

<b>Delegated Report</b>		<b>Analysis sheet</b>		<b>Expiry Date:</b>		13/11/2014	
		N/A		<b>Consultation Expiry Date:</b>		N/A	
<b>Officer</b>				<b>Application Number(s)</b>			
David Fowler				2014/5841/P			
<b>Application Address</b>				<b>Drawing Numbers</b>			
Land At Hawley Road and Torbay Street London NW1				See draft decision notice			
<b>PO 3/4</b>	<b>Area Team Signature</b>	<b>C&amp;UD</b>	<b>Authorised Officer Signature</b>				
<b>Proposal(s)</b>							
The condition in question relates to the removing and relaying of granite setts in the Hawley Wharf masterplan site (2012/4628/P).							
<b>Recommendation(s):</b>		Grant approval of details					
<b>Application Type:</b>		Approval of Details					
<b>Conditions or Reasons for Refusal:</b>		Refer to Draft Decision Notice					
<b>Informatives:</b>							
<b>Consultations</b>							
<b>Adjoining Occupiers:</b>		No. notified	00	No. of responses	00	No. of objections	00
				No. electronic	00		
<b>Summary of consultation responses:</b>		N/A					
<b>CAAC/Local groups comments:</b>		N/A					

## Site Description

- 1.1 The irregular shaped masterplan site comprises an area of approximately 2 hectares and is bounded by the Regents 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 northwest. It accommodates a mix of uses including market retail and employment uses in the southern part, light industrial, office uses and car parking within the central part, and residential and light industrial uses to the north. The site is divided by two railway viaducts that converge towards the eastern end of the site where office buildings lie to the south and light/general industrial uses predominate within the railway viaduct arches. The northwest part of the site is residential and retail, but also contains music recording studio, known as Scar Studios, located within the viaduct arches in that is accessed from Castlehaven Road.

## Relevant History

2012/4628/P – 'Redevelopment of site to create a mixed use development comprising 8 new buildings between 3 and 9 storeys in height to provide, employment, housing, retail market, cinema, produce market, including change of use of 1 Hawley Road to educational, together with associated engineering works to create basements, plant and ancillary works, highways, public realm improvements, car and cycle parking and landscaping, tree removals, and associated works, following the demolition of all buildings across the site including single storey shopfront extensions at 1-6 Chalk Farm Road (excluding 1 Hawley Road and remaining structures at 1-6 Chalk Farm Road).' Approved 23/01/13

## Relevant policies

### LDF Core Strategy and Development Policies

- CS1 – distribution of growth
- CS3 – other highly accessible areas
- CS5 – managing impact of growth
- CS6 – providing quality homes
- CS7 – promoting Camden's centres and shops
- CS8 – promoting a successful and inclusive economy
- CS9 – achieving a successful Central London
- CS10 – supporting community facilities and services
- CS11- sustainable travel
- CS13 – tackling climate change
- CS14 – high quality places and conserving heritage
- CS15 – parks, open spaces and biodiversity
- CS16 – health and wellbeing
- CS17 – safer places
- CS18 – waste and recycling
- CS19 – delivering and monitoring the Core Strategy
  
- DP1 – mixed use development
- DP2 – making full use of housing capacity
- DP3 – contributions to the supply of affordable housing
- DP4 – minimising the loss of affordable housing
- DP5 – homes of different sizes
- DP6 - lifetime homes and wheelchair homes
- DP10 – helping promoting small and independent shops
- DP11 – markets
- DP12 – supporting strong centres and managing the impact of food, drink, entertainment and other town centre uses
- DP13 – employment sites and premises
- DP14 – tourism development and visitor accommodation
- DP15 – community and leisure uses

DP16 – transport implications of development  
DP17- walking, cycling and public transport  
DP18 – parking standards  
DP19 – managing the impact of parking  
DP20 – movement of goods and materials  
DP21 - highway network  
DP22 – promoting sustainable design and construction  
DP23 - water  
DP24 – high quality design  
DP25 – conserving Camden’s heritage  
DP26 – impact on occupiers and neighbours  
DP27 - basements  
DP28 – noise and vibration  
DP29 – improving access  
DP30 – shopfronts  
DP31 – open space and outdoor recreation  
DP32 – air quality and clear zone

### **Supplementary Planning Policies**

Camden Planning Guidance (CPG) 2011

- CPG 1 – Design
- CPG 2 – Housing
- CPG3 – Sustainability
- CPG 4 – Basements and lightwells
- CPG 5 - Town centres, retail and employment
- CPG 6 – Amenity
- CPG 7 – Transport
- CPG 8 – Planning obligations
- Camden Town Conservation Area Statement (October 2007)
- Regents Canal Conservation Area Statement (September 2008)
- Jeffery Street Conservation Area Statement (November 2002)
- Hawley Wharf Planning Framework (February 2009)
- Site Allocations Document (site 36) Submission Stage (March 2012)
- Camden Streetscape Manual (2005)

## Assessment

2014/5841/P

Condition 28 of 2012/4628/P is as follows:

“Prior to the commencement of any works on site, a strategy to outline the methodology for the careful removal and the secure storage of the granite setts in Haven Street and Water Lane (the lane to the north of the railway viaduct, to the east of Kentish Town Road) along with a plan detailing the areas within the site for their re-laying, shall be submitted to and approved in writing by the Council. The relevant works shall not be carried out otherwise than in accordance with the details thus approved in the strategy.”

The original committee report stated the following with regards to these granite setts:

“The 19th Century railway viaduct, which carries the London Overground railway, is also recognised as a non-designated heritage asset. As such the removal of the infill and associated structures is welcomed, returning the arches to their original form and offering an opportunity to sensitively clean restore and enhance the brickwork. The granite setts (and associated granite kerbs) which form a notable part of the road surface on Haven Street and Water Lane are attractive and a condition shall be attached to secure their safe removal, storage and appropriate relaying in parts of the redevelopment in consideration with inclusive design.”

A document has been submitted which sets out a strategy and for the removal and storage of the setts and includes a plan showing the proposed locations for relaying.

The setts would be removed using pneumatic hand held tools. The setts would then be cleaned, wrapped in plastic and stored in pallets on site.

The Conservation Officer has read the submitted document on the removal and storage of granite setts on the site and is satisfied that this report is both correct and comprehensive.

**Recommendation:** Grant approval of details