. This base will continue towards Chalk Farm Road as a parapet behind the Hampstead Road Bridge abutment in order to separate the towpath from the market building. The parapet wall will address the safety issues brought by the change of levels between the towpath and Chalk Farm Road.
- 7.148 A significance appraisal was carried out as part of the proposal. It is considered that the proposed alterations do not alter the special interest of the bridge.

Conservation Area

- 7.149 Two of the reasons for refusal of the previous applications related to the design and detail of the Area A buildings which Camden considered to harm the character and appearance of the Regent's Canal Conservation Area and the cumulative impact on the height, form, bulk and massing of the C1 and C2 buildings which Camden Council considered would result in an overbearing form of development and would harm the Regent's Canal Conservation Area.
- 7.150 Areas A and D of the site are located within the Regent's Canal Conservation Area.

1-6 Chalk Farm Road

- 7.151 This group of buildings along Chalk Farm Road are considered to make a positive contribution to the character of the Conservation Area, according to the Conservation Area Statement, Regent's Canal (2001). Unfortunately, the whole group was severely affected by the 2008 fire. Nos. 7-8 and 9 Chalk Farm Road, were demolished on the 12th February 2008 due to irreparable damage.
- 7.152 The proposed replacement building at 7-8 Chalk Farm Road seeks to follow the same proportions, window rhythm and materials of the remaining terrace in order to enhance the conservation area.

- 7.153 In order to utilise 1-6 Chalk Farm Road for modern day retailing, the building has been retained but has been sympathetically altered to accommodate a new staircase at the rear of the building to connect the building to the new retail buildings within Area A and introduce openings at the rear of the building to accommodate new retail entrances.

New Mixed use Buildings within Areas A and D

- 7.154 Buildings A and D have been redesigned following the refusal of the previous application to respect the character and appearance of the Regent's Canal Conservation Area.
- 7.155 Area D has been designed to reflect the warehouse character of the area and therefore respect the character and appearance of the Conservation Area.
- 7.156 The architecture of Area A proposes a base at the edge of the towpath in order to provide a hard edge to the buildings. This connects back to the industrial heritage of the Regent's Canal Conservation Area. The upper levels propose a lightweight timber screen to reflect the industrial heritage of the Regent's Canal. The screen will allow openness and views from within the building, to show the open market but at the same time, the screen will restrict views from the outside to prevent the market buildings from dominating the canal. The two buildings are connected at upper levels via a series of flying walkways that span the market space. The roof profile relates to the local and wider context of pitches and stepped parapets along the edge of the Regent's Canal.

Area C buildings

- 7.157 AHMM has carefully considered the reasons for refusal and the bulk, form and massing of the Building C2 in order to respect the setting of the Regent's Canal Conservation Area. Building C2 has been reduced in height to 7 and 9 storeys and re-orientated to better relate to key views from within the Conservation Area.
- 7.158 The proposed buildings have been carefully considered and designed to ensure that their setting and immediate context will be enhanced. The key objective of the proposals has been to create a sympathetic interface with the Regent's Canal Conservation Area and heritage assets. The visual impact appraisal demonstrates that there is no substantial harm caused to the conservation area as a whole. It is therefore considered that the proposals meet national, regional and local policies

Jeffery's Street Conservation Area

- 7.159 Whilst the proposals are not situated within the Jeffrey's Street Conservation Area, the Jeffrey's Street Conservation Area Advisory Committee considers that the residential buildings at 3-17 Hawley Road should be retained within Area B.
- 7.160 It is considered that the demolition of these buildings is justified by the public benefit which will be generated by the regeneration of the currently decayed area. Further, Area B also provides the location for the new state of the art primary school and the affordable housing element for the masterplan which has been designed to meet and in many cases exceed the London Housing Design Guide. It would not be possible to retain the villas and introduce a new state of the art primary school and the quantum of affordable housing on this part of the site.
- 7.161 It is considered that the scale of the proposed school and residential buildings on Area B reflect the scale of the surrounding area.
- 7.162 Furthermore, the Visual Impact Assessment (VIA) concludes that the effect of the proposal on the Jeffrey's Street Conservation Area will be minor and its effect will be neutral.

Views

- 7.163 The London View Management Framework 2012 provides guidance on the policies in the London Plan for the protection of strategically important views in London, and explains how 26 views designated by the Mayor and listed in the London Plan are to be managed. A draft London View Management Framework was also published in July 2011 to reflect changes to the wording of the newly adopted London Plan.
- 7.164 In the local context, Core Strategy policy CS14 seeks to ensure that new developments are attractive, safe and easy to use whilst protecting the important views of St Paul's Cathedral and the Palace of Westminster from sites inside and outside the borough and protecting important local views.
- 7.165 Supporting paragraphs 14.21 to 14.25 sets out LBC's intention for protecting the views set out by the London View Management Framework.
- 7.166 A full analysis of views has been undertaken as part of the pre-application process and a number of key views were agreed with LBC and their impact tested. With regard to the LVMF, the two views applicable to this site are views 2B.1 and 4A.1.

7.167 The key strategic and local views have been tested and reported within the Visual Impact Assessment (VIA) which is submitted as part of this application. It is considered that the scale of the development proposed will not have any significant impacts on the wider townscape or on heritage assets. It is therefore considered that the design of the proposal is consistent with the relevant national, regional and local policy requirements.

7.168 The VIA considers that the views affecting the Regent's Canal and adjoining areas, Camden High Street/Chalk Farm Road, Castlehaven Road and Hawley Road will have a moderate to substantial effect on the townscape which will be beneficial.

7.169 With regard to the reasons for refusal, the VIA concludes that the development will enhance the townscape distinction along the length of the canal between built up town centre and less built up periphery. The sense of enclosure along the canal in respect of the proposal is considered to be comparable with that found enclosing the canal on the other side of Chalk Farm Road and will enhance the character and appearance of the Regent's Canal Conservation Area.

Land Use

Education

7.170 During August 2011, a national policy statement in respect of Planning for Schools Development was adopted. This statement advises that the Government is firmly committed to ensuring that there is sufficient provision to meet the growing demand for state funded school places, increasing choice and opportunity in state funded education and raising education standards.

7.171 Paragraph 72 of the NPPF attaches great importance to ensuring that sufficient choice of school place is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement and to development that will widen choice in education.

7.172 The London Plan advises in policy 3.18 that the Mayor will support the provision of early years, primary and secondary school and further and higher education facilities. The Mayor strongly supports the establishments of new schools. Furthermore, the policy advises in part (D) that proposals for new schools should only be refused where there are demonstrable negative local impacts which substantially outweigh the desirability of establishing a new school.

- 7.173 Supporting paragraph 3.104 advises that school facilities can provide venues for a range of community activities and school facilities such as sports, training and meeting facilities should be capable of use by the wider community outside school hours.
- 7.174 At a local level, Core Strategy policy CS10 states that the Council will work with its partners to ensure that community facilities and services are provided for Camden's communities and people who work in and visit the borough.
- 7.175 LBC approached the Applicant in 2010 to discuss the potential for providing a new and improved Hawley School within the Masterplan area. The school was identified by LBC as a high priority under Camden's primary strategy for change. Following the cancellation of the Council's Building School for Future and Primary Strategy for Change programme by Government money is no longer available to the authority for improvement works.
- 7.176 Camden acknowledge that sites adjoining the existing school site (which are not owned by the authority) are undergoing large scale redevelopment which is further challenging the school, increasing the condition and suitability issues of the existing site and causing disruption. In addition, as the existing school only caters for infant aged children, pupils have to transfer to a different school once they reach junior school age. This creates problems for parents in finding a junior school place for their child.
- 7.177 A CIP report was presented to the LBC's Cabinet meeting on 20th July 2011. This report outlined LBC's aspirations to relocate Hawley Infants School and explains the opportunity to relocate the school to the proposed Hawley Wharf redevelopment site. The report makes clear that the inclusion of a school use in the proposed redevelopment would reduce the amount of housing (and affordable housing) on the site. Members agreed with the following recommendations made in the CIP report;
- a) To support a new school at Hawley Wharf subject to the outcome of the planning and statutory proposals processes and a decision by the Development Control Committee on the planning application(s) themselves.
- 7.178 LBC considers that there is a clear demand for an expanded primary school in the area and this can be met at no cost to the tax payer by including it as part of the wider Hawley Wharf

redevelopment. To address the implications of this approach on the level of housing provided in the scheme the Council is pursuing a housing led scheme including affordable housing at the existing school site.

- 7.179 It should be noted that the redevelopment of the existing Hawley School is not linked to the redevelopment of the masterplan site and it is for LBC to promote affordable housing on the existing school site.
- 7.180 The principle of a new primary school was supported at the 15 March 2012 Development Control Committee.
- 7.181 The Masterplan proposal includes a one form entry primary school for 210 pupils and a 26 pupil nursery facility. The application for the school is at this stage, outline in nature with all matters reserved. The detailed applications relating to the specific access (including a pedestrian crossing along Hawley Road), appearance, landscaping, layout and scale will come forward once the existing Hawley School has agreed on a design.
- 7.182 For the purpose of the outline planning application, the Applicant has used BB99 guidance entitled “Briefing Framework for Primary School Projects” to prepare a number of school parameter plans. The key purpose of the BB99 guidance document is to set out simple, realistic, non-statutory area guidelines for primary school buildings. The parameter plans indicate a minimum and maximum size for the future school building. The school will also use the listed building at 1 Hawley Road for educational purposes although the precise use (i.e. type of classroom) of the listed building is unknown at this stage.
- 7.183 A number of design principles have also been prepared to accompany the parameter plans and following the refusal of the previous applications, the Applicant has been working with Children Schools and Families to develop a comprehensive design brief for the school. These principles will be reflected in the future reserved matters applications.
- 7.184 It is considered that the inclusion of a primary school within the site meets the policy aims considered at national, regional and local level.

Employment

- 7.185 The NPPF sets of the Government's commitment to securing economic growth and advises that plans should proactively meet the development needs of business and support and economy fit for the twenty first century.
- 7.186 The Ministerial Planning for Growth statement, March 2011 notes the importance of securing economic growth and employment. The guidance considers that local planning authorities should consider the importance of national planning policies aimed at fostering economic growth and employment, given the need to ensure a return to robust growth after the recent recession and consider the range of likely economic, environmental and social benefits of proposals; including long term of indirect benefits such as increased consumer choice, more viable communities and more robust local economies.
- 7.187 The Mayor's Economic Development Strategy focuses on four major investment themes: Places and Infrastructure; People; Enterprise and Marketing and Promoting London. In order to achieve this vision, a range of goals are presented including, amongst others, attracting new companies, workers and overseas investment, and giving London the infrastructure and the business environment in which established businesses will want to stay.
- 7.188 The London Plan recognises the need to support and develop London's economy as one of the three world cities. Policy 4.1 seeks a range of workspaces of different types, sizes and costs to meet the needs of different sectors of the economy and firms of different types and sizes.
- 7.189 Policy 4.2 supports the management and mixed use development and redevelopment of office provision to improve London's competitiveness including enhancing its varied attractions for businesses of various types and sizes including small and medium enterprises.

Camden Employment Land Review (2008)

- 7.190 The Employment Land Review emphasises how important the office market is to Camden's economic success. The Borough has a disproportionate share of its employment in business services and in publishing and office-based media activities. By contrast it has a very low level of employment in industrial and warehousing sectors – lower even than Central London.

- 7.191 It identifies the role of the Camden Town office market as in part overspill from the CAZ and in part an alternative offer based on lower rents and spaces that are particularly attractive to the creative sector. It identifies the area around the Underground Station as offering the potential to increase office provision.
- 7.192 Kentish Town is identified as the main industrial/warehouse area and Hawley Wharf is identified as an area that should include an element of workshops/light industrial space.
- 7.193 Overall, the Report forecasts on-going decline in industrial employment and rapid growth in office and non-B class employment
- 7.194 Core Strategy policy CS8 considers that the Council will secure a strong economy in Camden through safeguarding existing employment sites and premises in the Borough that meet the needs of modern industry and other employers; safeguarding the borough's main Industry Area; encouraging a mix of employment facilities and types including the provision of facilities suitable for a mix of small and medium sized enterprises; support local enterprise development, employment and training schemes for Camden residents; recognise and encourage the concentrations of creative and cultural businesses in the Borough as well as supporting the development of Camden's tourism sector and recognise the importance of other employment generating uses, including retail leisure, education and health.
- 7.195 The Hawley Wharf Area Planning Framework SPD states that the commercial floorspace in the Hawley Wharf area should include a mix of studios, workshops and other light industrial floorspace (Class B1), industrial (B2) uses, and offices.
- 7.196 The SPD states that the following business and employment issues will require particular consideration
- a) Development of the area around Hawley Wharf could result in some light industrial and workshop uses being displaced and consideration must be given to the provision of appropriate replacement employment floorspace.
 - b) The job opportunities created by alternative development in the area and whether these appropriately offset any loss of existing employment.

7.197 The proposal seeks to re-provide the existing types of employment floorspace currently on site with the exception of the former sui generis building merchant store which was located on Torbay Street. Table 3 illustrates the pre fire and proposed employment uses:

Table 3 - Existing and Proposed Employment Land Use

Use Class	Pre Fire Employment Floorspace GEA sqm	Proposed Employment Floorspace GEA sqm
Class B1a	4,662	/
Class B1c	1,885	/
Flexible Class B1a and c	/	7929
Flexible B1a/c/A1/A3/D1		754
Class B2	458	492
Sui Generis	1,017	/
Total	8022	9175

7.198 The proposal will provide light industrial uses (Class B1c) within the existing railways arches in Areas B and C and general industrial floorspace (Class B2) within Area B where dedicated vehicular access is available from Kentish Town Road. It should also be noted that the arches within Area C also benefit from vehicular access.

7.199 The new commercial areas within Building C2 have been designed as flexible Class B1 floorspace. The open floor plate can be subdivided as required into small, medium and large unit sizes and it is envisaged that the flexible space will follow the 'Workspace Group' philosophy. Incubator space will provided for start up businesses within Building C2.

7.200 The Applicant envisages that the Class B1c light industrial floorspace will attract artisan tenants who will design and make

products. It is considered that these types of occupants will create active ground floor frontages within Areas C and D.

- 7.201 Regard should be had to the role in which existing markets encourage small businesses to flourish and additional retailing jobs will also be provided within Area A.
- 7.202 The Economic Study has assessed the current and proposed land uses and advises that the existing site has the capacity to provide 545 jobs across all employment sectors.
- 7.203 The proposal has the potential to create between 511-1050 additional direct and indirect jobs. The difference between these figures relates to the specific end users of the flexible floorspace in Area C.
- 7.204 The proposal will also seek to provide a number of construction jobs during the redevelopment of the site including up to 40 apprenticeships during the construction process and 1 apprenticeship post construction.
- 7.205 Further, the S106 provides monies towards training opportunities for local people and providing employment advice to help local people access jobs. The S106 also provides the opportunity for local enterprises to tender for contractual jobs within the Masterplan.
- 7.206 The proposal provides a range of employment types and flexible floorspace which will attract a range of future businesses, thus complying with national, regional and local employment policies. The proposal also meets the Kentish Town Industry Area policies and the principles of the Hawley Wharf Area Planning Framework.

Retail

- 7.207 At a national planning policy level, paragraph 23 of the NPPF states that planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period.
- 7.208 The guidance makes clear that local planning authorities should promote competitive town centres that provide customer choice and a diverse retail offer and which reflect the individuality of town centres.
- 7.209 Paragraph 23 goes on to state that it is important that needs for retail and other town centre uses are met in full and are not compromised by limited site availability.

7.210 At a regional level, the London Plan sets out a number of policies relating to town centres and retail development. In particular policy 2.15 concerns town centres. In relation to planning decisions the policy makes cross references to policy 4.7 and 4.8. The policy requires development proposals in town centres to:

- a) Sustain and enhance the vitality and viability of the centre
- b) Accommodate economic and/or housing growth through intensification and selective expansion in appropriate locations
- c) Support and enhance the competitiveness, quality and diversity of town centre retail, leisure and other consumer services
- d) Be in scale with the centre
- e) Promote access by public transport, walking and cycling
- f) Promote safety, security and 'lifetime neighbourhoods'
- g) Contribute towards an enhanced environment, urban greening, public realm and links to green infrastructure
- h) Reduce delivery, servicing and road users conflict

7.211 Camden Town is identified as a 'major' centre within the hierarchy of London town centres in the London Plan. Annex 2 of the Plan provides strategic guidance on policy directions for individual town centres, including their potential for growth. Camden Town is identified as a regional/sub-regional night time economy cluster and a 'medium' policy direction meaning 'centres with moderate levels of demand for retail, leisure or office floorspace and with physical and public transport to accommodate it' (paragraph A2.5).

7.212 Policy 4.7 relates to retail and town centre development. In relation to strategic direction and planning decisions and policy 4.8 relates to 'supporting a successful and diverse retail sector'.

7.213 Paragraph 4.49 of the support text recognises 'that street and farmers' markets can make valuable and distinctive contributions

to meeting Londoners' varied dietary requirements and extending competitive choice and access to a range of goods as well as contributing to the vitality and wider offer of town centres'

7.214 Finally, policy 4.9 relates to small shops. The policy seeks contributions through planning obligations from large retail developments for the provision of affordable shop units suitable for small or independent retailers.

7.215 At a local level, Core Strategy (policies CS1, CS3 and CS7) confirm that the site (and Camden Town generally) is a suitable location for accommodating growth in retail floorspace.

7.216 Policy CS1 sets out the distribution of growth within the Borough. The policy seeks sustainable development which makes the most efficient use of limited land and buildings. The policy directs new development to be concentrated in 'growth areas' and other 'appropriate development at other highly accessible locations' including Camden Town.

7.217 Core Strategy policy CS7 relates to the LBC's strategy for promoting Camden's centres and shops, including the provision of additional retail floorspace. The Core Strategy recognises a need for between 27,000 and 31,000sqm of new retail floorspace in the borough by 2026, in addition to that planned to be provided at King's Cross and St. Pancras.

7.218 In terms of retail, the Development Policies, policy DP10 relates to helping and promoting small and independent shops and policy. Policy DP11 concerns the contribution that markets make to the vitality and viability of the Borough's town centres. The Camden Town markets (including the application site) are noted as major visitor attractions within the Borough.

7.219 Policy DP12 relates to supporting strong centres and managing the impact of food, drink, entertainment and other town centre uses.

7.220 The Hawley Wharf Area Planning Framework advises in chapter 5 that new retailing, including leisure activities such as cafes and restaurants can play a useful role in meeting the needs of existing neighbourhoods.

7.221 Paragraph 5.21 of the framework states that the Council will expect a replacement market to be provided to enhance the market function of this part of Camden Town. The guidance notes that this should include an appropriate mix of permanent and non-permanent demountable stalls as well as permanent shop types. It

is considered that small scale and speciality shops should be a key component of any permanent shop units.

7.222 Paragraph 5.22 advises that the affordability of business shop units and trading pitches will also be an important consideration to ensure that there are opportunities for small businesses and start-up businesses in the area.

7.223 LBC has prepared Supplementary Planning Document (SPD) in respect of food, drink and entertainment uses in Camden Town (February 2008). The adopted SPD provides area guidance on how the policies in the Camden UDP (since superseded by LBC's Core Strategy and Development policies) should be implemented in relation to Camden Town.

7.224 The SPD draws together the Council's planning and licensing policies relating to food, drink and entertainment activities. Paragraph 1.2 of the guidance states that:

"The Council wants to build on Camden Town's success and strong identity to develop a unique, vibrant, safe and diverse centre, which offers something for everyone throughout the day and evening, whilst also creating an environment which provides a high quality standard of amenity for residents"

7.225 Paragraph 5.6 of the guidance notes that some types of food, drink and entertainment activity may create greater impacts than others. For example larger establishments that focus on serving alcohol may generate more major impacts than smaller premises that focus of serving food e.g. cafes and restaurants.

7.226 The comprehensive redevelopment of the site should meet LBC's aspirations for Camden Town Centre (policy CS7) including the provision of replacement market retailing (policy DP11) as well as enhancing the retail offer of the town centre (policy CS7).

7.227 The draft Site Allocations DPD states that a limited amount of food and drink uses may be suitable in this area. In relation to the retail element of any proposals the DPD states that it should include a significant market component which will be important in integrating proposals with the surrounding activities and maintaining the eclectic character of this part of Camden Town.

7.228 Area A and part of Area C is located within Camden Town Centre and as such, the retailing elements of the proposal are primarily focused within this area. The new retail buildings which will adjoin the existing 1-6 Chalk Farm Road building (and proposed 7-8 Chalk Farm Road) have been designed to be flexible.

7.229 The proposal seeks to reinstate the pre-fire market floor area which includes a variety of unit sizes to cater for a wide range of retail and market stall businesses. In addition, the proposal increases the amount of Class A1 retail floorspace.

7.230 The proposal, whilst encouraging maximum flexibility for future tenants, restricts the sizes of units to maintain the feel of the market. 60% of units will be under 50 sqm and 40% of units to be up to 100 sqm. The existing arches and 1-8 Chalk Farm Road are excluded from this restriction.

7.231 Table 3 provides a breakdown of the proposed Use Classes within Area A:

Table 4 – Proposed Retail Use Classes

Use Class	Proposed Retail percentage within Area A excluding roof top restaurants
A1	83%
A3	7 %
A5	10%

7.232 The proposal includes the redevelopment of 7-8 Chalk Farm Road which was destroyed in the 2008 fire. The new building, along with 1-6 Chalk Farm Road will be divided into units to provide retailing on four levels and will be vertically connected from basement to second floor level. The fit-out of the units will be the responsibility of each individual trader.

7.233 The Applicant considers that the proposed new market buildings within Camden Lock Village will complement Camden's existing retail offer along Camden High Street. The Applicant is inspired by a number of market operations around London including Borough Market, Spitalfields Market, Kingly Court and Portobello Road Market which are extremely successful and include a variety and

diversity of quality tenants who cater for visitors and locals of all ages. The new market buildings have been designed to ensure that the buildings are fully accessible to all. The proposal includes a Changing Places Facility together with toilet facilities and a mobility kiosk to allow people to hire mobility equipment for use within the Camden Lock site.

- 7.234 The Applicant will introduce a strict vetting process for future tenants in order that artisan tenants can be attracted to the area. Companies who provide locally produced goods will be strongly encouraged to occupy a stall/unit and will be prioritised within the new market buildings. The Applicant will seek to encourage the following tenants: fashion, home design and furniture, artists, leather goods, stationary, florists, confectionary, jewellery makers, arts and crafts, antiques, music and photography together with a range of cold and hot food stalls/units which celebrate worldwide cultures. Above all, the vetting process will only allow tenants to sell high quality goods.
- 7.235 The Applicant will encourage a range of food types from confectionary to everyday basics to encourage all ages to wander around the market and increase the spend per head within Camden Town.
- 7.236 At the request of the Hawley Wharf Working Group, 307 sqm of local retail is proposed at Castlehaven Road. The definition of 'Local retail' is considered to include a wide range of uses to cater for the residents/employees everyday needs, for example, convenience stores, off licences, bakeries and butchers. However, it excludes high street fashion. In addition, 754 sqm of flexible A1/A3/B1a/c/D1 space has been provided on the ground floor of Building C2 to potentially provide additional local retail provision if such demand exists and activate the Local Space. The Applicant will work with the local communities at a post application stage to determine the proposed retail facilities.
- 7.237 It is envisaged that the Applicant will market the space for local retail uses in the first instance but will maintain the flexibility to revert to Class B/D1 (employment/gallery uses) uses should it not be possible to find local retail tenants.
- 7.238 Following consultation with the local community, the Hawley Wharf Working Group (HWWG) their vision for the ground floor of Area C is to introduce the following types of independent companies which fit within the description of local retail in the S106 such as La Fromagerie, Euphorium Bakery, Ginger Pig, Monmouth Coffee House, E5 Bakehouse amongst others.

7.239 At the request of the HWWG, the proposal also provides a location for an open air produce market situated within the Local Space in Area C. A clause will be inserted into the S106 agreement to deal with the operation of this market.

7.240 In light of the above, it is considered that the proposed retail mix of very small to large units within Camden Town Centre is acceptable. The range and mix of retail uses will enable the scheme to provide a new attraction within Camden Town and in turn, reinforces the Town Centre's identity as a shopping destination which builds upon the area's established and unique character. Therefore, it is considered that the retail proposals meet national, regional and local policies.

Leisure

7.241 Paragraph 23 of the NPPF states that planning policies should promote positive, promote competitive town centre environments and allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community and residential development needed in town centres.

7.242 Further, paragraph 37 advises that planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

7.243 At a local level, Development Policies DP12 supports strong centres and managing the impact of food, drink, entertainment and other town centre uses.

7.244 The proposal includes a Class D2 cinema which will be located within the basement of Area C. For the purposes of this planning application, the layout of the cinema screens and seating area is indicative and it is proposed that the final layout will be the subject of a planning condition.

7.245 In order to manage the potential noise and disturbance to nearby residential properties from patrons leaving the cinema, a night-time plan will be implemented which will direct patrons to leave through Areas C and A rather than from Castlehaven Road.

Mixed Use Development

7.246 Promoting mixed-use development is one of the core principles of the NPPF and it suggests at paragraph 69 that mixed use developments can promote healthy communities.

7.247 At a local level, policy DP1 contained within the Camden Development Policies, 2010 considers that where a proposal will increase the total gross floorspace by more than 200 sqm, the Council will expect a contribution to the supply of housing. Where appropriate, the Council will negotiate up to 50% of additional gross floorspace (GEA) as housing, including a proportion of affordable housing. Using this policy on a site wide basis, Table 4 provides a breakdown of the land uses:

Table 5 – Land Use calculation tables

Land use	Proposed Total Floorspace
• Residential	21,783 sq m GEA
• Non Residential	25,009 sq m GEA
Total Floorspace	46,792 sq m GEA*

*excludes ancillary floorspace measuring 2740 sq.m

Policy DP1 calculation

a) Existing floorspace on site

Land use	Total Floorspace
• Residential	2,640 sq m GEA
• Non Residential	13,174 sq m GEA
Total Floorspace	15, 814 sq m GEA

b) Uplift in floorspace proposed

Land use	Total Floorspace Uplift	Proposed Land Use Percentage Uplift
• Residential	19,143 sq m GEA	62%
• Non Residential	11 835 sq m GEA	38%
Total	30,978 sq m GEA	100%

7.248 As stated above, policy DP1 considers that where appropriate, up to 50% of the uplift in gross external area should be residential. In line with policy, the residential uplift should be 15,489 sqm. The tables listed above demonstrate that the proposal includes a residential uplift of 19,143 sqm GEA which exceeds the targets of policy DP1.

Housing

7.249 Paragraph 50 of the NPPF identifies that to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should:

- plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes);
- identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand; and
- where they have identified that affordable housing is needed, set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly

equivalent value can be robustly justified (for example to improve or make more effective use of the existing housing stock) and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible to take account of changing market conditions over time.

7.250 The London Plan considers in policy 3.3 that the annual average target for housing delivery is 32,210 per year across London. The annual average housing provision monitoring target 2011-2021 in respect of new homes for Camden over the ten year period is 6,650 new homes, with an annual monitoring target of 665 new homes.

7.251 At a local level, Core Strategy policy CS6 considers that there is a need to provide high quality housing through maximising the supply of additional housing to meet or exceed Camden's ten year target of 5950 new homes from 2007-2017 and Camden's annual target of 595 new homes. The Council will seek to meet a borough wide affordable housing target of 50% and will seek to create mixed and inclusive communities across Camden.

7.252 Policy DP2 contained within the Development Policies document considers that the Council will seek to maximise the supply of additional homes in the Borough.

7.253 The proposal will deliver 170 homes within Areas B, C and D and will make a significant contribution towards achieving the Borough's annual housing targets. It is considered that this housing proposal will meet the strategic aims stated within the NPPF and the policies contained in the London Plan and Camden's LDF as the proposal seeks to achieve a high quality, sustainable residential accommodation in Camden.

Affordable Housing

7.254 Paragraph 50 of the NPPF states that where local planning authorities have identified that affordable housing is needed, they should set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified (for example to improve or make more effective use of the existing housing stock) and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible to take account of changing market conditions over time.

7.255 Policy 3.12 contained within the London Plan states that the maximum reasonable amount of affordable housing should be

sought when negotiating on individual private residential and mixed used schemes. In assessing proposals, regard should be had to:

- The current and future requirements for affordable housing at local and regional levels;
- Affordable housing targets adopted in line with policy 3.11
- The need to encourage rather than restrain residential development
- The need to promoted mixed and balanced communities
- The size and type of affordable housing needed in particular locations
- The specific circumstances of individual sites

7.256 Policy 3.11 advises that affordable housing tenure should be split into 60% intermediate housing and 40% social rented accommodation.

7.257 At a local level, Development Policies policy DP3 considers that the Council will expect all residential developments with a capacity for 10 or more additional dwellings to make a contribution to the supply of affordable housing. The Council will seek to negotiate the development of individual sites on the basis of an affordable housing target of 50% of the total addition to housing floorspace. Furthermore, part (d) of policy DP3 advises that the Council will take into account the economics and financial viability of the development including any particular costs associated with a proposal.

7.258 Supporting paragraph 3.22 advises that a guideline of 60% social rented and 40% intermediate affordable housing proportions should be considered.

7.259 In assessing the affordable housing provision in accordance with the London Plan and Camden's Development Policies, regard must be had to the economics of development and financial viability considerations associated with the scheme proposals and other planning objectives and requirements.

7.260 The proposal seeks to deliver a comprehensive mixed use redevelopment and renewal of this important part of Camden and the London Plan recognises the flexibility required to deliver mixed use redevelopment schemes.

7.261 At the request of LBC, the proposal includes a one form entry primary school and nursery. The proposal has been financially appraised by Quod who has assessed the costs associated with redeveloping the site. As a result, the maximum reasonable proportion of affordable housing which can be achieved and delivered on this site is 12% affordable housing with a 71:29 split in favour of social/affordable rented accommodation within Area B. This is largely due to the provision of a new school for Camden and the build costs associated with delivering a school.

7.262 Table 6 illustrates the proposed affordable housing breakdown.

7.263 The proposed tenure mix for the affordable housing is deemed acceptable taking into account both local and regional targets. A financial appraisal of the development has been prepared by Quod in support of the application which assesses the maximum reasonable affordable housing provision.

Unit tenure and mix

7.264 Policy 3.8 in the London Plan states that, Londoners should have a genuine choice of homes that they can afford and which meet their requirements for different sizes and types of dwellings in the highest environments.

7.265 The Mayor's Housing SPG sets out the need for different unit sizes in private, affordable or mixed residential schemes. The general intent is to provide a larger amount of family sized accommodation. However, the SPG only sets out strategic London wide requirements and does not set targets for individual sites. The SPG recognises that housing should be appropriate to context and constraints within a particular site and that the requirement for units of different sizes varies widely between local area and further that local housing need requirements should not be the single determinant of housing mix sought on individual developments.

7.266 In considering the mix of uses and the appropriate contribution to the housing supply in Camden, the strategic aim of the Council is ensure that a variety and mix of housing is provided in the Borough to suit the widely differing social and economic needs of residents.

7.267 At a local level, policy DP5 contained within the Development Policies document states that the Council will seek to secure a range of self-contained homes of different sizes through ensuring that all residential development contributes to meeting the priorities set out in the Dwelling Size Priorities Table and expect a mix of large and small homes in all residential developments of 5 homes or more. The proposal includes the following mix:

Table 6 Proposed Residential Mix

Type of Unit	Number of units
1 bed	55
2 bed	95
3 bed	19
4 bed	1
Total	170

7.268 The following unit /floorspace mix is proposed with a breakdown provided for both private and affordable housing

Table 7 – Affordable Housing Mix

Unit Size	Unit No.	Unit %	Floorspace %
One Bedroom	5	36%	25%
Two Bedroom	3	21%	20%
Three Bedroom	5	36%	44%
Four Bedroom	1	7%	11%
Total	14	100	100

Table 8 – Private Residential Mix

Unit Size	Unit No.	Unit %
One Bedroom	50	32%
Two Bedroom	92	59%
Three Bedroom	14	9%
Total	156	100%

Table 9 - Total Residential Percentage Mix

Unit Sizes	Unit %
One Bedroom	32%
Two Bedroom	55%
Three Bedroom	12%
Four Bedroom	1%
Total	100%

7.269 It is considered that the proposed mix seeks to ensure that the largest family units are contained within the affordable rented tenure and a high proportion of two bedroom units in the market and intermediate tenures.

7.270 In line with Policy DP5 which seeks to encourage a range of unit sizes and tenures, the majority of the units in the private and intermediate tenures comprise two bedrooms. The units within the social/affordable rented tenure include three and four bedroom units. Therefore, this proposal seeks to meet policies contained in national, regional and local guidance.

Housing Unit Sizes

- 7.271 The Interim London Housing Design Guide provides minimum space standards for affordable housing residential developments and provides guidance on a full range of residential standards. It should be noted however that all of the residential dwellings (across all tenures) meet or exceed the relevant housing standards.
- 7.272 The following range of typical unit sizes proposed within the development is contained in Table 9. It should be noted that the internal layouts within apartments shown on the proposed floorplans may be subject to design development. The precise location of walls and internal doors, and the detailed layout of bathroom and kitchen areas will be the subject of non-material changes, and may vary from the internal layouts sets out on these plans. These minor alterations will not affect the position and arrangements of external doors and windows, nor will they affect the relative relationship between habitable rooms and windows.

Table 10 – Range of Typical unit sizes

Type of Unit	Typical unit sizes (sqm) GIA
1 bed 1 person	40-45
1 bed 2 person	50-79
2 bed 3 person	88
2 bed 4 person	77-112
3 bed 5 person	91-199
3 bed 6 person	97-160
4 bed	138

- 7.273 The residential apartments have been designed in accordance with the Interim London Housing Design Guide, August 2010. On the basis of the typical unit sizes above, it is considered that in the

vast majority of cases, the proposed units exceed these minimum unit sizes.

Lifetime Homes and Wheelchair accessible units

- 7.274 The London Plan at Policy 3.8 advises that Londoners should have a genuine choice of homes that they can afford and meet their requirements for different sizes and types of dwellings. Furthermore, the policy advises that all new housing is built to 'Lifetime Homes' standards.
- 7.275 Policy DP6 contained within LBC's Development Policies considers that all housing developments should meet lifetime homes standards and 10% of homes development should either meet wheelchair housing standards or be easily adaptable.
- 7.276 Supporting paragraph 6.7 considers that each housing tenure should include a 10% wheelchair provision. Within the affordable rented and intermediate tenure, 10% of the units should be designed and fully fitted out to meet wheelchair homes standards. The market housing tenure does not need to be fully fitted out but should be laid out to meet the necessary circulation space.
- 7.277 The proposed development provides 17 wheelchair accessible units of which 10% wheelchair housing is provided within each of the tenures. All of the accessible dwellings are located close to the disabled car parking provision which will be made available to these units.
- 7.278 Further details are contained within the Design and Access Statement.

Housing Density

- 7.279 Relevant density standards for residential accommodation are set out in London Plan policies 3.4 and Table 3.2.
- 7.280 Policy 3.4 of the London Plan states that development should optimise housing output for different types of location within the relevant density range. Supporting paragraph 3.28 considers that it is not appropriate to apply the density matrix contained within Table 3.2 mechanistically as other factors need to be taken into account, including local context, design and transport capacity as well as open space and play space.
- 7.281 The Site is located in a prime inner London location where an efficient use of land is key. The PTAL for this site is PTAL level 6b where densities of 650-1100 habitable rooms per hectare are considered appropriate.

7.282 The proposed development will provide 253 habitable rooms per hectare. It is recognised that this is lower than the guidance within Policy 3.4, however, consideration must be given to the wider masterplan and the provision of routes and spaces and the alignment of the buildings which house other uses across the masterplan. In light of this, it is considered that the proposed residential density is acceptable.

Residential Amenity

7.283 LBC policy DP26 of the Development Policies considers that when considering applications for new developments and changes of use, the Council will seek to protect or enhance the amenities of the area. The following sub headings consider the residential amenity aspects of the development proposal:

Dual and Single Aspect units

7.284 The proposed scheme seeks to provide 68% dual aspect units and 32% single aspect units. Which is an improvement on the refused scheme which provided 62% dual aspect and 38% single aspect units.

7.285 Furthermore, it should be noted that none of the single aspect units face directly north. Most of the single aspect units are either East, West or North West (i.e. facing Castlehaven Gardens) or South East facing in order to provide sunlight into each unit.

7.286 Given the constraints of the site, it is considered that the ratio of dual aspect and single aspect units within the scheme is considered entirely acceptable given the overarching benefits of the proposal.

Daylight and Sunlight

7.287 At a local level, Development Policies DP26 states that the Council will protect the quality of life of occupiers and neighbours by only granting permission for development that does not cause harm to amenity. Supporting paragraph 26.3 advises that to assess whether acceptable levels of daylight and sunlight are available to habitable spaces, the Council will take into account the standards recommended in the British Research Establishment's Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice (1991).

7.288 The daylight and sunlight affecting the proposed development and surrounding properties is considered within the Environmental Statement and assesses the impact of the proposal in terms of

daylight and sunlight to surrounding properties and to the proposed development and also the impact of overshadowing on the proposed public realm and surrounding residential properties using both the Average Daylight Factor (ADF) and the Vertical Sky Component (VSC). The report also assesses daylight and sunlight to the proposed residential accommodation within the scheme.

7.289 With regard to the daylighting technical analysis of the proposed scheme on the surrounding neighbouring properties, a total of 349 windows serving 288 rooms within 27 properties have been assessed. Upon completion of the Development 313 (90%) of the 349 windows assessed for VSC and 279 (97%) of the 288 rooms analysed would achieve full BRE compliance. The completed Development would therefore give rise to a daylight effect of negligible significance.

7.290 The sunlight study upon surrounding residential properties concludes that 98% of those windows assessed would achieve BRE compliance. Where transgressions are predicted they would be considered to be within the intention and application of the BRE. Therefore, the predicted overall effect of the completed Development on sunlight availability is of negligible significance.

7.291 With regard to day lighting requirements for the proposed development, the assessment shows that 89% (Scenario 1 – minimum parameter) and 87% (Scenario 2 – maximum parameter) of the rooms assessed would achieve BRE compliance, which represents an effect of negligible significance. Where there are instances of non-compliance, the BRE criterion could be achieved in a number of the rooms if the use changed to that of a bedroom, which has a lower compliance ADF percentage. Overall, given that completed Development would have a negligible effect on 89% and 87% of rooms assessed, despite its urban location, no further mitigation would be necessary.

7.292 The Daylight and Sunlight report concludes that the proposed scheme, in daylight terms has been designed to react well to the existing residential environment and therefore, the scheme is generally compliant with the existing residential area. Further information is contained within the Environmental Statement.

Overlooking

7.293 Development Policies DP26 also applies to overlooking. The scheme has been designed to protect the existing residents along Hawley Road and Castlehaven Road from overlooking. A minimum of distance of 18 metres (window to window) has been

incorporated into the design to prevent overlooking in accordance with Camden's Planning Guidance.

7.294 With regard to overlooking within the scheme, Building C2 provides a 14 metre distance between habitable window to window. Given the site constraints and the design of the building, this distance, whilst below the SPG guidance is considered acceptable in this dense urban location. The dwellings have been arranged so that the balconies are staggered and the private gardens at podium level include landscaped screening.

7.295 With regards to Area B, Blocks W and X have been designed to ensure that the relevant overlooking distances are maintained.

7.296 It is therefore considered that the proposal is in line with policy given its dense urban location.

Amenity Space

7.297 At a local level, Policy DP31 contained within the Development Policies states that the quantity and quality of open space, outdoor space and recreation facilities in Camden are increased and deficiencies and under provision are not made worse.

7.298 The Hawley Wharf Area Planning Framework advises that new development is expected to provide appropriate levels of open space and residential proposals should ensure that an appropriate mix of public and private space, including playspace, is included.

7.299 Paragraph 2.9 of the Hawley Wharf Area Planning Framework states that with the exception of the canal towpath, the existing area does not contain any meaningful public open space.

7.300 Notwithstanding the Hawley Wharf Area Planning Framework, Camden Council has advised that it considers that Leybourne Road, Torbay Street and Haven Street should be considered as existing public open spaces. These roads total 2440 sqm. The Applicant does not agree that these roads should be considered as public open space as they are highways and offer no amenity for the public and are in fact unsafe for pedestrians to use, particularly at night time.

7.301 In contrast, the proposal provides a significant proportion of new publicly accessible open space in the form of

1) Three new spaces, namely the:

- Market Space
- Local Space

- Arches Space

- 2) Area A roof top amenity space
- 3) Generous pedestrian routes which are open 24 hours a day including the route from Hawley Road to the viaduct in Area B; from Chalk Farm Road along the southern viaduct in Area A; and two routes from Castlehaven Road, one into the Local Space and the other along the northern viaduct

7.302 This is in addition to private open space in the form of balconies and roof terraces attached to the new residential properties which have been designed to meet the Interim London Housing Design Guide. Table 11 below provides a breakdown of open space.

Table 11 – Breakdown of proposed Open Space on site compared to the refused application

Type of space	Refused Open Space sqm	Proposed Open Space sqm
New Public Open Space		
Market Space	508	532
Arches Space	500	827
Local Space	608	1027
Area A Roof Space	1195	987
Total Public Open Space	2811	3373
Publicly accessible 24 hour routes	Not previously assessed	1536
Sub total	2811	4909
School MUGA for out	465*	465

of hours use		
Private space (balconies/gardens)	2842	2460
Total	6118	7834

* was not included within the refused application as it was not confirmed as to whether this space would be opened to the public after school hours

Camden's Proposed Open Space Requirements

7.303 Camden Council has confirmed that the Applicant should be using Appendix D of CPG6 to calculate open space requirements for new employees and residents.

7.304 Using Appendix D, the proposal provides a commercial uplift of 11, 663 sqm which equates to a requirement to provide 454 sqm of open space for new employees. This has been calculated in the following way:

Table 12 Commercial Public Open Space Requirement for New Employees

Additional commercial floorspace	/ 1000 to give floorspace in thousands of sqm	X open space requirement per 1000 sqm	Total requirement sqm
11,663	11.663	38.9	454

7.305 Using Appendix D of CPG6, the proposal is required to provide the following public open space in connection with the proposed new residential space calculations (as shown in Table 13 below).

Table 13 – Open Space Calculations for New Residents

Proposed Number of beds	x open space requirement per home (sq m)	Open space requirement sqm
55 x 1 bed	11.7	643.5
94 x 2 bed	17	1598
19 x 3 bed	25.2	478.8
1 x 4 bed	27.9	27.9
Total		2748

7.306 Using CPG6, the proposal is therefore required, to provide 3202 sqm of public open space in respect of the new residential and commercial properties.

7.307 The proposal provides 4909 sqm of publicly accessible open space across the masterplan which includes the new open spaces and public routes which are open 24 hours a day which exceeds the policy requirement in CPG6.

7.308 Camden Council however, considers that the ‘existing open space’ on the site should be replaced in addition to providing this increase. As stated above, the Applicant disputes the fact that there is any existing open space on the site. Nevertheless, the table below illustrates Camden’s position

7.309 Table 14 illustrates the public open space requirement using CPG6:

Table 14 – Public Open Space Requirement using CPG 6

Existing public open space sqm	CPG requirement for new residents and employees sqm	Total Required sqm	Proposed open space sqm	Difference sqm
2440 (existing highway)	3202	5642	4909 (inc new pedestrian routes)	-733

7.310 Using Camden's interpretation, there would therefore be a shortfall in public open space. Notwithstanding that the Applicant does not agree with this as it does not consider that there is any public open space on site at present, consideration should be given to the other open spaces available to the public throughout the site including the MUGA which can be used after school hours. Further, Area B contains playspace totalling 622 sqm and amenity space equating to 1838 sqm which is excluded from the calculations as these spaces are not defined as 'public open space' for the purposes of these calculations.

Playspace

7.311 Policy 3.6 of the London Plan seeks to ensure that "all children have safe access to good quality, well designed, secure and stimulating play and informal recreation provision".

7.312 The London Plan SPG 'Providing for Children and Young People's Play and Informal Recreation 2008 sets out a methodology for the calculation of play space requirements. According to this methodology, it is anticipated that the proposal will generate 29 children between the ages of 0 and 16 years.

7.313 The following table provides a breakdown of the child yield:

Table 15 – Proposed Child Yield

Ages	Total across the Masterplan Site
Under 5s	14
5 to 11	9
12+	6
Total	29

7.314 With regard to the provision of doorstep playspace for the under 5's, the Applicant has used the GLA methodology which indicates that 10 sq m per child should be assumed.

7.315 The supporting paragraphs attached to Development Policies DP31 consider that the Council will expect on site a provision for play and informal recreation facilities for children and residents.

7.316 In line with the GLA SPG guidance, the proposed development provides 140 sqm of play space for children aged 0-4 years. In addition, provision is also made for children aged 5-11 years.

7.317 There are two play areas proposed within the Masterplan. Area B contains the private residential play space. This has been designed to include natural play features such as tree trunks and boulders rather than traditional play equipment. A sand pit is also proposed. The second play area is located within the Local Space in Area C and this will be available for the public to use. The intention is to install sculptural elements for children to climb on and colourful paving for children to enjoy. This play area will be surrounded by café uses in order that parents/guardians can sit and watch the children play in a safe environment.

7.318 Whilst the site has the capability of providing playspace for children aged 12-16 years, it is considered that the open space located in the centre of the site is not suitable for a games pitch given the proximity to the residential accommodation. It is intended that the 12+ year olds could use the proposed school MUGA after school hours. In addition there is a further MUGA located on Castlehaven Road which the older children can use.

Security and Community Safety

- 7.319 The London Plan recognises that initiatives relating to policing and community safety and crime reduction are important in improving the quality of life of many Londoners. These include sensitive design and lighting, joint action to tackle crime on estates and measures taken through regeneration initiatives.
- 7.320 Policy 7.3 lists a number of design principles for new development including that they are safe for occupants and passers-by taking into account the objectives of 'Secured by Design', 'Designing out Crime'.
- 7.321 The Secured by Design initiative states that good design must be the aim of all those involved in the development process and should be encouraged everywhere. The objective of Secured by Design is to achieve a better quality of life by addressing crime prevention at the earliest opportunity in the design, layout and construction of homes and commercial premises.
- 7.322 The Government published Safer Places: The Planning System & Crime Prevention in 2004. This document firmly establishes this subject within the planning process and identifies Secured by Design as a successful model.
- 7.323 At a local level, Core Strategy policy CS17 advises that the Council will require all developments to incorporate design principles which contribute to community safety and security.
- 7.324 The Hawley Wharf Area Planning Framework states that there are safety concerns within the Hawley Wharf area related to the canalside environment and that there is the opportunity to improve safety and security through activity and surveillance.
- 7.325 The problem of drugs, crime and anti-social behaviour in this area are well known. A key success of this project will be the ability to significantly reduce these unwanted activities and create a safer, more pleasant area to live, work and visit.
- 7.326 This has been a fundamental consideration in the design of the proposals and the public realm. The introduction of active ground floor frontages and natural surveillance is critical to creating an environment which is resistant to crime and anti-social behaviour.
- 7.327 The Applicant has been working with LBC and the Metropolitan Police to develop the Secure by Design principles. A number of the routes through the site will be closed at night and passers-by will be encouraged to use the viaduct route within Area A and tow path which connects Chalk Farm Road and Kentish Town Road.

The night time routes which will be closed at night will be accessible to the future residents by using a secure key fob. Further information is contained within the Design and Access Statement.

7.328A lighting strategy will be further developed across the site to create a safe environment. The lighting strategy contained within the Environmental Statement proposes a number of Lux levels across the site to provide safe routes. Further details are contained within the Design and Access Statement.

7.329The critical need for proper management of public uses and spaces is acknowledged and is reflected in the urban design approach to the layout of the proposed uses and public realm.

7.330A management company will be responsible for the day to day management of the site and will manage the CCTV cameras across the site. It is also envisaged that the management company will patrol the site 24 hours a day and a management office will be located within building C2 which overlooks the arches open space. Further details are contained within the Estate Management Statement and the Design and Access Statement.

Transport

7.331 Paragraph 29 of the NPPF states that the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.

7.332Paragraph 37 states that planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, leisure, education and other activities.

7.333At paragraph 41 the NPPF supports that local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice

7.334At a regional level, London Plan policy 6.3 states that “development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed”. The policy also indicates that transport assessments will be required in accordance with TfL’s Transport Assessment Best Practice guidance for major planning applications.

7.335 Policy 6.9 states that “the Mayor will work with all relevant partners to bring about a significant increase in cycling in London

7.336 Policy 6.10 indicates that “the Mayor will work with all relevant partners to bring about a significant increase in walking in London, by emphasising the quality of the pedestrian environment, including the use of shared space principle –promoting simplified streetscape, de-cluttering and access for all”.

7.337 The Mayor’s Transport Strategy, 2010 sets out policies and proposals to achieve the goals set out in the Plan. The Mayor’s Transport Strategy sets a vision of London as an exemplary sustainable world city.

7.338 At a local level, Core Strategy policy CS11 seeks to promote the delivery of transport infrastructure and the availability of sustainable transport choices.

7.339 Development policy DP16 seeks to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links.

7.340 Development Policy DP17 seeks to promotes walking, cycling and public transport.

7.341 Development policy DP18 advises that the Council will seek to ensure that developments provide the minimum necessary car parking provision and expects that schemes within the Central London Area and the town centres of Camden town, Finchley Road, Swiss cottage, Kentish High road and west Hampstead should be car free with the exception of disabled parking.

7.342 The Hawley Wharf Area Planning Framework includes a chapter dedicated to transport, access, parking and servicing. This chapter reinforces national, regional and local policies.

7.343 The Applicant has worked with LBC to discuss the scope of the Transport Assessment. The Transport Assessment considers that the majority of trips to the site are expected to be made by walking and public transport and the overall impact on the highway network and public transport network is negligible.

7.344 It should be noted that upgrade works to the Northern line are underway, thus increasing the capacity of the line by an additional 20%. It is therefore concluded that there is ample capacity of the Northern Line.

Car parking and cycle parking

7.345 The proposal includes 16 car parking spaces of which 7 are accessible car parking spaces. This equates to 10% car parking across the entire site. The car parking spaces will be located within the basement of Area C and off-street on Area B. It is proposed that access to the basement car park is via a car lift.

7.346 Vehicle access into the proposed development is limited and very few visitors to the market are anticipated to travel by car and the impact of market visitor trips on the highway network is considered to be negligible.

7.347 Similarly, the limited parking provision for the residential and employment elements of the proposed development result in a reduction in car traffic on the network generated by the site during the peak periods

7.348 In line with Development Policies DP17, the proposal seeks to provide the following cycle spaces:

Table 16 - Cycle Parking Provision

Area	Number of cycle spaces
Area B	48
Area C	204
Area D	50
Cycle station for visitors	150
Total	452

7.349 The proposal includes a public cycle station for 150 bicycles within an arch located within Area B in line with Core Strategy policy CS11. This location has been chosen as Kentish Town Road benefits from two way traffic. The intention is to promote cycling throughout the Borough and will seek to encourage visitors to cycle to the site and park within a safe environment.

7.350 In addition, TfL is seeking a contribution towards the Barclays Bicycle Hire scheme.

Pedestrian Movement

7.351 The Transport Assessment advises that the proposal attracts an additional 514 walking trips to the local streets during the morning peak hour. Market retail is the largest trip generator in the proposal and trips to the market peak in the afternoon. Unlike the morning peak when market trips are low, the evening peak experiences a high number of trips generated by all elements of the Site with an additional 948 trips on the pedestrian network.

7.352 It is considered that the introduction of the new pedestrian link between Camden High Street and Kentish Town Road will contribute to easing the pressure on Camden High Street by diverting some movement between Camden Town LU station and the Site onto Kentish Town Road. Legibility across the site will also encourage pedestrians to use Camden Road Overground station.

7.353 It should also be noted that Camden would like to see a new pedestrian crossing along Hawley Road to serve the new primary school. The Applicant will discuss this further with Camden but this crossing does not form part of this application.

Servicing

7.354 The Hawley Wharf Area Planning Framework states that the Council will expect all servicing requirements to be accommodated off the public highway and will seek a coordinated approach to the servicing of the area through measures such as area wide freight consolidation.

7.355 The Transport Assessment has analysed the proposed servicing trip rates and concludes that the main impact on the highway network will be a result of the increased level of delivery and servicing trips to the proposed development. The net increase in service trips is forecast to be 87 trips. Given the overall reduction in car trips generated by the site the additional service trips are unlikely to have a significant impact on the local highway network.

7.356 Following extensive discussion with Camden, the proposal includes an off street servicing area for Areas A, C and D within the ground floor area of Building C2.

7.357 The servicing for the retail and employment floorspace will be managed by a Management Company who will provide a booking service for deliveries. It is envisaged that commercial deliveries will be transported across the site using electric vehicles.

Residential deliveries will be stored within the Area C basement until the resident is available to receive the goods.

- 7.358 Area B has been designed to accommodate an off street loading bay which will be used by the residents and the school. Further details are contained within the Arup Transport Assessment and the Estate Management Plan.

High Speed 2

- 7.359 In 2012 the Government gave the go-ahead for plans for a high speed rail connection between London, the Midlands and Northern England to be progressed towards a hybrid bill submission in late 2013. The plans are referred to as High Speed 2 (HS2); High Speed 1 (HS1) is the Channel Tunnel Rail Link which connects London and Kent to the Channel Tunnel.

- 7.360 Phase 1 of the HS2 route will connect London to the West Midlands. The proposals also include an interchange with Crossrail at Old Oak Common, which would provide access to Heathrow, the development of Euston Station to cater for HS2 trains and a link to HS1.

- 7.361 The proposed route of Phase 1 may utilise the existing freight-only viaduct through the Camden Lock Village site. The Department for Transport's HS2 Ltd is currently preparing safeguarding zones which will outline a provisional set of boundaries showing the area required for Phase 1 construction. Consultation on the safeguarded area is expected to commence in late 2012.

- 7.362 On the basis of the HS2 proposals known to date, the revised scheme has been designed to take this into account.

Accessibility

- 7.363 The design aspiration for this development is the creation of an inclusive environment throughout. All issues relating to inclusive access have been and will continue to be, considered throughout the design process. The Access Strategy is based on an inclusive model of disability. Impairments are considered as individual not categorised and as such the design philosophy seeks to achieve an inclusive design that maximises access for all disabled people. This satisfies the General Duty placed upon Camden Council under the Equality Act 2010 and the London Plan to promote the interests of disabled people as identified in the Corporate Disability Equality Scheme.

- 7.364 The Applicant has worked closely with LBC, the GLA Access officer and local groups to design a scheme which is inclusive.

Pedestrian Accessibility

- 7.365 The proposal includes a new access point via steps between the site and the canal. Area A and the Canal towpath will be visually distinctive, to separate their two uses, by means of a level change. This is in direct response to the comments received from consultation with the Hawley Wharf Working Group. Gradients across these level changes will, however, be minimised to ensure as shallow a gradient as possible. At junctions, level landing areas will be provided to allow someone to change direction as required.
- 7.366 Access between the Canal towpath and Area A has been maintained by the introduction of a graded route and an associated stair.

Wheelchair Accessibility

- 7.367 The site has been designed to be fully inclusive with graded slopes across the site and the hard landscaping materials have been carefully chosen to enable wheelchair users to travel freely across the site.
- 7.368 Access into each building is level and appropriate provision for lifts have been provided across the site. Furthermore, it should be noted that the proposed cinema has been designed to allow a wheelchair user to move freely around the venue due to the flat floor plate of the layout.
- 7.369 In addition, two accessible off-street car parking bays have been provided off Hawley Road, within Area B for the future residents of the site and one space will be provided as part of the detailed application for the school. These bays will be allocated on a first come first served basis.
- 7.370 Nine additional accessible bays have been provided in the basement of Area C. Access to this underground car park is by means of a car lift located off Castlehaven Road.

Visual Accessibility

- 7.371 Signage will be provided across the site, showing access points, the different choices available for vertical circulation, and the location of facilities and destination points.
- 7.372 Legible London is a pedestrian wayfinding system that helps people walk around London and ensures that signage is consistent and effective. It has been developed to help both residents and visitors within an area walk to their destination quickly and easily.

Waste

- 7.373 Paragraph 7 of the NPPF provides guidance on waste and advises that policies should contribute to protecting and enhancing the natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.
- 7.374 Paragraph 156 advises that local planning authorities should set out strategic priorities for the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy.
- 7.375 The Mayor's Municipal Management Strategy, Waste Strategy 2000 requires a reduction in biodegradable waste going to landfill and therefore demands better sustainable waste management practices to be adopted by all.
- 7.376 At a local level, Core Strategy policy CS18 aims to reduce the amount of waste produced in the borough and increase recycling and the re-use of materials to meet the targets of 40% of household waste recycled by 2010, 45% by 2015 and 50% by 2020 and make sure that developments include facilities for the storage and collection of waste and recycling.
- 7.377 Development Policies policy DP26 advises that The Council will protect the quality of life of occupiers and neighbours by only granting permission for development that does not cause harm to amenity.
- 7.378 The proposal includes recycling facilities for both residential and commercial waste. In respect of the commercial waste facilities, a coordinated facilities management team will be employed to book deliveries, store material, arrange goods transfer and manage waste.

Ecology and Biodiversity

- 7.379 The UK Biodiversity Plan was published in 1994; the Mayor published his Biodiversity Strategy in 2002, the London Biodiversity Partnership published the London Biodiversity Action Plan 2001-2004.
- 7.380 At a local level, Core Strategy policy CS13 and Development Policies DP22 requires developments to incorporate green or brown roofs and green walls wherever suitable.
- 7.381 The Hawley Wharf Area Planning Framework considers biodiversity in paragraphs 7.13 and 7.14. The guidance states that any lighting along the canal itself should be designed to avoid excessive overspill into the canal and that biodiversity enhancements along the canal will be supported provided that they do not compromise the canal's primary role for navigation.
- 7.382 The Landscape Strategy offers the following measures which will add significant ecological enhancement to the Site:
- a) Retention of boundary trees nearest Chalk Farm Road to provide suitable foraging and commuting habitat for birds/bats;
 - b) A planting scheme to attract other insects;
 - c) Planting at the roof of Area A which can cascade down the building
 - d) Nest boxes for common urban birds which could be fixed to existing trees and new buildings.
 - e) Green walls to be located to the rear of the roof top restaurants
 - f) Proposed planting in roof top gardens
- 7.383 The proposal also includes brown and wildflower sedum roofs which will provide habitat opportunities for a wide range of wildlife through the careful selection of plant species. These areas will be inaccessible to the public.
- 7.384 It is therefore considered that the proposed ecological measures will enhance the site in line with policies CS 13 and DP22.

Permeable Areas and Flooding

- 7.385 At a national level, paragraph 99 states that new development should be planned to avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure.
- 7.386 At a regional level, Policy 5.11 contained within the London Plan states that proper consideration of flood risk is vital to ensuring that London is and continues to be a sustainable city.
- 7.387 Policy 5.12 states that “Development proposals must comply with the flood risk assessment and management requirements set out in PPS25 over the lifetime of the development and have regard to measures proposed in Thames Estuary 2100”.
- 7.388 Policy 5.13 relates to sustainable drainage and states that:
- “SuDS unless there are practical reasons for not doing so, should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy”.*
- 7.389 The Mayor of London’s Sustainable Design and Construction, 2006 (SPG) sets out the Mayor’s ‘essential’ and ‘preferred’ standards in regards to surface water runoff. These guidelines consider that SuDS should be used wherever practical; and developments should achieve 50% attenuation of the undeveloped site’s surface water runoff at peak times.
- 7.390 The guidance also includes a Preferred Standard which seeks to achieve 100% attenuation of the undeveloped site’s surface water runoff at peak times. It should be noted that the ‘undeveloped’ site refers to the existing situation, be it a greenfield or brownfield site.
- 7.391 At a local level, Core Strategy policy CS13 states that LBC will minimise the potential for surface water flooding.
- 7.392 Development Policies policy DP22, ‘Promoting sustainable design and construction’, requires developments to incorporate green or brown roofs and green walls wherever suitable.
- 7.393 Policy DP23 states that LBC will require developments to reduce their water consumption, the pressure on the combined sewer network and the risk of flooding.

7.394 According to the Environment Agency's flood zone map the site lies within Flood Zone 1. Land within Flood Zone 1 is classified as having a low flood risk,

7.395 The majority of the site is covered by structures and hard standing, with limited areas of vegetation. The large area of hard standing means that there are likely to be few opportunities for the rainfall to naturally infiltrate into the underlying soils.

7.396 The proposed development includes the following sustainable measures:

- a) It has been calculated that approximately 661m³ of attenuation would be required to restrict surface water discharge from the Site to a total of 110 l/s. Surface water would be discharged via two outfalls, one into Castlehaven Road (restricted to 20 l/s) and one into Hawley Road (restricted to 90 l/s), echoing the existing situation.
- b) The proposal seeks to restrict surface water discharge from the Site to 110 l/s, 50% of the existing rate (calculated at a total of 221 l/s) through discharging the surface water from the Site through two new connections into the existing sewer, located to the north. Catchment 1 would drain Area C, discharging into Castlehaven Road at 20 l/s. Catchment 2 would drain Areas A, B and D before discharging into Hawley Road at 90 l/s.
- c) The proposal includes , geo-cellular storage units (such as permavoid units), sized at 112m³ which would be provided above the basement within Area C, and an attenuation tank holding 38m³ would be located between Area C and the railway viaduct to sufficiently attenuate Catchment 1. An attenuation tank sized at 558m³ has also been located beneath the games court within Area B to serve Catchment 2.
- d) The proposal includes 3061 2 of green and brown roofs. The wildflower sedum roofs will have a substrate depth of 150mm. These will be located on Buildings B, C1 and D, and the benefits of reducing surface water runoff will be taken into consideration at the detailed design stage.

7.397 It is therefore considered that the proposed measures meet the regional and local policies relating to water and flooding.

Air Quality

- 7.398 Under Policy 7.14 of London Plan, “Improving air quality”, boroughs should implement the Mayor’s Air Quality Strategy and work towards achieving reductions in pollutant emissions.
- 7.399 At a local level, Core Strategy policy CS11 promotes sustainable and efficient travel and policy CS16 seeks to improve Camden’s health and wellbeing.
- 7.400 Under Development Policies Policy DP32 the Council in assessing proposals will require air quality assessments where development could potentially cause harm to the air quality.
- 7.401 The Environmental Statement has assessed the air quality for the proposal and concludes that the proposed development on completion is predicted to have negligible to long-term local effects of minor beneficial significance on existing sensitive receptors. It is therefore considered that the proposal meets the aspirations of both regional and local policy.

8 Planning Obligations

- 8.1 Under Section 106 of the Town and Country Planning Act 1990, as amended, local planning authorities have the power to enter into planning obligations with any person interested in land in their area for the purpose of restricting or regulating the development or use of the land. In accordance with Regulation 122 of the CIL regulations, a planning obligation must be:
- a) necessary to make the proposed development acceptable in planning terms;
 - b) directly related to the proposed development; and
 - c) fairly and reasonably related in scale and kind to the proposed development.
- 8.2 Under Policy 6A.4 of the London Plan “Priorities in planning obligations” boroughs should include appropriate strategic as well as local needs in their policies for planning obligations.
- 8.3 Policy 6A.5 of the Plan further states that boroughs when negotiating planning obligations should seek a contribution towards the full cost of provision that is fairly and reasonable related in scale and in kind to the proposed area and its impact on the wider area.
- 8.4 It is likely that the proposal will include the following planning obligations:
- a) A new infant and junior primary school
 - b) Provision of on site affordable housing
 - c) On site public realm improvements
 - d) On site contribution towards Legible London
 - e) Car Parking and Traffic Management Orders
 - f) Servicing Management Plan
 - g) Travel Plans
 - h) On site public art
 - i) Contribution to providing local employment during the construction of the site and post construction
 - j) Restriction regarding the size of market units

- k) A market operation plan and zoning plan in respect of the Class A3 and A5 units
- l) A operation plan for the produce market in Area C
- m) A plan relating to the skewed arch
- n) Employment requirements including incubator units, open market rents for the B1c and B2 use classes.
- o) Commitment to setting up a community liaison group

8.5 In addition, TfL has identified that a Cycle Hire Docking Station will be required.

9 Conclusions

- 9.1 The applicant has instructed AHMM architects to design the proposed scheme having regard to the reasons for refusal in respect of the previous applications, guidance contained within national, regional and local policy guidance including the Hawley Wharf Area Planning Brief
- 9.2 The existing low quality, underutilised site will be regenerated into a sustainable mixed use development in line with Government guidance which considers that local authorities should approve development proposals that accord with the development plan without delay. At a regional level, the London Plan prioritises development in locations which are well served by public transport. The site is partially located within Camden Town centre and public transport links are excellent.
- 9.3 In light of the reasons for refusal, the masterplan has been revised to accommodate the following changes:
 - Creation of a new market retail building which has been designed to reflect the industrial heritage of the area and therefore better relate to the character and appearance of the Regent's Canal Conservation Area
 - Reduction in the height, form, bulk and scale of the buildings in Area C to respect the setting of the Regent's Canal Conservation Area
 - Increase in Open Space across the site including increase in the Local Space by 50% and increase in the southern Arches Space by 100%
- 9.4 The scheme provides 4909sqm of new public open space and 7834 sqm of open space overall (inclusive of private residential gardens, balconies and winter gardens and landscaped areas) as well as a MUGA.
- 9.5 Following the refusal of the previous applications in May 2012, the Applicant has worked with the local community, in particular the HWWG to address other issues raised during the course of the previous applications and made further significant changes to the proposals including:

Area A

- Redesign of the proposed new market retail buildings which have been designed to reflect the industrial heritage of the area and respect the character and appearance of the Regent's Canal Conservation Area
- The market retail buildings have been further set back from the towpath to create an additional breathing space
- Introduction of a floor of office/light industrial within the market retail building
- Reconfiguration of the canal space to focus inwards in order to create a physical boundary between the canal open space and the towpath, to filter connectivity and views between levels
- Emphasis of the pedestrian routes adjacent to the viaduct in order to minimise the number of visitors using the canal towpath
- Increase in the width of the viaduct route

Area B

- Further design development of the proposed school following consultation with Children Schools and Families

Area C

- Reduction in the height and mass of Building C1 fronting Castlehaven Road
- Reduction of in the height of the podium of Building C2 by 1 storey and reorientation of the residential element of Building C2 to reduce the bulk and mass
- Reduction in the height of the western wing of Building C2 by 2 floors
- Elevation of Building C1 extended to complete the square surrounding Castlehaven Gardens
- Depth of Building C1 reduced and Local Space increased in size by 50%
- Increase in the provision of local retail space and flexible Class A1/A3/B1/D1 floorspace on the ground floor of

Building C2 to cater for local requirements and activate the Local Space

- Increase in the width of the viaduct route
- Introduction of active uses adjacent to the northern Arches Space

Area D

- Redesign of the building to create a warehouse style mixed use employment and residential building taking account of the potential HS2 link
- Building D pulled back to increase Arches space south by over 100%

Masterplan

- Increase in the Local Space by 50%
- Increase in the southern Arches Space by 100%
- Increase in the width of routes adjacent to the viaduct
- Consideration of night time routes resulting in minimal route closures

9.6 The proposals are at the heart of the strategic Core Strategy objectives. These objectives are met through:

- creating a sustainable development which adapts to a growing population;
- providing a range of employment opportunities across a range of employment sectors;
- providing a range of open spaces and encourages walking and cycling this enabling people to lead active healthy lives; and
- creating a safe and secure environment for existing and future residents and workers.

9.7 In accordance with all levels of policy, the proposed scheme provides the following benefits:

- A new infant and junior primary school and nursery including the refurbishment of the Grade II listed 1 Hawley Road for educational purposes
- The provision of 170 private and affordable homes

- New and improved employment opportunities and a range of jobs across the site
- Provision of a high quality public realm including new publicly accessible open spaces across the site and creation of new and safe pedestrian routes to integrate the site within the local area and alleviate congestion along Chalk Farm Road
- Provision of a new market retail destination enhancing Camden Town Centre including a produce market
- A new local cinema
- High quality attractive design, embracing the principles of sustainable design and construction
- Creation of a Masterplan which integrates a new mixed use development into the existing community taking into account the needs of existing and new residents and workers
- Creating a safe and secure environment for existing and future residents and employees

9.8 The proposals will meet the defined aspirations of the Hawley Wharf Area Planning Framework through:

- Creating an improved retail destination within Areas A and C which builds on Camden's town centre strengths and unique qualities;
- Providing a mix of appropriate town centre uses including retail, market retail, produce market, leisure uses, new homes, a primary school and nursery as well as access to work and training opportunities and creation of new business space;
- Proposing a high quality design which understands, values and responding positively to local character, heritage and the canal;
- Meeting the highest attainable standards of sustainable design and construction;
- Integrating the proposal with the existing neighbourhoods through creating a transition of land uses across the site and ensuring that new development delivers benefits to the local community

through the introduction of local retailing facilities, a new cinema and publicly accessible open space

- Providing high quality new safe and attractive streets, publicly accessible open spaces and new public realm across the site;
- Encouraging walking and cycling through the creation of new routes across the site and provides a new public cycle store within the site;
- Designing a scheme which takes into account the views of local residents and businesses; and
- Meeting and in many cases, exceeding the Interim London Housing Design Guide for all housing tenures proposed and has been designed to be accessible and inclusive and is built to Lifetime Homes standards

9.9 It is considered that the proposed development will regenerate and transform the existing unsafe, inaccessible, unutilised site into a new high quality mixed use scheme.

9.10 The development will deliver significant improvements to the public realm which currently exists in this part of Camden by providing publicly accessible north – south and east-west linkage routes through the site.

9.11 The proposal demonstrates that it satisfies and exceeds planning policies and guidance at national, regional and local levels.

9.12 The application accords with both national, regional and local policy objectives to deliver a sustainable, mixed use and balanced community.