

Camden Lock Village (Hawley Wharf) Stanley Sidings Limited

**Planning Statement
Gerald Eve LLP**

September 2011



**Planning Statement for a mixed use development
at Camden Lock Village (Hawley Wharf)**

On behalf of: Stanley Sidings Limited

Contents

Page

Executive Summary	3
1 Introduction	5
2 Site and Context	9
3 Relevant Planning History	13
4 Description of the Proposal	16
5 Consultations	21
6 Planning Policy	26
7 Key Planning Considerations	31
Demolition	34
Sustainable Development	35
Open Space and Routes	39
Design: Masterplan and New Buildings	44
Listed Buildings and Conservation Area	51
Views	56
Land Use	57
Retail	64
Leisure	69
Mixed Use Development	70
Housing	71
Affordable Housing	72
Unit tenure and mix	74
Housing Unit Sizes	76
Lifetime Homes and Wheelchair accessible units	77
Housing Density	78
Residential Amenity	79
Playspace	84
Security and Community Safety	85
Transport	86

Accessibility	90
Waste	92
Ecology and Biodiversity	92
Permeable Areas and Flooding	93
Air Quality	95

8 Planning Obligations	97
9 Conclusions	99

Tables & Figures

Page

Figure 1 Area Plan	5
Table 1 Land Use Summary	17
Table 2 Description of proposed buildings	46
Figure 2 Layout of proposed buildings	48
Table 3 Existing proposed Employment land use	62
Table 4 Proposed Retail use class	68
Table 5 Land use calculations tables	70
a. existing floor space on site	70
b. Uplift in floorspace	71
Table 6 Proposed Residential Mix	74
Table 7 Affordable Housing Mix	75
Table 8 Private Residential Mix	75
Table 9 Total Residential Perc. Mix	76
Table 10 Range of typical unit sizes	77
Table 11 Breakdown of proposed Open Space on site	81
Table 12 Breakdown of Open Space	83
Table 13 Proposed child yield	84
Table 14 Cycle Parking Provision	88



GERALDEVE

Executive Summary

The application proposals brought forward by Stanley Sidings Limited 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 proposed development 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 184 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 existing congestion along Chalk Farm Road
- Provision of a new market retail destination enhancing Camden Town Centre including a weekend/ bank holiday farmers/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

When Stanley Sidings Limited approached the London Borough of Camden (LBC) in 2006 to advise that they had acquired land within Camden Town Centre and its surroundings, both parties recognised the rare opportunity to deliver a well-considered

mixed use development comprising new employment, retail and homes to meet local needs within a landscaped setting.

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 PPS1, the newly issued draft 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, 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. 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 and creation of steps onto the tow path.

- 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 negotiations with officers at the London Borough of Camden (LBC), local stakeholders, including local Ward Councillors and the Hawley Wharf Working Group. The proposals have evolved and have been amended over a number of years in light of these discussions. The proposals have also been discussed extensively with the GLA, English Heritage, The Design Council (formerly CABE), The Metropolitan Police, British Waterways Board and Network Rail and the Hawley Infant School.
- 1.6 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

1.7 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

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

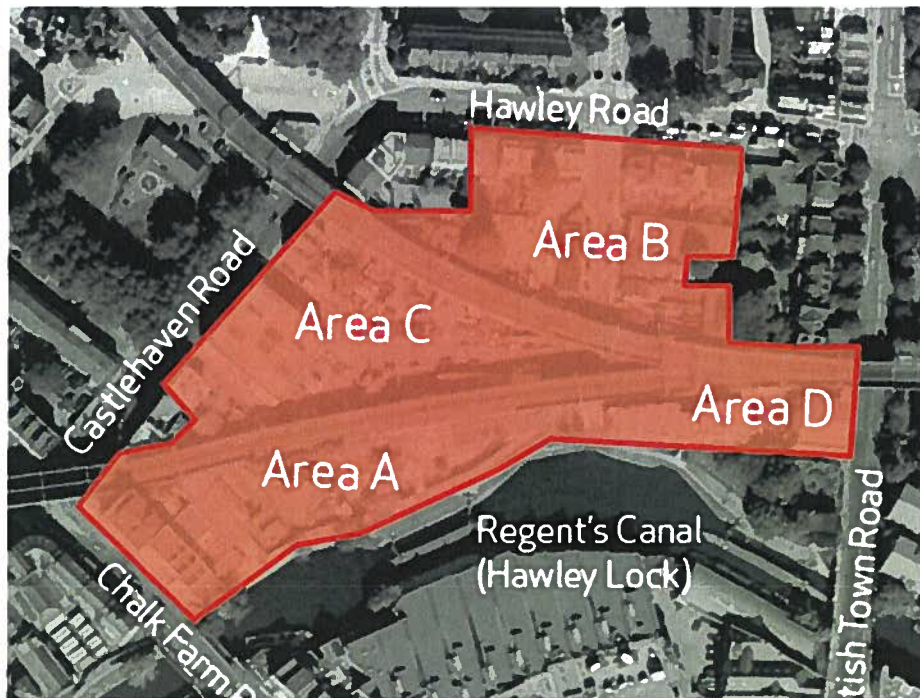
2 Site and Context

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 lies 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 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.
- 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 ten storeys.
- 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 There is also an extant permission to the east of the site under planning permission reference 2005/0530/P (which was allowed at appeal on 23 June 2006) at 39-45 Kentish Town Road for the erection of a four storey public house, ancillary office accommodation and ancillary residential space. It is understood that the applicant has implemented this permission.
- 2.20 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.

- 2.21 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.
- 2.22 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 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.
- 3.2 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.
- 3.3 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.
- 3.4 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.
- 3.5 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.
- 3.6 There are also a number of minor planning application approvals across the site which are not relevant for the purposes of this application.
- 3.7 Following an extensive fire in February 2008, much of the Canal Market including 7-9 Chalk Farm Road was destroyed.
- 3.8 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).

3.9 The planning application was validated on 6 January 2010.

3.10 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).

3.11 This planning application was validated on 6 January 2010.

3.12 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.

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

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

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

- 3.16 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.
- 3.17 Furthermore, Camden Council's Cabinet report dated 20 July 2011 advises that an in principle decision was agreed by Members to support a new Hawley Primary School at Hawley Wharf.

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, 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

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 and creation of steps onto the tow path.

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	9146
Sui Generis	1017	1017	/
Residential (Class C3)	2640	2306	22,038
Retail (Class A1/)	2716	2425	6904
Retail (Class A1/A3)	352	69	/
Retail (Class A3)	/	/	1930
Retail (Class A4)	599	/	/
Retail (Class A5)	398	491	785
Leisure (Class D2)	-	/	3471
Education (Class D1)			1931

Plant			1474
Ancillary			2106
Total	15,814	13,303	49,785

- 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 is 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 and installation of steps from Chalk Farm Road to the towpath.

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 and residential floor space; refurbishment of the existing arches to include mezzanine floors for employment purposes together with a new public square, weekend and bank holidays farmers/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 2,811 sqm of new public open space and 3,919 sqm of open space overall (inclusive of private residential 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 18 car parking spaces provided for the residential units. Of the 18 spaces, 9 will be made available to the accessible units and the remaining 9 will be provided for the larger units. The scheme proposes 355 residential and commercial cycle spaces. Furthermore, a cycle facility providing 136 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 32.5% 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 184 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 weekend/ bank holiday farmers/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 Planning Policy Statement 12 (PPS12), which states that planning authorities will produce 'Statements of Community Involvement' ('SCI') which set out how communities will be engaged in the consideration of planning applications. It is the intention of SCIs to "ensure the active, meaningful and continued involvement of local communities and stakeholders throughout the process".
- 5.2 Planning Policy Statement 1 - Delivering Sustainable Development (2005) reinforces this approach, stating that "community involvement is an essential element in delivering sustainable development and creating sustainable and safe communities."
- 5.3 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.
- 5.4 PPS1 advises that effective community involvement requires processes for informing people about policies and proposals in good time; enabling communities to put forward their own ideas and participate in developing proposals and options; and consultation on formal proposals and feedback. The preparation of this planning application accords fully with this guidance.
- 5.5 The proposal has been subject to extensive consultation over the last four years with local residents, occupiers known of the adjacent properties and other stakeholders, as well as design and planning officers at Camden Council. 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 LBC has 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. A number of key changes were made to the design following a series of public meetings. These changes are set out in detail in the Design and Access Statement. The key changes were:

- Creation of a comprehensive masterplan to include Areas A-D rather than Areas A and B only
- Restriction of market retail to Area A only and a transition of uses across the site to the residential uses to the north
- Reduction in the height of the proposed building in Area C
- A new community space surrounded by local retail with residential above in Area C
- Creation of publicly accessible open spaces across the masterplan site
- Introduction of a weekend farmers/produce market within the open space of Area C
- Introduction of local retail facilities along Castlehaven Road
- Retention of buildings 1-6 Chalk Farm Road
- Delineation between the site and the tow path
- Creation of a north 'gateway' space for vehicle access with an industrial mews along the viaduct
- Creation of an off street servicing area

In order for local residents and businesses to understand the proposals in depth, a number of public consultation events have taken place over the last two years. For each consultation event, a newsletter was circulated to residential and business

addresses to advise local residents, occupiers and third parties of the Applicant's intention to prepare and submit a planning application for a mixed use redevelopment.

More recently, a public consultation exhibition was held in between 16 to 18 June 2011 to demonstrate how the design team had responded to the comments raised during the previous public consultation exercise.

Furthermore, the Applicant met with the adjacent public house landowners in May 2011 to present the Masterplan proposals and the existing market traders in the summer to discuss the retail proposals.

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

5.7 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
- British Waterways Board
- The Metropolitan Police

5.8 The applicant met with the Greater London Authority (GLA) in November 2010 to discuss the proposals. The proposals were supported in principle by the GLA who recognised the benefits of the proposals and they welcomed further discussion. With regards to matters concerning design, these are described within the Design and Access Statement.

5.9 A separate GLA meeting was held in March 2011 to discuss access. The scheme has been amended in line with comments raised by the GLA Access officer. Further details are contained within the Access Report.

- 5.10 A further GLA design meeting was held in June 2011 whereby the proposals to include a primary school and nursery were accepted in principle.

- 5.11 The applicant met with Transport for London (TfL) in January 2011 to discuss the transportation aspects of the scheme. To summarise, TfL welcomed the cycle station; increased permeability for pedestrians and cyclists and the provision of a car club. TfL requested that the scheme should be car free with the exception of disabled users and requested a financial contribution towards the provision of a Cycle Hire Docking station within vicinity of the site along with a contribution towards Legible London. Further details are contained within the Transport Assessment.

- 5.12 The applicant presented the scheme to The Design Council's Design Review Panel in October 2010. The Design Council supported many of the principles of the Masterplan and provided a number of comments which have been integrated into the design. Further details are contained within the Design and Access Statement.

- 5.13 A meeting was arranged with English Heritage in October 2010 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 was welcomed. A further meeting took place in March 2011 to discuss the proposals. Further detail regarding the historic environment is contained within the Environmental Statement and the PPS5 Heritage Assessment.

- 5.14 Network Rail and British Waterways Board 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.

- 5.15 The Applicant met with the Metropolitan Police in November 2010 and June 2011 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

- 5.16 In order to provide interested parties with relevant information, a website which contains information relating to the Masterplan proposal has been made available.

Summary

- 5.17 The consultation strategy has been extensive and has sought to engage with statutory and non-statutory consultees including residents, local businesses, community groups, 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.
- 5.18 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 Planning policy operates at three levels. At a national level, Central Government produces guidance in the form of Planning Policy Guidance Notes (PPG's), now known as Planning Policy Statements (PPS's). At a regional level the Mayor's Spatial Development Strategy for Greater London was adopted in July 2011. At a local level, policy is contained within Camden's Local Development Framework. Other Supplementary Planning Documents (SPD's) are also produced by London Borough of Camden. 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.

National Planning Policy Guidance:

Planning Policy Guidance Notes / Planning Policy Statements

- 6.2 With regard to national planning policy guidance, regard should be had to Planning Policy Guidance Notes (PPG's) and Planning Policy Statements (PPS's), the following of which are material to this project:
- PPS 1: Delivering Sustainable Development 2005 and PPS1a Supplement;
 - PPS 3: Housing 2011;
 - PPS 4: Planning for Sustainable Economic Growth, December 2009
 - PPS 5: Planning for the Historic Environment, 2010;
 - PPS 9: Biodiversity and Geological Conservation 2005;
 - PPS 10: Planning for Sustainable Waste Management 2005;
 - PPG 13: Transport, 2001 (as amended, 2011);
 - PPG 17: Planning for Open Space, Sport and Recreation 2002;
 - PPS 22: Renewable Energy 2004;

- PPS 25: Development and Flood Risk 2010.

- 6.3 The draft National Planning Policy Framework published for consultation in July 2011 sets out the Government's economic, environmental and social planning policies for England. It attempts to summarise in a single document all previous national planning policy advice. Taken together, these policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations. The framework has a presumption in favour of sustainable development.
- 6.4 The draft National Planning Policy Framework 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. As a draft statement of national policy it is a material consideration in the determination of the application and so regard must be had to it, but to the extent that it does not propose to change substantive policies from PPGs and PPSs the weight accorded to those considerations is no different from those which subsist already.
- 6.5 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.
- 6.6 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**

- 6.7 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.

- 6.8 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).
- 6.9 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.
- 6.10 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.
- 6.11 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.
- 6.12 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.
- 6.13 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

- 6.14 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

- 6.15 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.
- 6.16 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.
- 6.17 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

- 6.18 A planning brief for the site was prepared by LBC in order to encourage a comprehensive redevelopment of the site.
- 6.19 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.
- 6.20 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.
- 6.21 The Regent's Canal Conservation Area Appraisal and Management Statement also advises in respect of Hawley Wharf, that in addition to this site 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.

- 6.22 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.

7 Key Planning Considerations

Strategic Planning Considerations

- 7.1 The proposed development is supported by strategic objectives at all levels of planning policy and guidelines.
- 7.2 At a national level, PPS1 emphasises that Local Planning Authorities should actively promote and facilitate good quality development.
- 7.3 The draft 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.
- 7.4 The Planning for Growth statement emphasises the importance of securing economic growth and employment.
- 7.5 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.
- 7.6 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.

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 larger development in highly accessible areas is expected to include a mix of uses.

- 7.7 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.
- 7.8 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

7.9 The Regents Canal Conservation Area Appraisal and Management Statement also advises in respect of Hawley Wharf, that in addition to this site 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.

7.10 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 also 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 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.
- 7.15 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.

- 7.16 Development Policies DP25 considers that in order to maintain the character of Camden's conservation area, 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.
- 7.17 The proposed demolition of the buildings 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.
- 7.18 The PPS5 Heritage Assessment concludes that the new proposal sustains the significance of the Regent's Canal Conservation Area.

Sustainable Development

Climate Change and Sustainability

- 7.19 PPS1 sets out the Government's overarching planning policies on the delivery of sustainable development through the planning system.
- 7.20 Policy and guidance on the provision of renewable energy technologies exists at all levels. In August 2004, the Government published Planning Policy Statement 22 (PPS 22): Renewable Energy. PPS 22 sets out the Government's policies for renewable energy. This Statement clearly identifies that the development of renewable energy, alongside improvements in energy efficiency and the development of combined heat and power, will make a vital contribution to carbon reduction targets as set out in the Energy White Paper.
- 7.21 The draft National Planning Policy Framework advises that the planning system should use natural resources prudently and to mitigate and adapt to climate change, including moving to a low-carbon economy

- 7.22 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.
- 7.23 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.
- 7.24 Policy 5.2 states that proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the Mayor's energy hierarchy.
- 7.25 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.
- 7.26 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.
- 7.27 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
- 7.28 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.
- 7.29 All renewable energy systems should be located and designed to minimise any potential adverse impact on biodiversity, the natural environment and historical assets.
- 7.30 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.

- 7.31 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.
- 7.32 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.
- 7.33 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 'excellence' 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.
- 7.34 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.
- 7.35 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.
- 7.36 The proposal seeks to provide one site wide CCHP energy centre which will be located within the basement of Area C.
- 7.37 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

- 7.38 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 6.1% reduction in CO2 emissions compared to the baseline.

Supply energy efficiently – 'Be Clean':

- 7.39 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;

- 7.40 The total 'Be Clean measures associated with the proposal equates to 7.1% reduction compared to the baseline.

Use renewable energy – 'Be Green':

- 7.41 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 – 250 sq. m
 - Bio-fuel CCHP system

The total proposed 'Be Green' measures equate to a 22.6% reduction in comparison to the baseline.

- 7.42 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 32.5% reduction (777.2 tonnes CO₂ reduction) in carbon emissions when compared against 2010 regulations. The bio-fuel CCHP energy centre will also meet the London Plan's renewables policy. Further details are contained within the Energy Statement.
- 7.43 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'
- 7.44 The proposal will be future proofed to enable connection to a district heating network at a later date, if feasible and viable.
- 7.45 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.
- 7.46 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

- 7.47 PPG 17 "Planning for Open Space, Sport and Recreation" sets out the government's guidance on open spaces. It looks to improve the quality of the public realm and provide open space in commercial areas.
- 7.48 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.
- 7.49 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.
- 7.50 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.

- 7.51 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

- 7.52 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 currently exists and is adjacent to 1 Chalk Farm Road. This entrance point will benefit from a direct pedestrian access onto the towpath via new steps.
- 7.53 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.
- 7.54 A new vehicular entrance point 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.

Routes

- 7.55 With regards to new routes, the proposal includes a number of new pedestrian routes throughout the site. 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.

- 7.56 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.
- 7.57 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

- 7.58 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 the space is appropriate for its proposed use.
- 7.59 In addition to the gateway spaces described above, there are three types of publicly accessible open spaces proposed; namely the Canal Space, Arches Space and Community Space. These open spaces measure 2811 sqm and have been designed to cater for existing and new residents, employees, and visitors to the site. There is also private residential open space within Areas B and C.
- 7.60 The **Canal 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. The hard landscaped materials chosen for this space seek to provide a visual delineation between the site and the towpath. This space measures 508 sqm.
- 7.61 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. A café is proposed adjacent to this open space. This space measures 500 sqm.
- 7.62 The **Community Space** has been designed to benefit from active frontages during working hours and has been designed as a local square for the community. This space does not have a visual connection from the busy town centre and has been designed in this way in order to create a local space. In response to local resident wishes, space will be made available for a Farmers/Produce Market and will be located within this space

during the weekend/bank holidays to cater for local needs. This space measures 608 sqm.

- 7.63 A public roof top pocket 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. This space measures 345 sqm. In addition, there is public access at roof top level with public seating. This area measures 850 sqm.
- 7.64 Further details are contained within the Design and Access Statement and the Landscaping Strategy.

Public Seating and toilet facilities

- 7.65 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

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

Transportation public realm improvements

- 7.67 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.

- 7.68 It is considered that the proposed public realm improvements will significantly improve facilities for pedestrians and cyclists. The graded walkways throughout the site will be incorporated into the landscape proposals to create a high quality, fully inclusive public realm.
- 7.69 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

- 7.70 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

- 7.71 With reference to soft landscaping, nineteen 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.
- 7.72 A green wall is also proposed behind 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.
- 7.73 In summary, it is demonstrated 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.

- 7.74 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

- 7.75 PPS1 promotes high quality design, and considers that planning policies should promote high quality inclusive design in the layout of new developments. It goes on to state that high quality and inclusive design should create well-mixed and integrated developments which avoid segregation.
- 7.76 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.
- 7.77 Policy 7.2 requires all new development in London to achieve the highest standards of accessible and inclusive design.
- 7.78 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'.
- 7.79 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.
- 7.80 At a local level, Core Strategy policy CS14 seeks to ensure that new developments are attractive, safe and easy to use.
- 7.81 The aim of policy Development Policies DP24 is to require all developments to be of the highest standard of design.
- 7.82 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.
- 7.83 The Hawley Wharf Area Planning Framework reinforces these policy objectives at a site specific level.
- 7.84 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.
- 7.85 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.
- 7.86 The proposed Masterplan, designed by Make and AHMM 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.
- 7.87 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.
- 7.88 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.
- 7.89 Both architects have worked closely with Fabrik Landscape architects and Heritage Architecture to ensure that the proposals provide high quality public realm and respect the historic environment.
- 7.90 The proposal includes new sightlines and views into the development from the various approaches.

- 7.91 The new accessible routes through the site will help ease overcrowding on the main roads and connect the site to the surrounding neighbourhoods.
- 7.92 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.
- 7.93 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.
- 7.94 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 and terracotta is proposed across the site.
- 7.95 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.
- 7.96 The use of sustainable materials is promoted wherever possible across the site.
- 7.97 Further detail on the scheme's design can be found in the Design and Access Statement.

New Buildings

Summary Description of Buildings

- 7.98 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)	+45.23	4	1 level
Area B			
Building W	+54.60	9	
Building X	+39.95	4	
Building School S1 and S2	S1 = 34.40-39.05 S2 = 34.40-39.02	2 (excluding roof top play area)	
Area C			
Building C1	+46.20	7	2 levels
Building C2	+57.50	9	2 levels
Area D			
Building D1	+44.30	5	1 level

Figure 2 – Layout of proposed buildings



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

Area A

- 7.99 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 and A5 is four storeys (excluding basements) to respect the Regent's Canal and the buildings have been set back to respect the towpath and the canal.
- 7.100 The rationale for the development of Area A is to invite the public into the market, allowing them to explore and to enjoy the space at leisure. This is continued throughout the market buildings, which, through a series of graded routes, allows shoppers to

meander through the space in a way similar to the experience currently enjoyed at the existing Stables Market.

- 7.101 The design of the new retail buildings adjacent to the Regent's Canal has taken its inspiration from the industrial railway viaducts in the area. The proposed buildings are designed as a series of arches which are open to the elements to create the feeling of an open air market.
- 7.102 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.
- 7.103 The replacement building at **7-8 Chalk Farm Road** has been designed to create a sympathetic interface with the Conservation Area without creating a pastiche design. The proposed building is designed to incorporate a lattice brick weave which lightens the traditional style of the adjacent Nos. 1-6 Chalk Farm Road. It is considered that the proposed elevation provides a contemporary end to the terrace and a well proportioned entrance to the development between the building and the railway arches.
- 7.104 The ground floor single storey extensions at **1-6 Chalk Farm Road** will be removed to ease pedestrian congestion along this part of Camden Town centre.
- 7.105 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.

Area B

- 7.106 Area B comprises two residential buildings, measuring four and nine storeys will accommodate 45 units and are set around high quality landscaped public and private amenity spaces.
- 7.107 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 4 storeys whilst building W (adjacent to the viaduct) rises up to 9 storeys to complement Building C2 designed by Make. The height of building W is also taken from Torbay Court which is an existing block of flats opposite the site on Hawley Road.
- 7.108 Area B also provides a doorstep 0-5 year old playspace facility for the future residents of Area B.

- 7.109 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.
- 7.110 This Area will also accommodate, in the future, 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 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.
- 7.111 The proposed school building will align with the frontage of 1 Hawley Road.
- 7.112 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

- 7.113 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 part five/ six storey and 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.
- 7.114 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 appearance of Building C1 has been amended following consultation with Camden and the Hawley Wharf Working Group and now comprises brick and glass.
- 7.115 Building C2 has been designed to incorporate the site wide servicing area at ground floor and Class B1 employment is located between ground floor and level 2 (including a mezzanine level). Levels 3 to 9 have been designed for residential purposes. The proposed employment space has been designed

as flexible Class B1 floorspace. This building has been designed to complement the other Masterplan buildings and is the tallest building within the Masterplan at nine storeys.

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

Area D

- 7.117 The proposed building measures part four and five storeys fronting the canal (to respect the Regent's Canal Conservation Area) and six storeys fronting Kentish Town Road. The design of the building references the warehouse buildings nearby. The building comprises Class B1 at basement and ground floor; Class A3 at ground floor and residential Class C3 above. The building has also been designed to take account of the future redevelopment of the land to the south of the site which is not within the Applicant's ownership.
- 7.118 In light of above, it is considered that the design proposals meet the key objectives of the London Plan, LDF policies and the aspirations of the Hawley Wharf Area Planning Framework.

Listed Buildings and Conservation Areas

- 7.119 Planning Policy Statement 5: Planning for the Historic Environment (PPS 5) 2010 sets out the Government's planning policies on the conservation of the historic environment. The statement provides necessary information which will enable the planning authority to assess the likely impact upon the conservation area and other heritage assets, of the proposed new development
- 7.120 Policy HE1: advises that Local Planning Authorities should seek to reuse and where appropriate modify heritage assets.
- 7.121 Policy HE6.1 states that "Local planning authorities should require an applicant to provide a description of the significance of the heritage assets affected and the contribution of their setting to that significance."
- 7.122 Policy H5 7.5 advises that local planning authorities should take into account the desirability of new development making a positive contribution to the character and local distinctiveness of the historic environment and that the consideration of design

should include scale, height, massing, alignment, material and use.

- 7.123 HE7.5 advises that" Local planning authorities should take into account the desirability of new development making a positive contribution to the character and local distinctiveness of the historic environment. The consideration of design should include scale, height, massing, alignment, materials and use'.
- 7.124 Policy HE9 sets out a number of further principles that should guide the local planning authority when determining an application for consent relating to designated heritage assets. HE.9.1 sets out a presumption in favour of the conservation of designated assets. Any harmful impact on the significance of a designated heritage asset needs to be justified on the grounds set out in HE9.2 (where there is substantial harm or total loss of the heritage asset) or HE9.4 (where there is less than substantial harm).
- 7.125 Policy HE10 provides policy principles guiding consideration of applications for development affecting the setting of a designated heritage asset.
- 7.126 Policy HE10.1 advises that local planning authorities should consider favourably proposals which preserve the setting of a heritage asset that make a positive contribution to or better reveal the significance of the asset.
- 7.127 Furthermore, policy HE12.3 states that where the loss of the whole or a material part of a heritage asset's significance is justified, local planning authorities should require the developer to record and advance understanding of the significance of the heritage asset before it is lost.
- 7.128 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.
- 7.129 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.
- 7.130 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;

- 7.131 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 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.
- 7.132 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."
- 7.133 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.
- 7.134 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

- 7.135 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
- 7.136 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 full curtilage of the listed building (i.e. 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.
- 7.137 In line with PPS5 Policy HE1, 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.
- 7.138 In respect of policy HE7, 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.

- 7.139 In line with policy HE.9, 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. These are substantial benefits that should outweigh any perceived harm to the heritage asset or its setting.

1c Hawley Road

- 7.140 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

- 7.141 The listed building consent application comprises partial demolition of the wall attached to the listed abutment to provide a pedestrian staircase to the towpath. The design of the steps has been discussed with the British Waterways Board.
- 7.142 In respect of policy HE.6, a limited 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

- 7.143 Areas A and D of the site are located within the Regent's Canal Conservation Area.

1-6 Chalk Farm Road

- 7.144 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.

- 7.145 The 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.
- 7.146 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 Building within Areas A and D

- 7.147 The new mixed use retail building within Area A and the mixed use commercial and residential building in Area D has been designed to reflect the guidance contained within the relevant conservation area statement by creating a building which measures four storeys facing the Regent's Canal.
- 7.148 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 was 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 areas as a whole. It is therefore considered that the proposals meeting national, regional and local policies.
- 7.149 In summary, the proposal sustains the significance of the Regent's Canal Conservation Area and the heritage assets within and in the vicinity by virtue of its design, which has been informed by a demonstrable understanding of the significance of the historic environment. It is therefore considered that the proposal meets national, regional and local policies.

Views

- 7.150 The London View Management Framework 2010 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.
- 7.151 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.

- 7.152 Supporting paragraphs 14.21 to 14.25 sets out LBC's intention for protecting the views set out by the London View Management Framework.
- 7.153 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.
- 7.154 The key strategic and local views have been tested and reported within the Visual Impact Assessment which is submitted as part of this application.
- 7.155 In terms of scale and massing, the Townscape and Visual Impact Assessment concludes that the degree of change brought about by the development is significant as the proposal seeks to redevelop and undeveloped site.
- 7.156 The proposed height and scale of the buildings are comparable with other buildings in the vicinity of the canal and whilst Building C2 is taller than other buildings in the area, the scale is mediated by that of the other new buildings proposed across the Masterplan site.
- 7.157 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.

Land Use

Education

- 7.158 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.
- 7.159 The Draft National Planning Policy Framework, advises that there should be a presumption in favour of the development of state funded schools. Further, local authorities should make full use of their planning powers to support state funded school applications and should only impose conditions that clearly and demonstrably meet the tests set out in Circular 11/95.

- 7.160 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.
- 7.161 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.
- 7.162 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.
- 7.163 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.
- 7.164 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.
- 7.165 The Applicant instructed AHMM to prepare a number of proposed options for the future school and four options were presented to the Head Teacher and Governors of Hawley Infants. A preferred 'L' shaped building layout was chosen. In December 2010 the Community Investment Programme (CIP) report was agreed by Cabinet and included over 60 individual proposals to be taken forward, beginning with consultation with local stakeholders. The programme brings together a wide range of work considering how best to use the Council's assets to improve, shape and transform key places and services within

Camden. At this stage, LBC's Cabinet members were made aware of the possibility to relocate Hawley Infants to the Hawley Wharf redevelopment site. It highlighted the opportunity to allow the school to become a one form of entry infant and junior school, within less than half a mile from the existing school site.

- 7.166 The second 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.
- 7.167 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.
- 7.168 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.
- 7.169 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.
- 7.170 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.

- 7.171 A number of design principles have also been prepared to accompany the parameter plans. These principles will come forward within the future reserved matters applications.
- 7.172 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

- 7.173 PPS 4 “Planning for Sustainable Economic Development” aims to achieve a balance between economic opportunities and environmental and social issues in ensuring sustainable development as well as delivering stability, jobs and growth that communities require and are worthy of. The guidance states that appropriate weight should be given to economic development and that Local Planning Authority’s (LPA’s) should give appropriate weight to the economic benefits a development may bring, such as employment and regeneration, in addition to considering social and economic effects and that they should recognise that market demand can influence the location of office developments.
- 7.174 The draft National Planning Policy Framework 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.
- 7.175 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.

- 7.176 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.
- 7.177 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.
- 7.178 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)

- 7.179 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.
- 7.180 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.
- 7.181 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.
- 7.182 Overall, the Report forecasts on-going decline in industrial employment and rapid growth in office and non-B class employment

- 7.183 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.
- 7.184 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.
- 7.185 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.
- 7.186 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. The table below 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	1936
Flexible Class B1a and c	/	6829
Class B2	458	381
Sui Generis	1,017	/
Total	8022	9146

- 7.187 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.
- 7.188 The new commercial areas within Building C2 have been designed as flexible Class B1 floorspace. The open floor plate can be sub-divided as required into small, medium and large unit sizes and it is envisaged that the flexible space will follow the 'Workspace Group' philosophy.
- 7.189 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.
- 7.190 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.
- 7.191 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.

- 7.192 The proposal has the potential to create nearly 900 additional full time and part time jobs across the site.
- 7.193 The proposal will also provide a number of construction jobs during the redevelopment of the site.
- 7.194 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

- 7.195 With regard to retailing policy at a national level, PPS4, 2009 brings together in a single PPS the Government's policy on all types of economic development including main town centre uses such as retail development, leisure, restaurants etc. PPS4 was published together with Town Centre Practice Guidance on retail impact, need and sequential site analysis ('Practice Guidance').
- 7.196 The relevant Development Management policies against which application proposals must be assessed include policies EC10, EC14, EC15, EC16 and EC17. Although applicants are not required to demonstrate a 'need' for their proposals, 'need' is nevertheless confirmed as an important consideration for local authorities in formulating policies within development plan documents but also as a tool for assessing planning proposals in terms of retail impact and the sequential approach to site selection.
- 7.197 Like the previous guidance, PPS4 continues to emphasise that town centres should be the preferred location for main town centre uses. The Government's overarching objective is for sustainable economic growth (paragraph 9).
- 7.198 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

7.199 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).

7.200 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'.

7.201 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'

7.202 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.

- 7.203 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.
- 7.204 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.
- 7.205 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.
- 7.206 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.
- 7.207 Policy DP12 relates to supporting strong centres and managing the impact of food, drink, entertainment and other town centre uses.
- 7.208 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.
- 7.209 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.
- 7.210 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.

7.211 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.

7.212 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"

7.213 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.

7.214 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).

7.215 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.

7.216 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.

- 7.217 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.
- 7.218 The fit out of each unit will depend of size of unit required at a particular point in time. The majority of the retail proposal comprises small units which measure 15-30 sqm or less to maintain the feel of the market. However, following advice from retail property advisors, CWM, a small proportion of units will be larger to fulfil the demand from traders and will allow businesses to grow.
- 7.219 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
A1	83%
A3	7 % excluding the roof top restaurants
A5	10%

- 7.220 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.
- 7.221 At the request of the Hawley Wharf Working Group, 630 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.

- 7.222 The proposal also provides a weekend/bank holiday farmer's/produce market which will be located within the Community Space in Area C.
- 7.223 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

- 7.224 PPS4 "Planning for Sustainable Economic Development" sets out planning policies for economic development. This statement reviews the development within the public and community uses and main town centre uses.
- 7.225 Policy EC1.4 considers that when assessing the need for retail and leisure development, a quantitative and qualitative need for additional floorspace for different types of retail and leisure developments should be undertaken.
- 7.226 In planning for town centres, policy E3 considers that residential uses should be encouraged above ground floor retail, leisure or other facilities within centres.
- 7.227 At a local level, Development Policies DP12 supports strong centres and managing the impact of food, drink, entertainment and other town centre uses.
- 7.228 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.
- 7.229 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

- 7.230 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	22,038 sq m GEA
• Non Residential	25,641 sq m GEA
Total Floorspace	47, 679 sq m GEA*

*excludes ancillary floorspace measuring 2106 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	19,398 sq m GEA	61%
• Non Residential	12 467 sq m GEA	39%
Total	31,865 sq m GEA	100%

7.231 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 15,933 sqm. The tables listed above demonstrate that the proposal includes a residential uplift of 19,398 sqm GEA which exceeds the targets of policy DP1.

Housing

- 7.232 In seeking to create sustainable, mixed and balanced communities PPS3 states that “the Government’s policy is to ensure that housing is developed in suitable locations, which offer a range of community facilities and with good access to jobs, key services and infrastructure”. It also requires the planning system to deliver “A sufficient quantity of housing taking in account need and demand and seeking to improve choice”.
- 7.233 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.
- 7.234 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.

- 7.235 Policy DP2 contained within the Development Policies document considers that the Council will seek to maximise the supply of additional homes in the Borough.
- 7.236 The proposal will deliver 184 homes within Areas B, C and D and will make a significant contribution of 28% towards achieving the Borough's annual housing targets. It is considered that this housing proposal will meet the strategic aims stated within PPS3 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

- 7.237 PPS 3 "Housing" seeks to increase housing delivery to achieve a wide choice of high quality homes and sustainable, inclusive, mixed communities in all areas. In respect of affordable housing targets, PPS3 states that these should reflect an assessment of likely economic viability of land for housing and the level of developer subsidy that can reasonably be secured.
- 7.238 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

- 7.239 Policy 3.11 advises that affordable housing tenure should be split into 60% intermediate housing and 40% social rented accommodation.
- 7.240 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.
- 7.241 Supporting paragraph 3.22 advises that a guideline of 60% social rented and 40% intermediate affordable housing proportions should be considered.
- 7.242 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.
- 7.243 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.
- 7.244 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 8% affordable housing with a 70:30 split in favour of 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.
- 7.245 Table 6 illustrates the proposed affordable housing breakdown.
- 7.246 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

- 7.247 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.
- 7.248 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.
- 7.249 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.
- 7.250 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	61
2 bed	103
3 bed	20
Total	184

7.251 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	8	47%	37%
Two Bedroom	6	35%	39%
Three Bedroom	3	18%	24%
Total	17	100	100

Table 8 – Private residential mix

Unit Size	Unit No.	Unit %	Floorspace %
One Bedroom	53	32%	18%
Two Bedroom	97	58%	68%
Three Bedroom	17	10%	14%
Total	167	100%	100%

Table 9 - Total Residential Percentage Mix

Unit Sizes	Unit %	Floorspace %
One Bedroom	33%	19%
Two Bedroom	56%	66%
Three Bedroom	11%	15%
Total	100%	100%

- 7.252 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.
- 7.253 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 affordable rented tenure include three bedroom units. Therefore, this proposal seeks to meet policies contained in national, regional and local guidance.

Housing Unit Sizes

- 7.254 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.
- 7.255 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	37-45
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

- 7.256 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

- 7.257 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.
- 7.258 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.

- 7.259 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.
- 7.260 The proposed development provides 18 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.
- 7.261 Further details are contained within the Design and Access Statement.

Housing Density

- 7.262 PPS3 requires the effective use of land, including the re-use of land that has previously been developed.
- 7.263 Relevant density standards for residential accommodation are set out in London Plan policies 3.4 and Table 3.2.
- 7.264 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.
- 7.265 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.
- 7.266 The proposed development will provide 274 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

- 7.267 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

- 7.268 The proposed scheme seeks to provide 62% dual aspect units and 37.5% single aspect units. It should be noted that Buildings D and X comprise 100% dual aspect units and within Area B, 85% of the units are dual aspect.
- 7.269 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.
- 7.270 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

- 7.271 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).
- 7.272 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.

- 7.273 With regard to the daylighting technical analysis of the proposed scheme on the surrounding neighbouring properties, 90.2% of surrounding residential rooms will experience a negligible effect to their daylight amenity; 9.1% will experience a minor adverse effect and less than 1% will experience a substantial adverse effect.
- 7.274 The sunlight study upon surrounding residential properties concludes that 92% of the nearby residential properties will receive a negligible effect to their sunlight amenity; 5% will receive a minor adverse effect; 2% will receive a moderate adverse effect and 2% 1% will receive a substantial adverse effect.
- 7.275 With regard to day lighting requirements for the proposed development, (89%) will meet or exceed BRE recommended ADF levels. In summary, it is considered that this result is acceptable given its tight urban location.
- 7.276 The overshadowing assessment reviewed the 31 amenity areas for permanent overshadowing. The effect of overshadowing upon amenity areas concludes that 94% of amenity areas will experience a negligible effect and 6% of amenity areas will experience a long-term, local effect of minor adverse effect significance. In summary, the results show compliance with the BRE Guidance criteria, the effect is considered negligible since the BRE Guidelines indicate that the occupants are unlikely to experience any noticeable change to their sunlight amenity levels.
- 7.277 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

- 7.278 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.

- 7.279 With regard to overlooking within the scheme, Building C2 provides a 15 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 metal panels are positioned in a manner to direct the view diagonally south away from the building.
- 7.280 With regards to Area B, Blocks W and X have been designed to ensure that the relevant overlooking distances are maintained.
- 7.281 It is therefore considered that the proposal is in line with policy given its dense urban location.

Amenity Space

- 7.282 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. Supporting paragraph 31.4 advises that within commercial developments, Camden will apply a standard of 0.74sqm of open space per worker.
- 7.283 With regard to residential proposals within the Borough, the open space calculation contained within the Camden Planning Guidance, 2006 (CPG) considers that open space is calculated using the ratio of one person per bedroom.
- 7.284 The proposal provides a mix of publicly accessible open space and private open space in the form of balconies and roof terraces. The table below provides a breakdown of open space.
- 7.285 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.

Table 11 – Breakdown of proposed Open Space on site

Type of space	Size in sqm
Publicly accessible open space	2811
Private space (balconies/gardens)	1854.6
Shared/ private amenity space	988
Total	5653.6

7.286 The proposed residential dwellings include either a private terrace or balcony which has been designed to meet the standards contained within the Interim London Housing Design Guide.

Proposed Open Space for new employees

7.287 The Applicant expects to generate an additional 590¹ new full time jobs across the site (bringing the total to 1135 full time workers across the site). This equates to 840 sqm of open space.

7.288 The proposal provides 2811 sqm of publicly accessible open space within Areas A and C. Therefore, the proposal exceeds LBC's Planning Guidance.

Proposed Open space for new residents

7.289 Quod has assessed the scheme and has advised that the scheme proposes 265 net additional residents (there are 35 existing residents on site). This equates to a requirement to

¹ The proposal has the potential to generate 590 direct full time jobs. The remaining 310 workers (to get to an potential overall figure of 900 new jobs) is made up of indirect jobs via the "multiplier effects" of new businesses, residents and workers spending money locally and jobs created by residents' spending.

provide 2700 sqm of open space. The open space for the residents is contained within Areas B, C and D.

- 7.290 However, in line with the SPG, 327 residents are expected, which equates to 2943 sqm of open space required.

Table 12 – Breakdown of Open Space

Open Space breakdown	Open space in line with CPG	Proposed open space sqm	Difference sqm
Open space for employees	0.74 per person = 840 sqm	2811	+ 1935
Open space for residents	9sqm per bedroom x 327 residents = 2943 sqm	2842.6	-100.4
Quod calculation for new residents	9sqm per bedroom x 300 residents = 2700sqm	2842.6	+142.6

- 7.291 The total provision of open space for residents equates to 2842.6 sqm. However, attention must also be drawn to the other open spaces available to the public throughout the site which significantly exceeds the policy requirements.
- 7.292 It is therefore considered that the proposal meets the guidance contained within policy DP31 and the Camden Planning Guidance SPG, 2006/2011 and the site specific guidance.

Playspace

- 7.293 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”.
- 7.294 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 27 children between the ages of 0 and 16 years.
- 7.295 The following table provides a breakdown of the child yield:

Table 13 – Proposed Child Yield

Ages	Total across the Masterplan Site
Under 5s	12
5 to 11	9
12+	6
Total	27

- 7.296 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.
- 7.297 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.
- 7.298 In line with the GLA SPG guidance, the proposed development provides 120 sqm of play space for children aged 0-4 and 90 sqm of playspace for children aged 5-11 years.
- 7.299 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. There is an aspiration however that the 12+ year olds could use the proposed school MUGA after school hours. This is of course subject to agreement with the school. In addition there is a

further MUGA located on Castlehaven Road which the older children can use.

Security and Community Safety

- 7.300 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.
- 7.301 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'.
- 7.302 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.
- 7.303 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.
- 7.304 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.
- 7.305 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.
- 7.306 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.
- 7.307 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.

- 7.308 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 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.
- 7.309 A 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.
- 7.310 The 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.
- 7.311 A 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

- 7.312 PPG 13: Transport (2011), Land for Transport Function SPG (2007), the White Paper on Transport 'The Future of Transport' (2004), the Mayor's Transport Strategy, the Consolidated London Plan and the National Air Quality Strategy all emphasise the need for integrated land use and transport policies and recognise the need to cut car use and to encourage the use of other forms of transport.
- 7.313 One of the key objectives of PPG 13 is to promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling. It states that local authorities should seek to make maximum use of the most accessible sites, such as those in town centres and others which are or will be close to major transport interchanges.
- 7.314 At 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.

- 7.315 Policy 6.9 states that "the Mayor will work with all relevant partners to bring about a significant increase in cycling in London
- 7.316 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".
- 7.317 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.
- 7.318 At a local level, Core Strategy policy CS11 seeks to promote the delivery of transport infrastructure and the availability of sustainable transport choices.
- 7.319 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.
- 7.320 Development Policy DP17 seeks to promotes walking, cycling and public transport.
- 7.321 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.
- 7.322 The Hawley Wharf Area Planning Framework includes a chapter dedicated to transport, access, parking and servicing. This chapter reinforces national, regional and local policies.
- 7.323 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.

- 7.324 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

- 7.325 The proposal includes 18 car parking spaces of which 9 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.
- 7.326 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.
- 7.327 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
- 7.328 In line with Development Policies DP17, the proposal seeks to provide the following cycle spaces:

Table 14 - Cycle Parking Provision

Area	Number of cycle spaces
Area B	91
Area C	206
Area D	58
Cycle station for visitors	136
Total	491

- 7.329 The proposal includes a public cycle station for 136 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.

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

Pedestrian Movement

- 7.331 The Transport Assessment advises that the proposal attracts an additional 398 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 696 trips on the pedestrian network.
- 7.332 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.
- 7.333 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

- 7.334 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.
- 7.335 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 78 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.

- 7.336 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.
- 7.337 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.
- 7.338 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.

Accessibility

- 7.339 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.
- 7.340 The Applicant has worked closely with LBC, the GLA Access officer and local groups to design a scheme which is inclusive.

Pedestrian Accessibility

- 7.341 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.

- 7.342 Access between the Canal towpath and Area A has been maintained by the introduction of a graded route and an associated stair.

Wheelchair accessibility

- 7.343 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.
- 7.344 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.
- 7.345 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 1 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.
- 7.346 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

- 7.347 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.
- 7.348 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

- 7.349 PPS10: Planning and Waste Management 2005 encourages sustainable waste management through considering waste as a resource, driving waste management up the waste hierarchy and considering disposal as a last resort.
- 7.350 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.
- 7.351 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.
- 7.352 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.
- 7.353 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

- 7.354 PPS 9 Biodiversity and Geological Conservation 2005 sets out the Government's guidance on the conservation of wildlife and natural features. It seeks to minimise adverse effects on wildlife and maintain and enhance, restore or add to biodiversity.
- 7.355 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.
- 7.356 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.

- 7.357 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.
- 7.358 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
- 7.359 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.
- 7.360 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

- 7.361 Planning Policy Statement 25: Development and Flood Risk (PPS25) sets out Government policy on development and flood risk. Its aims are to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas of highest risk.
- 7.362 PPS25 considers all forms of flooding and highlights the requirement for developers to assess the risk of flooding, both at the site and resultant from the site.

- 7.363 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.
- 7.364 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”.
- 7.365 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”.*
- 7.366 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.
- 7.367 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.
- 7.368 At a local level, Core Strategy policy CS13 states that LBC will minimise the potential for surface water flooding.
- 7.369 Development Policies policy DP22, ‘Promoting sustainable design and construction’, requires developments to incorporate green or brown roofs and green walls wherever suitable.
- 7.370 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.
- 7.371 According to the Environment Agency’s flood zone map the site lies within Flood Zone 1. Land within Flood Zone 1 is classified by PPS25 as having a low flood risk,
- 7.372 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.

7.373 The proposed development includes the following sustainable measures:

- a) Restricting surface water discharge from the site to 50% of the existing rate. In order to meet this standard, the proposal requires 661m³ of surface water storage and restricted flows of 110 l/s up to the 1-in-100 year flood event, taking climate change into account for the lifetime of the Development.
- b) It is proposed that the surface water from the site would be discharged via two new connections to the existing sewer to the north of the Site.
- c) The proposal includes 112m³ of geo-cellular storage units above the basement within Buildings C1 and C2 together with an attenuation tank sized at 38m³ to the south of the northern viaduct.
- d) Attenuation tanks sized at 427m³ and 1203 are proposed to be located beneath the Community Space within Area C and beneath Area B. The Area B attenuation tank will be located beneath the MUGA and forms part of the detailed planning application.
- e) In addition, lined permeable paving would be incorporated within the north of Area B and within the Community Space within Area C.
- f) Wildflower sedum roofs are proposed on Buildings X, C1, C2 and D. These would cover an area of 2,427m² and would provide 16m³ of attenuation.

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

Air Quality

- 7.374 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.
- 7.375 At a local level, Core Strategy policy CS11 promotes sustainable and efficient travel and policy CS16 seeks to improve Camden's health and wellbeing.

- 7.376 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.
- 7.377 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

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

9 Conclusions

- 9.1 The applicant has instructed Make and AHMM to design the proposed scheme having regards to the 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. 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 At a local level, 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.
- 9.4 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 184 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 weekend/ bank holiday farmers/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

9.5 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, farmers/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

- 9.6 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.
- 9.7 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.
- 9.8 The proposal demonstrates that it satisfies and exceeds planning policies and guidance at national, regional and local levels
- 9.9 The application accords with both national, regional and local policy objectives to deliver a sustainable, mixed use and balanced community.

