

Delegated Report		Analysis sheet		Expiry Date:		11/11/2014 13/11/2014	
		N/A		Consultation Expiry Date:		N/A	
Officer				Application Number(s)			
David Fowler				2014/5562/P 2014/5563/P 2014/5767/P 2014/5972/P 2014/5899/P			
Application Address				Drawing Numbers			
Land At Hawley Road and Torbay Street London NW1				See draft decision notice			
PO 3/4		Area Team Signature		C&UD		Authorised Officer Signature	
Proposal(s)							
5 applications have been submitted to discharge 6 conditions. These conditions relate to 2 different applications at Hawley Wharf; an application for the masterplan site (2012/4628/P) and an outline application for the school site (2012/4640/P). Some of these conditions are identical for both sites and therefore all of these conditions have been grouped together for the purpose of this report.							
Original Application		Condition Number	Reference		Condition Subject		
2012/4640/P		30	2014/5562/P		updated bat & tree survey		
2012/4628/P		47	2014/5563/P		updated bat & tree survey		
2012/4628/P		43	2014/5767/P		tree protection measures		
2012/4628/P		33	2014/5972/P		feasibility study to assess potential for moving freight by water		
2012/4628/P		38 & 39	2014/5899/P		8 (shop mobility specifications) & 39 (audio-frequency induction-loop system AFILS specifications)		
Recommendation(s):		Grant approval of details					
Application Type:		Approval of Details					

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice					
Informatives:						
Consultations						
Adjoining Occupiers:	No. notified	00	No. of responses	00	No. of objections	00
			No. electronic	00		
Summary of consultation responses:	1 objection was received from a residential neighbour to application reference 2014/5767/P, which is detailed below.					
CAAC/Local groups comments:	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.
- 1.2 The school site occupies approx. 0.31 hectares and bounded by Hawley Road to the north, Kentish Town Road to the east and Torbay Street to the west. To the south of the site is a railway viaduct and the Regents Canal Conservation Area. The Jeffery Street Conservation Area is north east of the site.

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

2012/4640/P - ‘Demolition of existing buildings (excluding 1 Hawley Road) and erection of a one form entry primary school and nursery with all matters reserved.’ Approved on 23/01/2013.

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
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- 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 Steetscape Manual (2005)

Assessment

2014/5562/P & 2014/5563/P

Condition 30 of 2012/4640/P and condition 47 of 2012/4628/P is as follows:

“Should more than one year pass between the most recent bat survey and the intended commencement of demolition and/or any tree works, an updated bat survey must be undertaken immediately prior to demolition or tree works by a licensed bat worker. Evidence that the survey has been undertaken shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of demolition and/or tree works.”

A ‘Building and Tree Inspection Surveys 2014’ document and a ‘Bat Emergence/Re-Entry Surveys 2014’ document were submitted to discharge the conditions for both applications.

The Council’s Nature Conservation Officer was consulted and is happy that the survey methodology and results are sufficient to discharge the conditions. An informative is attached stating that demolition works should be carried out outside the bat roosting season i.e. Oct – March if possible and that no work should be done at night to avoid disturbing bat activity.

2014/5767/P

Condition 43 of 2012/4628/P is as follows:

“All trees on the site, or parts of trees growing from adjoining sites, unless shown on the permitted drawings as being removed, shall be retained and protected from damage to the satisfaction of the Council. Details shall be submitted to and approved in writing by the Council before works commence on site to demonstrate how trees to be retained shall be protected during construction work: such details shall follow guidelines and standards set out in British Standard 3998: 2010 (Recommendation for Tree Work).”

An Arboricultural Method Statement and Tree Protection Plan have been submitted.

1 objection has been received from a neighbouring resident on the following grounds with regards to the loss of trees:

- Loss of visual and sound break between property and the railway line
- Loss of a visual break to proposed 9 storey flat block
- Impact on birds.

The condition is regarding the protection of trees on site and does not propose removing any trees.

The details submitted pursuant to the discharge of condition 30 (tree protection) of planning permission 2014/5767/P are, in conjunction with previously submitted details, considered to be sufficient to demonstrate that the trees to be retained on site will be adequately protected during the implementation of the approved scheme.

Given the above, it is recommended that the discharge of condition 30 (tree protection) is approved.

2014/5972/P

Condition 33 of 2012/4628/P is as follows:

“Prior to the commencement of the development hereby permitted, a feasibility study shall be carried out to assess the potential for moving freight by water during the construction cycle (waste and bulk materials)

and following occupation of the development (waste and recyclables). The use of waterborne transport shall be maximised during the construction of the development unless the above assessment demonstrates that such use of the canal is not physically or economically feasible.”

A Canal Study has been submitted to discharge this condition. This study concludes that waterborne transport is not feasible given:

- Length of journey times,
- Planning and coordination costs
- Permission required from London Waterways/Canals and Rivers Trust to erect jetties
- A gantry would need to be erected and a crane would be necessary, both of which would add to the cost.

The study has been discussed with an officer in the Transport section who accepts the arguments put forward in the study, and stated that the from London Waterways/Canals and Rivers Trust do not favour using the canal for transporting goods and materials. Given the above, the condition can be discharged.

2014/5899/P

Shopmobility Hearing Specifications have been submitted to discharge both of the conditions below.

Condition 38 of 2012/4628/P is as follows:

“Before the development of Area A commences, details of the Shop Mobility service shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with such details as are approved.”

A Needs and Resources Officer in the Housing and Adult Social Care section was consulted and states that the Camden Accessible Travel Solutions (CATS) are very much in favour:

“The proposed new site incorporating a Shopmobility would be useful for Camden Residents as our current location in Pratt St does not usually attract clients north of Camden Town Station. The new location would bring our service within reach of large catchment areas around Chalk Farm and Kentish Town as well as being located in a convenient area for leisure trips to Primrose Hill, Regent’s Park or medical appointments at various local doctor surgeries/health centres or the Royal Free Hospital. It would also be useful to both residents and disabled visitors due to its location near Camden Market. Our current location in Pratt St is also restricted in terms of space and a new Shopmobility could afford an opportunity to expand drop in services for example. We fully support the application.”

Given the above condition 38 can be discharged.

Condition 39 of 2012/4628/P is as follows:

“Before the relevant parts of the development are first occupied, details of the Audio-frequency induction-loop system (AFILS) shall be submitted to and approved in writing by the local planning authority prior to occupation of the employment, leisure and retail development. The development shall be carried out in accordance with such details as are approved.”

The Council’s Lead Practitioner Manager- Sensory Needs was consulted on the application and originally raised some issues with the information submitted. The agent subsequently submitted a revised report which was considered acceptable. This condition can therefore be discharged.

Recommendation: Grant approval of details