

<b>Delegated Report</b>		<b>Analysis sheet</b>	<b>Expiry Date:</b>	<b>Between 11/11/2014 and 9/12/2014</b>
		N/A	<b>Consultation Expiry Date:</b>	N/A
<b>Officer</b>		<b>Application Number(s)</b>		
David Fowler		2014/5907/P 2014/5928/P 2014/6222/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>				
3 applications have been submitted to discharge 3 conditions (including 1 part-condition). These conditions relate to an application for the masterplan site at Hawley Wharf.				
<b>Recommendation(s):</b>	Grant approval of details			
<b>Application Type:</b>	Approval of Details			

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice					
Informatives:						
<b>Consultations</b>						
Adjoining Occupiers:	No. notified	<b>00</b>	No. of responses	<b>00</b>	No. of objections	<b>00</b>
			No. electronic	<b>00</b>		
Summary of consultation responses:	N/A					
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

### 2014/5907/P

Condition 25 of 2012/4628/P is as follows:

“No works shall take place until the applicants have secured the implementation of a programme of recording, photographing and completing an historic analysis of the building structure and architectural detail of all non-designated Heritage assets hereby approved to be removed. This shall include;

- a) Granite Setts in Haven Street and Water Lane
- b) 3-17 Hawley Road
- c) 2a, 4, 6 and 8 Torbay Street
- d) 49a Kentish Town Road
- e) Timber market sheds
- f) Projecting shopfronts on Chalk Farm Road
- g) Inside of viaduct arches across site

This shall be undertaken in accordance with a written scheme of investigation submitted and approved in writing by the local planning authority.”

A report has been submitted: ‘Recording, photographing and historic analysis of building structures’. This report covers all of the bullet points above. A Conservation Officer has reviewed the report and is satisfied that the condition can be discharged.

### 2014/5928

Condition 60 of 2012/4628/P is as follows:

“The development hereby approved shall not commence until such time as a suitably qualified chartered engineer with membership of the appropriate professional body has been appointed to inspect, approve and monitor the critical elements of both permanent and temporary basement construction works throughout their duration to ensure compliance with the design which has been checked and approved by a building control body. Details of the appointment and the appointee's responsibilities shall be submitted to and approved in writing by the local planning authority prior to the commencement of development. Any subsequent change or reappointment shall be confirmed forthwith for the duration of the construction works.”

A note has been submitted which states that Walsh Associates have been appointed to act as Consulting Civil and Structural Engineers, and provides the name and qualifications of the lead engineer. This note also provides details of the engineer's responsibilities.

It is considered that the submitted note provides sufficient detail of the appointment to discharge the above condition.

### 2014/6222/P

Condition 26(a) of 2012/4628/P is as follows:

“a) No development shall take place in each phase of the site until the applicant has submitted an archaeological impact assessment for these areas, informing on the direct impacts the proposals will have on the potential archaeological resource.”

An Archaeological Impact Assessment has been submitted to discharge this condition.

GLAAS were consulted and stated the following in their response:

“I agree with the consultant’s conclusions regarding the archaeological interest of this site. Most of the site has low archaeological potential but the site of the possible lock-keepers cottage alongside the canal contributes to the industrial heritage significance of the Archaeological Priority Area. There is also a possibility of palaeoenvironmental remains along the former course of the Fleet River.

I can therefore recommend that part a) of condition 26 can be satisfied.”

Given the GLAAS recommendation, this condition can be discharged.

**Recommendation:** Grant approval of details