



GERALDEVE

Town Planning Statement
Camden Wharf
28 Jamestown Road, NW1

On behalf of: Castlehaven Row Limited

Date: November 2016

NFD/J10208/Reports

© copyright reserved 2016 Gerald Eve LLP

72 Welbeck Street London W1G 0AY
Tel. +44 (0)20 7493 3338
www.geraldeve.com

Contents

Page

1	Executive Summary	3
2	Introduction	4
3	Site and Context	6
4	Planning History	8
5	Development Proposals	9
6	Planning Policy	12
7	Key Planning Considerations	15
8	Land Use	17
9	Design and Accessibility	22
10	Townscape, Heritage and Conservation	26
11	Transport, Servicing and Waste	29
12	Sustainable Development	32
13	Planning Obligations and CIL	36
14	Summary and Conclusions	38

1 Executive Summary

- 1.1 This planning application brings forward proposals for the refurbishment and development of Camden Wharf, on behalf of Castlehaven Row Limited (the Applicant).
- 1.2 Camden Wharf is a ground plus 3 storey (with additional roof plant level) concrete-framed, rendered building on Jamestown Road, built in the early 2000s with retail at ground floor and Class B1 offices above.
- 1.3 The site overlooks the Regent's Canal and faces north-west overlooking Camden Lock Market. Also in front of the site is the grade II listed Lock Keeper's Cottage.
- 1.4 In summary, the Proposal seeks to refurbish and extend the Site to provide additional B1 employment floorspace and a new 4th floor of flexible B1/A3 use.
- 1.5 The Proposal would also enhance the public realm around the Site with new hard and soft landscaping and visitor cycle parking.
- 1.6 The Proposal will achieve this and will comply with the Development Plan policies, guidance and standards contained therein. The scheme goes to the very heart of the principles contained in the National Planning Policy Framework, the London Plan and the Camden Local Development Framework.

2 Introduction

2.1 Castlehaven Row Limited (herein referred to as 'the Applicant') is bringing forward a planning application for the site known as Camden Wharf ('the Site'). The application proposals would refurbish and develop this prominent canal-side building, enhancing its retail offer, providing modern office floorspace and significantly improving its public realm.

2.2 The description of development for the Proposal is as follows:

“Extensions to the second and third floor levels in connection with their ongoing use as B1 offices; new fourth floor level extension for use as either B1 office or A3 restaurant; reconfiguration of service yard and external alterations at street level to provide ancillary lobby area with shopfront to serve the fourth floor level; provision of showers and cycle parking; re-landscaping and enhancement of public realm and other incidental works all in connection with the proposed development.”

('the Proposal')

2.3 In summary, the Proposal, developed by Barr Gazetas, would deliver the following benefits:

- a. New, high end restaurant offering views across the borough;
- b. Increased provision of Class B1 office floorspace;
- c. Provision of cycle storage and end of journey facilities;
- d. Enhanced landscaped public realm around the Site;
- e. Improved bio-diversity and sustainability credentials across the Site.

2.4 This Town Planning Statement provides a comprehensive review of national, regional and local planning policy and guidance relevant to the nature of the development Proposal 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.

2.5 The Proposal has been the subject of extensive pre-application discussions with officers at the London Borough of Camden (LBC) and the Regent's Canal

Conservation Area Advisory Committee.

- 2.6 For the reasons set out in this Town Planning Statement, we consider that the Proposal is in accordance with the objectives of town planning policy and guidance, would deliver important design and land use benefits, and would create a high quality development.
- 2.7 This statement should be read in conjunction with the plans and drawings prepared by Barr Gazetas and submitted as part of the planning application, as well as the following documents which are also submitted for consideration:
- Planning Application and CIL Forms, prepared by Gerald Eve LLP;
 - Design and Access Statement including Townscape Statement, prepared by Barr Gazetas;
 - Existing, Demolition and Proposed Drawings, prepared by Barr Gazetas;
 - Sustainability Statement prepared by Arup;
 - Energy Strategy, prepared by Arup;
 - Noise Impact Assessment, prepared by Arup;
 - Transport Statement including Servicing and Waste Management Strategies, prepared by Arup;
 - Draft Construction Management Plan, prepared by Arup;
 - Draft Restaurant Operational Management Strategy, prepared by Castlehaven Row Ltd;
 - Daylight and Sunlight Assessment prepared by Point 2 Surveyors; and
 - Ventilation and Extraction Details, provided by Arup.

3 Site and Context

- 3.1 The Site known as Camden Wharf measures 0.3 hectares and is located in a prominent position to the west of Camden High Street, south of Camden Lock and fronting directly onto the Grand Union Canal. Jamestown Road runs along the south of the Site and there is a private access road between the Site and the neighbouring Holiday Inn hotel to the west.
- 3.2 The Site is not listed but is located within the Regent's Canal Conservation Area. Directly to the north of the Site fronting the canal is 289 Regent's Canal (also known as the Lock Keeper's Cottage), a part single part two storey Grade II listed building which is currently in use as a café and information centre.
- 3.3 The Site comprises a ground plus 3 storey building (with additional roof plant level) designed by CZWG and constructed in 2001. The building appears to have been designed to step back from Jamestown Road at each floor, with a similar stepped design to the Grand Union Canal elevation.
- 3.4 On their website, CZWG describes how the design rationale for the office building element, which contrasts with the orthogonality of the Holiday Inn hotel (adjacent to this site), comprises a ziggurat of curved façades running east-west facing the locks. The two building forms emphasise the two differing forms of the canal, a wide basin to the west and long narrow locks either side of the bridge to the east. The curved form also acts as a backdrop to the gaiety of the listed cottage – a free-standing folly with its own little garden.
- 3.5 The existing building contains a combination of retail and restaurant units at ground floor level, with Class B1 offices above.
- 3.6 The Market Hall Building of Camden Lock Market on the opposite side of the canal is a two storey building comprising mainly retail and leisure uses forming part of the wider Camden Lock Market site.

Site Designations

- 3.7 With regards to the Site's planning policy designations, it is located within Camden

Town Centre; the Regent's Canal Conservation Area, Sub Area One (Camden Lock) and is designated as an Archaeological Priority Area (Canalside Industry). The East of the site is located partly within the 'Parliament Hill oak tree to the Palace of Westminster' Designated Viewing Corridor.

3.8 In addition to the Lock Keeper's Cottage, the following buildings in the proximity of the Site are statutorily listed (all Grade II) –

- Roving bridge over Grand Union Canal west of Hampstead Road Lock;
- Hampstead Road Lock on the Grand Union Canal;
- Hampstead Road Bridge over Grand Union Canal;
- The Interchange canal towpath bridge over private canal entrance; and
- The Interchange on north side of Grand Union Canal.

3.9 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 300 metres to the south of the site; Camden Road Overground station located 600 metres to the east of the Site. In addition, there are numerous bus routes which stop outside the Site. Further information on the Site's accessibility is contained within the Transport Statement prepared by Arup.

4 Planning History

- 4.1 The original planning permission for the existing building was granted in March 1999 for the erection of a ground plus 3 storey building comprising class A3 (food and drink) on the ground floor, class A1 (retail) on part of the ground and first floors, class B1 (business purposes) on the upper floors and use of the former lock-keeper's cottage as a café and canal information centre.
- 4.2 From a review of Camden's online planning records there does not appear to be any further significant permissions following the completion of the building. Records relate only to the introduction of signage and a generator on Site.

5 Development Proposals

5.1 Planning permission is sought for:

“Extensions to the second and third floor levels in connection with their ongoing use as B1 offices; new fourth floor level extension for use as either B1 office or A3 restaurant; reconfiguration of service yard and external alterations at street level to provide ancillary lobby area with shopfront to serve the fourth floor level; provision of showers and cycle parking; re-landscaping and enhancement of public realm and other incidental works all in connection with the proposed development.”

5.2 The Proposal 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.

5.3 The Proposal seeks to refurbish the building, extending the existing second and third floor levels to provide Class B1 office floorspace and creating a new fourth floor level extension in lieu of the existing roof plant room. A larger terrace will be created at fourth floor level with a new anodized metal balustrade. At roof level, the plant area will be relocated and a new dual Class A3/B1 space created.

5.4 Cycle parking and end of journey facilities will be provided within the development. Visitor cycle parking will be located outside the building within the public realm. The Proposal is car free.

5.5 The Proposal includes the enhancement of the public realm between the Site and the Holiday Inn, with a focus on increasing accessibility, permeability and visual amenity.

Design Approach

5.6 The Proposal seeks to extend the building in a way that is in keeping with the existing proportions. The new B1/A3 floor is subtly integrated as a lightweight structure with an anodized metal screen.

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

Land Use Summary

5.8 Across the Site, the Proposal would result in an increase of Class B1 office and Class A3 retail uses within the following overall areas set out in Table 1:

Table 1: Existing and Proposed Floor areas by Use Class

Use Class	Existing GEA	Proposed GEA	Difference in GEA
A1	378	378	0
A3	1502	1502	0
B1	3370	3556	+186
Shared ancillary B1/A3	357	446	+89
B1/A3	0	641	+641
Ancillary plant	406	437	+30
Total	6013	6960	+946

Office Use

5.9 The Proposal includes 947sqm additional commercial use.

Residential requirement under Development Policy DP1

5.10 Under LB Camden Policy DP1, a housing requirement of 473sqm (on-site) or 946sqm (off-site) is triggered by the Proposal. LB Camden has agreed during pre-application discussions that this housing requirement can be provided as an off-site solution. A separate planning application has been submitted for the site known as

the 'Open University', 1-11 Hawley Crescent. The application will comprise an additional 990sqm GEA of class C3 residential use to satisfy Policy DP1.

Restaurant Use

- 5.11 If the new 4th floor is used as a restaurant, it will be accessed via a separate lobby area off the existing private service road to the west of the Site. The proposal includes a separate staff entrance with shower facilities on the ground floor next to the lobby. There will be a new goods lift at the back of the site which will lead to the kitchen and back of house facilities on the fifth floor. The restaurant will provide a maximum of 166 covers.

Public Realm

- 5.12 The private road to the west of the Site alongside the Holiday Inn is currently used for loading and unloading deliveries and car parking. It has poor connections with the canal path and is very infrequently used by pedestrians. The Proposals will enhance this area of public realm by resurfacing the area, removing car parking and adding hard and soft landscaping features. The public realm strategy has been designed following a dialogue with LB Camden Highways and Design Officers.

Consultation

- 5.13 A series of meetings were held with Camden Council officers to discuss design, accessibility, transport and public realm and sustainability. In addition, a meeting was arranged with the Regent's Canal Conservation Area Advisory Committee and the Holiday Inn to discuss the proposals.

6 Planning Policy

6.1 The statutory development plan for the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 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.

6.2 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)

6.3 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.

6.4 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.

6.5 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)

- 6.6 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.
- 6.7 With regard to decision taking, the PPG is a material consideration in the determination of planning applications.

The London Plan (March 2015)

- 6.8 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.
- 6.9 This version of the London Plan was adopted in March 2015 and consolidates the alterations to this document since 2011.

Local Planning Policy

- 6.10 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.
- 6.11 LB Camden is undertaking a review of their current planning policy documents. Consultation on the Local Plan Submission Draft ran for 8 weeks from 8th February to the 4th April 2016. On 24th June 2016 the Council submitted the Camden Local Plan and supporting documents to the Secretary of State for independent examination. As the replacement Local Plan is still under examination it has very limited weight.

Allocations and Designations

- 6.12 The site is not located within the Central Activities Zone. The site lies within Camden Town Centre and the Regent's Canal Conservation Area, as well as an Archaeological Priority Zone.

Community Infrastructure Levy (CIL)

- 6.13 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 the central London boroughs 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.
- 6.14 Camden Council's CIL was adopted on 1st April 2015. The following rates will apply to this planning application:
- a Office £25
 - b Retail and other commercial uses £25

7 Key Planning Considerations

Strategic Planning Considerations

- 7.1 The proposed development is supported by strategic objectives at all levels of planning policy and guidance.
- 7.2 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.
- 7.3 The Planning for Growth statement emphasises the importance of securing economic growth and employment.
- 7.4 At a regional level, the site is 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 plan seeks to encourage efficient use of land by ensuring that development proposals achieve the maximum intensity of use compatible with the local context.
- 7.5 At a local level, the strategic objectives for LB Camden 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.
- 7.6 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 for a significant increase of retail floorspace.
- 7.7 The key planning considerations affecting the redevelopment of the site are

considered in full in the subsequent sections of this statement.

8 Land Use

A3 Retail

- 8.1 At a national planning policy level, paragraph 23 of the NPPF states that planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period.
- 8.2 The guidance makes clear that local planning authorities should promote competitive town centres that provide customer choice and a diverse retail offer and which reflect the individuality of town centres.
- 8.3 Paragraph 23 goes on to state that it is important that needs for retail and other town centre uses are met in full and are not compromised by limited site availability.
- 8.4 At a regional level, the London Plan sets out a number of policies relating to town centres and retail development. In particular policy 2.15 concerns town centres, requiring developments in these areas to:
- a) Sustain and enhance the vitality and viability of the centre
 - b) Accommodate economic and/or housing growth through intensification and selective expansion in appropriate locations
 - c) Support and enhance the competitiveness, quality and diversity of town centre retail, leisure and other consumer services
 - d) Be in scale with the centre
 - e) Promote access by public transport, walking and cycling
 - f) Promote safety, security and 'lifetime neighbourhoods'
 - g) Contribute towards an enhanced environment, urban greening, public realm and links to green infrastructure
 - h) Reduce delivery, servicing and road users conflict
- 8.5 Camden Town is identified as a 'major' centre within the hierarchy of London town centres in the London Plan. Annex 2 of the Plan provides strategic guidance on policy directions for individual town centres, including their potential for growth. Camden Town is identified as a regional/sub-regional night time economy cluster and a 'medium' policy direction meaning 'centres with moderate levels of demand for retail, leisure or office floorspace and with physical and public transport to

accommodate it' (paragraph A2.5).

- 8.6 Policy 4.7 relates to retail and town centre development and supports retail assessments in order to bring forward capacity for retail and commercial development in town centres at a scale appropriate to the size, role and function of the centre and its catchment area. Policy 4.8 relates to 'supporting a successful and diverse retail sector'.
- 8.7 At a local level, the Core Strategy (policies CS1, CS3 and CS7) confirms that the site, located within Camden Town, is a suitable location for accommodating growth in retail floorspace.
- 8.8 Policy CS1 sets out the distribution of growth within the Borough. The policy seeks sustainable development which makes the most efficient use of limited land and buildings. The policy directs new development to be concentrated in 'growth areas' and other 'appropriate development at other highly accessible locations' including Camden Town.
- 8.9 Core Strategy policy CS7 relates to the LBC's strategy for promoting Camden's centres and shops, including the provision of additional retail floorspace. The Core Strategy recognises a need for between 27,000 and 31,000sqm of new retail floorspace in the borough by 2026, in addition to that planned to be provided at King's Cross and St. Pancras.
- 8.10 In terms of retail, the Development Policies, policy DP10 relates to helping and promoting small and independent shops.
- 8.11 Policy DP12 relates to supporting strong centres and managing the impact of food, drink, entertainment and other town centre uses on residential amenity.
- 8.12 The site is located within Camden Town Centre. The Proposal includes 641sqm flexible use within either Class A3 or B1.
- 8.13 There is a significant demand for high quality A3 restaurant space in the Borough, specifically in Camden Town. The existing roof of Camden Wharf is unsightly with large plant items, which will be relocated to a plant deck at the first floor to the back

of the building in order to create the new flexible restaurant/office floor. The large rooftop terrace will provide panoramic views over the Regent's Canal and Camden Town.

- 8.14 The Applicant has a clear aspiration for the proposed restaurant which is a high quality dining experience, providing something different to the majority of dining options currently in the area.
- 8.15 It is considered that the Proposal would continue to successfully contribute to the vitality and viability of Camden Town Centre and the London economy, thus meeting the retail policies contained within national, regional and local policy

Employment

- 8.16 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
- 8.17 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.
- 8.18 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.
- 8.19 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; 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.

- 8.20 The Proposal seeks to enhance Camden Town by providing space to nurture small businesses and flexible space which is suitable for small businesses which are creative and cultural. It also provides a range of employment opportunities during the day and evening.
- 8.21 With the office extensions on the third and fourth floors and the potential to use the fifth floor as offices, it is considered that the Proposal could create a significant increase of jobs from the existing scenario, approximately 61, with regard to the Homes and Communities Agency's Employment Density Guide (3rd Edition). The proposal therefore meets the economic policies contained within national, regional and local policy.

Mixed Use Policy

- 8.22 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.
- 8.23 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. The Council will require any secondary uses to be provided on site, particularly where 1,000 sqm (gross) of additional floorspace or more is proposed. Where inclusion of a secondary use is triggered by policy but cannot practically be achieved on the site, the Council may accept a contribution to the mix of uses elsewhere in the area, or exceptionally, a payment in lieu.
- 8.24 Under LB Camden Policy DP1, a housing requirement of 473sqm (on-site) or 946sqm (off-site) is triggered by the Proposal. LB Camden has agreed during pre-application discussions that this housing requirement can be provided as an off-site solution. A separate planning application will therefore be submitted for the site known as the 'Open University', 1-11 Hawley Crescent. The application will comprise

an additional 990sqm of residential use to satisfy Policy DP1.

9 Design and Accessibility

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

National Planning Policy

9.2 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.

9.3 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.

9.4 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.

9.5 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).

9.6 Paragraph 75 of the NPPF states that public rights of way and access should be enhanced and protected.

London Plan Policy

9.7 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.

9.8 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.

9.9 Policy 7.2 requires all new development in London to achieve the highest standards of accessible and inclusive design.

9.10 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.

9.11 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.

Local Planning Policy

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

Assessment

- 9.14 The Proposal has been designed to:
- Improve the setting of and accessibility to the Grade II listed Lock Keeper's cottage adjacent to the Site;
 - Create a significantly enhanced public realm in terms of spatial qualities, legibility, accessibility and visual amenity;
 - Create new floorspace specifically designed to promote a high quality restaurant offer or modern office floorspace;
 - Significantly improve the design of the building including its existing facades and the new fourth floor to positively enhance the setting of the Conservation Area and views in and around the Regent's Canal.
- 9.15 Anodized metal panels create a screen over the glazed extension and provide an interesting and unique finish to the roof. Anodized metal balustrades are proposed at third and fourth floors. The back of the new extension will be rendered to match the existing building below which will be cleaned and painted.
- 9.16 A new glazed shopfront/entrance lobby with anodized metal details to match the metal louvered screen at fourth floor will be installed in place of the existing bi-folding gate and service yard. Tables and chairs will be positioned in a dedicated seating area in front of the lobby. Lighting is proposed to improve security and the pedestrian comfort.
- 9.17 With regards to the **public realm**, the proposal seeks to visually improve the space around the Site and encourage its use by pedestrians, generally improving

accessibility for all.

Accessibility

- 9.18 One of the key aims of the proposals is to improve access across the site. The Private Road will be fully repaved to provide for a levelled surface from Jamestown Road towards The Regent's Canal while maintaining access and levelled thresholds to the existing building and Holiday Inn hotel entrances. An extended 3m wide ramp will connect the road to the public realm overlooking at the Canal.
- 9.19 A new fully accessible entrance and lobby is proposed at ground floor in place of the existing services yard. A DDA compliant platform lift and lift will connect the ground floor with the new top floor extension. New ancillary spaces are also proposed at ground floor within the former services yard area. These will be accessible from the public realm road through a levelled threshold and will include DDA compliant facilities.
- 9.20 Therefore, it is considered that the Proposal complies with the relevant national, regional and local planning policies.

10 Townscape, Heritage and Conservation

10.1 The Site is not listed. The designated 'heritage assets' in the vicinity of the Site include the Regent's Canal Conservation Area and the Lock Keeper's Cottage which is Grade II listed. Other nearby listed buildings (all Grade II) include –

- Roving bridge over Grand Union Canal west of Hampstead Road Lock;
- Hampstead Road Lock on the Grand Union Canal;
- Hampstead Road Bridge over Grand Union Canal;
- The Interchange canal towpath bridge over private canal entrance; and
- The Interchange on north side of Grand Union Canal.

10.2 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.

10.3 Paragraph 132 states that when considering the impact of a proposed development of the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting.

10.4 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.

10.5 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.

10.6 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;

10.7 Townscape. Heritage and the Visual Impact of the Proposal are considered in the Design and Access Statement prepared by Barr Gazetas.

10.8 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. Camden Lock is considered to have a 'hard industrial character'.

10.9 The Conservation Area Appraisal 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."

- 10.10 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.
- 10.11 The Proposal has been carefully considered and designed in consultation with LBC officers and the Regent's Canal Conservation Area Advisory Committee to ensure that its setting and its immediate historic context and character will be sustained and enhanced, in line with the policies of the NPPF. An understanding of the significance and characteristics of the historic environment within the vicinity of the site has informed the design concept.
- 10.12 With regards to the policies of the NPPF, the Proposal would not cause damage or loss of the significance to the Conservation Area, but would offer potential for enhancement. The proposal will relate to the massing, materials, proportions and architectural features of the surrounding buildings in order to enhance the Conservation Area.
- 10.13 The new design respects the scale of the particular location and complements the appearance, character and setting of the existing building, the surrounding buildings and the Regent's Canal. The massing of the Proposal has been studied extensively as demonstrated in the views included in the DAS. These view shows that the existing building proportions have been respected and that the Proposal's scale is in keeping with the surrounding area.
- 10.14 In addition, the Proposal seeks to strengthen the communal value of the site by improving the function and attractiveness of the public realm and therefore connections to other significant sites within the Conservation Area.

11 Transport, Servicing and Waste

- 11.1 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.
- 11.2 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.
- 11.3 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”.
- 11.4 Policy 6.9 states that “the Mayor will work with all relevant partners to bring about a significant increase in cycling in London
- 11.5 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”.
- 11.6 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.
- 11.7 At a local level, Core Strategy policy CS11 seeks to promote the delivery of transport infrastructure and the availability of sustainable transport choices.
- 11.8 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.
- 11.9 Development Policy DP17 seeks to promotes walking, cycling and public transport.

- 11.10 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.
- 11.11 The Applicant has worked with LBC to discuss the scope of the proposals relating to parking and servicing.
- 11.12 The site has a PTAL of 6b. Camden Town Underground station is approximately 300m to the south of the site, and Camden Road Overground station is approximately 600m to the east of the site. In addition, there are a number of bus routes which are close to the site.

Car and cycle spaces

- 11.13 In line with DP18 and London Plan policy, the Proposal is car-free. As part of this development, a number of new facilities for staff and visitors have been incorporated, to help them make sustainable trips. Cycle parking standards for A3 use are higher than standards applicable to B1 use and therefore the higher standards have been applied when determining the cycle parking demand for the new B1/A3 space on the fourth floor. The design proposals enhance the level of cycle parking provision in excess of LBC and London Plan policy requirements with 8 long-stay and 16 short-stay cycle parking spaces. Showers and lockers are also provided.

Pedestrian Movement

- 11.14 The Proposal is well connected to existing residential areas, public transport connections and community facilities. As such, the Proposal encourages pedestrian movement. The site has numerous pedestrian accesses, both from the canal-side and Jamestown Road. With regard to trip generation, it is anticipated that there could be an additional 133 trips per day associated with the new fifth floor in use as a restaurant (this being the worst case), based on 166 covers at 80% occupancy. It is noted that a significant proportion of these trips will be from people already visiting the Camden Markets and town centre and combining trips. Further details are

contained within the Transport Statement.

- 11.15 The overall trip generation of the site is not expected to have a noticeable impact on the existing transport network. The majority of trips to the site are expected to be made by walking, cycling and public transport. The proposal therefore complies with national, regional and local policies.

Servicing and Waste Management

- 11.16 The Site has an existing loading bay on the ground floor that has been in use as storage for many years. A servicing survey of the Site was undertaken to inform the proposed servicing strategy. Servicing for the building currently takes place from Camden High Street, Jamestown Road and the private access road to the west in between the Site and the Holiday Inn. The majority of servicing and delivery vehicle trips to the Site use the private access road. Refer to the Transport Statement for full details.
- 11.17 The servicing strategy proposes the introduction of a loading bay on the private access road in lieu of the existing bay, which will be converted to a lobby to serve the new fourth floor. The road will be fully managed with rising bollards to replace the existing vehicle barrier and sufficient space has been provided for a vehicle to wait off Jamestown Road whilst the bollards are lowered. Servicing on Camden High Street and Jamestown Road will continue as existing.
- 11.18 With regards to waste, a central waste store is provided at ground floor level in the Proposal comprising two rooms – one for recycling and one for general waste. Refuse will be placed outside the building by the facilities management team for collection in line with the existing arrangements.

12 Sustainable Development

- 12.1 An Energy Strategy and Sustainability Statement prepared by Arup have been submitted to accompany the planning application. This assesses how the Proposal accords 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

- 12.2 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).
- 12.3 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

- 12.4 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).
- 12.5 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.

Local Planning Policy

- 12.6 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.

12.7 Development Policies policy DP22 requires development to incorporate sustainable design and construction measures including providing green and brown roofs; expecting non-domestic development to achieve BREEAM '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.

12.8 In accordance with policy 5.1 of the London Plan, the Energy Strategy proposes the following energy efficient measures. Regard should be had to the fact that the Proposal is 'minor' in nature (i.e. less than 1000sq.m uplift in floorspace), and that the energy targets set out in London Plan Policy 5.1 do not therefore apply.

Use Less Energy – 'Be Lean'

12.9 The Proposal would minimise energy consumption through efficient plant and controls. The following measures are proposed: -

- Gas fired boilers with seasonal efficiency
- High efficiency water cooled chillers
- New air handling units with efficient heat recovery
- Energy monitoring and targeting facilities
- Low Energy Lighting and Lighting Control

Supply energy efficiently – 'Be Clean'

12.10 Unfortunately there is not an opportunity for the Site to connect to a district heat

network. There is also very limited opportunity to implement an onsite Combined Heat and Power (CHP) or decentralised energy network due to technical feasibility with multiple tenants and economic viability issues.

Use renewable energy – ‘Be Green’

- 12.11 A preliminary appraisal of the Proposal has been undertaken to establish the potential contributions renewable and Low or Zero Carbon (LZC) technologies could provide. The appraisal has considered both large and small scale technologies and an extensive PV (photovoltaic) system will be implemented on the roof.
- 12.12 The above measures combined, the Proposal will reduce the baseline regulated carbon dioxide emissions by 25.7%.
- 12.13 The Proposal will meet BREEAM ‘Excellent’, with a pre-assessment score of 73.91%. It is not anticipated that construction of the Proposal will generate significant air quality effects in the surrounding area, however the contractor will be required to control dust on site as part of the Construction Management Plan (submitted in draft with this application).

Noise

- 12.14 A Noise Impact Assessment has been undertaken by Arup and submitted with this application. The assessment found that baseline noise levels are fairly high, which is commensurate with an urban environment. Levels are lower on the north-eastern elevation, however noise limits for the development have been attained with reference to LB Camden guidance, and mitigation developed where necessary. The assessment confirms that the Proposal is unlikely to give rise to any significant adverse impacts on health and quality of life in relation to noise.

Daylight & Sunlight

- 12.15 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).

- 12.16 Point 2 Surveyors has carried out a daylight and sunlight 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
- 12.17 The assessment considers properties at 269-285 (odd) Camden High Street and 10 Jamestown Road; these being the only properties in the vicinity that are registered as residential or inclusive of a residential element. The assessment concludes that all of these properties are fully compliant with the recommendations of the BRE Guidelines in that their residential habitable rooms will experience no change in their daylighting condition or less than a 20% reduction in both Vertical Sky Component and No Sky Line as a result of the Proposal.

13 Planning Obligations and CIL

- 13.1 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.
- 13.2 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

- 13.3 Paragraph 203 of the NPPF 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.
- 13.4 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.
- 13.5 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

- 13.6 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.

- 13.7 Policy 8.2 further states that boroughs, when negotiating planning obligations, should seek a contribution that is fairly and reasonably related in scale and in kind to the proposed development and its impact on the wider area.
- 13.8 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.
- 13.9 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.
- 13.10 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.
- 13.11 The package of s106 obligations for the Proposal are likely to include:
- a. Off-site provision of Housing at 1-11 Hawley Crescent
 - b. Servicing Management Plan
 - c. Construction Management Plan
 - d. Monitoring costs
- 13.12 The development will require Mayoral CIL and Camden CIL payments in accordance with the Community Infrastructure Levy Regulations 2010 as amended. These are estimated below.

Mayoral CIL: £45,400

LB Camden CIL: £113,700

14 Summary and Conclusions

- 14.1 This Proposal has been discussed with Camden Council and local stakeholders over a number of months to enable the refurbishment and development of the Site.
- 14.2 In summary, the Proposal seeks to refurbish and extend the Site to provide additional B1 employment floorspace and a new floor of flexible B1/A3 use, whilst enhancing the public realm around the Site.
- 14.3 This statement comprehensively demonstrates the acceptability of the Proposal against the NPPF, London Plan and Camden's Core Strategy and Development Policies.
- 14.4 In accordance with all levels of policy, the proposed scheme would provide the following benefits:
- i. Improving visual amenity, accessibility and circulation around the Site
 - ii. Using high quality architecture and design to deliver the sensitive and contextual refurbishment of the building.
 - iii. Provision of cycle parking and end of journey facilities.
 - iv. Creating a high quality dining experience opening up views of Camden Town and the Regent's Canal Conservation Area to the public.
 - v. Increase of employment floorspace.
- 14.5 The Proposals are at the heart of the strategic Core Strategy objectives. These objectives are met through:
- i. Providing a range of employment opportunities.
 - ii. Improving the public realm and encouraging walking and cycling.
- 14.6 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act, the application Proposals meets the objectives of the Development Plan including relevant London Plan, Camden Council's Core Strategy and Development Management policies.
- 14.7 This statement therefore concludes that the Proposal complies with the aims and objectives of national, regional and local planning policy and should be granted

planning permission accordingly.