

Town Planning Statement
Land at 39-45 Kentish Town Road, London NW5 8NX

On behalf of Stanley Sidings Limited
March 2015



GERALDEVE

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1 Executive Summary

- 1.1 Stanley Sidings Limited was granted Planning Permission, Conservation Area Consent, Outline planning permission and Listed Building Consent for the redevelopment of an important masterplan site within Camden Town in January 2013.
- 1.2 This planning application brings forward a vacant site which lies adjacent to the Camden Lock Village/Hawley Wharf masterplan. The site forms part of the Hawley Wharf Area Framework along with the rest of the masterplan site. The proposed building has been designed as an annex to the approved masterplan (Area D) and would comprise 24 residential apartments and 1465 sqm of flexible office (Class B1a/B1c) and Class D2 accommodation.
- 1.3 The proposal provides 36% affordable housing. In order for a Registered Provider to easily manage these units, it has been agreed with Camden officers that these units would be located within Area B (Building W) of the approved masterplan as this area provides the social rented and intermediate accommodation for the approved masterplan. The affordable units generated from this proposal would be intermediate rent units.
- 1.4 In addition to providing new residential and commercial floorspace, the proposal would include 330 sqm of new and improved open space which includes upgrading the existing steps and provide a new cycle gully from the towpath onto Kentish Town Road and create hard landscaping on an existing triangular patch of scrubland. Of the 330 sqm of new and improved open space, the proposal provides 180 sqm of new landscaping/public realm which is given back to the towpath for residents, visitors and local people to enjoy.

2 Introduction

- 2.1 Stanley Sidings Limited (herein referred to as 'the Applicant') is bringing forward a planning application at 39-45 Kentish Town Road or known locally as the former Sam Smith's site or Area E which would form an extension to the 2013 approved Masterplan. The application proposals would regenerate the final parcel of land contained within the Hawley Wharf Planning Framework and would include public realm improvements along the towpath.
- 2.2 The Applicant considers that the mixed use proposal, designed by AHMM (who are the retained architects for the adjacent approved masterplan) is of a high quality and would complement the approved masterplan.
- 2.3 The Applicant intends to bring forward and deliver this proposal at the same time as the approved masterplan. The anticipated completion date for the approved masterplan is summer 2017.
- 2.4 The proposal would deliver the following benefits:
 - a. Provision of a ground plus five storey mixed use building comprising flexible office/ gym floorspace at basement and ground floor
 - b. 24 residential apartments
 - c. 36% affordable housing (GEA) located in Area B of the masterplan
 - d. 330 sqm of new and improved landscaped public realm along the towpath
 - e. Replacement steps and a new cycle gully from the towpath onto Kentish Town Road
 - f. Increased permeability along the towpath and the introduction of a hard landscaped area for seating between the site and the towpath
- 2.5 This Town 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.
- 2.6 The proposals have been subject to extensive pre-application discussions with

officers at the London Borough of Camden (LBC), Canal and River Trust, local stakeholders, including local Ward Councillors and local communities.

2.7 A site specific Area Planning Framework was prepared by LBC and was subject to extensive public consultation. The brief was formally adopted in February 2009 and the aspirations of the brief comprise:

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

2.8 In bringing forward this redevelopment proposal, the Applicant has sought to comply with all of the aspirations of the brief. For the reasons set out in this Town Planning Statement, we consider that the proposals are in accordance with the objectives of town planning policy and guidance, would deliver important design and land use benefits, and would create an exceptional quality redevelopment which would integrate fully with the approved masterplan.

3 Site and Context

- 3.1 The site measures 0.0947 hectares and is bounded by the Regent's Canal to the south; Kentish Town Road to the east. The approved Camden Lock Village/Hawley Wharf Masterplan lies immediately to the north and the west.
- 3.2 The site is a cleared, vacant site and lies in a mixed use area comprising residential, light industrial and office accommodation. Before being cleared, the site historically contained a terrace of houses fronting Kentish Town Road and a steam pumping station. The houses were demolished in the 1970s, but the pumping station remained on site until it was demolished sometime between 2006 and 2008.
- 3.3 To the south of the site lies the Regent's Canal and towpath. Currently, there are a number of awkward steps leading up from the towpath to Kentish Town Road with a pinch point at the bend of the towpath. There is also a triangle of unattractive scrubland owned by the Canal and River Trust.
- 3.4 The site is located within Camden Town Centre; the Regent's Canal Conservation Area and is designated as an Archaeological Priority Area.
- 3.5 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 480 metres to the south of the site; Camden Road Overground station located 450 metres to the east of the site. In addition, there are three bus routes which stop outside the site. Further information is contained within the Transport Assessment.

4 Planning History

- 4.1 Planning permission was granted in 1996 on this site under planning application reference P9601198 for the **'Redevelopment to provide new public house with ancillary residential accommodation and buildings for B1 use'**.
- 4.2 Planning permission was refused under reference 2005/0530/P for the **'Redevelopment of the site involving demolition of existing buildings, erection of a new four storey building with accommodation within the roof space to provide a new public house with ancillary residential accommodation and office space (Class B1). This is a renewal of a planning permission granted on 28/04/2000'**. However, this application was appealed and allowed on 23/06/2006.
- 4.3 A Certificate of Lawfulness was refused on 29 November 2012 under reference 2012/5352/P for the **'Commencement of development approved by planning permission granted at appeal on 23/06/2006 (ref: 2005/0530/P) for erection of a new four storey building with accommodation within the roof space to provide a new public house with ancillary residential accommodation and office space (Class B1)'**. This application was appealed but later withdrawn.
- 4.4 Planning permission was granted for Camden Lock Village/Hawley Wharf (the adjacent masterplan site) on 23 January 2013 for the **'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)'**.
- 4.5 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 area located within Camden Town and the framework provides ten

5 Development Proposals

5.1 Planning permission is sought for:

‘Erection of mixed use building comprising flexible employment (Class B1a/B1c)/gym (Class D2) and housing (Class C3) together with associated engineering works to create a basement, plant, ancillary works, public realm improvements and landscaping’.

5.2 The proposed development on the site is described in detail in the Design and Access Statement. This Planning Statement should be read in conjunction with the Design and Access Statement, the proposed plans and drawings, and the other technical reports supporting this planning application.

Scheme Outline

5.3 The proposed development seeks to transform this site from a cleared and vacant site into an attractive ground plus five storey mixed use building which has been designed as an annex to the approved Camden Lock Village/Hawley Wharf masterplan.

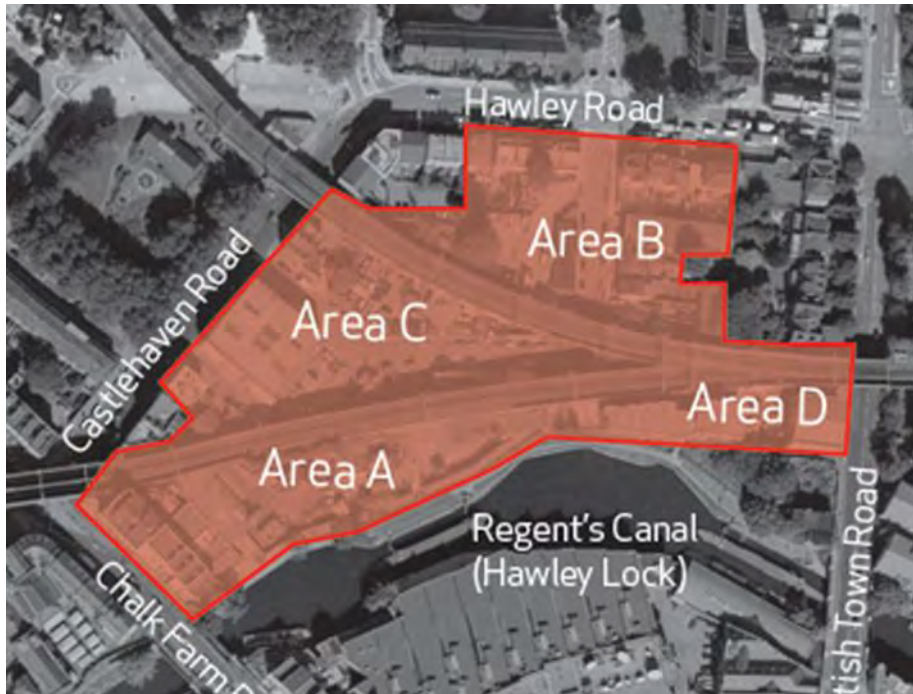
5.4 Whilst this planning application has been submitted as a stand-alone application and should be assessed on its merits, it should be read in conjunction with, and determined at the same time as, the Non Material Amendment application to Area D (the adjacent masterplan site) submitted concurrently.

5.5 The basement and ground floors would link onto the approved masterplan and the residential apartments on the upper floors would be accessed via Area D.

Design Approach

5.6 The building has been designed as an annex to Area D. The approved masterplan boundary is illustrated in Figure 3.

Figure 3 - Approved masterplan boundary, 2013



5.7 Further details are contained within the Design and Access Statement.

Land Use Summary

- 5.8 The scheme would provide 24 residential units. In addition, 8 units currently approved as private units in Area B (known as Building W) will be converted into affordable housing for intermediate rent.
- 5.9 The proposal includes 1465 sqm of flexible office accommodation for small businesses and/or a gym for which could either be used by the residents of the proposed building and approved masterplan or used by members of the public.

5.10 A summary of the proposed land uses (GEA) is set out in Table 1:

Table 1 – Proposed Land Uses

Use	Existing floorspace (sqm)	Proposed floorspace (sqm)	Net change in floorspace (sqm)
Flexible Office (Use Class B1a/ B1c)/ gym (Class D2)	0	1465	+1465
Residential (Use Class C3)	0	2654	+2654
Total	0	4119	+4119

Office/Gym

5.11 The flexible office accommodation has been designed to link in with the approved Area D basement and ground floor. This would therefore provide the flexibility to provide range of employment spaces.

5.12 The gym is proposed to be used by the residents of the building or for the general public.

5.13 The proposal provides 10 office cycle spaces together with changing facilities. These would be provided at basement level.

Residential

5.14 The scheme has been designed to accommodate a range of unit sizes and 10% of

the units have been designed to meet wheelchair housing standards.

- 5.15 Table 2 below summarises the residential accommodation to be provided:

Table 2 – Proposed Residential Units

Type	Unit	% of units
Studio	1	4
1-bedroom	9	38
2-bedroom	9	38
3-bedroom	5	20
Total	24	100%

- 5.16 The residential accommodation has been designed to meet Code for Sustainable Homes Level 4.
- 5.17 The proposal includes 38 residential cycle spaces located within the basement of Area D.

Public Realm

- 5.18 The public realm proposals have been designed following a dialogue with Canal and River Trust. The proposal includes 300 sqm of new and improved public realm including new steps and a cycle gully between Kentish Town Road and the towpath, and an increase in public realm along the towpath measuring 180 sqm; the introduction of a seating and landscaped area adjacent to the new steps and new hard and soft landscaping.
- 5.19 Works to the Kentish Town Road pavement are also required to provide level access into the building. However, this is proposed to be dealt with separately under a Section 278 agreement.

6 Consultation

- 6.1 The Localism Act 2011 and the Planning and Compulsory Purchase Act 2004 emphasise the need to involve and engage with the local community during the planning process.
- 6.2 In respect of pre-application engagement, the National Planning Policy Framework confirms that **“early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community”** (paragraph 188).
- 6.3 The Applicant undertook two public exhibitions in November 2014 and March 2015 as well as presenting the scheme to the Community Working Group which was formed under the 2013 masterplan.
- 6.4 The following amendments to the scheme have been incorporated as a result of consultation undertaken with Camden Council and local stakeholders:
 - a. The proposed building height has reduced by approximately 3 metres through the removal of the top storey accommodation. The removal of the top storey allows for the design principles of Area D to be carried through on all levels, improving the connection between the proposal and Area D.
 - b. The mass has reduced through the introduction of a setback on the canal side at level 05 which continues the elevation treatment from Area D and the relocation of balconies across the elevations assists by reducing the appearance of the mass by breaking up the elevations.
 - c. The elevation has been refined in response to the new massing and the balconies have been relocated off the chamfer along Kentish Town Road to offer the units better views and increase passive observation over the towpath.

- d. The piece of land currently inaccessible to the public, adjacent to the towpath steps, has been extended into the proposals to improve access and help to avoid anti-social behaviour. The landscape proposals have been through a consultation with Canal and River Trust and Camden Council and received positive responses from both.
- b) The proposal has increased the proportion of open space to approximately 180m² of public space which is comparable Market space (200m²) contained within the approved masterplan.

6.5 Further details are contained within the Statement of Community Involvement.

7 Planning Policy

- 7.1 The statutory development plan for the purposes of Section 38(6) of the Planning and Compulsory Purchase Act comprises:
- 7.2 The statutory Development Plan for the application site comprises the London Plan (2015) Consolidated with Alterations since 2011. The Camden Local Development Framework (LDF) Core Strategy and Development Policies Documents were formally adopted by the Council on 8th November 2010. Other Supplementary Planning Documents (SPD's) are also produced by London Borough of Camden.
- 7.3 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 Guidance – National Planning Policy Framework ('NPPF') (2012)

- 7.4 The NPPF published in March 2012 sets out the Government's economic, environmental and social planning policies for England. It summarises 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.
- 7.5 The NPPF sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.
- 7.6 The NPPF establishes the presumption in favour of sustainable development. Specifically, paragraph 19 states that the planning system should do all that it can to promote sustainable economic growth in order to create jobs and prosperity and meet the challenges of global competition alongside a low carbon future. The NPPF states that significant weight should be placed on the need to support economic growth through the planning system.

Planning Practice Guidance (PPG) (March 2014)

- 7.7 In March 2014, the Department for Communities and Local Government (DCLG) launched the web-based planning practice guidance resource. This aims to provide planning practice guidance which is useable in an up-to-date and accessible manner.
- 7.8 With regard to decision taking, the PPG is a material consideration in the determination of planning applications.

The London Plan (March 2015)

- 7.9 The London Plan is the overall strategic plan for Greater London, defined to include the 32 Boroughs and the City of London. The aim of the London Plan is to set out a framework to co-ordinate and integrate economic, environmental, transport and social considerations over the next 20 to 25 years. The London Plan forms the London-wide policy context within which the Boroughs set their local planning agendas, and forms part of the statutory development plan.
- 7.10 This version of the London Plan was adopted in March 2015 and consolidates the alterations to this document since 2011.

Local Planning Policy

- 7.11 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

- 7.12 The site is not located within the Central Activities Zone. The site lies within Camden Town Centre and the Regent's Canal Conservation Area. The northern part of the site lies within an Archaeological Priority Zone. The site is bounded to the south by designated open space and a Metropolitan Walk.
- 7.13 The site forms part of the adopted Hawley Wharf Area Planning Framework, 2009.

Community Infrastructure Levy (CIL)

- 7.14 From 1 April 2012 all developments in London which result in the addition of over

100 sqm (GIA) of floorspace (with some exceptions including affordable housing) will be eligible to pay Mayoral CIL. Developments in London will be liable to pay £50 per sqm. The purpose of the Mayoral CIL is to pay for strategic transport infrastructure, nominally Crossrail. Affordable housing however is exempt from paying CIL.

7.15 Camden Council's CIL levy is to be adopted on 1st April 2015. The following rates are proposed and will apply to this planning application:

a Residential £250

b Office/Gym £25

8 Key Planning Considerations

Strategic Planning Considerations

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

8.7 The Hawley Wharf Area Planning Framework contains the following key aspirations for the redevelopment of the site:

- a. Making the best use of development opportunities to significantly enhance the attractiveness and contribution of the area to Camden Town as a whole
- b. Building on town centre strengths and unique qualities
- c. 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
- d. High quality design which understands, values and responds positively to local character, heritage and the canal;
- e. Ensuring new development meets the highest attainable standards of sustainable design and construction
- f. 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
- g. Creating safe attractive streets, public spaces and new public realm
- h. Making walking and cycling more attractive as part of a sustainable transport and movement pattern
- i. Ensuring that local residents and community groups can continue to be involved in shaping development in the area
- j. 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

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

- i Sustainable development
- ii Design
- iii Townscape and conservation
- iv Land Use
- v Mixed use Development
 - Employment
 - Housing
 - a Affordable Housing
 - b Unit tenure and mix
 - c Housing unit sizes
- vi Residential Amenity
 - a. Lifetime Homes and Wheelchair accessible units
 - b. Housing Density
 - c. Residential amenity
 - d. Playspace
 - e. Security and Community Safety
- vii Transport
- viii Accessibility
- ix Waste

9 Sustainable Development

- 9.1 An Energy and Sustainability Strategy prepared by Hoare Lea has been submitted to accompany the planning application. This assesses how the buildings accord with policies and principles for sustainable development and energy efficiency. The Strategy focuses on relevant policies and guidance contained in the NPPF, London Plan and Camden's adopted policies.

National Planning Policy

- 9.2 At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking (paragraph 14).
- 9.3 One of the 12 core principles of the NPPF is to support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy).

London Plan Policy

- 9.4 London Plan Policy 5.1 focuses specifically on how to mitigate climate change, and the carbon dioxide emissions reduction targets that are necessary across London to achieve this. Developments are required to make the fullest contribution to tackling climate change by minimising carbon dioxide emissions (Be Lean), adopting sustainable design and construction measures and prioritising decentralised energy (Be Clean), including renewables (Be Green).
- 9.5 Policy 5.5 of the London Plan states that the Mayor expects 25% of the heating power used in London to be generated through the use of localised decentralised energy systems by 2025.
- 9.6 Decentralised Energy; Heating, Cooling and Power is addressed through Policy 5.5 in the London Plan which requires all developments to demonstrate that their heating, cooling and power systems have been selected to minimise carbon dioxide emissions.

- 9.7 London Plan Policy 5.7 relates to renewable energy and states that within the framework of the energy hierarchy, major development proposals should provide a reduction in carbon dioxide emissions through the use of on-site renewable energy generation where feasible.
- 9.8 Furthermore, the London Plan has a requirement to reduce carbon emissions by 40% over a Part L2A 2010 baseline for new buildings during the period 2013-2016.
- 9.9 In support of the policies of the London Plan, the Mayor's SPG on Sustainable Design and Construction provides the context for all developments and provides a mechanism for addressing climate change impacts through new developments.

Local Planning Policy

- 9.10 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.
- 9.11 Development Policies policy DP22 requires development to incorporate sustainable design and construction measures including providing green and brown roofs; meeting Code for Sustainable Homes level 4 by 2013; expecting developments to meet very good in Eco Homes prior to 2013 and encouraging 'excellence' from 2013; expecting non-domestic development to achieve 'very good' BREEAM assessments and 'excellent' from 2016; and ensuring schemes include appropriate climate change adaptation measures, such as:
- a) summer shading and planting;
 - b) limiting run-off;
 - c) reducing water consumption;
 - d) reducing air pollution; and
 - e) not locating vulnerable uses in basements in flood-prone areas.
- 9.12 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.

- 9.13 In accordance with policy 5.1 of the London Plan, 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

- 9.14 These measures equate to a 10.5% reduction in CO2 emissions.

Supply energy efficiently – ‘Be Clean’

- 9.15 The following has been applied:

The proposal would connect into the approved District Energy Network contained in Area C of the approved masterplan. The District Energy Network comprises high efficiency gas boilers and low or zero carbon technologies. This equates to an 11.6% reduction in CO2 emissions.

- 9.16 *Use renewable energy – ‘Be Green’*

- 9.17 A number of renewable technologies were considered. However, PV panels equating to a 3.2% reduction in CO2 emissions was deemed the most appropriate for this proposal.

- 9.18 The proposal has been designed to reduce CO2 emissions by 25.3% beyond Part L 2013 regulations which would be achieved through passive design and energy efficiency alongside a connection to the approved masterplan CHP plant in Area C.

- 9.19 The proposal also meets Code for Sustainable Homes Level 4 and BREEAM ‘Excellent’.

10 Design

- 10.1 The submitted Design and Access Statement sets out the design approach for the proposed development. This has evolved throughout the pre-application process and the final scheme design is the result of ongoing consultation with Camden Council officers and other relevant stakeholders.

National Planning Policy

- 10.2 The Government attaches great importance to the design of the built environment in the NPPF. Paragraph 56 states that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. National Planning Policy
- 10.3 At paragraph 57, the NPPF stipulates that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.
- 10.4 The NPPF goes on to state at paragraph 58, that planning policies and decisions should aim to ensure that developments:
- a) Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - b) Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
 - c) Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks;
 - d) Respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
 - e) Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and

f) Are visually attractive as a result of good architecture and appropriate landscaping.

- 10.5 The promotion of places with safe and accessible environments, with clear and legible pedestrian routes and high quality public space, is recognised as a key contributor to the creation of healthy, inclusive communities (paragraph 69 of the NPPF).
- 10.6 In particular, access to high quality public open spaces is stressed by paragraph 73 of the NPPF as important to the “health and well-being” of communities.
- 10.7 Paragraph 75 of the NPPF states that public rights of way and access should be enhanced and protected.

London Plan Policy

- 10.8 The London Plan at Policy 2.10 seeks to sustain and enhance the distinctive environment and heritage of London, recognising both its strategic components and other features including distinctive buildings and historic heritage, through high quality design and urban management.
- 10.9 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.
- 10.10 Policy 7.2 requires all new development in London to achieve the highest standards of accessible and inclusive design.
- 10.11 Policy 7.3 states that development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.
- 10.12 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 ensures that the architecture makes a positive contribution to a coherent public realm, streetscape and wider cityscape.
- 10.13 Policy 7.7 refers to the design and location of tall and large buildings, requiring them to be designed so they do not have an unacceptably harmful impact on the

surrounding area.

Local Planning Policy

- 10.14 At a local level, Core Strategy policy CS14 seeks to ensure that new developments are attractive, safe and easy to use.
- 10.15 The aim of policy Development Policies DP24 is to require all developments to be of the highest standard of design.

Assessment

- 10.16 The proposed building has been designed as an annex to the approved masterplan. Table 3 below provides a description of the building heights and depths.

Table 3 Summary description of the building

	Area E
Maximum height AOD	46.990m
Number of storeys above ground floor	5
Number of basements	1
Maximum depth of basement (to the underside of the slab)	21.650m

- 10.17 The Applicant's design brief was to create a proposal which complements the approved masterplan buildings, preserves and enhances the Regent's Canal Conservation Area and provides public realm enhancements.
- 10.18 The proposal upgrades the existing steps and proposes a cycle gully which leads from the towpath onto Kentish Town Road and provides 330 sqm of new and improved public open space of which 180 sqm comprises new public realm along

the towpath.

- 10.19 The design of the building and the use of materials for the proposed building have been carefully considered in order to integrate the building into the approved masterplan and the existing streetscape.
- 10.20 The building has been sustainably designed combining energy-efficiency and appropriate new technologies to minimise carbon emission levels. Therefore, it is considered that the proposal complies with the relevant national, regional and local planning policies.

11 Townscape and Conservation

- 11.1 Under paragraph 128 of the NPPF, in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting.
- 11.2 Paragraph 131 states that in determining planning applications, local planning authorities should take account of:
- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - c) the desirability of new development making a positive contribution to local character and distinctiveness.
- 11.3 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.
- 11.4 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.
- 11.5 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;

- 11.6 The Regent's Canal Conservation Area Appraisal and Management Statement, 2008 sets out the Council's approach to the preservation and enhancement of the Regent's Canal Conservation Area. Hawley Wharf is considered as an opportunity site and it advises that there are buildings which are considered to be negative in character and which harm the character and appearance of the conservation area and therefore there may be scope for redevelopment, subject to acceptable replacement.
- 11.7 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."
- 11.8 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.
- 11.9 The proposed development has been carefully considered and designed to ensure that its setting and its immediate context will be sustained and enhanced. An understanding of the significance and characteristics of the historic environment within the vicinity of the site has informed the design concept.
- 11.10 The proposed building, which has been designed as an annex to Area D has a synergy with other buildings in the wider context to which it relates. The building is suitably influenced by robust brick warehouse architecture thereby respecting the materials found in the surrounding conservation areas.
- 11.11 The appearance and use of the stretch of towpath fronting the site will represent a significant improvement over the current situation.
- 11.12 The scale of the proposed building is appropriate to the scale of Kentish Town Road. The building would bring a positive balance to the townscape quality, enhancing the

street overall, even in the long views from Jeffrey's Street Conservation Area. It is therefore considered that the proposal meets national, regional and local conservation policies.

12 Land use

Mixed Use Development

- 12.1 Promoting mixed-use development is one of the core principles of the NPPF and it suggests at paragraph 69 that mixed use developments can promote healthy communities.
- 12.2 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 4 Proposed Land uses

Land Use	Proposed floorspace GEA sqm
Non residential	1465
Residential	2654
Total floorspace	4119

- 12.3 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 2054 sqm. The proposal includes 2654 sqm of residential floorspace which exceeds the policy DP1 targets by 600 sqm.

Employment

- 12.4 The NPPF sets out 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
- 12.5 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.

- 12.6 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.
- 12.7 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.
- 12.8 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.

Assessment

- 12.9 The proposal would provide 1465 sqm of flexible office/gym space at the basement and ground floors. The site is located in Camden Town and is a suitable location for employment or gym floorspace.
- 12.10 Access into this space would be from approved Area D and the proposed space could be linked to the approved Area D employment floorspace and will provide flexibility for a range of employment spaces including spaces suitable for SMEs.
- 12.11 A gym is also proposed and it is anticipated that this could be used for either the residents of the site and the approved masterplan as an ancillary residential gym or could be open to the general public. At this stage the Applicant has not determined the precise use of this space and therefore would accept a planning condition

requiring detailed layouts of the space prior to occupation.

Housing

- 12.12 Paragraph 50 of the NPPF identifies that to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should:
- plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes);
 - identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand; and
 - where they have identified that affordable housing is needed, set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified (for example to improve or make more effective use of the existing housing stock) and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible to take account of changing market conditions over time.
- 12.13 The London Plan considers in policy 3.3 that the annual average target for housing delivery is 42,000 per year across London. The annual average housing provision monitoring target 2015-2025 in respect of new homes for Camden over the ten year period is 8,892 new homes, with an annual monitoring target of 889 new homes.
- 12.14 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.
- 12.15 Policy DP2 contained within the Development Policies document considers that the Council will seek to maximise the supply of additional homes in the Borough.

Assessment

- 12.16 The proposal would deliver 24 new homes which, if approved would be delivered in 2017 as the proposal would be constructed at the same time as Area D. It is considered that this housing proposal will meet the strategic aims stated within the NPPF and the policies contained in the London Plan and Camden's LDF as the proposal seeks to achieve a high quality, sustainable residential accommodation in Camden.

Affordable Housing

- 12.17 Paragraph 50 of the NPPF states that where local planning authorities have identified that affordable housing is needed, they should set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified (for example to improve or make more effective use of the existing housing stock) and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible to take account of changing market conditions over time.
- 12.18 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:
- a) The current and future requirements for affordable housing at local and regional levels;
 - b) Affordable housing targets adopted in line with policy 3.11
 - c) The need to encourage rather than restrain residential development
 - d) The need to promoted mixed and balanced communities
 - e) The size and type of affordable housing needed in particular locations
 - f) The specific circumstances of individual sites
- 12.19 Policy 3.11 advises that affordable housing tenure should be split into 60% intermediate housing and 40% social rented accommodation.
- 12.20 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.

- 12.21 Supporting paragraph 3.22 advises that a guideline of 60% social rented and 40% intermediate affordable housing proportions should be considered.
- 12.22 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.
- 12.23 It has been agreed by Camden Council officers that the affordable housing generated by this proposal could be located off-site from Area E but within approved Area B (Building W), which includes the masterplan affordable housing, in order that a Registered Provider can easily manage the affordable housing in one location.
- 12.24 A Financial Viability Assessment has been prepared in support of the planning application. The report concludes that the maximum reasonable proportion of affordable housing which can be achieved on Area B is 36% GEA. This equates to 8 x 2 bedroom units. The FVA has also looked at a counterfactual scenario of providing the affordable housing on Area E. It concludes that if the affordable housing was placed on Area E, the affordable housing would equate to 23% GEA or 5 units. The 'new' affordable units in Area B are generated by swapping 8 approved private units on levels two and three into intermediate rent units.
- 12.25 The proposed affordable tenure is intermediate rent. There are several reasons why the affordable housing is proposed within Building W rather than Area E and why it is all proposed as intermediate:

Access: The proposal will be an extension of Area D, therefore any residential units would be accessed through Area D which is a private tenure block.

Design: If mixed tenures were to be incorporated onto the Area E site, it would have significant implications for the efficiency of the building as separate entrances lobbies and cores would be required for private and affordable tenures, as well as the

commercial. Furthermore, Building W is more suitable as it does not have commercial uses on the ground floor.

Management: Building W already caters for a mix of residential tenures. Grouping of the affordable housing tenures in one building allows for simplified management by a Registered Provider.

Quantum: The private sales values in the proposed Area E building are expected to be higher than Building W, given this and site location, which means that the opportunity cost of delivering affordable housing on Area E is higher. Therefore, more affordable units can be delivered on Building W than can be delivered on Area E.

Tenure: There are currently two Social Rent units on the ground floor of Building W which both have separate entrances from outside. The remaining residential units within Building W are all accessed through a shared entrance lobby and, as such, there is not a feasible design solution to allow for separation of the tenures.

Housing Mix

London Plan Policy

- 12.26 London Plan policy 3.8 promotes the provision of a “genuine choice” of homes for Londoners, meeting requirements for different sizes and types of dwellings. Part B(a) requires that account be taken of the requirements of different groups and the changing roles of different sectors, including the private rented sector.
- 12.27 Standard 2.2.1 of the Mayor’s Housing SPG (2012) encourages a mix of dwelling sizes, and tenure types, to meet strategic and local borough targets.

Local Planning Policy

- 12.28 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 5 Proposed Residential Mix in Area E

Type of Unit	Number of units	Percentage
Studio	1	4%
1 bed	5	20%
2 bed	9	38%
3 bed	9	38%
Total	24	100

12.29 The proposal also includes the provision of 8 x 2 bedroom intermediate rent units within Area B. The proposal is therefore in line with policy as the proposal provides a mix of units.

13 Residential Amenity

Sunlight and Daylight

- 13.1 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).
- 13.2 Gordon Ingram Associates (GIA) has carried out a daylight, sunlight and overshadowing assessment of the proposal using BRE guidelines. The BRE Guidelines were initially focused on development sites in Suburban and Greenfield locations and work very well in these situations. However, within City Centres they become far more difficult to apply strictly. The guidance provided by the BRE is not mandatory and it is principally proposed to aid the architects and planners in achieving good site design. Clearly, in more densely developed urban locations and urban areas such as this site, the technical specifications recommended by the BRE Guidelines need to be treated with care
- 13.3 The BRE document itself recognises this and advises on page 1 that: "Although it (the BRE document) gives numerical guidelines, these should be interpreted flexibly because natural lighting is only one of many factors in site layout design. It is therefore necessary to apply the guidance in a manner which is appropriate for its surroundings.
- 13.4 The report prepared by Gordon Ingram Associates concludes that the proposed building meets or exceeds the ADF in all but two of the habitable rooms. The two rooms which fail are living/kitchen/dining rooms which see 1.7% ADF and 1.9% ADF respectively against the target of 2%. However, these rooms would be artificially lit by the occupier and exceed the No Sky Line criteria.
- 13.5 The proposal also provides very good levels of sunlight and the main habitable rooms will see good levels of Average Probable Sunlight Hours (APSH) in the winter months. Overall, it is considered that the proposal will provide good levels of

sunlight. Further details are contained within the Daylight and Sunlight Report.

Lifetime Homes and Wheelchair accessible units

- 13.6 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.
- 13.7 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.
- 13.8 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.
- 13.9 The proposed development provides 2 wheelchair accessible units (equating to 10% of the units) These units are identified as units E.3.5 and E.4.2. These units would also benefit from two off street car parking spaces which would be located in the basement of Area C within the approved masterplan.
- 13.10 Further details are contained within the Design and Access Statement.

Housing Density

- 13.11 Relevant density standards for residential accommodation are set out in London Plan policies 3.4 and Table 3.2.
- 13.12 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.

13.13 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.

13.14 The proposed development would provide 670 habitable rooms per hectare. In light of this, it is considered that the proposed residential density is acceptable.

Amenity Space and ecology

13.15 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.

13.16 Core Strategy policy CS13 and Development Policies DP22 requires developments to incorporate green or brown roofs and green walls wherever suitable

13.17 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.

13.18 The proposal provides 330 sqm of new and improved open space of which 180 sqm comprises new open space adjacent to the towpath which could be used by the general public. In addition, there is 369 sqm of private balcony and roof terrace space as well as a further communal terrace measuring 70.5 sqm.

13.19 Using Appendix D, of CPG6, the proposal provides a commercial uplift of 1465 sqm which equates to a requirement to provide 155 sqm of open space for new employees. This has been calculated in the following way:

Table 6 Commercial Public Open Space Requirement for New Employees

Additional commercial floorspace	/ 1000 to give floorspace in thousands of sqm	X open space requirement per 1000 sqm	Total requirement sqm
1465	1.4	38.9	155.6

- 13.20 Using Appendix D of CPG6, the proposal is required to provide the following public open space in connection with the proposed new residential space calculations (as shown in Table 7).

Table 7 – Open Space Calculations for New Residents

Proposed Number of beds	x open space requirement per home (sq m)	Open space requirement sqm
1 x studio	n/a	n/a
5 x 1 bed	11.7	58.5
9 x 2 bed	17	153
9 x 3 bed	25.2	226.8
Total		438.3

- 13.21 Using CPG6, the proposal is therefore required, to provide 594 sqm of public open space in respect of the new residential and commercial properties. It is envisaged that the shortfall of 264 sqm in public open space could be mitigated by a financial contribution towards upgrading existing open spaces.
- 13.22 The proposal seeks the removal of one tree along the towpath and two trees within the site. These trees are proposed to be replaced along the towpath. Further details are contained in the Landscape Assessment.
- 13.23 The proposal also includes a biodiverse roof with a substrate depth of 150mm. This roof measures approximately 1625 sqm. The brown roof measures 1099 sqm. It is therefore considered that the proposed ecological measures will enhance the site in line with policies CS 13 and DP22.

14 Transport

- 14.1 Paragraph 29 of the NPPF states that the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.
- 14.2 Paragraph 37 states that planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, leisure, education and other activities.
- 14.3 At paragraph 41 the NPPF supports that local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice
- 14.4 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.
- 14.5 Policy 6.9 states that “the Mayor will work with all relevant partners to bring about a significant increase in cycling in London
- 14.6 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”.
- 14.7 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.
- 14.8 At a local level, Core Strategy policy CS11 seeks to promote the delivery of transport infrastructure and the availability of sustainable transport choices.
- 14.9 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.

- 14.10 Development Policy DP17 seeks to promotes walking, cycling and public transport.
- 14.11 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.
- 14.12 The Hawley Wharf Area Planning Framework includes a chapter dedicated to transport, access, parking and servicing. This chapter reinforces national, regional and local policies.

Car and cycle spaces

- 14.13 The proposal will have the use of two accessible car parking spaces which would be located within the basement of Area C under the approved masterplan. In addition, 25 cycle spaces (including one visitor space) are provided in the basement of Area D.

Pedestrian Movement

- 14.14 The proposal is well connected to existing residential areas, public transport connections and community facilities. As such, the proposal encourages pedestrian movement. With regard to trip generation, the busiest time would be lunchtime which generates 62 trips of which 53 are generated from the commercial element of the scheme. The overall trip generation of the site is not expected to have a noticeable impact on the existing transport network.

Servicing and Waste Management

- 14.15 The proposal would be serviced from the approved central service area in Area C. It is anticipated that this proposal would generate up to 14 vehicles between (07.00-08.00) A further 5 vehicles are likely to be generated throughout the day.
- 14.16 The proposal would be serviced by a waste storage facility in the basement of Area D. A management company would be responsible for collecting the waste and transferring it to the ground floor for collection.

15 Planning Obligations and CIL

- 15.1 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.
- 15.2 Regulation 122 of the Community Infrastructure Levy Regulations provides that “a planning obligation may only constitute a reason for granting planning permission if the obligation is:
- a) necessary to make the development acceptable in planning terms; and**
 - b) directly related to the development; and**
 - c) fairly and reasonably related to the scale and kind of the development.”**

National Planning Policy Framework

- 15.3 This is reflected in paragraph 203 of the NPPF which states that local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.
- 15.4 Paragraph 205 states that where obligations are being sought or revised, local planning authorities should take account of changes in market conditions over time and, wherever appropriate, be sufficiently flexible to prevent planned development being stalled.
- 15.5 Paragraph 206 states that planning conditions should only be imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects.

London Plan Policy

- 15.6 Under Policy 8.2 of the London Plan, “Planning obligations” boroughs should include

appropriate strategic as well as local needs in their policies for planning obligations.

- 15.7 Policy 8.2 further states that boroughs, when negotiating planning obligations, should seek a contribution towards the full cost of provision that is fairly and reasonably related in scale and in kind to the proposed area and its impact on the wider area.
- 15.8 The use of planning obligations is specifically required through Core Strategy policy CS19 'delivering and monitoring the core strategy' although a whole range of individual development policies may be used to justify an obligation.
- 15.9 Core Strategy policy CS19 states that the Council will use planning obligations, and other suitable mechanisms, where appropriate, to; support sustainable development; secure any necessary and related infrastructure, facilities and services to meet the needs generated by development; and mitigate the impact of development.
- 15.10 The Applicant confirms that they will enter into a Legal Agreement with the Council to secure the reasonable and necessary planning obligations associated with the development in accordance with Regulation 122 of the CIL Regulations, the NPPF and Core Strategy Policy CS19.
- 15.11 The package of s106 contributions involved with this development would include:
 - a. Provision of affordable housing on-site
 - b. Service Management Plan
 - c. Construction Management Plan
 - d. Travel Plan
 - e. Energy and Sustainability Plan
 - f. Employment and Training
 - g. Carbon offsetting
- 15.12 In addition to the items above, the Applicant owns a number of sites around Camden Town which may be coming forward for redevelopment. The Applicant would wish for this over provision of residential space to be taken into consideration when the application for the Camden Market site is submitted and assessed against Policy DP1.

15.13 The development will require Mayoral CIL and Camden CIL payments in accordance with the Community Infrastructure Levy Regulations 2010 as amended.

16 Summary and Conclusions

- 16.1 This proposal has been discussed with Camden Council and local stakeholders over a number of months to enable the redevelopment of this vacant site.
- 16.2 The Applicant has instructed AHMM to design a scheme which revitalises this part of Camden Town.
- 16.3 This statement comprehensively demonstrates the need for the redevelopment of the site against the London Plan and Camden's Core Strategy and Development Policies.
- 16.4 In accordance with all levels of policy, the proposed scheme provides the following benefits:
- i. 24 high quality apartments;
 - ii. Flexible office/gym floorspace;
 - iii. New and improved public realm;
 - iv. Replacement steps and a new cycle gully from the towpath onto Kentish Town Road
 - v. High quality architecture which complements the approved masterplan and responds to its local context.
- 1.1 The proposals are at the heart of the strategic Core Strategy objectives. These objectives are met through:
- i. creating a sustainable development which adapts to a growing population;
 - ii. providing a range of employment opportunities;
 - iii. providing open spaces and encourages walking and cycling this enabling people to lead active healthy lives; and
 - iv. creating a safe and secure environment for existing and future residents and workers.
- 16.5 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act, the application proposals meet the objectives of the Development Plan including relevant London Plan, Camden Council's Core Strategy and Development

Management policies and the Hawley Wharf Area Planning Framework. There are many other material planning considerations of significant weight that justify the grant of planning permission.

- 16.6 This statement therefore concludes that the proposed development complies with the aims and objectives of national, regional and local planning policy and should be granted planning permission accordingly.

