|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Address:** | **Camden Lock Market Site**  **Chalk Farm Road**  **London**  **NW1 8NH** | | | **6&7** |
| **Application Number:** | 2015/4774/P  2015/4812/L | **Officer: David Fowler** | |
| **Ward:** | Camden Town |  | |
| **Date Received:** | **18/08/2015** | | | |
| **Proposal** (Planning application)**:**  Demolition of existing timber Pavilion building, Middle Yard buildings and canopy structures and internal floors in East Yard. Construction of new Middle Yard building comprising basement and part three, part five storeys; single storey Pavilion building; new third storey on north-east of market hall building, bridge over the canal basin; deck area over Dead Dog Basin; and double pitched roof structure over East Yard. Change of use of existing East Vaults for flexible market uses (Classes A) and exhibition/events use (Classes D1 and D2); use of Middle Yard basement as exhibition/events venue (Classes D1 and D2); and use of the rest of the site for market uses (Classes A and B1). Ancillary works and alterations to existing structures and surfaces and other public realm improvements. | | | | |
| **Background Papers, Supporting Documents and Drawing Numbers:**  Existing drawings:  Site Plan P03 000, P01 100, P01 101, P01 102, P01 103, P01 104, P01 105, P01 200, P01 201, P01 202, P01 203, P01 204, P01 300, P01 301, P01 302, P01 303, P01 304, P01 305, P01 307, P91 000, P91 100, P91 001, P91 101.  Proposed drawings:  P00 498, P00 499, P00 500, P00 501, P00 502, P00 503, P00 504, P00 098, P00 099, P00 100, P00 100, P00 102, P00 103, P00 104, P00 105, P02 100, P02 101, P02 102, P02 103, P02 104, P03 100, P04 000, P04 001, P04 002, P04003, P04 004, P04 005, P04 007, P04 100, P04 101, P04 102, P04 103, P04 104, P04 050 P04, 051, P04 052, P04 053, P05 000, P05 001, 05 002, P05 003, P05 004, P05 005, P05 100, P05 101, P05 102.  Documents: Town Planning Statement (Gerald Eve) dated August 2015, Design and Access Statement (Piercy & Company) August 2015, Heritage, Townscape and Visual Impact Assessment (Stephen Levrant Architecture) August 2015, Acoustics Strategy for Planning (Hoare Lea) August 2015, Energy Statement revision 3 (Hoare Lea) August 2015, Sustainability Statement revision 3 (Hoare Lea) August 2015, Economic and Retail Report (RPS) August 2015, Statement of Community Involvement (London Communications Agency) August 2015, Market Management Plan (Castlehaven Row Limited) August 2015, Transport Assessment incorporating interim Travel Plan (Arup) August 2015, Air Quality Report (Waterman) August 2015, Historic Environment Assessment (MOLA) August 2015, Basement Impact Assessment (CGL) August 2015, Arboricultural Report (AECOM) August 2015, Arboricultural Report Addendum (AECOM) 8.12.15, Construction Management Plan (Mace) August 2015. | | | | |
| **RECOMMENDATION SUMMARY:**  **Grant conditional planning permission subject to S106 Legal Agreement** | | | | |
| **Proposal** (Listed building application)**:**  Demolition of existing timber Pavilion building, Middle Yard buildings and canopy structures and internal floors in East Yard. Construction of new Middle Yard building comprising basement and part three, part five storeys; single storey Pavilion building; bridge over the canal basin; deck area over Dead Dog Basin; and double pitched roof structure over East Yard. Change of use of existing East Vaults for flexible market uses (Classes A) and exhibition/events use (Classes D1 and D2); use of Middle Yard basement as exhibition/events venue (Classes D1 and D2); and use of the rest of the site for market uses (Classes A and B1). Ancillary works and alterations to existing structures and surfaces and other public realm improvements. | | | | |
| **Background Papers, Supporting Documents and Drawing Numbers:**  Existing drawings:  Site Plan P03 000, P01 100, P01 101, P01 102, P01 103, P01 104, P01 105, P01 200, P01 201, P01 202, P01 203, P01 204, P01 300, P01 301, P01 302, P01 303, P01 304, P01 305, P01 307, P91 000, P91 100, P91 001, P91 101.  Proposed drawings:  P00 498, P00 499, P00 500, P00 501, P00 502, P00 503, P00 504, P00 098, P00 099, P00 100, P00 100, P00 102, P00 103, P00 104, P00 105, P02 100, P02 101, P02 102, P02 103, P02 104, P03 100, P04 000, P04 001, P04 002, P04003, P04 004, P04 005, P04 007, P04 100, P04 101, P04 102, P04 103, P04 104, P04 050 P04, 051, P04 052, P04 053, P05 000, P05 001, 05 002, P05 003, P05 004, P05 005, P05 100, P05 101, P05 102.  Documents: Town Planning Statement (Gerald Eve) dated August 2015, Design and Access Statement (Piercy & Company) August 2015, Heritage, Townscape and Visual Impact Assessment (Stephen Levrant Architecture) August 2015, Acoustics Strategy for Planning (Hoare Lea) August 2015, Energy Statement revision 3 (Hoare Lea) August 2015, Sustainability Statement revision 3 (Hoare Lea) August 2015, Economic and Retail Report (RPS) August 2015, Statement of Community Involvement (London Communications Agency) August 2015, Market Management Plan (Castlehaven Row Limited) August 2015, Transport Assessment incorporating interim Travel Plan (Arup) August 2015, Air Quality Report (Waterman) August 2015, Historic Environment Assessment (MOLA) August 2015, Basement Impact Assessment (CGL) August 2015, Arboricultural Report (AECOM) August 2015, Arboricultural Report Addendum (AECOM) 8.12.15, Construction Management Plan (Mace) August 2015. | | | | |
| **RECOMMENDATION SUMMARY:**  **Grant listed building consent** | | | | |
| **Applicant:** | | | **Agent:** | |
| Castlehaven Row Limited | | | Ms Natalie Davis  Gerald Eve  72 Welbeck Street  London  W1G 0AY | |

**ANALYSIS INFORMATION**

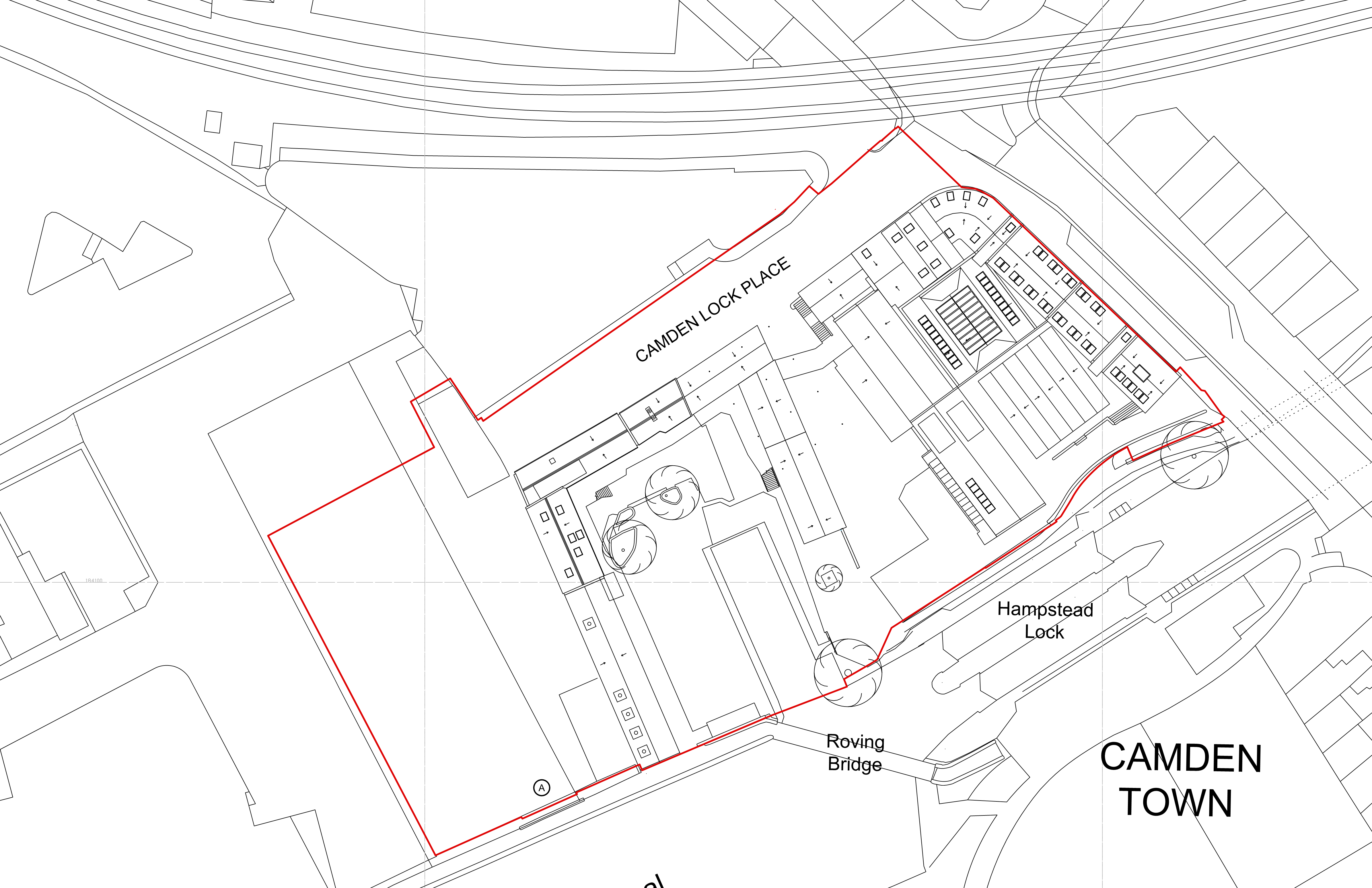
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| --- | --- | --- | --- |
| **Land Use Details:** | | | |
|  | Use Class | Use Description | Floorspace (GEA sqm) |
| Existing | Retail (Class A1) | | 2,050 |
| Restaurants & cafes (Class A3) | | 745 |
| Flexible market | | 1,921 |
| Office (Class B1) | | 1,615 |
| Flexible events/exhibition space (Class D1/D2) | | 795 |
| Class D1/D2/A1/A3/A4/A5 | | 0 |
| TOTAL | | 7,127 |
| Proposed | Retail (Class A1) | | 2,904 |
| Restaurants & cafes (Class A3) | | 1,882 |
| Flexible Class A1/A3/A4/A5 | | 2,112 |
| Office (Class B1) | | 2,626 |
| Class D1/D2 (Non-residential institutions/Assembly and leisure) | | 1,736 |
| Flexible Class D1/D2/A1/A3/A4/A5 | | 700 |
| TOTAL | | 11,960 |

|  |  |  |
| --- | --- | --- |
| **Parking Details:** | | |
|  | Parking Spaces (General) | Parking Spaces (Disabled) |
| Existing | 0 | 0 |
| Proposed | 0 | 0 |

**OFFICERS’ REPORT**

**Reason for Referral to Committee: Major development involving the construction of more than 10 new dwellings or more than 1000 sq. metres of non-residential floorspace [clause 3(i)]; and which is subject to the completion of a Section 106 legal agreement for matters which the Director of Culture and Environment does not have delegated authority [clause 3(vi)].**

1. **BACKGROUND**
   1. A planning application and a listed building consent application, relating to the grade II listed Interchange Building have been submitted for the proposed works. The proposal involves the redevelopment of some of the buildings on the site and an uplift in floorspace of 4,833sqm.
2. **SITE** 
   1. The site is roughly rectangular in shape and covers an area of 0.72ha. The site is occupied by Camden Lock Market, comprising market stalls, retail and offices. Camden Lock Market is 1 of 5 markets in Camden Town. The site includes 2 basins connected to the Regent’s Canal; one of which is open, the other which is covered by the Interchange Building to the west. The site is divided into 2 buildings and 5 areas.



**Figure 1 - Location plan**

* 1. The western building (A) is located around the perimeter of the open basin and is the more historic building on site. Building A ranges in height from 2 – 3 storeys. The eastern building, known as Market Hall was built on the site of Dingwall’s Timber Yard in the 1990s in pastiche Victorian style. The Market Hall buildings range in height from 3 – 5 storeys (highest at the rear on Camden Lock Place. The site can be divided into 5 character areas, as follows:

1. Camden Lock Place
2. East Yard
3. Middle Yard
4. West Yard
5. East Vaults/Dead Dog Basin
   1. Camden Lock Place forms the boundary of Camden Lock Market and Stables Market to the north and is occupied by retail market stalls. The Market Hall and East Yard are predominantly retail market with offices above. The Middle Yard has retail and food stalls. The West Yard and Building A comprise a food market with some retail/café space around the perimeter. The East Vaults are currently used for general storage and waste storage. Dead Dog Basin is located under the Interchange Building and is currently unused.
   2. There are currently 270 individual stalls on the site and 59 fixed retail units housing shops, cafes and restaurants. There are 3 main entertainment venues, Dingwall’s, Lock 17 and the Terrace and Canalside Bar. Dingwall’s live music venue is located on Middle Yard and has capacity for 500 people.
   3. The site is bounded to the east by Chalk Farm Road (which becomes Camden High Street south of bridge over the canal) with the Hawley Wharf site (including market) currently being redeveloped beyond, to the south by the Regent’s Canal, towpath and Camden Lock, to the west by the Interchange Building; a seven-storey office building which is grade II listed and to the north by the southern boundary of the Stables Market site, including the Gilgamesh restaurant and offices.
   4. The site is located within the Regent’s Canal Conservation Area, an Archaeological Priority Area and the Town Centre of Camden Town. An eastern section of the site is covered by a Viewing Corridor from Parliament Hill oak tree to the palace of Westminster. The Interchange Building is grade II listed and the only listed building on site. There are a number of positive contributors on site.

* 1. The towpath to the south of the site is designated as Public Open Space (POS). Camden Lock, the Roving Bridge across the canal and the vehicular bridge over the canal are all grade II listed. The Interchange Building to the west is grade II listed.
  2. The site has a PTAL rating of 6a (‘Excellent’). Camden Town Underground Station is the closest station, located approximately 350m to the south. Camden Road Station is located approximately 450m to the east and is served by Overground services. There are numerous bus services along Camden High Street and Chalk Farm Road.

1. **THE PROPOSAL**
   1. The application is for:

* Demolition of existing timber Pavilion building (the eastern side of the western Buildings, between Western Yard and Middle Yard), Middle Yard buildings and canopy structures and internal floors in East Yard.
* Construction of new Middle Yard building comprising basement and part three, part five storeys;
* The erection of a new third storey on the north-east of the Market Hall building
* Erection of single storey Pavilion building in West Yard adjacent to basin;
* Erection of bridge over the canal basin and to west bridges across the site;
* Erection of deck area over Dead Dog Basin; east and double pitched roof structure over East Yard.
* Change of use of existing East Vaults for flexible market uses (Classes A) and exhibition/events use (Classes D1 and D2);
* Use of Middle Yard basement as exhibition/events venue (Classes D1 and D2); and use of the rest of the site for market uses (Classes A and B1);
* Ancillary works and alterations to existing structures and surfaces and other public realm improvements.



**Figure 2 – Comparative existing and proposed storey heights**

* 1. The most substantial works would be the demolition of the Middle yard buildings and the erection of new buildings on this part of the site ranging from 3 storeys in the south (fronting the canal) and 6 storeys to the north (fronting Camden Lock Place). The new building would be constructed out of bronze sheet metal cladding, hand-made bricks, aluminium metalwork and timber doors and panels.

1. **RELEVANT HISTORY**
   1. The general history of the site and surrounding area is as follows:

* 1816; construction of Regent’s Canal commences through area
* 1824; 3 wharves are operating on site (2 of which remain)
* 1846; construction of Roving Bridge
* 1901; Interchange Building erected
* 1940’s; East Dock infilled (currently East Yard)
* 1970’s; canal trade ceases
* 1973; Dingwall’s Wharf operates as a market
  1. The planning history for the site as follows:

Application reference PE9900147 – ‘Erection of glazed roof and replacement balustrade railing to existing open balcony area at first floor level to the West Yard.’ – granted 26/05/1999.

Application reference 2005/3087/P (and 2005/3089/C) – ‘Demolition of timber enclosures to middle/west yard, and erection of one two-storey building comprising retail (Class A1) and ancillary storage uses, and one three-storey building comprising retail units on ground and first floors and a restaurant (Class A3) on the second floor. Includes the addition of a new pedestrian bridge/walkway linking the proposed buildings at first floor level.’ – granted 15/11/2005

Application reference 2014/4928/P – ‘Request for Environmental Impact Assessment (EIA) Screening Opinion for works involving the refurbishment and enhancement of Camden Lock Market.’ – not required, decision 01/09/2014.

* 1. Relevant applications in the area:

Application reference 2011/3792/L (**Camden Lock**) – ‘Installation of new rubber lock protector to canal lock island (Camden Road Lock).’ – granted 11/04/2012

Application reference 2012/4628 (**Hawley Wharf**) – ‘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).’ – granted 23/01/2013.

Application reference 2015/1937/P (**39-45 Kentish Town Road**) – ‘Erection of a six-storey mixed use building comprising flexible employment/gym at ground floor level and 24 flats (1 x studio, 9 x 1 bed, 9 x 2 bed and 5 x 3 bed) together with associated works to create public realm improvements and landscaping.’ – granted 29/09/2015.

Application reference 8903570 (**Stables Market**)– ‘Part refurbishment and change of use and part redevelopment of the site known as Stanley Sidings Chalk Farm Road/Camden Lock Place for a mixture of A1 A3 B1 B2 B8 uses as defined in the Use Classes Order 1987 plus craft workshops (a mixture of A1/B1) and a public toilet together with car parking servicing and access arrangements.’ – granted 23/11/1989.

1. **CONSULTATION SUMMARY**

**STATUTORY**

* 1. **Historic England (including the Greater London Archaeological Advisory Service - GLAAS)**
* No objection to demolition of buildings, including positive contributors which are not considered sufficiently authentic
* Proposed replacement buildings are appropriate in scale and materials and preserve conservation area from harm, heritage and urban design benefits
* Support broad design approach which will complement and enhance historic buildings
* Welcome new accessible routes and reuse of historic surfaces
* Conditions should be attached regarding details, landscaping and samples
* No objection regarding archaeology subject to a condition on archaeological evaluation.
  1. **Transport for London**
* Car-free development supported
* TfL satisfied with Delivery and Servicing Plan/Transport Assessment approach
* Cycle parking should be increased to 141 spaces – should be secured via condition
* A new cycle docking station should be provided
* CMP should be secured by condition, a Construction Logistics Plan should be prepared
* Submitted Travel Plan is good quality, but should correspond with Transport Assessment
* Point out there are interim issues regarding overcrowding at Camden Town Underground Station

*Officer response: see ‘Transport’.*

* 1. **London Underground Limited (LUL)**

No comment – applicant is working with LUL and should continue to do so.

* 1. **Canal and River Trust**

No objection subject to conditions and the applicant entering into a legal agreement relating to a contribution towards Dead Dog basin and the Roving Bridge.

* Generally supportive of design and heritage aspects of proposal, pleased to see middle yard will be kept open, new buildings sympathetic to context, will not impact on views of Interchange Building, historic setts should be preserved, detailed landscape plan should be sought via condition
* Principle of breaking through into Dead Dog Basin acceptable but further detail should be provided
* Further details should be provided of lighting (which should be built into the elevation) and CCTV, lighting should be conditioned
* Condition suggested regarding water run-off into canal
* Planning obligations should be sought on a litter and management strategy, financial contribution towards cleaning canal (£8,500 per annum for 9 years) and contribution of £100,000 for restoration of Dead Dog Basin and Roving Bridge
  1. **Thames Water**

No objection subject to conditions regarding drainage and impact piling.

* 1. **National Grid**

Currently in discussion with the developer – no objections.

* 1. **Designing Out Crime**

No objections.

**Local groups**

* 1. **Regent’s Canal; CAAC**
* Concerns regarding treatment of walkway from New Market Building across Middle Yard; this creates a very strong east-west feature that challenges north-south orientation of market
* Impact on Roving Bridge (grade II listed) – architectural and visual impact (obscures views), proposed raised walkway is too dominant
* ‘Mechanical looking’ southern elevation
* Height and bulk of buildings fronting Camden Lock Place; will destroy present harmony of street, impact on views of Interchange Building
* Large openings into market on canal are alien and intrusive, lock-side too narrow for these
* Crowding and bottleneck
* New bridge route is not addressed in Design and Access Statement
* No room for trees if market expands, loss of Maple Tree, loss of greenery in West Yard, lack of greenery proposed
* Insufficient dining facilities for visitors, amenity for diners should be on-site and not off-site
* Any development must not encroach on towpath or restrict movement here
* Market should not be named Camden Lock
* Banners and flags are regularly displayed without planning consent Disregard for heritage setting, proliferation of signage
* Noise from broadcast music, not complying with terms of Entertainment Licence
* Commercialism dominates
* Impact on views and heritage
* Freight could be carried on canal, proposal will restrict future use of Dead Dog Basin, future use of basin not explored
* Scale of the development
* Number of partitions in the treatment of the Western Range of the West Yard at ground floor level
* There should be an archaeological exploration

*Officer’s response: ‘Impact on usability of canal’.*

* 1. **Friends of Regent’s Canal**
* Basin should not be covered by overhanging structures, capacity should not be reduced
* Welcome dredging of Dead Dogs’ Basin

*Officer’s response: ‘Impact on usability of canal’.*

* 1. **The Regent’s Network**
* Development must respect conservation and heritage
* Overdevelopment, market already overcrowded
* More craft-based stalls should be provided, not food stalls, should be hub of creativity
* Locks would be enclosed and side-lined by increase in height and bulk
* Loss of views of grade II listed Interchange Building

*Officer’s response: ‘Design and conservation’*

**Councillors**

* 1. Councillor Sian Berry (Camden Green Party)
* No strong objection
* More attention should be paid to creative industries
* Should be wider range of food and entertainment
* Fully support Regent’s Network and Friends of Regent’s Canal objections regarding impact on Dead Dogs Basin
* Proposal should be refused given impact on industrial heritage and character and removal of potential of basin to be used for freight purposes

*Officer’s response: ‘Impact on usability of canal’*

**Adjoining Occupiers**

|  |  |
| --- | --- |
|  |  |
| *Number of letters sent* | 1322 |
| *Total number of responses received* | 51 |
| *Number in support* | 19 |
| *Number of objections* | 32 |

* 1. A site notice was displayed from 02/09/2015 to 23/09/2015 and a press advert was placed in the Ham & High on 3 September 2015.

**Representations summary**

* 1. 32 objections were raised on the issues outlined below. These issues raised are considered in the relevant section of this report.

Land use – loss of existing uses

* Impact on existing traders, guarantees required regarding future, no viable alternative options presented, loss of income, rent increase will be unaffordable
* Loss of employment
* Loss of tourism
* Market should not be redeveloped at same time as other Camden market (on Hawley Wharf site) – impact on visitor numbers

*Officer’s response: addressed in ‘Land use’*

Proposed market

* Should be more seating, more amenity space
* Should be more toilets

*Officer’s response: addressed in ‘Land use’.*

Character

* Impact on character of Camden, Camden is unique, Camden shouldn’t be changed, existing market is world famous
* Repair is required not change, redevelopment unnecessary, there is already ample space for more traders in Stables Market
* Proposal is out of character (‘not very Camden’)
* Removal of market would impact on large number of people and would impact upon community
* Chain shops would ruin the character. Loss of independent retail
* Proposal will be a shopping mall
* Proposal is gentrification
* Enclosure of East yard will impact on character of market

*Officer’s response: addressed in ‘Land use’.*

Conservation and Design

* Loss of historical buildings
* Loss of/impact on historic cobbles
* Visual impact of bridges
* Impact of raised walkway on listed Roving Bridge
* Encroachment of advertising, banners, lighting, speakers beside locks is not controlled

*Officer’s response: addressed in ‘Conservation and Design’.*

Impact on canal/use of canal (including comments from Commercial Boat Operators Association – CBOA, Inland Waterways Association and the Regent’s Network)

* Proposed restaurant extension would reduce capacity of Dead Dogs’ Basin, its use as a water resource – should be brought back into use, this would help reduce road traffic, air pollution and accidents, basin should be used for freight, should be a water transport dock as it was built for
* Visual impact of proposed restaurant extension on Dead Dogs Basin
* Canal should be used for construction traffic, canal traffic would create less pollution, canal should be used for removing waste and recycling
* Basin should not be covered
* History and importance of canal should be recognised
* Market should not overspill on to towpath

*Officer’s response: addressed in ‘Impact on usability of canal’.*

Residential amenity

* Noise; there should be no amplified music allowed outside, noise from late night music, should be no music after midnight, noise to residents of Gilbey’s Yard – already noise issue from markets and events, amplified music should be controlled, sound insulation required, all sources of noise should have double lobbies, time restrictions of 9pm on outdoor use and soundproofing, if markets opened up then sound will escape easier
* Concerns regarding street festivals, concerns regarding extra Class A1/A5/D1/D2
* Anti-social behaviour – there should be a limit to number of outlets selling alcohol
* Litter – needs to be managed, proposed bridge across canal basin may lead to more rubbish being thrown in, new bridge will have people sitting on it and leaving/throwing away litter, barriers should be built to stop litter being thrown into canal
* Demolition and construction noise
* Extended trading hours for the market are unwelcome

*Officer’s response: addressed in ‘Impact on neighbouring amenity’.*

Transport

* Health and safety risk of increased crowds at already overcrowded Camden Town Underground Station
* Traffic and congestion, there are already delivery issues in area
* Disruption from building works, the CMP suggests a potential access from Gilbey’s Yard
* Use of canal during construction is inappropriate given residential nature of the area
* Doubtful whether raised walkway will improve circulation
* Doors to cycle storage opening on towpath will create bottleneck
* Increase in nuisance parking

*Officer’s response: addressed in ‘Transport’ section.*

Trees

* Arboricultural Report is not accurate; it states a Maple Tree with a TPO has little amenity and is not significant – this tree is prominent and one of only three trees on the site
* More trees should be planted
* Remaining shrubbery in West Yard should be retained

*Officer’s response: addressed in ‘Trees’ section.*

Sustainability

* Sustainable drainage should be used

*Officer’s response: addressed in ‘Sustainability’ section.*

Crime

* Expansion of night-time economy will lead to increase in crime, proposal will result in more late-night premises

*Officer’s response: addressed in ‘Security’ section.*

* 1. 19 comments in support were raised on the issues outlined below.
* Regeneration of area welcomed, smarter, cleaner, safer, brighter, good attention to detail in proposals
* Quality of architecture, sensitive and modest, attractive
* Preservation of old buildings
* Maintaining character of market
* Improvement of retail offer to locals
* Welcome rejuvenation, will enhance market, reveal hidden history
* Create high quality buildings
* Welcome dredging of Dead Dogs’ Basin, welcome re-use of basin, utilising unused space
* Proposal will bring market into future
* Rediscovery of arts and crafts background of market
* Improvement to permeability/legibility, reduction in congestion, connections to surrounding markets, 2 new entrances to market
* Accessibility improvements
* Easing of congestion
* Improved facilities for traders and visitors
* Enhancement of safety and security
* After understanding complete picture, support for proposals
* Traders will be protected
* More customers will be attracted
* Impressed with restoration works in Stables Market by same owner
* Retention of music venues
* Retail offer will be more useful for locals, increase in variety
* Quality of public consultation

1. **POLICIES**
   1. **National Planning Policy Framework 2012**
   2. **The London Plan (March 2015)**
   3. **Mayor’s Supplementary Planning Guidance**
   4. **LDF Core Strategy and Development Policies 2010**

LDF Core Strategy

CS1 Distribution of growth

CS4 Areas of more limited change

CS5 Managing the impact of growth and development

CS6 Providing quality homes

CS7 Promoting Camden’s centres and shops

CS8 Promoting a successful and inclusive Camden economy

CS10 Supporting community facilities and services

CS11 Promoting Sustainable and efficient travel

CS13 Tackling climate change through promoting higher environmental standards

CS14 Promoting high quality places and conserving our heritage

CS15 Protecting and Improving our Parks and Open Spaces & encouraging biodiversity

CS16 Improving Camden’s health and wellbeing

CS17 Making Camden a safer place

CS18 Dealing with our waste and encouraging recycling

CS19 Delivering and monitoring the Core Strategy

LDF Development Policies

DP1 Mixed use development

DP2 Making full use of Camden’s capacity for housing

DP3 Contributions to the supply of affordable housing

DP5 Homes of different sizes

DP6 Lifetimes homes and wheelchair housing

DP11 Markets

DP12 Supporting strong centres and managing the impacts of food, drink, entertainment and other town centre uses

DP13 Employment sites and premises

DP14 Tourism development and visitor accommodation

DP15 Community and leisure uses

DP16 The transport implications of development

DP17 Walking, cycling and public transport

DP18 Parking standards and limiting the availability of car parking

DP19 Managing the impact of parking

DP20 Movement of goods and materials

DP21 Development connecting to the highway network

DP22 Promoting sustainable design and construction

DP23 Water

DP24 Securing high quality design

DP25 Conserving Camden’s heritage

DP26 Managing the impact of development on occupiers and neighbours

DP27 Basements and lightwells

DP28 Noise and vibration

DP29 Improving access

DP31 Provision of, and improvements to, open space and outdoor sport and recreation facilities

DP32 Air quality and Camden’s Clear Zone

* 1. **Supplementary Planning Policies**

Camden Planning Guidance (2013)

CPG 1 Design

CPG 2 Housing

CPG 3 Sustainability

CPG 4 Basements and lightwells

CPG 5 Town centres, retail and employment

CPG 6 Amenity

CPG 7 Transport

CPG 8 Planning obligations

* 1. **Camden Town Place Plan (December 2013)**

This is a non-statutory guidance document that contains objectives for the area.

**ASSESSMENT**

The principal considerations material to the determination of this application are considered in the following sections of this report:

|  |  |
| --- | --- |
| 7 | **Land use principles**   * Principle of extension of market use * Office/workshop use and employment * Entertainment and exhibition use * Restaurant use * Conclusion |
| 8 | **Mixed use policy and housing**   * Policy review * Proposed housing |
| 9 | **Design and conservation**   * Policy review * Designations * Proposed Market Hall Pavilion building bounding Middle and West Yards * Proposed double-pitched canopy in East Yard and associated works * Interface of buildings with the existing canal towpath * Proposed bridge over basin * Proposed pavilion building * Proposed alterations to basement of Interchange Building and adjacent properties * Proposed works to Camden Lock Place * Retention and reconfiguration of historic paving and setts * Archaeology * Conclusion |
| 10 | **Impact on neighbouring amenity**   * Policy review * Daylight and sunlight * Noise and disturbance * Construction works |
| 11 | **Impact on usability of canal** |
| 12 | **Landscaping, public realm and trees**   * Designations * Proposed landscaping and public realm * Trees |
| 13 | **Accessibility** |
| 14 | **Land Contamination** |
| 15 | **Basement impact** |
| 17 | **Air quality** |
| 18 | **Sustainable design and construction**   * Policy review * The site and the proposal * Energy * Sustainability * Air quality * Protected species * Biodiversity enhancements |
| 16 | **Sustainable design and construction** |
| 17 | **Flood risk and drainage** |
| 18 | **Transport**   * Policy review * The site * Travel plans * Car parking * Cycle parking * Management of construction impacts * Deliveries and servicing * Pedestrian comfort levels and flows * Pedestrian cycle and environmental contributions * Highway and public realm improvements * Conclusion |
| 19 | **Security** |
| 20 | **Refuse and recycling** |
| 21 | **Employment and training opportunities** |
| 22 | **Planning obligations** |
| 23 | **Mayor of London’s Crossrail CIL** |
| 24 | **Camden CIL** |
| 25 | **Conclusion** |
| 26 | **Recommendations** |
| 27 | **Legal comments** |
| 28 | **Conditions** |
| 29 | **Informatives** |

1. **Land use principles**
   1. The principal land use considerations are as follows;

* Principle of extension of market use
* Office/workshop use and employment
* Entertainment and exhibition use
* Restaurant use
* Conclusion

The provision of residential use under the Council’s mixed use policy (DP1) is considered in the following section.

Principle of extension of market use

* 1. Core Strategy policy CS7 (Promoting Camden’s centres and shops) and policy DP12 (Supporting strong centres and managing the impact of food, drink, entertainment and other town centre uses) support the development of shopping services, food and drink, entertainment and other town centre uses that do not cause harm to the character, function, vitality or viability of a centre. Development Plan policy DP11 (Markets) seeks to promote and protect markets and to ensure that the character of the existing market is taken into account when assessing proposals for refurbishment and redevelopment.
  2. The site is an existing market located within the Town Centre of Camden Town. The majority of the site falls within this Town Centre, with only the East Vaults (under the Interchange Building) falling outside. There is currently 1,917.4sqm of Class A1 retail floorspace and 659.1sqm of Class A3 restaurants and café floorspace in the market. Under the proposals the floorspace would be increased to 2,756sqm Class A1 and 1,751.8sqm Class A3 floorspace. The market currently receives approximately 150,000 visitors per week. The above policies seek to promote markets and the principle of the extension of the market use is therefore considered acceptable. Under the proposals, the food market and retail market will be maintained and there will be an increase in workshop space to promote the manufacture of goods on site. Officers consider that this will enhance the character of the market. The amenity and transport impacts of the extension of the market use are considered in the relevant chapters below. However it should be noted that the aim of the proposals is not to increase the number of visitors to the market but to make the market more permeable, ordered and to improve the retail offer, thereby attracting more locals and Londoners.
  3. The proposals include workshops to encourage the market to return to its arts and crafts roots and to foster creativity. The proposed market would include a range of retail spaces suitable for a diverse range of retailers which will be suitable for local businesses and encourage economic growth. The Market Hall would continue to be mainly Class A1 retail, with a focus on selling goods made on the site. The West Yard would continue to be predominantly a food market.
  4. The Council’s Arts and Tourism section was consulted on this application and supports the proposals given the improved offer.
  5. Letters of objection have been received from retailers on the site, concerned about their being displaced under the proposals and loss of employment. A number of letters of support have also been received from retailers on the site, including a number withdrawing their earlier letters of objection, on the grounds that retailers would be protected under the proposals and that the markets would be improved overall. The applicant has drawn up a relocation strategy and aims to retain and relocate as many tenants as possible (over two-thirds) temporarily or permanently into Stables Market and Hawley Wharf to the east (once it is completed). The applicant has experience in liaising with and relocating stallholders from the Hawley Wharf site.
  6. The applicant has produced a Market Management Plan which provides information on how the market would be run and amenity and environmental impacts are mitigated (see ‘Impact on neighbouring amenity’ chapter).
  7. Objections have been raised that there should be more toilets and more seating areas. The existing amount of public toilets will be maintained. Toilet provision for stallholders will be increased. There will still be seating under the proposals. Officers consider that more seating would result in less space for stalls or less circulation space and is therefore not sought.

Office/workshop use and employment

* 1. Core Strategy policy CS8 and Development Plan policy DP13 encourage employment uses and support economic growth.
  2. Under the proposals there would be an increase in office/workshop floorspace (Class B1) from 1615sqm to 2,626sqm (an increase of 1,011sqm). The majority of the existing office units are occupied by the applicant who will relocate elsewhere.
  3. It is expected that employment on the site would increase from 599 to 799, mainly from the increase in office floorspace (B1) on the site. Apprenticeships and local procurement would be secured via section 106 agreement, for during the course of construction and with regards to the end use.

Entertainment and exhibition use

* 1. Under the proposals there would be an increase in flexible Class D1 (non-residential institution) /D2 (assembly and leisure) entertainment and exhibition space use from 795sqm to 1,736sqm on the site (an increase of 1090sqm). In addition 700sqm flexible Class D1/D2/A1/A3/A4/A5 is proposed. Officers encourage the use of sites to be maximised and flexible use would allow parts of the market to function differently at different times. Under the proposals there would be a maximum of 2,436sqm Class D2 use on the site. The majority of the Class D1/D2 floorspace would be located at Basement Level 1 and Basement Level 2 of the Middle Yard building and this would be events/exhibition space. Market areas including specifically Camden Lock Place would be used for street festivals and performances on occasion. There is a history of entertainment use on the site, most famously at Dingwall’s. The 3 main entertainment venues on the site are Dingwall’s, Lock 17 and the Terrace and Canalside Bar. These would all have to leave temporarily during construction phase, but Class A4 (Drinking establishment) and Class D2 (Assembly and leisure) floorspace is included in the proposals which would allow for the same provision of space for these venues.
  2. Officers consider that entertainment uses in the events and exhibition space support the vitality, viability and character of the market and the town centre and are therefore acceptable in principle. The amenity implications of the entertainment uses are considered in the Amenity section below.

Restaurant use

* 1. As well as the food markets on the site, predominantly in the West Yard, 2 new restaurants are proposed overlooking the West Yard and a new restaurant is proposed in the East Vaults, built out on to Dead Dog Basin.
  2. Officers consider that restaurant uses support the vitality, viability and character of the market and the town centre and are therefore acceptable. The amenity implications of the restaurant uses (as well as entertainment uses) are considered in the Amenity section below.

Conclusion

* 1. The proposed land use package would support the market and allow it to diversify its offer. The package includes arts and craft workshop areas and an increase in office use which would increase employment provision by 200 people on the site. There are a number of public benefits involved including the sustained and continued use of a major visitor attraction in Camden of international repute, new and improved facilities for local and independent businesses, opportunities for the creation of new jobs and training and improved outdoor market space.
  2. The provision of residential use is discussed in the following section.

1. **Mixed use policy and housing**
   1. The considerations with regards to the mixed use policy and housing are as follows:

* Policy review
* Proposed housing

Policy review

* 1. Policies CS6, DP1, DP2, DP3, DP5, DP6 and CPG2 (Housing) are relevant with regards to new housing, including to tenure and unit size.
  2. Policy DP1 requires a mix of uses in development, including a contribution to the supply of housing. Within the Town Centre of Camden Town, where more than 200sqm of additional floorspace is provided, 50% is required to be housing. The Council will require any secondary uses to be provided on site, particularly where 1,000sqm (gross) of additional floorspace or more is proposed. Where inclusion of a secondary use is appropriate for the area and 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. Policy DP3 outlines a sliding scale for the amount of affordable housing required. The proposal is assessed against this cascade approach below.

Proposed housing

* 1. Whilst officers consider that residential could potentially be provided on site, it is considered more appropriate to provide it off-site and therefore maximise the proposed market and employment uses on the site.
  2. The requirement for off-site housing is therefore 4,833 sqm for the application scheme. The sliding scale in policy DP3 requires 48% affordable housing and therefore 2,320sqm of housing would need to be delivered as affordable housing (and 2,513sqm private housing).
  3. The applicant owns a large portfolio of properties in the area, and officers have looked at these sites comprehensively. The applicant proposes to provide the Camden Lock Market private housing requirement off-site on 39-45 Kentish Town Road, where planning permission was granted recently for 2,416 sqm of residential floorspace. It was reported to Members (via Supplementary Agenda at committee) that officers considered that the provision of a predominantly residential scheme on this site could be taken into account on other sites within Camden Town. Officers consider that this provision of residential floorspace on this site means that private housing is not required for the Camden Lock Market site. Whilst there is a shortfall of 97sqm on the private provision on 39-45 Kentish Town Road, given the provision of affordable housing outlined below, this is considered acceptable.
  4. With regards to the affordable housing, the applicant is proposing to provide 4 units on 1 floor of approved private housing in Building W of the Hawley Wharf scheme (see history) by switching it to intermediate housing. On top of this, the applicant proposes a £758,400 payment in lieu for affordable housing in the borough. The affordable housing offer therefore addresses the shortfall of private provision mentioned above.
  5. Notwithstanding the above offer, the applicant argues that it would not be viable to provide any affordable housing. The applicant has produced a viability assessment which has been assessed by BPS, the Council’s external assessor. BPS state that based on their initial assessment of the rents, yields, build costs and other appraisal inputs in the residual valuation of the scheme, it is apparent that these are broadly in line with the assumptions that they would expect, based on local market evidence and their experience of other schemes, including the nearby Camden Lock Village (i.e. Hawley Wharf) scheme. BPS are satisfied that the appraisal methodology applied by the applicant is suitable, and agree with the overall conclusion that the scheme shows a substantial deficit based on present-day costs and values.
  6. The applicant has stated that they are willing to proceed with the scheme, and provide the aforementioned affordable housing, even though it is likely to generate minimal profit, which reflects the specific circumstances of the applicant, as it owns a number of other nearby sites and will benefit indirectly from the improvements that the application scheme will make to the area as a whole. This is being offered as a goodwill gesture, given that housing (and specifically affordable housing are the Camden priority land use. Benefits to the applicant include, the wider scheme of which this proposals forms a part of; (i.e. they own the majority of the markets and associated land around the site), that there is still a profit in absolute terms (although below the required return), the holding costs of the site for this development site mean that it is advantageous to proceed to recover lost costs; and the ability to take an individual view on landowner return because the applicant is the landowner and developer.
  7. Members should note that the proposed affordable housing (off-site and payment-in-lieu) should be given very limited weight, given that it is not a policy requirement as it is not viable to provide it.
  8. Camden target rents would be secured via legal agreement, with specific clauses outlining that the units will be provided at target rent levels in perpetuity.

1. **Design and conservation** 
   1. The design and conservation considerations are follows:

* Policy review
* Designations
* Proposed Market Hall Pavilion building bounding Middle and West Yards
* Proposed double-pitched canopy in East Yard and associated works
* Interface of buildings with the existing canal towpath
* Proposed bridge over basin
* Proposed pavilion building
* Proposed alterations to basement of Interchange Building and adjacent properties
* Proposed works to Camden Lock Place
* Retention and reconfiguration of historic paving and setts
* Archaeology
* Conclusion

Policy review

* 1. London Plan policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6 and 7.7, policies CS14, DP24, DP25 and CPG1 (Design) are relevant with regards to conservation and design.
  2. In terms of the Conservation Area, the contribution of positive contributors as outlined below would be bettered in all respects by the proposed new buildings and, in consequence, there would be a beneficial effect on the character and appearance of the Conservation Area. Applying paragraph 138 of the NPPF, the loss of the positive contributors would result in less than substantial harm. This harm is at the lower end of that category of harm and substantially outweighed by the merits of the building which would replace it.

Designations

* 1. The Interchange Building is the only listed building on site and is grade II listed. There are a number of buildings on the site which are as positive contributors. Some of these buildings are historic and are associated with former industrial uses, including the perimeter buildings on the north and west side of the site and the building housing Dingwall’s nightclub, plus a former 19th century horse stair. They also include later 20th century examples built for the market, which was established at this time. They include two timber structures which are used for storage and associated uses, as well as brick market buildings and offices on the east side of the site, together with later 20th century glass and steel canopy structures, all of which are built in a high quality neo-Victorian style. Also of value on the site are the historic cobbled surfaces and various items of street furniture which contribute to the character of the space, together with a number of trees which are of particular value in this canal-side, semi-industrial environment. The Regent’s Canal Conservation Area covers the whole site. The site is also located within an Archaeological Priority Area. An eastern section of the site is covered by a Viewing Corridor from Parliament Hill oak tree to the palace of Westminster.
  2. The site falls in an area of archaeological potential, due to its industrial heritage and its close proximity to the canal.

Proposed Market Hall Pavilion building bounding Middle and West Yards

* 1. The areas of improvement are largely driven by the need to update and where necessary replace, enlarge or adapt the existing building stock whilst providing better access and permeability, and improve the quality of external space. In order to achieve these goals, it is proposed to reconfigure and increase the amount of retail and catering floor area on the site. Firstly, a new multi-level (part 3, part 5-storey, plus basement) market hall structure would be erected in the centre of the site to the east of the West Yard (containing the canal basin) and to the west of Middle Yard, which would involve the demolition of a number of positive contributors in the conservation area, including later 20th century buildings lining both the east and west sides of Middle Yard and the bar-restaurant fronting the canal at its southern end. Some of these buildings are brick-built interpretations of Victorian architecture, and others are lighter-weight and smaller-scale timber buildings designed to emulate a canal-side vernacular, which were erected when the market was in its early stages of development in the 1970s/1980s period. The proposal would also involve the demolition of positive contributors which have been identified as they provide a back-drop to the canal setting but are in fact later 20th century timber structures used as stores or similar.
  2. Although these positive contributors were identified through public consultation when the conservation area was reappraised in 2008, it is considered that their contribution to the character and appearance of the conservation area is of low to medium significance as they are buildings of comparatively recent construction and are not part of the 19th century industrial heritage of the site. Rather, the majority were built as modern pastiches of what might once have been on the site, taking on an ad hoc indigenous appearance rather than being characterised by a formal architectural vocabulary or style. As such their designs are not associated with any architects of note, and their existence as part of a group is not integral to the character and appearance of the conservation area.
  3. The proposed pavilion market hall building would be situated on the west side of Middle Yard and to the east of West Yard, helping to define and reinforce these two important spaces. Whilst more space bounding the canal basin would be provided in West Yard, Middle Yard would be improved by being opened up to the south through the demolition of the existing two-storey bar/restaurant building which currently blocks both the physical and visual connection with the canal. The new building would be constructed mainly from a light-coloured brick, with pitched roofs, expressed with a gable on its southern canal elevation. The canal-side section of the building would consist of 3 storeys, thus providing a smaller scale. The building would rise to five storeys at its northern end, with a recessed top floor facing Camden Lock Place and addressing the height and scale of retained 19th century positive contributors forming the northern range of the West Yard. The recessed top floor would ensure that the northern section of the building is not overbearing as seen from Camden Lock Place. The elevational treatment, although employing a contemporary-styled ‘staggered’ fenestration pattern, forms a well-considered and appropriately-scaled ‘bridge’ between adjacent 19th and 20th century buildings.

Proposed double-pitched canopy in East Yard and associated works

* 1. It is proposed to demolish a late 20th century metal canopy structure in the East Yard, which although identified as part of a positive contributor, is in itself of limited value. The significance of this positive contributor is derived from the brick-built perimeter buildings and inner canopy, which are of a higher quality construction and detailed design. The loss of the canopy structure in question, which was constructed after the main building as an add-on, is not considered to cause harm to the character and appearance of the conservation area, provided it is replaced with a structure of equal/better merit, as set out in paragraph 134 of the NPPF. It should be noted that any replacement structure will be visible from the canal and in limited views looking north from Camden High Street. The replacement canopy design with a double-pitched roof and gable end offers a contemporary approach using steel and glass which will enhance this section of Camden Lock Market whilst increasing permeability from Camden High Street/Chalk Farm Road. Its lightweight design preserves the setting of the more substantial brick perimeter structures which surround it.
  2. Changes to buildings in the western range of West Yard, including an increase in height of the northernmost block, are considered to be acceptable. The existing northernmost block has the capacity to take a further storey with a pitched roof, which will blend with the height of adjacent buildings. The approach here is to emulate the detailing of the existing 19th century building. Proposed changes to the roof of the nightclub in the western range, a 19th century brick-built positive contributor facing the canal, are in keeping with the conservation area context. The retention and full exposure of the historic horse stair abutting Middle Yard on its western side is welcomed.
  3. Access arrangements from Chalk Farm Road and Camden Lock Place to the East Yard perimeter buildings are to be altered to provide level access and better visual permeability. The existing arrangement is not considered satisfactory in access terms so improvements are welcomed in principle. Minor elevational alterations are proposed at ground floor level to the north and east elevations of the Chalk Farm Road block, which dates from the later 20th century. In particular a new entrance is to be formed on the north side, the creation of which will have a minor impact in terms of built fabric and retail space, but aims to create a better link into the East Yard from Camden Lock Place. Minor changes to shopfronts on Chalk Farm Road are considered to have a neutral impact on the positive contributor.

Interface of buildings with the existing canal towpath

* 1. An appropriate balance has been struck to ensure that there is a high level of physical and visual permeability between the market buildings facing the canal north towpath whilst ensuring that this busy thoroughfare does not suffer from excessive overspill of pedestrians. There are notable benefits from the removal of the positive contributor at the southern end of the Middle Yard which will remove existing tight pinch-points whilst allowing for a greater flow of people around the market spaces and towpath.

Proposed bridge over basin

* 1. A controversial element of the proposal at pre-application and initial application stages has been the proposed construction of a bridge across the canal basin to link its east and west sides, so increasing accessibility and permeability in an east-west direction across the site. Initial concerns were expressed, due its potential impact on the setting of the basin and its environs, which has a unique character based on the purpose for which it was built and which would never have been compromised by a bridge. However, the design of the bridge and its access points on both sides have been refined to provide a lightweight and sensitively designed bridge (subject to detailed design) which will not dominate the historic setting and which will relieve pedestrian flow in West Yard as well as providing improved access, in particular from the yard’s western range to the proposed new pavilion market hall building. The design and siting has carefully considered the iconic willow tree which is positioned on the east side of the basin. The design also respects the setting of the grade II listed Roving Bridge situated on the west side, and will integrate well with the existing screen wall and a proposed restaurant pavilion.

Proposed pavilion building

* 1. Although the Council has no in-principle objection to a new pavilion building being constructed on the western side of the site adjacent to the canal, concerns were initially raised regarding the submitted design at pre-application and early application stage with particular regard to its excessive size, inappropriate siting and subsequent impact on the setting of the Roving Bridge and to an extent the Interchange Building to the west, both of which are grade II listed. However, the design has been modified in terms of its size (in particular its height and bulk) and its relationship with adjacent heritage assets. The current design is a modest structure in terms of its size and is well-mannered in terms of its context. Its role in the market has changed from being a flagship structure dominating the western section of the site (as it was at pre-application), to a low-key pavilion tucked into the south-west corner of the West Yard at low-level, minimising its visual impact. It is considered that the scale, form and use of materials for this structure in principle are in keeping with the surrounding conservation area whilst quietly contrasting with traditional building materials in West Yard.

Proposed alterations to basement of Interchange Building and adjacent properties

* 1. The grade II listed Interchange Building, lying immediately to the west of the site, is central to the history of the railway and canal operations in Camden Town. The eastern section of the basement, which has the characteristics of a bonded warehouse, has for many years been used for storage. The central section of the basement contains Dead Dog Basin, a significant offshoot of the canal in historic terms, albeit currently little known to the public and scarcely visible from the main stretch of the canal.
  2. It is proposed to insert a large restaurant space at its northern end, which will take advantage of existing and proposed openings in the west wall which borders the basin, to give access to a new platform suspended over the basin which would be implemented in conjunction with a lighting scheme and other measures to sensitively enhance this unique space, which currently is out of bounds to the public. Access to the restaurant space will be through the enlargement of an existing opening from Camden Lock Place and will involve minimum intervention in historic building terms. The southern section of the basement will be converted to a flexible space for various functions associated with the market, including exhibitions. Further apertures will be punctured into the western wall, offering visual permeability with Dead Dog Basin. These new openings will work within the existing loadbearing structure of the building. Access to the space will be gained through a new opening in the eastern wall of the listed building, which abuts the rear wall of the western range of West Yard. The opening will be formed within the existing structure and will involve a minor loss of historic fabric. However, the benefits of reusing the space are considered to outweigh this harm, in accordance with paragraph 134 of the NPPF. The works will involve minimal intervention to this positive contributor, namely the loss of one bay and a retail unit to create a new and permeable entrance from West Yard. Sensitive upgrade works are also proposed for this range, in the form of a first-floor gallery access, which will relieve the yard at ground level whilst providing better access at upper level. The walkway will be constructed from steel and timber using traditional construction techniques and detailing which will be in keeping with the 19th century architectural treatment of the range.
  3. The reuse of the basement of the grade II listed Interchange Building and Dead Dog Basin is welcomed, subject to detailed design (see conditions). The space has a robust industrial feel, with structural columns spaced at regular intervals. The insertion of partitioning, a new floor level and limited new openings, designed to respect the listed building, is acceptable in principle. The proposal to enhance Dead Dog Basin through lighting and other measures is welcomed subject to detailed design (see conditions) and agreement from those responsible for the maintenance of the waterway. The proposed restaurant platform, suspended from the existing iron beam structure, is considered to be an exciting but reversible concept; with minimal impact on the canal’s heritage and the setting of the grade II listed building.

Proposed works to Camden Lock Place

* 1. The creation of a new restaurant space in the northern section of the Interchange Building will enliven the western section of Camden Lock Place, including the space providing shared access to the upper floors beyond the brick arch at the western end of the thoroughfare.
  2. As both markets are now in the same ownership, the applicants are keen that better links are created and permeability is improved, despite the existence of the glazed Gilgamesh building which has created a rather hostile physical barrier between the two spaces, reinforced by the brick railway viaduct of the North London Line. Elevational changes to break down the scale of the Gilgamesh building, together with the creation of a retractable canopy across Camden Lock Place are planned, which will be subject of a separate planning application.

Retention and reconfiguration of historic paving and setts

* 1. As outlined in the report and survey of existing ground finishes, the site is characterised by a great variety of treatments. Although there are surviving examples of historic finishes which have been in situ since the 19th century, there is a high proportion of modern finishes and historic finishes which have been imported from another site, to ‘mend’ together the surviving original examples. The proposals to retain original examples in conjunction with improved and reconfigured surfaces to provide level access are to be welcomed, subject to detailed design and the Council’s support from an access perspective.

Archaeology

* 1. The site is situated within an Archaeological Priority Area, designated for the canal side industries which developed during the 19th century. With regards to archaeological remains, a new basement is proposed under the East Yard, the resetting of the granite setts and the erection of a number of new structures across the site. A Historic Environment Assessment has been submitted as part of the application which includes a desk-based archaeological assessment.
  2. The Greater London Archaeological Advisory Service (GLAAS) were consulted on this application and have no objection subject to a condition on archaeological evaluation.

Conclusion

* 1. The current proposals are considered to be a sensitive approach to upgrading Camden Lock Market for the 21st century. Both the proposed new-build elements and the alterations to existing buildings and structures are considered to preserve and enhance the character and appearance of the Regent’s Canal Conservation Area. The proposed demolition works, involving the loss of a number of positive contributors, in this light are considered to cause less than substantial harm in terms of their impact on the character and appearance of the conservation area and on the setting of adjacent listed buildings (with reference to paragraph 134 of the NPPF). Furthermore, there are a number of public benefits which need to be taken into account when taking a balanced view on the proposals – including employment and land use benefits, the viable reuse of a redundant section of a grade II listed building, public realm improvements, the provision of improved access and permeability, and provision of improved public safety and security.
  2. In arriving at this decision, considerable importance and weight has been given to the desirability of preserving the Regent’s Canal Conservation Area. It is nevertheless considered that the public interest as detailed above clearly outweighs any harm to the conservation area.

1. **Impact on neighbouring amenity** 
   1. The considerations on the impact on the amenity of neighbouring properties are as follows:

* Policy review
* Daylight and sunlight
* Noise and disturbance
* Construction works

Policy review

* 1. Policies CS5, DP26 and CPG6 (Amenity) are relevant with regards to the impact on the amenity of residential properties in the area. Collectively, they seek to protect the quality of life of occupiers and neighbours by only granting permission for development that does not cause harm to amenity. In this case, the principle concerns include impact on daylight and sunlight, overlooking and noise and disturbance.

Daylight and sunlight

* 1. The nearest residential buildings to the application site are on the west side of The Interchange building approximately 60 metres west of the application site along Gilbey’s Yard. It is not considered that the site will be appreciable from views along this road due to the large Interchange Building separating the two sites and nor would it, therefore, affect the levels of daylight and sunlight reaching residents along Gilbey’s Yard.
  2. The uses surrounding the application site comprise mostly of retail at ground floor, with ancillary retail or office space on the upper floors. The areas that will be most affected by the proposal are those immediately north of the site, to the north of Camden Lock Place. Much like the surrounding area, this area comprises retail units at ground and upper floor level. Retail is not considered a sensitive use and it is not therefore considered that an unacceptable level of overshadowing would occur.
  3. Due to the separation distances between the application site and the commercial nature of surrounding buildings, it is not considered that the impact in terms of daylight and sunlight on the surrounding area is an issue for concern.

Noise and disturbance

Policy

* 1. Paragraph 123 of the NPPF, and policy 7.15 of the London Plan state that planning policies and decisions should aim to mitigate and reduce other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions. They also set out that decisions should not impose unreasonable restrictions because of changes in nearby land uses since they were established. Policy DP28 relates to the protection of existing and future amenity with regard to noise disturbance, and acknowledges that background noise levels in Camden are high in many areas, especially in an inner London urbanised areas like that in and surrounding the Camden Lock Market.

Plant

* 1. A Noise Report has been submitted in support of the application which states that an acoustic survey was undertaken in September 2014 to establish the existing environmental sound levels around the application site. It found that the dominant noise sources are generated from road traffic, freight train passes and market activities as well as operation of plant in the future. The report sets out the strategy to control noise intrusion, and associated plant noise, before assessing the results of a vibration survey.
  2. In terms of noise intrusion, the Environmental Health Noise Officer has advised that details should be submitted prior to the commencement of the use to ensure that the external noise level emitted from plant and machinery equipment is at an acceptable level when measured from the nearest noise sensitive receptors in accordance with policy DP28 of Camden’s Local Development Framework.
  3. Robust noise conditions are suggested, so that the external noise level emitted from plant and machinery equipment is at an acceptable level when measured from the nearest noise sensitive receptors.

Proposed uses

* 1. As stated above, there is a natural physical separation distance between the application site and the nearest noise sensitive receptors. There are also no residential units proposed as part of this application. This separation of noise sensitive uses is therefore considered appropriate. Whilst it is acknowledged that the proposed use of the site has the potential to generate a significant amount of noise, it is accepted that the Camden Lock Market already generates a significant amount of noise through its daily use. Whilst it is likely that the proposed improvements to the pedestrian circulation in and around the site will increase levels of pedestrian activity in areas which are not currently apparent, it is considered that the separation distance between the site and the noise sensitive receptors is great enough that the residential amenity of nearby occupiers of the surrounding areas will be preserved. To ensure this, a condition is suggested that noise levels from places of entertainment on adjoining residential sites shall comply with Table D of policy DP28 of Camden’s Local Development Framework.
  2. In terms of noise generation from visitors and tourists, the ambient daytime noise levels that would be created here are commensurate with what is to be expected with a vibrant and busy town centre such as Camden Town Centre, which is the largest of Camden’s designated town centres. As noted above, the site already accommodates large visitor and tourist numbers. It is recognised that a number of potential night time economy uses, such as Class A4 (Drinking establishments), Class A5 (Hot food takeaway) and Class D2 (Assembly and leisure), have the potential to generate a noise nuisance. The Class D2 use would be provided in the basement, with flexible Class D1/D2/A1/A5 use in the ground floor of the Interchange Building (the vaults). Currently, there are no planning restrictions on the hours of use for the site, which is controlled by environmental health licencing. However, given that an increase in entertainment uses is proposed on site, a Night-time Use Management Strategy would be secured via a Section 106 legal agreement in order to detail the manner in which the public leave the premises in the early hours of the morning to ensure that disturbance to nearby residential areas is mitigated. Conditions are also suggested regarding sound insulation and noise emanating from uses.
  3. It is apparent on site that a considerable amount of litter has gathered within Dead Dog Basin as a result of passing pedestrians disposing of their litter off of the bridge suspended above the Basin. There is concern that as a result of the proposed bridge over the Canal Basin that further litter could be disposed of within the canal. A Litter Management Strategy will therefore be secured via a Section 106 Legal Agreement to ensure that the Canal is maintained on a regular basis. A financial contribution of £8,500 per annum for 9 years would also be secured in order to achieve this.
  4. In terms of the proposed mix of uses, there is a 700sqm of flexible Class D1/D2/A1/A3/A4/A5 use proposed. it is recognised that there is therefore the potential for a total of 2,812sqm of Class A4 use floorspace (Drinking establishments) to be accommodated within the proposal which represents 24% of the total proposed floorspace. It is considered that that due to the potential creation of anti-social behaviour as a result of the A4 use, the amount of A4 floorspace should be controlled. To that end, a condition is attached to the planning permission which restricts the amount of A4 floorspace to be no higher than 15% of the total floorspace at any one time unless otherwise agreed by the local planning authority.

Construction works

* 1. Camden Development Policy DP20 states that Construction Management Plans should be secured to demonstrate how a development will minimise impacts from the movement of goods and materials during the construction process (including any demolition works). Camden Development Policy DP21 relates to how a development is connected to the highway network. For some development this may require control over how the development is implemented (including demolition and construction) through a Construction Management Plan (CMP).
  2. With regards to noise disturbance from demolition and construction, a Construction Management Plan would be secured by a section 106, which would require controls on hours of construction and deliveries of materials. This is the standard procedure secured for all major developments.

1. **Impact on usability of canal**
   1. A number of objections have been received to the use of Dead Dog Basin for non-freight purposes, including from the Regent’s Canal CAAC, Friends of Regent’s Canal, Commercial Boat Operators Association – CBOA, Inland Waterways Association and the Regent’s Network. These objections state that the use of the basin for restaurant/exhibition space would prejudice the future use of the basin for commercial/freight purposes. The Canal and River Trust (the statutory consultee for works affecting canals) support the principle of breaking through into Dead Dog Basin, subject to more information.
   2. Dead Dog Basin is currently unused and is generally in a poor state with rubbish collecting in it. Under the proposals, the basin would be dredged and cleaned up and brought into use. Given that the basin is not in freight use and has not been for decades, officers consider that it would be unreasonable to require the applicant to bring the basin back into freight use. Officers therefore support the opening up of the basin and its use, rather than continuing as a derelict and unused space. The proposal would utilise a redundant space of a listed building and the redundant canal basin.
2. **Landscaping, public realm and trees**
   1. The Landscaping, public realm and trees considerations are follows:

* Designations
* Proposed landscaping and public realm
* Trees

Designations

* 1. The Regent’s Canal including towpath is designated as Public Open Space (POS) and also as a metropolitan Site of Nature Conservation Importance.

Proposed landscaping and public realm

* 1. The site is predominantly hard standing with the only soft landscaping around trees T4 and T5 in the West Yard. Much of the hard standing is made up of historic granite setts. These will be retained and reused where possible. However the retention of these must be balanced with accessibility (see section below). Under the proposals, the granite setts will be retained and re-laid, except where accessible routes are proposed, where granite baulks will be laid. The above approach is supported by officers.

Trees

* 1. There are currently 5 trees on the site;

|  |  |  |  |
| --- | --- | --- | --- |
| **Tree** | **Species** | **Protection status** | **Proposed status** |
| T1 | Willow Tree | TPO | Retained |
| T2 | Willow Tree | TPO | Crown reduction works to canopy |
| T3 | Sycamore | TPO | To be removed |
| T4 | Cherry | Conservation Area tree | Retained |
| T5 | Robinia/False Acacia | TPO | Retained |

* 1. An Arboricultural Impact Assessment has been submitted as part of the submitted application.
  2. A Council Tree Officer has reviewed the proposals and considers the submitted arboricultural report and addendum are sufficient to demonstrate that the trees to be retained onsite will be adequately protected during development and are considered to be in line with BS5837:2012 – Trees in relation to design, demolition and construction. The proposed removal of a semi-mature category C sycamore (T3) is considered to be acceptable due to the limited contribution the tree makes to the site. The loss of visual amenity T3 provides could be mitigated by the proposed planting of a (Ginkgo biloba) tree in the north west of the West Yard. The proposed pruning of T2, a mature weeping willow tree that is subject to a tree preservation order, detailed in the addendum to the arboricultural report is considered to be acceptable due to the strong natural vigour of the species that will allow T2 to tolerate pruning and quickly regenerate. To further justify the proposed crown reduction of T2, the tree is considered to require some degree of crown reduction irrespective of development to reduce the likelihood of failure due to the over-extended limbs to the south over the canal. The following conditions are suggested:
* The Council’s tree officer and the applicant’s arboricultural consultant are to be on site when pruning of T2 takes place
* The replacement tree (Ginkgo biloba) shall be replaced if necessary within five years
* Tree protection measures to installed onsite prior to commencement in line with submitted arboricultural report

1. **Accessibility**
   1. A Design and Access Statement was submitted as part of the application.
   2. It is proposed that the granite setts (cobble stones) will be maintained as much as possible. However, this surfacing presents accessibility issues and therefore the heritage assets of the site need to be balanced with accessibility.
   3. With regards to Camden Lock Place, accessible routes are proposed to both sides, and connecting to the lift. Accessible routes have also been provided to the lift via Middle Yard. However, it should be that the Middle Yard would still be predominantly non-accessible in terms of the paving. However, all units would be accessible on other sides where the paving would be suitable for all users.
   4. The Council’s Accessibility Officer has been in pre-application discussions with the applicant and has no objections to the proposals.
   5. Officers are satisfied that accessible routes have been provided and that the need for these has been balanced with heritage concerns.
2. **Land contamination**
   1. A Council Environmental Health Officer has reviewed the proposal and considers that due to the extent of the proposals and the historical industrial uses of the land that a full standard contaminated land condition is required. Given the findings of the submitted report and the comments from the Environmental Health Officer, the proposal is acceptable in terms of land contamination subject to this condition.
3. **Basement impact** 
   1. Policy DP27 states ‘In determining applications for basements and other underground development, the Council will require an assessment of the scheme’s impact on drainage, flooding, groundwater conditions and structural stability, where appropriate. The council will only permit basement development that does not cause harm to the built and natural environment and local amenity and does not result in flooding or ground instability. Policy DP27 states that developers will be required to demonstrate with methodologies appropriate to the site that schemes maintain the structural stability of the building and neighbouring properties; avoid adversely affecting drainage and runoff or causing other damage to the water environment; and avoid cumulative impact upon structural stability or water environment in the local area.
   2. The development site is surrounded by physical constraints, the Grand Union Towpath and Regent’s Canal to the south, National Grid cable infrastructure runs along the southern site boundary and follows the profile of the canal wall, a neighbouring National Rail viaduct to the north, a commercial retail area to the west and retail buildings to the east. London Underground Northern Line tunnels run below Chalk Farm Road, approximately 20 metres to the east of the site.
   3. Both a single storey and a double storey basement are proposed within the redevelopment scheme for Camden Lock Market and the proposal utilises contiguous piled retaining walls installed from existing ground level. The proposal is a Category C basement as there are listed structures, the canal and National Grid infrastructure around the single and two storey basements.
   4. The application was accompanied by a Basement Impact Assessment (BIA). The ground movement and building damage assessment predicts damage no greater than Burland Category 0 (Negligible). This is considered acceptable in accordance with CPG4 (Basements). The BIA reports submitted by the applicant have been subject to independent verification. Campbell Reith (the Council’s external assessor of basement schemes) considers the submitted BIA to be acceptable subject to a Basement Construction Plan (BCP) being included in the section 106 agreement. It is accepted that there are no slope stability concerns, no hydrogeological concerns and no hydrological concerns with respect to the development proposals.
   5. As such, the independent review by Campbell Reith concluded that the BIA is adequate and in accordance with policy DP27 and guidance contained in CPG4 (Basements and Lightwells) 2015, subject to the completion of a BCP, which is required by S106. The applicant has satisfactorily demonstrated that the proposed basement would not cause harm to the built and natural environment and would not result in flooding or ground instability.
4. **Sustainable design and construction**
   1. The considerations on the impact on the amenity of neighbouring properties are as follows:

* Policy review
* The site and the proposal
* Energy
* Sustainability
* Air quality
* Protected species
* Biodiversity enhancements

Policy review

* 1. Pursuant to London Plan policies 5.2, 5.3, 5.6m, 5.7, 5.9, 5.10, 5.11, 5.12, 5.13, 5.14, 5.15 and 5.17, Core Strategy policy CS13 and Development Policies DP22 and DP23 all developments in Camden are required to make the fullest contribution to the mitigation of and adaptation to climate change, to minimise carbon dioxide emissions and contribute to water conservation and sustainable urban drainage.
  2. Policy DP22 encourages non-domestic developments in excess of 500sqm to achieve “very good” (58%). The minimum scores in the following categories must also be achieved: Energy 60%; Water 60%; and Materials 40%. DP23 requires that water efficiency equipment, including grey and/or rain water harvesting is included in proposals.

The site and the proposal

* 1. The proposal is a high density scheme utilising a brownfield site in very close proximity to ‘Excellent’ public transport links (PTAL 6a). The scheme is mixed use. The principle of the scheme is therefore highly sustainable.

Energy

* 1. A large proportion of the site involves the retention and refurbishment of existing buildings. This is in accordance with DP22 and will help limit embodied carbon emissions associated with the development. The development will achieve a 4% reduction in regulated CO2 emissions compared to the Part L 2013 baseline through the enhancement of energy efficiency measures. London Plan policy 5.2 requires that a 35% reduction in CO2 emissions is achieved. In order to comply with this policy, a carbon offset contribution of £89,100 will be secured by S106. This will be spent on carbon reduction projects elsewhere in the borough. The development has a low heat demand and as such decentralised energy and CHP (Combined Heat and Power) are inappropriate. The applicant has demonstrated to the Council’s satisfaction that inclusion of renewable energy technologies on this site is unfeasible due to lack of available roof space. In order to further reduce emissions associated with the development the applicant will be required by condition to update the tenant and trader handbook outlining energy efficiency measures that should be taken.
  2. A S106 energy efficiency and renewable energy plan will be used to secure detailed proposals in line with the energy statement (rev 3).

Sustainability

* 1. BREEAM ‘very good’ will be targeted. The minimum sub-targets set out in CPG3 for materials will be achieved. The applicant has demonstrated to the council’s satisfaction that the targets for energy and water cannot be achieved due to site restrictions and nature of the proposed uses. In order to further reduce water use on the site a rainwater harvesting system will be installed. The harvested rainwater will be used instead of potable water for washing down the market areas of the site.
  2. A S106 sustainability plan will be used to secure detailed proposals in line with the sustainability statement (rev 3).

Air Quality

* 1. Policies CS16 and DP32 are relevant with regards to air quality.
  2. The applicant has completed an air quality assessment which demonstrates the proposals will not have a significant detrimental impact in terms of NO2. The heating plant will consist of low NOx boilers and will meet the emissions standards set out in the Mayor of London ‘Sustainable Design and Construction SPG’. The development will be ‘Air Quality Neutral’.

Protected species

* 1. The applicant has completed ecological surveys at the Site in 2012 including a desk study, ‘Extended’ Phase 1 habitat survey, building inspections and bat surveys. Further updated bat surveys were carried out in 2015 to inspect 18 buildings for the potential for roosting bats. Of these buildings, 13 were deemed to have ‘low’ potential for roosting bats. The 2015 report recommends that a single dusk emergence and a single dawn re-entry survey should be carried out on each building deemed to have low potential as per standard guidelines. This is to ensure that the proposed planning application has sufficient detail in which to assess the impacts of the development on bats. These surveys must be carried out during Spring or Summer months. These further surveys have not been carried out as part of the planning application and as such a ‘holding objection’ to the application is made from a nature conservation perspective. The further surveys would need to be secured by section 106. If the absence of roosting bats is confirmed, a report would be submitted to the Council in order for the holding objection to be removed. Officers would not normally agree to this approach, however it is considered acceptable in these circumstances given that the buildings in question have been identified as having ‘low potential’ for supporting bat roosts. If they were anything higher officers would not agree to this approach.
  2. Should roosting bats be recorded during the further surveys, additional survey effort would be required in order for the roost site(s) to be adequately classified, the specie(s) present identified and the population(s) estimate determined. If this is the case, adequate mitigation would need to be included within the scheme design to comply with legislative and planning policy requirements before the holding objection could be removed. If roosting bats are present, a licence from Natural England would be required to permit any works that are likely to impact on roosting bats.
  3. Given the location of the development adjacent to the canal, which is a metropolitan site of importance for nature conservation and used as a commuting route by bats, the impact of lighting should be assessed and appropriate mitigation measures proposed in accordance with the recommendations made in the ecology report (2012). These details would be secured by condition.

Biodiversity Enhancements

* 1. It is acknowledged that green roofs would be unsuitable for the development for design and conservation reasons. The majority of the existing and proposed buildings have sloping roofs where a green roof would not be appropriate. The pavilion building which has a flat roof would have a terrace on the roof. Given the above, green roofs are not considered feasible due to lack of available roof space. Green walls could potentially be implemented in the development. A condition is suggested regarding a green wall feasibility study.
  2. The provision of bird and bat boxes would be secured by condition.

1. **Flood risk and drainage**
   1. Policies CS13 and DP23 are relevant with regards to flood risk and drainage.
   2. The site is not located within a Flood Risk Zone based upon Camden Flood Risk Management Strategy maps and is not identified as a street that flooded in either 1975 or 2002.

* 1. A Sustainability Statement has been submitted as part of this application, which includes a Flood Risk Assessment. A Sustainability Officer has assessed the proposal and has no objections subject to a condition requiring full details of a sustainable drainage system (SuDS) and evidence of installation.

1. **Transport**
   1. The following transport considerations are covered below:

* Policy review
* The site
* Travel plans
* Car parking
* Cycle parking
* Management of construction impacts
* Deliveries and servicing
* Pedestrian comfort levels and flows
* Pedestrian cycle and environmental contributions
* Highway and public realm improvements
* Conclusion

Policy review

* 1. Policies CS11, DP16, DP17, DP18, DP19, DP20, DP21 and CPG7 (Transport) are relevant with regards to transport issues.

The site

* 1. The site has a PTAL rating of 6a (Excellent). Camden Town Underground Station is the closest station, located approximately 350m to the south. Camden Road Station is located approximately 450m to the east and is served by Overground services. There are numerous bus services along Camden High Street and Chalk Farm Road.

Travel plans

* 1. This development will lead to an increase in capacity in visitors to the area, with around 30% increase in commercial and office space this will allow more people to shop and work in the area which will lead to higher pressure on local transport infrastructure. The applicant has provided a draft travel plan as part of this application which shows that the majority on visitors travel to and from Camden Market via tube and train. The local stations are already under pressure, but Transport for London is currently working on plans to upgrade Camden Town tube station to support the Northern line upgrade and provide necessary station capacity enhancements. However efforts to reduce demand at Camden Town tube station through effective travel planning and travel demand management will be critical for the redevelopment of Camden Lock Market. This can be accomplished through promotion of sustainable modes of travel such as walking and cycling. TfL have not objected to the scheme on the grounds of additional impact and note that the applicant’s Transport Assessment has identified this issue. Officers have worked with the developer to provide for the first time in this area a reasonable level of visitor cycle parking at Camden Lock Market; staff cycle parking would be provided to London Plan standards and officers would also look to improving wayfinding, with schemes such as Legible London. The Travel Plan would play an important part in limiting the pressure on the local transport infrastructure and encouraging the use of these new facilities.
  2. Travel Plans are an effective tool for managing visitors, volunteers and employees at a site by helping to promote sustainable transport and enhancing the effectiveness of sustainable transport facilities at the site. The applicant has submitted a number of versions of the Travel Plan and has been working with the Council to develop a high quality plan. Development of the plan is ongoing. However, it cannot be finalised until planning permission is granted and a permanent Travel Plan Co-ordinator can be assigned.
  3. If planning permission is granted a final Travel Plan would need to be secured as a section 106 planning obligation. The Travel Plan would need to be approved by the Council prior to completion of the proposed works. This would include a requirement for a Travel Plan Co-ordinator to be appointed.
  4. The Council would also seek to secure a financial contribution of £6,020 to cover the costs of monitoring and reviewing the travel plan over a 5 year period. This would also need to be secured by a Section 106 planning obligation if planning permission is granted.
  5. Transport for London encourages developers to use the TRICS database (formerly TRAVL) for trip generation predictions. Officers would require the applicant to undertake a TRICS after study and provide TfL and Camden with the results on completion of the development. TfL would then be able to update the TRICS database with the trip generation results for the various use categories associated with this development. Officers would seek to secure the necessary after surveys and results by Section 106 agreement as part of the Travel Plan review and monitoring process.

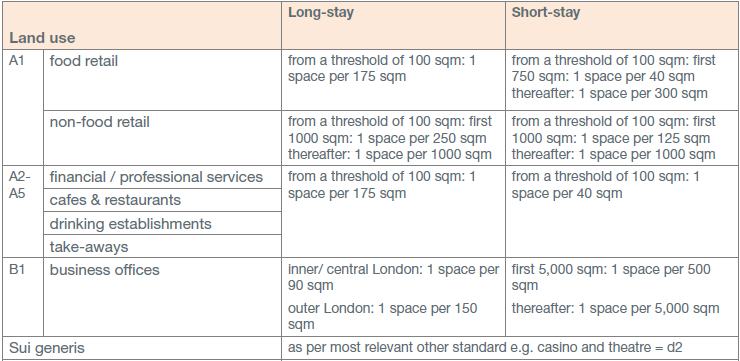
Car parking

* 1. There are currently no car parking spaces on the site and none are proposed. A car-free proposal is supported by officers.

Cycle parking

* 1. There are currently no formal cycle parking spaces on site. Under the proposals, 92 spaces would be provided; 48 secure staff spaces and 44 visitor spaces.
  2. Policy DP18 requires developments to sufficiently provide for the needs of cyclists. Camden’s minimum cycle parking standards are contained in Appendix 2 of the Camden Development Policies document. The London Plan also provides guidance on minimum cycle parking standards and these are outlined in Table 6.3 of the London Plan. Officers assess cycle parking requirements against the minimum requirements of the Council’s Development Policies as well as the London Plan.
  3. Table 6.3 of the London Plan requirements are summarised in table 1 below:

Table 1



* 1. This would equate to the following requirement to meet London Plan Standards:
* A1 2756.1sqm = 6 staff, 10 Visitor
* A3 1751.8sqm = 15 Staff, 44 Visitor
* B1 2384.4sqm = 27 Staff, 5 visitor
* Sui Generis (relevant to A1 non-food retail) 4106.4 = 7 Staff, 12
* Overall 10,998.7sqm = 55 Staff, 71 Visitor
  1. Camden's Cycle Parking Standards require for A1 – B1 use:
* From threshold of 500sqm, 1 space per 250sqm or part thereof for Staff
* From threshold of 500sqm, 1 space per 250sqm or part thereof for Visitors

This would equate to the following requirement of 44 Staff spaces and 44 Visitor spaces

* 1. The proposed development would supply 48 spaces for staff and 44 for visitor, a total of 92 Spaces. This does not meet London Plan Standards and only meets Camden Council standards for staff but not for visitors. However, there are currently no facilities on site for ether staff or visitors and based on the uplift of the development this does meet both standards. As a general principle, officers would push for the whole area of the development to be taken into account, but due to the heritage considerations of the market and the restriction of space, officers are satisfied that this level will suffice.
  2. The 44 visitor cycle parking spaces would be located within the development, which would mean they are fully covered and clearly signposted from points of arrival. Staff cycle parking would be located in the basement, which would be covered and secured. The proposal also provides space for shower and changing facilities. This demonstrates a commitment to providing “high quality cycle facilities” as required by development policy DP17. Such facilities would help to encourage people to cycle to the site.
  3. The design of the cycle parking is in line with CPG7 Design Guidance and is deem fit for implication. A condition is suggested to secure the proposed 92 cycle parking spaces.
  4. TfL has requested an extra cycle docking station given the uplift in floorspace. However, given the substantial improvement in cycle parking on site, including visitor’s parking, it is not considered that there would be an increase in demand for the public cycles. It is therefore not considered reasonable that a contribution is required towards a new cycle docking station is required. The nearest existing cycle docking station is located nearby on Castlehaven Road.

Management of construction impacts

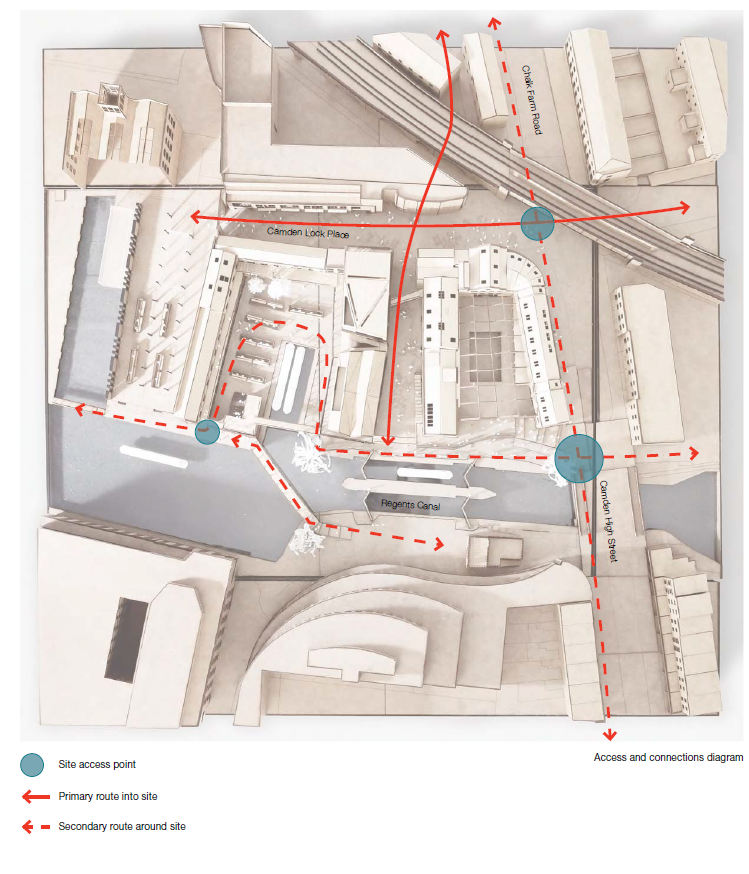
* 1. This development would require a significant amount of construction works, involving demolition and construction. This would generate a large number of construction vehicle movements during the overall demolition and construction period. Officers’ primary concern is public safety but the Council also needs to ensure that construction traffic does not create (or add to existing) traffic congestion. It also needs to be ensured that there is no cumulative impact with the Hawley Warf development on the other side of Chalk Farm Road. The proposal could result in amenity issues for local people in terms of noise, vibration and air quality.
  2. The Council needs to ensure that the development can be implemented without being detrimental to amenity or the safe and efficient operation of the highway network in the local area. Officers are concerned especially about the impact on vulnerable road users during peak time, as this is when the majority of cyclist death occurs. Transport for London has also expressed this concern and have requested that no HGV movements be allowed at peak times; “Heavy Good Vehicle movements should be optimised to avoid the AM and PM peak hours”.
  3. For this reason a Demolition Management Plan and a Construction Management Plan (DMP & CMP) should therefore be secured as a Section 106 planning obligation, with the additional obligation that freight movement should limited between 9:30am to 4:30 Monday the Friday and 8am till 1pm Saturdays, with no deliveries on Sunday and bank holidays unless agreed beforehand with Camden Council.
  4. The Council has now adopted a DMP and CMP pro-forma and this is recommended to be completed as part of a Section 106 agreement if planning permission is granted.

Deliveries and servicing

* 1. The proposal suggests delivery vehicles will use Camden Lock Place to make deliveries until 9:30am each day. Between 9:30am and 6pm all remaining deliveries take place using two on-street loading bays located on Chalk Farm Road. The market will use a booking-in system to regulate the numbers of vehicles arriving at Camden Place. During the day, delivery vehicles will use the on-street loading bays located on Camden High Street. Scheduling will enable delivery vehicles arriving at Camden Place and West Yard to be managed with no more than 6 vehicles an hour arriving throughout the day. Therefore, the market will not require any additional loading bays other than those already provided.
  2. These proposals would lead to an increase in freight movement in the area and with Camden High Street and Chalk Farm Road already congested with pedestrians, cyclist and motor vehicle movements and would only increase with the enlargement of the market. The Council therefore must put measures in place to control the servicing of the site. A Delivery and Servicing Management Plan should therefore be secured as a Section 106 planning obligation if planning permission is granted.

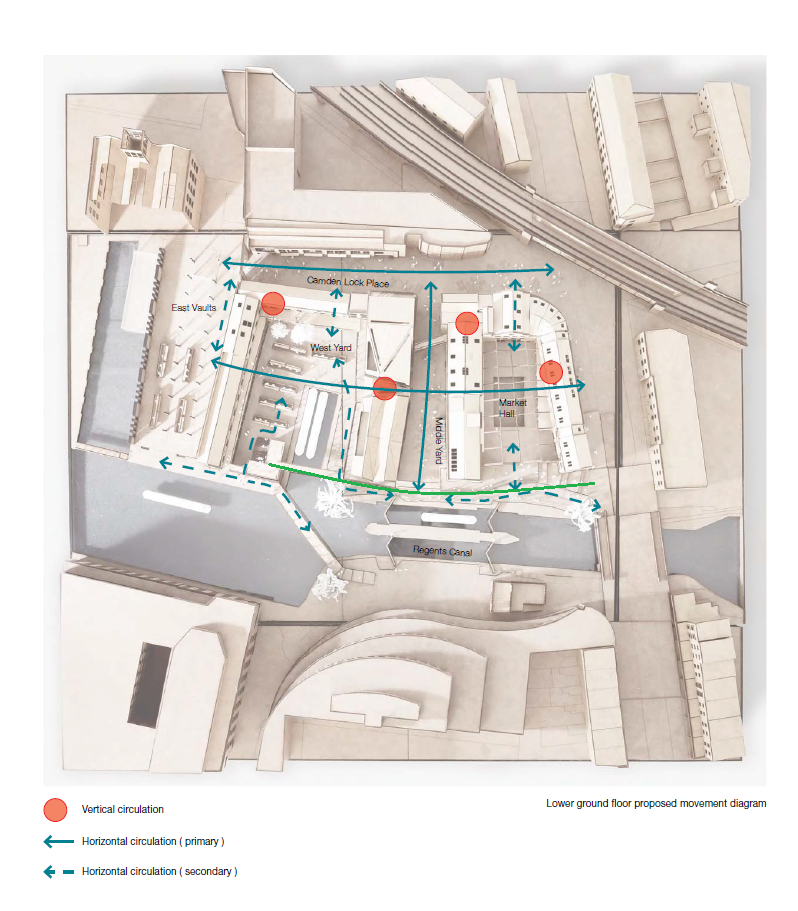
Pedestrian comfort levels and flows

* 1. As with other recent developments within the area, TfL’s and Council officers’ fundamental concern is with crowding at Camden Town station and the pedestrian comfort with in the site which has also been identified as an issue in the applicant’s Transport Assessment. TfL is currently working on plans to upgrade Camden Town tube station to support the Northern line upgrade and provide necessary station capacity enhancements. Until this upgrade is complete, efforts to reduce demand at Camden Town tube station through effective travel planning and travel demand management will be critical for the redevelopment of the Camden Lock Market, which officers can address through the Travel Plan as outlined above.
  2. Officers have been working with the applicant to improve comfort levels and accessibility for visitors and commuters traveling through the market. Currently there are a number of walkways around the site, but this redevelopment gives the opportunity to create better flows around and through the site. In figures 3 & 4 is the outline plan for which pedestrians will be able to navigate the market and also avoid the market if only passing through. One of the main improvements in terms of pedestrian movement is the bridge along the canal (See Fig 2, green route) which will allow pedestrians traveling along the canal to avoid entering the main market area and continue along towards the new King’s Cross development, join Chalk Farm Road or Camden High Street.
  3. Officers looked into a number of ways that this bridge could be delivered at ground level, but due to the essential requirement to maintain the Willow Tree and the need to maintain regular access to the canal dock this was not possible. Pedestrians along the canal will be able to carry on along the canal, without having to enter the market or cross the canal twice as they currently do.



**Fig 3 – Proposed pedestrian routes through the market**

* 1. The uplift in commercial and retail space at the market would inevitably lead to an increase in visitors to the site, as has been seen from studies that increased capacity is filled naturally. This would make the provision of new walkways through the site essential and officers are satisfied that provision has been made onsite. Officers propose to make additional alteration to Chalk Farm Road and surrounding areas to accommodate this increase in visitor numbers and are looking into the possibility of widening the footway along Chalk Farm Road and as well as improvement to way finding schemes such as Legible London that will assist with making people aware of alternative route to and from the site so as to not focus the burden on any one route.



**Fig 3 – Proposed pedestrian routes through the market**

Pedestrian, cycle and environmental contributions (PCE)

* 1. Camden Lock Market is one of the most visited tourist sites in Camden Borough and with this proposed expansion would likely draw more visitors to the site. This would put additional pressure on public transport and the highways network. Transport officers are currently looking at improvements to the area to allow great pedestrian permeability, improve safety for road users and facilitate the additional freight movement to and from the site. A key area to improve that would enhance the experience of visitors to the site is the section of Chalk Farm Road/Camden High Street between Hawley Crescent and Castlehaven Road.
  2. This improvement scheme would be important to support the likely uplift in visitors that will come with the growth of the market, as required in “Camden’s Core Strategy” which “aims to promote sustainable and efficient travel (CS11) by supporting strategic infrastructure projects in support of growth”.
  3. Due to the current issues with pedestrian permeability at this site officers are pleased that the redevelopment has taken into account the need to create new areas within the site for pedestrian movement (please see above), however this will also have to be reflected in the surrounding highway network and links to and from the site.  Officers consider that a PCE contribution of £241,600 would be essential to conduct works that will ensure we maintain high quality pedestrian and cycling links and provide adequate transport infrastructure as required in Camden Development Policy 16: Promoting sustainable and efficient transport. Therefore if planning permission is approved we should secure as an obligation in the S106 that a PCE contribution of no less that £241,600 should be secured.

Highway and public realm improvements

* 1. The summary page of Development Policy DP21 states that ‘The Council will expect works affecting highways to repair any construction damage to transport infrastructure or landscaping and reinstate all affected transport network links and road and footway surfaces following development’. The footway next to the vehicular access is likely to be damaged as part of the temporary removal of the boundary wall and will have to be replaced. The servicing bay on Chalk Farm Road and the footway are likely to be damaged as part of this works and any damage will need to be repaired to facilitate the development. There will be no alteration to the existing street scape as part of these works.
  2. The Council would therefore need to secure a financial contribution for highway works as a section 106 planning obligation if planning permission is granted. This would allow the proposal to comply with Development Policy DP21. An estimate has been submitted to the Council’s highways team and would form part of the S106 if planning permission is granted.

Conclusions

* 1. The proposals are acceptable in transport terms subject to section 106 obligations and conditions.

1. **Security**
   1. Policy CS17 and CPG1 (Design) are relevant with regards to secure by design.
   2. The proposal features the following security measures:

* security lighting,
* CCTV,
* natural surveillance
* active frontages
* increased permeability
* recesses/potential hiding places designed out
  1. The Designing Out Crime officer was consulted prior to the application being submitted and was involved in the design process. This officer has no objections to the proposals. The applicant has also been in conversation with a Counter Terrorism Security Advisor.
  2. The proposal improves visual and physical permeability. Officers consider that the above security measures will discourage crime and fear of crime. Recesses and potential hiding places have been designed out of the scheme.
  3. Given the above security measures and that no objections have been received from the Designing Out Crime officer, the proposal is considered acceptable in terms of the principles of Secure by Design. Conditions are attached regarding CCTV and lighting.

1. **Refuse and recycling**
   1. Policies CS18, DP26 and Camden Planning Guidance 1 (Design) are relevant with regards to waste and recycling storage and seek to ensure that appropriate storage for waste and recyclables is provided in all developments.
   2. A single waste room is proposed within the West Yard. The bins would be stored in a managed waste store and the on-site facilities management team would supervise the processing and movement of bins within the waste store. Camden Council currently collects waste at 6am daily Monday – Sunday. Additional collections are scheduled at 7pm Saturday and Sunday to manage the demand generated during these trading days.
2. **Employment and training opportunities** 
   1. The proposed development is large enough to generate significant local economic benefits. Policy CS19 and Camden Planning Guidance state that in the case of such developments the Council will seek to secure employment and training opportunities for local residents and opportunities for businesses based in the Borough to secure contracts to provide goods and services.
   2. In line with CPG8, a range of training and employment benefits are to be secured in order to provide opportunities during and after the construction phase for local residents and businesses. This package of recruitment, apprenticeship and procurement measures will be secured via shadow S106 / condition and will comprise:

* Local employment
* Construction apprenticeships and work placement opportunities through the King’s Cross Construction Skills Centre
* Local Procurement
* Community based enterprise initiatives
* Work apprenticeships
* To promote job vacancies to local residents.
  1. The proposals are therefore in accordance with the guidance set out in CPG5 and policies CS8 and DP13 of the LDF.

1. **Planning obligations** 
   1. The following contributions are required to mitigate the impact of the development upon the local area, including on local services. These heads of terms will mitigate any impact of the proposal on the infrastructure of the area.

|  |  |
| --- | --- |
| **Contribution** | **Amount (£)** |
| Highways | To be confirmed |
| Pedestrian, cycling and environmental | 241,600 |
| Travel plan monitoring | 6,020 |
| Carbon offsetting charge | 89,100 |
| Contribution towards cleaning canal (Litter Management Strategy) | 8,500 per annum for 9 years (76,500) |
| Affordable housing (payment in lieu) | 758,400 |
| **TOTAL** | **1,171,620** plus Highways contribution |

1. **Mayor of London’s Crossrail CIL**
   1. The proposal will be liable for the Mayor of London’s Community Infrastructure Levy (CIL) as it includes new commercial floorspace. Based on the Mayor’s CIL charging schedule (for Zone B - £50/sqm) and the information provided as part of the application, the charge for this scheme, should it be approved would be the proposed uplift in floorspace (4,833sqm) x £50 which calculates as £241,650. This would be collected by Camden after the scheme is implemented and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, and subject to indexation in line with the construction costs index.
2. **Camden CIL**

* 1. The proposal will be liable for the Camden Community Infrastructure Levy (CIL) as it includes an uplift of over 100sqm commercial floorspace (4,575sqm GIA). These uses in Zone B is charged as follows:

Commercial = £25 per sqm (4,575sqm sqm) = £114,375

1. **CONCLUSION** 
   1. The proposals would provide additional market floorspace and employment floorspace which provide benefits for the local area. The proposals would improve the market in terms of circulation and offer. The proposed housing offer off-site and via payment-in-lieu is considered acceptable given the viability of the scheme.
   2. The proposals are considered to be a sensitive approach to upgrading the market for the 21st century with a high-quality, contemporary design that would preserve and enhance the Regent’s Canal Conservation Area.
   3. The proposals will not materially impact on residential amenity, given that there are no residential properties adjoining the site and with conditions and section 106 heads of terms mitigating any potential impact.
   4. The proposal is car free and would substantially improve upon the existing situation with regards to cycle parking. A contribution towards environmental improvements would benefit the area.
   5. Given the benefits from the proposed land use mix, the quality of the architecture proposed and the section 106 contributions, on balance, it is considered that the application is acceptable.

* 1. The development would be appropriate and in accordance with relevant National and Regional Guidance, Core Strategy and Development policies and Camden Planning Guidance for the reasons noted above.

1. **RECOMMENDATIONS**
   1. **Planning Permission is recommended subject to conditions and a S106 Legal Agreement covering the following Heads of Terms:-**

Transport

* Car free development
* Section 106 planning obligation to secure a Construction Management Plan (CMP). The Section 106 agreement shall state that the CMP shall be approved prior to any works starting on site and the approved plan shall be followed, unless otherwise agreed with the Highway Authority. It should also restrict HGV movement to and from the site to with in the hours of 9:30 to 16:30 Monday to Friday, 8 till 13:00 Saturdays and fully restrict movement on Sundays and Bank Holidays.
* Section 106 planning obligation to secure a Demolition Management Plan (DMP). The Section 106 agreement shall state that the DMP shall be approved prior to any works starting on site and the approved plan shall be followed, unless otherwise agreed with the Highway Authority. It should also restrict HGV movement to and from the site to with in the hours of 9:30 to 16:30 Monday to Friday, 8 till 13:00 Saturdays and fully restrict movement on Sundays and Bank Holidays.
* A Section 106 planning obligation to secure a Delivery and Servicing Management Plan (DSMP). The Section 106 agreement shall state that the SMP shall be approved prior to the first occupation of the site and the approved plan shall be followed, unless otherwise agreed with the Highway Authority.
* A Section 106 planning obligation to secure a Workplace Travel Plan (TP) for the development. The Section 106 agreement shall state that the TP shall be approved prior to the first occupation of the site and the approved plan shall be followed, unless otherwise agreed with the Highway Authority. The Section 106 agreement shall require the applicant to undertake a TRAVL after survey and to provide TfL and Camden with a copy of the results as part of the travel plan review and monitoring process.
* A Section 106 planning obligation to secure a financial contribution of £6,020 to cover the costs of monitoring and reviewing the Travel Plans for a period of 5 years.
* A Section 106 planning obligation to secure a financial contribution to cover the cost of public highway and public realm improvement works in the general vicinity of the site. These works would include repaving of the carriageways and footways on Chalk Farm Road. The Highway Authority reserves the right to construct the adjoining Public Highway (carriageway, footway and/or verge) to levels it considers appropriate. An estimate for the cost of the public highway and public realm improvement works will be calculated and provided by the Highways Delivery Team in Engineering Services, and this will be provided separately once available. An informative should also be placed on the planning permit, which states that planning permission does not guarantee that public highway and public realm improvement works will be implemented as proposed as they are always subject to further public consultation, detailed design, and approval by the Highway Authority.
* A Section 106 planning obligation to secure a financial contribution of £241,600 towards Pedestrian, Cycling, Environmental, and Public Realm improvements in the vicinity of the site.

Employment and training

With regards to construction:

* The applicant should work to CITB benchmarks for local employment when recruiting for construction-related jobs as per clause 8.28 of CPG8.
* If the build costs of the scheme exceed £3 million the applicant must recruit 1 construction apprentice per £3million of build costs, and pay the council a support fee of £1,700 per apprentice as per clause 8.17 of CPG8. Recruitment of construction apprentices should be conducted through the Council’s King’s Cross Construction Skills Centre.
* The applicant should provide a specified number (to be agreed) of construction related work placement opportunities of not less than 2 weeks each, to be undertaken over the course of the development, to be recruited through the Council’s King’s Cross Construction Skills Centre.
* The applicant should advertise all construction vacancies and work placement opportunities exclusively with the King’s Cross Construction Skills Centre for a period of 1 week before marketing more widely.
* If the value of the scheme exceeds £1 million, the applicant must also sign up to the Camden Local Procurement Code, as per section 8.19 of CPG8. This should include at least 2 Meet the Buyer events/local supplier workshops to promote opportunities for local businesses.

With regard to the end use:

* To develop a package of measures to support the development of enterprise locally. The range of measures to include support for a community based enterprise initiatives, such as, Into Enterprise, Haverstock School Enterprise Projects, support and guidance for smaller markets. Measures to also include supporting local residents and makers to embark on start ups and providing advice, guidance and mentoring scheme.
* A rolling programme of 2 apprenticeships a year according CPG8 clause 8.33 to be recruited through the Council’s Economic Development Team. The apprenticeships could relate to either Market Retail Apprentice, Business Admin, Customer Service
* To promote job vacancies to local residents through the Council’s Economic Development Team
* The applicant provide a local employment, skills and local supply plan setting out their plan for delivering the above requirements prior to occupation.

 Energy, sustainability and biodiversity

* Carbon off-setting charge (£89,100)
* Energy efficiency and renewable energy plan
* Sustainability plan
* Further bat surveys (during 31 March – September period) - and ‘holding objection’ to the application is made from a nature conservation perspective. If the absence of roosting bats is confirmed, a report would be submitted to the Council for approval in order for the holding objection to be removed.

Affordable housing

* £758,400 payment in lieu.
* The provision of 4 intermediate rent units off-site, at Camden target intermediate rents

Others

* Basement Construction Plan – assessment of which to be paid for by applicant
* Night-time Use Management Strategy
* Litter and Management Strategy

1. **LEGAL COMMENTS**
   1. Members are referred to the note from the Legal Division at the start of the Agenda.
2. **CONDITIONS**
   1. Planning application

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| 1 | Three years from the date of this permission  This development must be begun not later than three years from the date of this permission.  Reason: In order to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended). |
| 2 | Approved drawings  The development hereby permitted shall be carried out in accordance with the following approved plans:  **Drawings:**  Existing drawings:  Site Plan P03 000, P01 100, P01 101, P01 102, P01 103, P01 104, P01 105, P01 200, P01 201, P01 202, P01 203, P01 204, P01 300, P01 301, P01 302, P01 303, P01 304, P01 305, P01 307, P91 000, P91 100, P91 001, P91 101.  Proposed drawings:  P00 498, P00 499, P00 500, P00 501, P00 502, P00 503, P00 504, P00 098, P00 099, P00 100, P00 100, P00 102, P00 103, P00 104, P00 105, P02 100, P02 101, P02 102, P02 103, P02 104, P03 100, P04 000, P04 001, P04 002, P04003, P04 004, P04 005, P04 007, P04 100, P04 101, P04 102, P04 103, P04 104, P04 050 P04, 051, P04 052, P04 053, P05 000, P05 001, 05 002, P05 003, P05 004, P05 005, P05 100, P05 101, P05 102.  **Supporting Documents:**  Documents: Town Planning Statement (Gerald Eve) dated August 2015, Design and Access Statement (Piercy & Company) August 2015, Heritage, Townscape and Visual Impact Assessment (Stephen Levrant Architecture) August 2015, Acoustics Strategy for Planning (Hoare Lea) August 2015, Energy Statement revision 3 (Hoare Lea) August 2015, Sustainability Statement revision 3 (Hoare Lea) August 2015, Economic and Retail Report (RPS) August 2015, Statement of Community Involvement (London Communications Agency) August 2015, Market Management Plan (Castlehaven Row Limited) August 2015, Transport Assessment incorporating interim Travel Plan (Arup) August 2015, Air Quality Report (Waterman) August 2015, Historic Environment Assessment (MOLA) August 2015, Basement Impact Assessment (CGL) August 2015, Arboricultural Report (AECOM) August 2015, Arboricultural Report Addendum (AECOM) 8.12.15, Viability Report (Gerald Eve) December 2015, Construction Management Plan (Mace) August 2015.  Reason: For the avoidance of doubt and in the interest of proper planning. |
| 3 | Materials to match  All new external work in terms of extensions and/or alterations shall be carried out in materials that resemble, as closely as possible, in colour and texture those of the existing building, unless otherwise specified in the approved application.  Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policies DP24 and DP25 of the London Borough of Camden Local Development Framework Development Policies. |
| 4 | Sample panels (new build)  A Sample panel of the following shall be provided on site and shall be approved in writing by the local planning authority before the relevant parts of the works are commenced:   1. All facing materials for all new buildings including walls, windows, doors, roofing and soffits 2. New paving materials   The approved panels shall be retained on location until the work has been completed.  The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.  Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policies DP24 and DP25 of the London Borough of Camden Local Development Framework Development Policies. |
| 5 | Detailed drawings  Detailed drawings (plans sections and elevations) at 1:10 of the following shall be submitted to and approved in writing by the local planning authority before the relevant parts of the works are commenced:   1. windows 2. doors 3. other openings 4. the new canopy 5. shopfronts on Chalk farm Road/Camden High Street 6. new entrances to Market Hall Building from Camden Lock Place 7. Typical, plan section and elevation of proposed bridge and junctions with sides of basin.   Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policies DP24 and DP25 of the London Borough of Camden Local Development Framework Development Policies. |
| 6 | External equipment  No lights, meter boxes, flues, vents or pipes, and no telecommunications equipment, alarm boxes, television aerials or satellite dishes shall be fixed or installed on the external face of the buildings, without the prior approval in writing of the local planning authority.  Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 and DP25 of the London Borough of Camden Local Development Framework Development Policies. |
| 7 | Archaeology  A) No development other than demolition to existing ground level shall take  place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological evaluation in accordance with a written scheme which has been submitted to and approved by the local planning authority (in liaison with GLAAS) in writing and a report on that evaluation has been submitted to the local planning authority.  B) If heritage assets of archaeological interest are identified by the evaluation  under Part A, then before development, other than demolition to existing  ground level, commences the applicant (or their heirs and successors in title)  shall secure the implementation of a programme of archaeological  preservation and investigation in accordance with a Written Scheme which has been submitted to approved by the local planning authority in writing (in liaison with GLAAS).  C) No development other than demolition shall take place other that in accordance with the Written Scheme approved under Part (B).  D) The new buildings in the development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme approved under Part (B), and the provision for analysis, publication and dissemination of the results and archive deposition has been secured.  Reason: Built heritage assets on this site will be affected by the development. The planning authority wishes to secure building recording in line with NPPF, and publication of results, in accordance with Section 12 of the NPPF. |
| 8 | Granite setts  Prior to the commencement of any works on site, a strategy to outline the methodology for the careful removal and the secure storage of the granite setts along with a plan detailing the areas within the site for their re-laying, shall be submitted to and approved in writing by the Council. The relevant works shall not be carried out otherwise than in accordance with the details thus approved in the strategy.  Reason: To preserve the public realm heritage and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies. |
| 9 | Lighting strategy  Full details of a lighting strategy, to include information about potential light spill on to buildings, trees and lines of vegetation and the canal to minimise impact on bats, shall be submitted to and approved by the Local Planning Authority, in writing, prior to occupation. The strategy should avoid illuminating the canal which is used as a foraging and commuting route for bats. The development shall not be carried out otherwise than in accordance with the details thus approved and shall be fully implemented before the premises are first occupied.  Reason: To ensure compliance with the Habitats Regulations and the Wildlife & Countryside Act 1981 (as amended). |
| 10 | Drainage strategy  Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed”.  Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community. Thames Water’s preferred option would be for all surface water to be disposed of on-site using SUDs as per policy 5.13 of the London plan. |
| 11 | Tenant and trader handbook  Prior to occupation, the tenant and trader handbook shall be submitted to the Local Planning Authority demonstrating inclusion of a “Green Building Guide” setting out energy efficient measures/steps that should be taken to reduce emissions associated with the fit-out of tenant units. This shall include, (but limited to) advice on:  - Sustainable materials selection  - Energy efficient building fabric  - Energy efficient heating (including a statement that outdoor space heaters are not allowed)  - Energy efficient lighting  - Reducing water use  - Reducing energy from cooking  - Low energy appliances  The green building guide shall thereafter be retained in the tenant and trader handbook and updated from time to time within improved green building standards as appropriate  Reason: To ensure that the proposed uses within the development are energy efficient and to reduce emissions in accordance with policies CS5, CS13 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP32 of the London Borough of Camden Local Development Framework Development Policies. |
| 12 | Greening wall feasibility and viability study  Prior to the first occupation a Greening Wall Feasibility and Viability Study shall be submitted to and approved in writing by the local planning authority.  Should the study demonstrate that a green wall(s) can be provided, full details of the wall(s) including species, planting density, substrate and a section at scale 1:20 showing that adequate depth is available in terms of the construction and long term viability of the green roof, and a programme for a scheme of maintenance shall be submitted to and approved in writing by the local planning authority. The green wall shall be fully provided in accordance with the approved details prior to first occupation and thereafter retained and maintained in accordance with the approved scheme of maintenance.  Reason: To ensure that the green roof is suitably designed and maintained in accordance with the requirements of policies CS13, CS14, CS15 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22, DP23, DP24 and DP32 of the London Borough of Camden Local Development Framework Development Policies. |
| 13 | NOx boilers  The heating plant will consist of low NOx boilers and will meet the emissions standards set out in the Mayor of London ‘Sustainable Design and Construction SPG’.  Reason: To ensure that the proposal does not produce unacceptable emissions in accordance with the requirements of policies CS13, CS14, CS15 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22, DP23, DP24 and DP32 of the London Borough of Camden Local Development Framework Development Policies. |
| 14 | Bird and bat boxes  Prior to the construction of buildings above ground level, details of bird and bat box locations and types and indication of species to be accommodated shall be submitted to and approved in writing by the local planning authority. The development shall not be occupied until such time as the boxes thus approved have been installed. The boxes shall be thereafter retained and maintained.  Reason: In order to secure appropriate features to conserve and enhance wildlife  habitats and biodiversity measures within the development, in accordance with the  requirements of the London Plan (Consolidated with Alterations Since 2004) and  Camden Planning Guidance 2006 and policy CS15 of the London Borough of Camden  Local Development Framework Core Strategy. |
| 15 | Cycle parking  Prior to first occupation of development full details of the proposed cycle storage with a minimum of 92 cycle parking spaces (48 secure staff spaces and 44 visitor spaces) shall be submitted to and approved in writing by the Local Planning Authority.  The development shall not be occupied until the facilities as approved are completed and available for use. All such facilities shall thereafter be retained and maintained.  Reason: To ensure that the scheme makes adequate provision for cycle users in accordance with policy CS11 of the London Borough of Camden Local Development Framework Core Strategy and policies DP16, DP18, DP19 and DP26 of the London Borough of Camden Local Development Framework Development Policies. |
| 16 | Sound insulation  Before any Class D2 use commences, details of sound insulation shall be submitted to and approved in writing by the local planning authority. The use shall thereafter not be carried out other than in complete compliance with the approved insulation.    Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies CS5 and CS7 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP12 of the London Borough of Camden Local Development Framework Development Policies. |
| 17 | Canal wall risk assessment    Prior to any works taking place within 10m of the canal, a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water must be submitted and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust, to ensure the stability of the canal wall is not harmed.    Reason: To ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the navigation. |
| 18 | Surface Water    If surface water run-off and/or ground water is proposed to drain into the waterway, details shall be submitted to and agreed in writing by the Local Planning Authority in consultation with the Canal & River Trust prior to the commencement of development, and thereafter implemented in accordance with the agreed details unless otherwise agreed in writing.    Reason: To determine the potential for pollution of the waterway and likely volume of water. Potential contamination of the waterway and ground water from wind blow, seepage or spillage at the site, and high volumes of water should be avoided to safeguard the waterway environment and integrity of the waterway infrastructure. |
| 19 | Sustainable drainage system  No development other than demolition shall commence before full details of the sustainable drainage system in accordance with the drainage hierarchy shall be submitted to and approved in writing by the local planning authority. The design of such a system shall be informed by on site infiltration rate testing. If infiltration is not possible, the system design shall include 450m3 below ground attenuation where feasible as detailed in the proposals submitted with the planning application (4201-SK-151112-DS-001-P2). Such a system should be designed to accommodate all storms up to and including a 1:100 year storm with a 30% provision for climate change, and shall target greenfield run off rates. Details shall include a lifetime maintenance plan, and shall thereafter be retained and maintained in accordance with the approved details.  Reason: To reduce the rate of surface water run-off from the buildings and limit the impact on the storm-water drainage system in accordance with policies CS13 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22, DP23 and DP32 of the London Borough of Camden Local Development Framework Development Policies. |
| 20 | Evidence of installation  Prior to occupation, evidence that the sustainable drainage system has been implemented in accordance with the approved details as part of the development shall be submitted to the Local Authority and approved in writing. The systems shall thereafter be retained and maintained in accordance with the approved maintenance plan.  Reason: To reduce the rate of surface water run-off from the buildings and limit the impact on the storm-water drainage system in accordance with policies CS13 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22, DP23 and DP32 of the London Borough of Camden Local Development Framework Development Policies |
| 21 | Landscaping    No landscaping shall take place on site until full details of the proposed hard and soft landscaping scheme for the waterside area have been submitted to and approved in writing by the Local Planning Authority. The landscaping shall be carried out in accordance with the approved details.  Reason: To improve the appearance of the site when viewed from the waterside and to enhance the biodiversity of the area. Earthworks and associated landscaping also have the potential to impact on the integrity of the waterway and it is necessary to assess this and determine future maintenance responsibilities for any planting. |
| 22 | CCTV    Prior to occupation, full details of any proposed CCTV scheme shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust. The approved lighting and CCTV scheme should be implemented prior to first occupation of the development.    Reason: In the interest of crime prevention, ecology, visual amenity and the waterway setting. |
| 23 | Freight by water    Prior to the commencement of any demolition works on site, a feasibility study shall be carried out to assess the potential for moving freight by water during the construction cycle (waste and bulk materials) and following occupation of the development (waste and recyclables). The use of waterborne transport shall be maximised during the construction of the development unless the above assessment demonstrates that such use of the waterways is not physically or economically feasible.    Reason: To encourage the use of the waterways for transporting waste and bulk materials in accordance with the London Plan. |
| 24 | Ground investigation  At least 28 days before development commences:  (a) a written programme of ground investigation for the presence of soil and groundwater contamination and landfill gas shall be submitted to and approved by the local planning authority; and  (b) following the approval detailed in paragraph (a), an investigation shall be carried out in accordance with the approved programme and the results and a written scheme of remediation measures [if necessary] shall be submitted to and approved by the local planning authority.  The remediation measures shall be implemented strictly in accordance with the approved scheme and a written report detailing the remediation shall be submitted to and approved by the local planning authority prior to occupation.  Reason: To protect future occupiers of the development from the possible presence of ground contamination arising in connection with the previous industrial/storage use of the site in accordance with policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 of the London Borough of Camden Local Development Framework Development Policies. |
| 25 | External noise - plant  Noise levels at a point 1 metre external to sensitive facades shall be at least 5dB(A) less than the existing background measurement (LA90), expressed in dB(A) when all plant/equipment (or any part of it) is in operation unless the plant/equipment hereby permitted will have a noise that has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or if there are distinct impulses (bangs, clicks, clatters, thumps), then the noise levels from that piece of plant/equipment at any sensitive façade shall be at least 10dB(A) below the LA90, expressed in dB(A).  Reason: To safeguard the amenities of the residential premises in the area generally in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP28 of the London Borough of Camden Local Development Framework Development Policies. |
| 26 | Ducting and ventilation  Before any A3 use commences, details of ducting and ventilation shall be provided in accordance with a scheme to be first approved in writing by the local planning authority. The A3 and A5 uses, or any primary cooking, shall thereafter not be carried out other than in complete compliance with the approved scheme.    Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies CS5 and CS7 of the London Borough of Camden Local Development Framework Core Strategy and policies DP12 and DP26 of the London Borough of Camden Local Development Framework Development Policies. |
| 27 | Vibration  The development shall demonstrate in writing that vibration levels will meet the minimum London Borough of Camden’s vibration thresholds reported in Table C of DP28. The assessment method shall be as specified in BS6472. Prior to occupation this assessment shall be submitted to and approved by the local planning authority. No part of the development shall be occupied until the approved details have been implemented. Approved details shall thereafter be permanently retained.    Reason: to ensure that the amenity of occupiers of the development site/surrounding premises is not adversely affected by vibrations and groundborne noise. |
| 28 | Noise  Noise from any place of entertainment shall comply with Table: D of Policy DP28.    Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by ground- or airborne vibration in accordance with policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP28 of the London Borough of Camden Local Development Framework Development Policies. |
| 29 | Refuse and recycling  Prior to first occupation of the development the refuse and recycling storage areas shall be completed and made available for occupants. The development shall not be implemented other than in accordance with such measures as approved.  Reason: To safeguard the amenities of the future occupiers and adjoining neighbours in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 of the London Borough of Camden Local Development Framework Development Policies. |
| 30 | Pruning of Tree T2  No pruning shall take place of Tree T2 without the Council’s tree officer and the applicant’s arboricultural officer present. The pruning shall be in accordance with the advice of the Council’s tree officer and the applicant’s arboricultural officer.  Reason: To ensure that the development will not have an adverse effect on  existing trees and in order to maintain the character and amenity of the area in  accordance with the requirements of policy CS15 of the London Borough of  Camden Local Development Framework Core Strategy. |
| 31 | Tree protection    Prior to the commencement of any works on site, details demonstrating how trees on site shall be protected during construction work shall be submitted to and approved by the Council in writing. Such details shall follow guidelines and standards set out in BS5837:2012 "Trees in Relation to Construction".  Such measures to include the installation of a vertical barrier to protect tree root zones. No works, tracking of heavy machinery or storage of materials shall take place in such protected areas.    All trees on the site, or parts of trees growing from adjoining sites, unless shown on the permitted drawings as being removed, shall be retained and protected from damage in accordance with the approved protection details.    Reason: To ensure that the development will not have an adverse effect on  existing trees and in order to maintain the character and amenity of the area in  accordance with the requirements of policy CS15 of the London Borough of  Camden Local Development Framework Core Strategy. |
| 32 | Replacement trees  Should the replacement tree (Ginkgo biloba) not survive for five years after it is planted, it should be replaced.  Reason: In order to ensure the development undertakes reasonable measures to take account of trees and biodiversity in accordance with policies CS13, CS15 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22, DP23 and DP32 of the London Borough of Camden Local Development Framework Development Policies. |
| 33 | Class A4 use (Drinking establishments)  No more than 15% of the total floorspace shall be used for Class A4 use purposes at any one time unless otherwise agreed by the local planning authority.  Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies CS5 and CS7 of the London Borough of Camden Local Development Framework Core Strategy and policies DP12 and DP26 of the London Borough of Camden Local Development Framework Development Policies. |

* 1. Listed building consent

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| 1 | Approved drawings  The development hereby permitted shall be carried out in accordance with the following approved plans:  **Drawings:**  Existing drawings:  Site Plan P03 000, P01 100, P01 101, P01 102, P01 103, P01 104, P01 105, P01 200, P01 201, P01 202, P01 203, P01 204, P01 300, P01 301, P01 302, P01 303, P01 304, P01 305, P01 307, P91 000, P91 100, P91 001, P91 101.  Proposed drawings:  P00 498, P00 499, P00 500, P00 501, P00 502, P00 503, P00 504, P00 098, P00 099, P00 100, P00 100, P00 102, P00 103, P00 104, P00 105, P02 100, P02 101, P02 102, P02 103, P02 104, P03 100, P04 000, P04 001, P04 002, P04003, P04 004, P04 005, P04 007, P04 100, P04 101, P04 102, P04 103, P04 104, P04 050 P04, 051, P04 052, P04 053, P05 000, P05 001, 05 002, P05 003, P05 004, P05 005, P05 100, P05 101, P05 102.  **Supporting Documents:**  Documents: Town Planning Statement (Gerald Eve) dated August 2015, Design and Access Statement (Piercy & Company) August 2015, Heritage, Townscape and Visual Impact Assessment (Stephen Levrant Architecture) August 2015, Acoustics Strategy for Planning (Hoare Lea) August 2015, Energy Statement revision 3 (Hoare Lea) August 2015, Sustainability Statement revision 3 (Hoare Lea) August 2015, Economic and Retail Report (RPS) August 2015, Statement of Community Involvement (London Communications Agency) August 2015, Market Management Plan (Castlehaven Row Limited) August 2015, Transport Assessment incorporating interim Travel Plan (Arup) August 2015, Air Quality Report (Waterman) August 2015, Historic Environment Assessment (MOLA) August 2015, Basement Impact Assessment (CGL) August 2015, Arboricultural Report (AECOM) August 2015, Arboricultural Report Addendum (AECOM) 8.12.15, Viability Report (Gerald Eve) December 2015, Construction Management Plan (Mace) August 2015.  Reason: For the avoidance of doubt and in the interest of proper planning. |
| 2 | Detailed construction drawings at 1:10 of the following shall be submitted to and approved in writing by the local planning authority before the relevant parts of the works are commenced:   1. Details of the platform in Dog Dead Basin including fixing methods, typical junction details, floor, wall, celling, details of how platform meets wall of Interchange Building, 2. Detail of new openings in vaults including new entrance doors from West Yard Building 3. Detail of floor construction and finish 4. Masonry Cleaning Statement for West Vault and dead Dog Basin 5. Details of all lighting   Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policies DP24 and DP25 of the London Borough of Camden Local Development Framework Development Policies. |
| 3 | All new external and internal works and finishes and works of making good to the retained fabric, shall match the existing adjacent work with regard to the methods used and to material, colour, texture and profile, unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.  Reason: In order to safeguard the special architectural and historic interest of the building in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP25 of the London Borough of Camden Local Development Framework Development Policies. |
| 4 | The works hereby approved are only those specifically indicated on the drawing(s) referred to above.  Reason: In order to safeguard the special architectural and historic interest of the building in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP25 of the London Borough of Camden Local Development Framework Development Policies. |

1. **INFORMATIVES**

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| 1 | Canal & River Trust informative:    The applicant/developer should refer to the current “Code of Practice for Works affecting the Canal & River Trust” to ensure that any necessary consents are obtained. Please visit http://canalrivertrust.org.uk/about-us/for-businesses/undertaking-works-on-our-property    The applicant is advised that surface water discharge to the waterway will require prior consent from the Canal & River Trust. Please contact Nick Pogson from the Canal & River Trust Utilities team (nick.pogson@canalrivertrust.org.uk).    The applicant/developer is advised that any oversail, encroachment or access to the waterway or towpath requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust regarding the required access agreement. |
| 2 | GLAAS informative:  Written schemes of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with Historic England Greater London Archaeology guidelines. They must be approved by the planning authority before any on-site development related activity occurs. |
| 3 | National Grid informative:  You are advised to continue discussions with National Grid regarding underground servicing. |
| 4 | Thames Water informative 1:  The London plan Policy 5.13 identifies a hierarchy of drainage options for surface water drainage and as such we would expect the development proposal to follow this. Policy 5.13: The Mayor will, and boroughs should, seek to ensure that surface water run-off is managed as close to its source as possible in line with the following drainage hierarchy: >Store rainwater for later use >Use infiltration techniques, such as porous surfaces in non-clay areas >Attenuate rainwater in ponds or open water features for gradual release to a watercourse >Attenuate rainwater by storing in tanks or sealed water features for gradual release to a watercourse >Discharge rainwater direct to a watercourse >Discharge rainwater to a surface water drain >Discharge rainwater to the combined sewer. The use of sustainable urban drainage systems should be promoted for development unless there are practical reasons for not doing so. Such reasons may include the local ground conditions or density of development. In such cases, the developer should seek to manage as much run-off as possible on site and explore sustainable methods of managing the remainder as close as possible to the site. The Mayor will encourage multi agency collaboration (GLA Group, Environment Agency, Thames Water) to identify sustainable solutions to strategic surface water and combined sewer drainage flooding/overflows. Developers should aim to achieve greenfield run off from their site through incorporating rainwater harvesting and sustainable drainage. Boroughs should encourage the retention of soft landscaping in front gardens and other means of reducing or at least not increasing the amount of hard standing associated with existing homes. Should the Local Planning Authority  consider the above recommendation is inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames  Water Development Control Department (telephone 0203 577 9998) prior to the  Planning Application approval. |
| 5 | Thames Water informative 2:  Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses. |
| 6 | Thames Water informative 3:  Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses. |
| 7 | Thames Water informative 4:  We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made  without a permit is deemed illegal and may result in prosecution under the provisions  of the Water Industry Act 1991. Should the Local Planning Authority be minded to  approve the planning application, Thames Water would like the following informative  attached to the planning permission: “A Groundwater Risk Management Permit from  Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames  Water’s Risk Management Team by telephoning 02035779483 or by emailing  wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality). |
| 8 | Thames Water informative 5:  Thames Water will aim to provide customers with a minimum pressure of  10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development. |
| 9 | Thames Water informative 6:  As the site falls within the highly flood sensitive Counters Creek Catchment we expect surface water attenuation to Greenfield run-off rates. We would expect a site drainage strategy that outlines the current and proposed discharge points into the public sewer system as well as current and proposed peak discharge rates. |

APPENDIX 1

Redacted Independent Review of Viability (BPS)

15th January 2016