

Hawley Wharf Area Planning Framework

Supplementary Planning Document

February 2009



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1 Introduction

- 1.1 Hawley Wharf and the surrounding area are very important to Camden. The area contains a range of valuable housing, employment and shopping uses and, with a canal frontage and proximity to other facilities within the town centre, it is strategically important within this part of the Borough. However, parts of the area are underused with poor environmental quality, and have untapped potential to contribute to the future of Camden Town. The area is therefore a key location where new development can be accommodated and the canalside area is a development site in the adopted Camden Unitary Development Plan (UDP).
- 1.2 Hawley Wharf and its surrounds comprise a large area in the context of Camden Town (shown on the aerial photograph below), and have a major role in the town centre. The area has also seen developer interest and, so, the Council decided in 2008 to prepare planning guidance to provide a coherent framework for future development. The extensive damage caused by the fire in the area in early 2008 also suggested that a pro-active planning response to the area was required.



Fig. 1 – Aerial view of Hawley Wharf and surrounding area

- 1.3 The planning framework is intended to provide some future certainty for landowners, residents, businesses and potential developers, and to ensure that any development is beneficial and does not detract from Camden Town.
- 1.4 Camden Town is a focus for activity and services in ‘Camden Together’ the Council’s Sustainable Community Strategy for 2007-2012. This recognises the unique character that attracts local people and visitors. It promotes improving

the physical environment, especially the public realm and safety, and managing change to make the area better without losing what is good about it.

- 1.5 Camden Town is the Borough's main town centre and, taking into account the aims of the community strategy and other Council initiatives, the general aims for the town centre can be summarised as:
 - Ensuring changes that come with new development and regeneration play a key part in retaining and improving the wider character and attractiveness of this important centre.
 - Drawing on the strengths of the centre to sustain its future. These strengths include the Regent's Canal, the markets, current investment in the area and established partnerships and communities.
 - Securing transport improvements that ease walking, cycling and public transport congestion and improve street quality.
 - Achieving regeneration through mixed use development that results in an improved public realm and opens up connections through the area.
 - Encouraging vibrant yet safe development that reduces and minimises opportunities for crime and anti-social behaviour in the area.
 - Making best use of available land to contribute to the continued strength of Camden Town.
- 1.6 This guidance for the Hawley Wharf area has been prepared in the context of the Council's wider aspirations for Camden Town as a whole.
- 1.7 It is good planning to have public consultation as early as possible in the preparation of a planning framework such as this, to seek the views of those most likely to be affected by or involved in a potential redevelopment. Such consultation assists in the process of deciding what should be included or left out, what Camden's priorities should be, and how the guidance should be shaped.
- 1.8 A draft framework was consulted on in October and November 2008 and the document has been amended to take account of responses received prior to its adoption as a Supplementary Planning Document (SPD). The adopted framework will be part of the wide range of guidance that prospective developers and decision-makers will need to consider. It will also be important that developers continue a dialogue with local people and groups in drawing up their proposals.
- 1.9 The framework will also be used to guide the Council in the implementation of its own programmes and use of public assets as part of its place shaping role. Both general and more specific aims for the area are thus provided to help all those who may become involved.

- 1.10 This guidance is accompanied by a Sustainability Appraisal which contains details of all the national, regional and local, planning policies and baseline information which have been considered and an analysis of how the document promotes sustainable development. The Sustainability Appraisal is available to download on the Council's website alongside this document.

2 Hawley Wharf and its surroundings

The framework area

- 2.1 Hawley Wharf lies to the north of the Regent's Canal in Camden Town. The wharf itself and surrounding areas are characterised by pockets of under-utilised land and barriers to public access which future development in the area can help to remedy.
- 2.2 The area which the framework considers is that generally bounded by the Regents Canal to the south, Castlehaven Road and Hawley Road to the north, Kentish Town Road to the east and Camden High Street to the west as shown on the map at Fig.2 below:

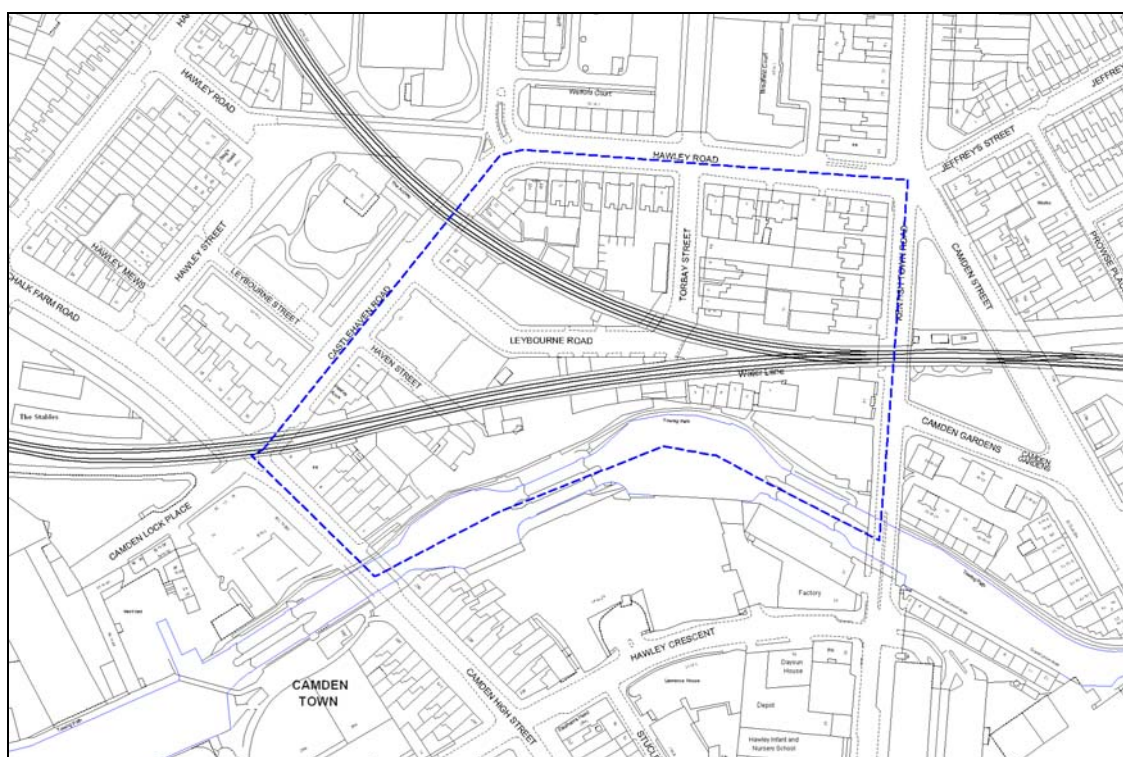


Fig. 2 the Framework Area

- 2.3 Significant opportunities exist within this area, but there are also a number of constraints which will influence the shape of future development and limit it to certain sites. The key areas of development opportunity are identified later in this chapter.
- 2.4 The area is well served by public transport services given its proximity to London Underground stations, surface rail and a number of bus routes, and has a high Public Transport Accessibility Level (PTAL 6). However, there are some public transport constraints in the area, particularly at weekends and at night when people are trying to leave the area. In addition there is a high demand for public transport around Camden Town which greatly reduces spare capacity and can often strain the network.
- 2.5 Camden Town Underground Station is about 350 metres to the south of the site, while Camden Road Station is a similar distance to the east. Chalk Farm

underground station is approximately 700 metres to the northwest while a number of bus routes serve Camden High Street/Chalk Farm Road and Kentish Town Road.

- 2.6 In general terms, land uses within the area comprise commercial properties (some with residential above) fronting Chalk Farm Road; the former market area along the canal; light industrial and workshop uses within the railway arches and between the railway viaducts which run through the area; and housing along Hawley Road and Kentish Town Road.
- 2.7 The area also has a mixed urban environment, with the following main features:
- The former market area is currently unused following the fire and is enclosed with unattractive high fencing along the canal boundary.
 - The terraced buildings on the Chalk Farm Road frontage were also damaged by the fire and are currently boarded up.
 - The central part of the area contains a range of light industrial and business uses within and around the railway arches, with open yard areas used for parking and storage.
 - The Castlehaven Road frontage contains a mixture of buildings including the newly refurbished Hawley Arms, terraces with retail premises on the ground floor and residential uses above and the more modern Cameron House which contains light industrial studio accommodation and offices.
 - The Hawley Road and Kentish Town Road frontages contain predominantly two and three storey Victorian housing and there is some existing housing at the northern end of Torbay Street.
- 2.8 The main townscape features of the area include the predominantly low rise buildings and fine urban grain with some larger and generally unsympathetic later insertions; the strong presence of the brick railway viaducts which cross the site; the openness of the canal corridor within its historic setting; and adjacent under-utilised land. However, much of the area is in a poor condition, with underdeveloped land characterised by unsightly and non-permanent structures, while townscape features such as the railway arches are partially hidden from view.
- 2.9 With the exception of the canal towpath, the area does not contain any meaningful public open space. The main area of public open space in this part of Camden Town is the open area north-west of Castlehaven Road which also includes the Castlehaven Community Centre.

The surrounding area

- 2.10 Widely known as a visitor destination, Camden Town Centre has a national and international reputation. However, it is also an area in which people live, work and shop for whom safety, a good environment and amenities are important.
- 2.11 Camden Town as a whole has a unique mixed urban character, with uses ranging from independent retail and market uses along with entertainment and food and drink on Camden High Street and around the canal to the west, to multiple 'high street' retail outlets elsewhere in the centre (south of the tube station and along Parkway). The wider Camden Town area also contains a range of activities including food, drink, leisure and entertainment uses, as well as employment uses and a variety of housing, from council estates to small flats above shops and larger detached and semi-detached villas.
- 2.12 Buildings in the surrounding area are largely Victorian in their scale and design, typically of two to four storey scale, although taller buildings are also in evidence in the form of Council Housing blocks north of Hawley Road and buildings to the west around Camden Lock.
- 2.13 The Hawley Wharf area is not well integrated with the surrounding area largely due to physical barriers to pedestrian movement such as the railway viaducts, and a poor environment that gives a sense of separation.
- 2.14 The site's historic context is shown on the 1894 Ordnance Survey map below (Fig. 3) which shows the dominance of transport infrastructure such as the railway viaducts and canal in the area at that time, which are still very important elements of the area's character today.

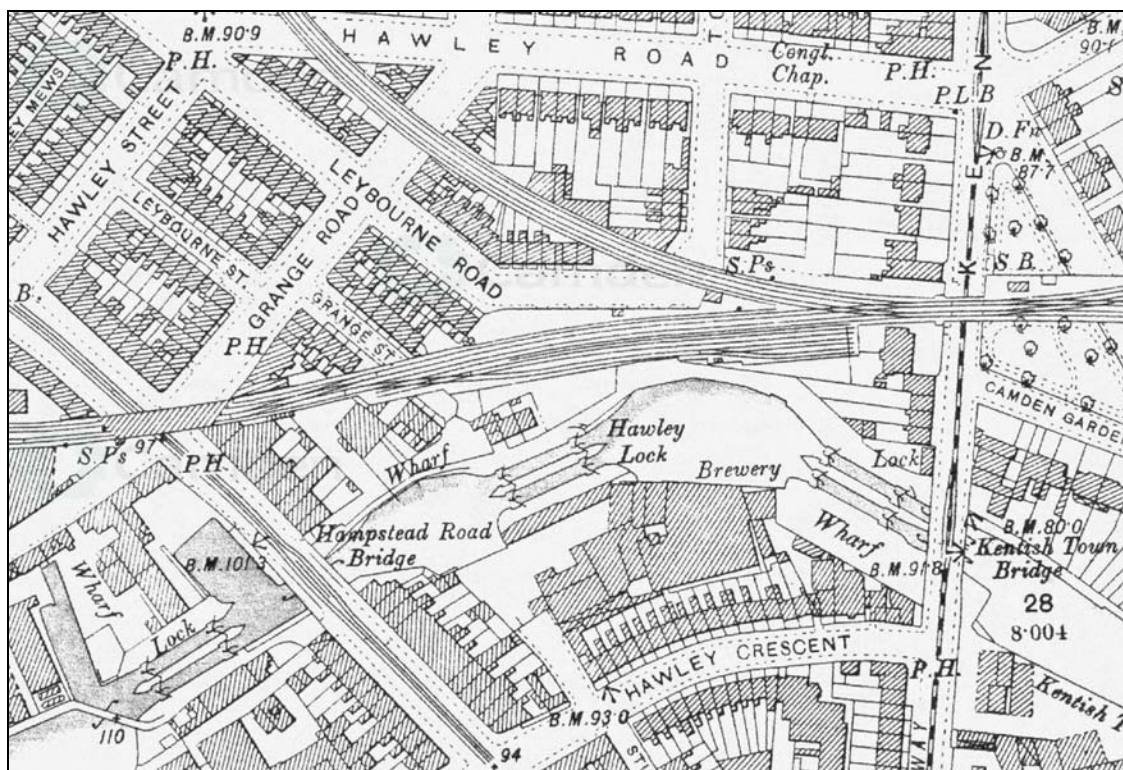


Fig. 3 – Historic Ordnance Survey map dating from 1894

- 2.15 The historic importance of the canal and its influence on the development of this part of Camden Town are reflected in the conservation area designation along the canal corridor (Regents Canal CA). A further conservation area adjoins the framework area to the north-east (Jeffreys Street CA) and the Camden Town Conservation Area covers parts of the town centre south of the canal. There are a number of Listed Buildings within the area and close by.

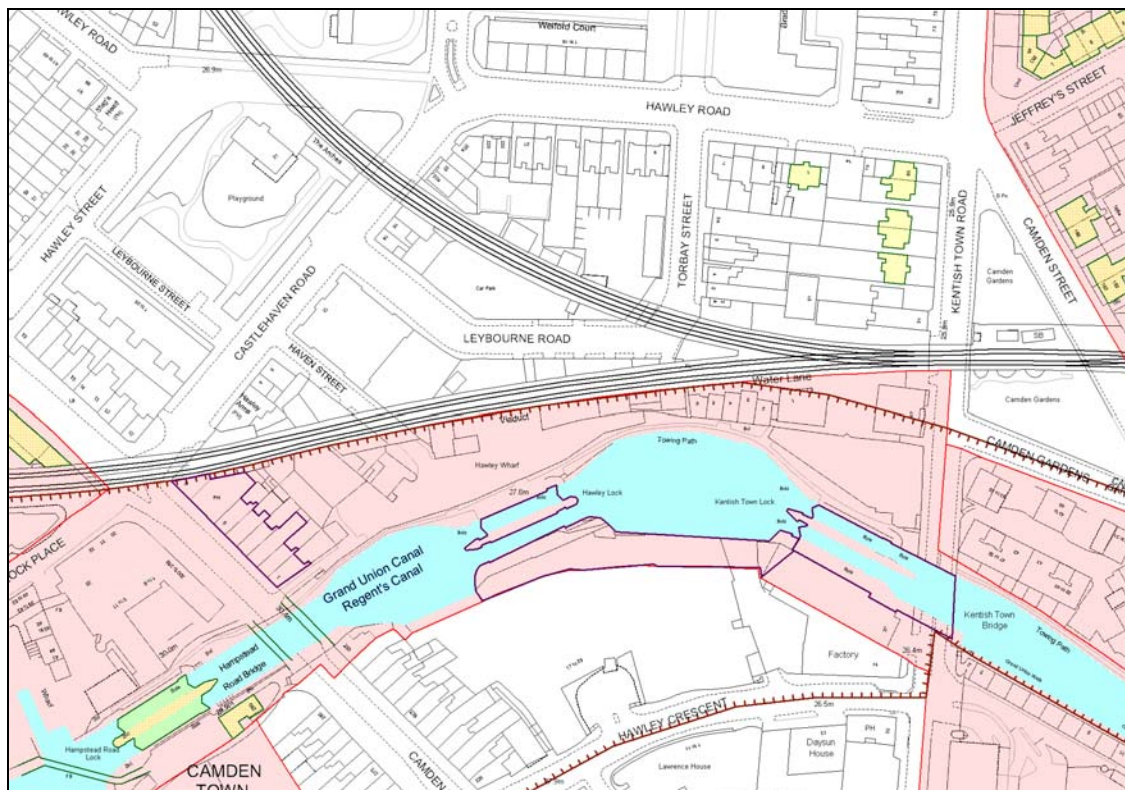


Fig. 4 – Map showing conservation areas and listed buildings

- 2.16 Figure 4 shows heritage designations in the area including the location of Conservation Areas (shaded brown) and the location of listed buildings (outlined in green).
- 2.17 This map also shows (outlined in purple) the location of buildings and other elements which are listed in the Regents Canal Conservation Area Appraisal and Management Plan (CAA&MP) as making a positive contribution to the character of the conservation area.
- 2.18 These include the canal locks, the terraced buildings at 1-9 Chalk Farm Road and the Kentish Town Road Bridge. The appraisal and management plan is available to view and download via the Council's website (go to www.camden.gov.uk/planning and follow the link to 'conservation and urban design').

Issues and influences

- 2.19 Camden Town is undergoing change in various ways. Renewed market and retail provision is being completed in the Stables Market Area, and a planning

brief for the London Underground station site has been adopted – although development to provide a better station still appears to be some years away.

- 2.20 The Council is working with Camden Town Unlimited (the local Business Improvement District partnership) and other partners to improve the streets and public realm, alongside other investment from firms in the area. Inverness Market has been improved with Liveability funding and various community safety measures continue to be effective. The Council also has housing estate regeneration and schools improvement projects in the wider area.
- 2.21 The Council is also implementing Kentish Town and Chalk Farm town centre projects, due to finish in 2010. These projects extend as far as Camden Gardens and Hawley Crescent respectively and include public realm, pedestrian and cycle improvements. These projects are publicly funded along with contributions from private developers.
- 2.22 The implications of new development on existing local communities require careful consideration. Community consultation has revealed that issues of relevance to people living locally include better management of the night-time economy, access to and protection of local jobs, and access to open space and community facilities particularly for children and young people.
- 2.23 There are a number of issues which the Council has identified as important and which will influence the type of development that may be appropriate, including:
- *Tourism* - especially around markets and specialist shops. People are attracted by Camden's unique, non-conformist culture.
 - *Crime and safety* - drugs and alcohol related crime and anti-social behaviour are currently a problem.
 - *Nightlife* – the area is home to several famous music venues, plus restaurants and bars which are part of the area's character but need to be balanced with local amenity.
 - *Retailing* – Camden Town is the Borough's main town centre, but there is a perceived lack of retail provision for local needs.
 - *Creative industries* – the area is home to the MTV Euro HQ, music studios and venues, fashion designers and makers and has a strong youth presence.
 - *Housing* – there is a local and borough-wide need for housing, especially affordable housing.
 - *Deprivation* – a number of the sub wards in and around the area are in England's 10% most deprived, and the retention of jobs and the creation of employment opportunities will be important to the area's future.
 - *Quality of Life* – major development should foster improvements in the quality of life of deprived communities in the surrounding area and

consider issues such as access to education opportunities, health facilities and outdoor recreation, including play.

- *Transport* – Camden Town is a busy hub and suffers from congestion, especially for pedestrians.
- *Residential amenity* – it is important that the impact of the night-time economy and markets is managed in relation to its impacts on local residents and the area's character.
- *Character* – development within or adjacent to the Conservation Areas should seek to preserve or enhance their character and not harm their setting and heritage assets across the framework area should be afforded suitable protection. Special consideration should be given to the design of canalside buildings to ensure they respond to the particular character of the canal corridor.
- *Architecture and design* – the area has some innovative and contemporary architecture within a predominantly Victorian context and the design and expression of any new buildings will require careful consideration.
- *Public realm* – the quality of public areas is currently poor and the area would benefit from improvements to the existing public realm as well as additional public areas in proximity to the canal and improved connectivity to its surrounds.
- *Permeability* – the site should be better connected to adjoining town centre sites, the canal and areas to the north, allowing through routes.
- *Accessibility* – Accessible and inclusive design will be required in any new development to ensure access for all and help Camden meet its duties under the Disability Discrimination Act 1995 and 2005.

Camden Town Vision

2.24 Camden Town is an important centre within the Borough and is specifically addressed in the Council's Sustainable Community Strategy, where the following aims of the Camden Town Vision are relevant to all development in Camden Town:

- *Reduce impact of drug dealing.*
- *Harness Camden's unique character to benefit a wider range of ages and visitors.*
- *Improve shopping quality and range, including places where local people can shop for day-to-day needs.*
- *Extend appeal of nightlife to a wider age range.*

- *Extend benefits to deprived communities e.g. wider range of jobs, especially in service sector.*

Development Opportunities

2.25 Taking into account the nature of existing use and development in the area, its context, land ownership patterns and other influences, the area is considered to present five general areas of development opportunity as indicated on the map at Fig. 5 below.

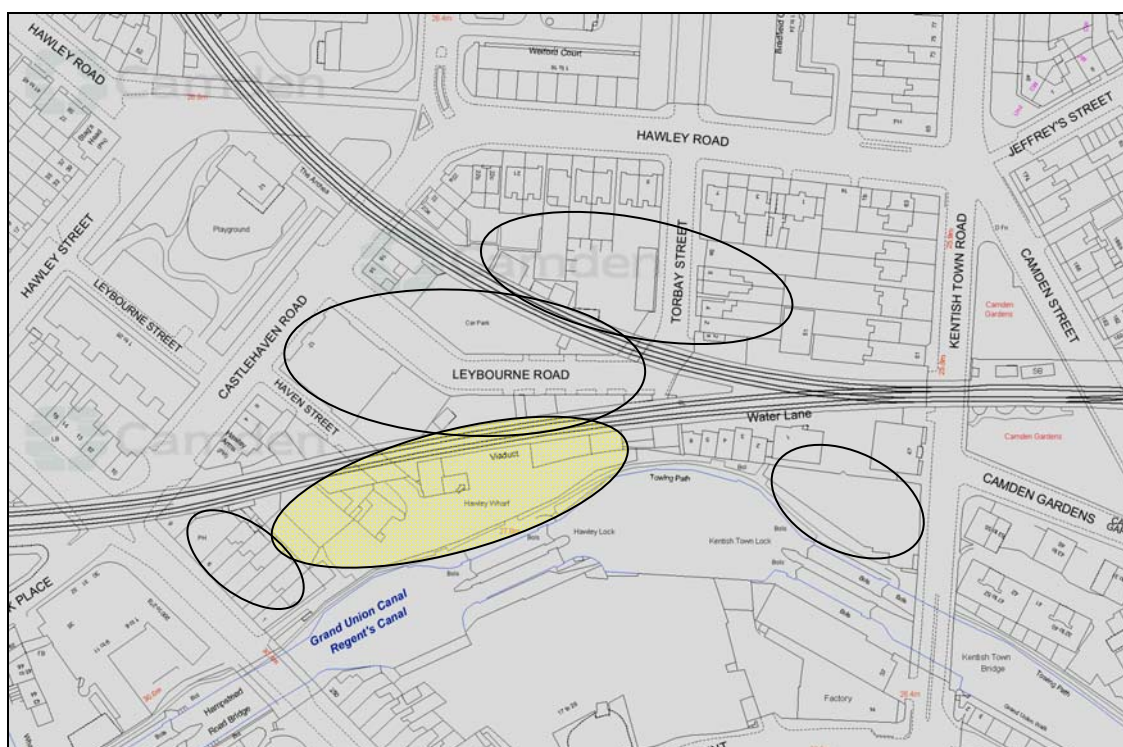


Fig. 5 – Development opportunity areas

- 2.26 The areas shown on this map include land identified within the adopted Unitary Development Plan (UDP) for development alongside the canal (shaded yellow), as well as surrounding land to the north, east and west in which there appear to be opportunities for development to occur.
- 2.27 The identified areas are indicative only and are considered to represent the main 'zones' in which development could occur and in which better and more efficient use could be made of the land. However, this does not mean that development could not occur in other parts of the framework area, and any development proposals will be assessed on their merits in relation to relevant policies, and other material considerations including this Framework.
- 2.28 Clearly, the ownership of land in this area is likely to strongly influence where development proposals emerge. The area has traditionally had a relatively fractured and fine grain ownership pattern, but recent land acquisition undertaken by a consortium (Camden Market Estate Holdings Limited) has resulted in significant consolidation of the canalside area and land between the railway viaducts. These represent the key areas where significant development

proposals are likely to come forward and broadly align with the main development opportunity areas outlined above.

2.29 The map at *Fig. 6* below outlines the land that is understood to be owned by Camden Market Estate Holdings Limited (CMEHL).

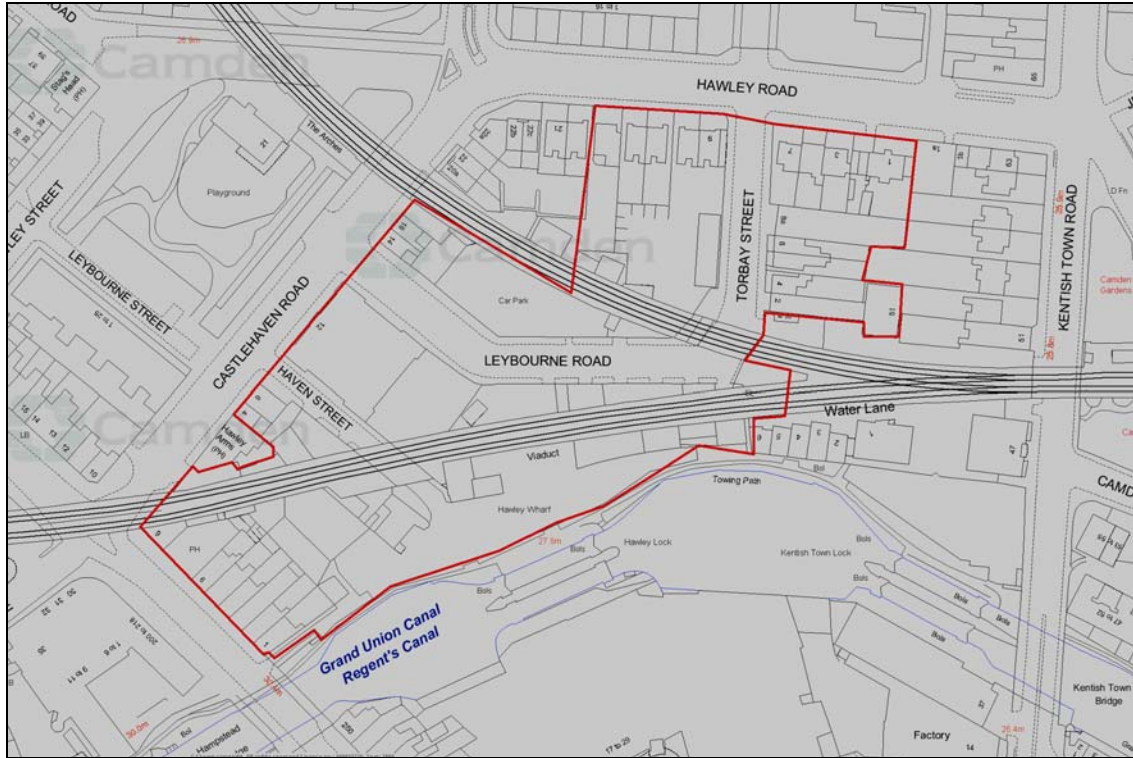


Fig. 6 – Map of Framework Area showing land understood to be owned by development consortium

3 Planning policy context

- 3.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in line with the statutory Development Plan unless material considerations indicate otherwise. The statutory Development Plan for Camden comprises the Mayor's London Plan (Consolidated with Alterations since 2004) 2008 and Camden's replacement Unitary Development Plan 2006. In addition, national and regional planning guidance are likely to be of relevance. The policies and guidance of particular relevance to this framework are summarised below.

National guidance

- 3.2 Government advice is expressed in Planning Policy Guidance (PPG) and more recently Planning Policy Statements (PPS). Relevant national guidance includes the following:
- *PPS1: Delivering Sustainable Development* provides overview guidance for new development, emphasising good design and all aspects of sustainability.
 - *PPS3: Housing* encourages more efficient use of land through greater densities, with the highest densities being at places with good public transport accessibility. It emphasises that good design is fundamental to the development of high quality new housing, which contributes to the creation of sustainable, mixed communities and highlights the importance of achieving genuinely affordable housing.
 - *PPG4: Industrial, Commercial Development and Small Firms* (originally published in 1992) seeks to ensure an adequate supply of land for such uses, which are identified as important to economic growth and the provision of employment, while recognising that the re-use of underutilised industrial land is important to urban regeneration. The Government has recently undertaken consultation on PPS4: Sustainable Economic Development which would replace PPG4 and which advocates a flexible approach to the supply and use of land for economic development and the efficient and effective use of land and buildings.
 - *PPS6: Planning for Town Centres* promotes the vitality and viability of town centres by planning for growth and development in existing centres and encouraging a wide range of services, environmental improvements and accessibility.
 - *PPG13: Transport* seeks to integrate planning and transport in the interests of sustainability. It expects management of urban growth to make the fullest use of public transport, especially at key centres, where it promotes more intensive development and a mix uses.
 - *PPG15: Planning and the Historic Environment* seeks to protect the historic environment for current and future generations, while recognising that it cannot be preserved unchanged. It requires that the impact of

development on the historic environment be given full weight along with other considerations and that the character and appearance of conservation areas be preserved or enhanced.

- A range of other the national guidance documents will be relevant to a planning framework for Hawley Wharf including those on *Renewable Energy* (PPS22), *Planning for Open Space, Sport & Recreation* (PPG17) and *Planning and Noise* (PPG 24).

The London Plan

- 3.3 The *London Plan* is the Mayor's spatial development strategy for London, which aims to ensure a prosperous, sustainable and socially inclusive future for the city.
- 3.4 The Plan identifies Camden Town as a 'major centre' within the North London sub-region, while the Mayor's Central London Sub-Regional Development Framework supports the strengthening of its specialist retail, leisure and cultural role.
- 3.5 The London Plan prioritises sustainable development and the provision of housing, while retail development in town centres is expected to respond to established and demonstrable need. The plan seeks to encourage the efficient use of land by ensuring that development proposals achieve the maximum intensity of use compatible with local context, the design principles (in Policy 4B.1) and with public transport capacity. In this regard, it states the Boroughs should adopt the residential density ranges set out in the Plan (Table 3A.2) and which are compatible with sustainable residential quality.
- 3.6 Other key policy directions within the London Plan encourage affordable housing within new residential development; stress the importance of protecting and enhancing open space; planning new development in a manner compatible with existing and proposed transport infrastructure; and preserving or enhancing heritage features. It also seeks car free housing in areas that are easily accessible by public transport.
- 3.7 In July 2008 the new Mayor published *Planning for a Better London* setting out his approach to planning issues, explaining the key areas he will want to address in revising the London Plan and the other related strategies and guidance he is responsible for and seeking views. A response to consultation was then published in December 2008 summarising responses received and how they will inform the future approach to planning in London. These documents indicate a broadly similar approach to strategic issues but with some key changes in emphasis, including removing the existing affordable housing targets and the introduction of a new Borough-wide targets.
- 3.8 The Mayor published Transport for London's business plan in November 2008 and announced that the proposed Cross River Tram project will not be pursued in the authority's business plan for the next ten years.

Other relevant regional plans and policies

- 3.9 The Mayor has also prepared a range of Supplementary Planning Guidance (SPG) which is likely to be relevant to development at Hawley Wharf, including guidance on transport, housing, recreation, sustainable design and construction, planning for equality and diversity, and children's playspace. The Mayor's SPG on the London View Management Framework sets out a range of protected views and vistas including the view from Parliament Hill to the Palace of Westminster, which runs through the western part of the study area.
- 3.10 Best Practice Guidance documents (BPGs) provide guidance on a variety of topics including the management of the night-time economy, controlling the impacts of construction, preparing open space strategies, protecting biodiversity, and health issues in planning.
- 3.11 SPG on Renewable Energy and Retail Need Assessments are also being prepared and may be available as guidance shortly.

Camden's Community Strategy

- 3.12 *Camden Together* (2007) is the Council's community strategy for the Borough from 2007–2012. The overall vision is for Camden to be a "borough of opportunity", and it provides direction for the policies of the preparation of Camden's Local Development Framework through its main themes. The following objectives guide the delivery of the Community Strategy vision:
- A sustainable Camden that adapts to a growing population
 - A strong Camden economy that includes everyone
 - A connected Camden community where people lead active, healthy lives
 - A safe Camden that is a vibrant part of our world city
- 3.13 The 'borough of opportunity' approach contains many ways of helping to meet the needs of communities and individuals experiencing disadvantage and social exclusion, including:
- buildings, streets and transport systems that are accessible for all
 - measures to make places safer
 - good quality housing, affordable homes and housing for specialist needs
 - improving access to employment and training opportunities
 - ensuring access to community and recreational facilities
 - measures to protect and improve amenity and quality of life
- 3.14 The Strategy identifies that "we need to adapt to economic and population growth in a way that reduces our carbon footprint, preserves our green spaces, meets the need for housing in the borough and strengthens the infrastructure needed to support our community".

- 3.15 The Strategy also recognises the importance of Camden Town itself as a unique and exciting place with a diverse community. However, the negative effects of crime and drug-dealing are also acknowledged.

Camden's adopted Unitary Development Plan (UDP 2006)

- 3.16 Camden's replacement *Unitary Development Plan* (UDP) was adopted in 2006 and sets out Camden's aims and priorities for the use of land in the Borough, expressed through planning policies. It does this in the context of the objectives and priorities contained in Camden's Community Strategy and other Council strategies and is also in general conformity with the London Plan.
- 3.17 The UDP seeks to achieve sustainable new development of the highest quality in the most suitable locations, while protecting and enhancing the built and natural environment. It aims to improve the quality of life of the people who live in, work in and visit the Borough and support sustainable communities.
- 3.18 Housing is the priority use in the UDP, reflecting the shortage of available housing in the borough and the forecast demand for a significant number of new homes. Housing affordability is also a key issue, and the plan seeks to ensure that affordable housing is provided as part of new development, with an overall target of 50% of new homes to be affordable (based on the definitions in PPS3). Other policies also seek to ensure that new housing includes a range of housing provision including wheelchair housing and units built to Lifetime Homes standards.
- 3.19 Other key policy areas of the UDP include encouraging development that is accessible by means other than private cars (including public transport, walking and cycling). The Council will expect car-free development at locations that are easily accessible by public transport and will seek developments that encourage more sustainable forms of transport such as walking and cycling. The UDP also encourages development to make efficient use of land in the borough while protecting valued aspects of existing character and the amenity of existing residents. The plan also contains policies which apply specifically to the Regents Canal and seek development that will enhance its character and vitality.
- 3.20 A full list of policies likely to be relevant to development around Hawley Wharf is included in Appendix 1 to this document. This list is not exhaustive and other policies may be relevant depending on the nature of future proposals for the area. In assessing new development, Camden will seek to ensure the best balance of policies and priorities for the local community with those for wider London.
- The UDP Map at Fig. 7 identifies the UDP designations that apply to the framework area and its surrounds. In particular it shows the following:
 - The south-western part of the framework area as being located within the Town Centre, within which town centre uses including retail will generally be permitted.

- The northern part of the area is within the ‘Kentish Town Area’ within which relevant UDP policies seek to protect the mixed use character by avoiding the loss of premises suitable for light industrial floorspace and local distribution warehousing.
- The western part of the site is identified as being within the ‘wider view setting’ of the view from Parliament Hill to Westminster Palace, while the extreme north-west corner of the study area on Camden High Street is within the view corridor itself.
- A designated Metropolitan Walk runs along the canal towpath, while the canal itself is identified as a ‘green corridor’ and a public open space.

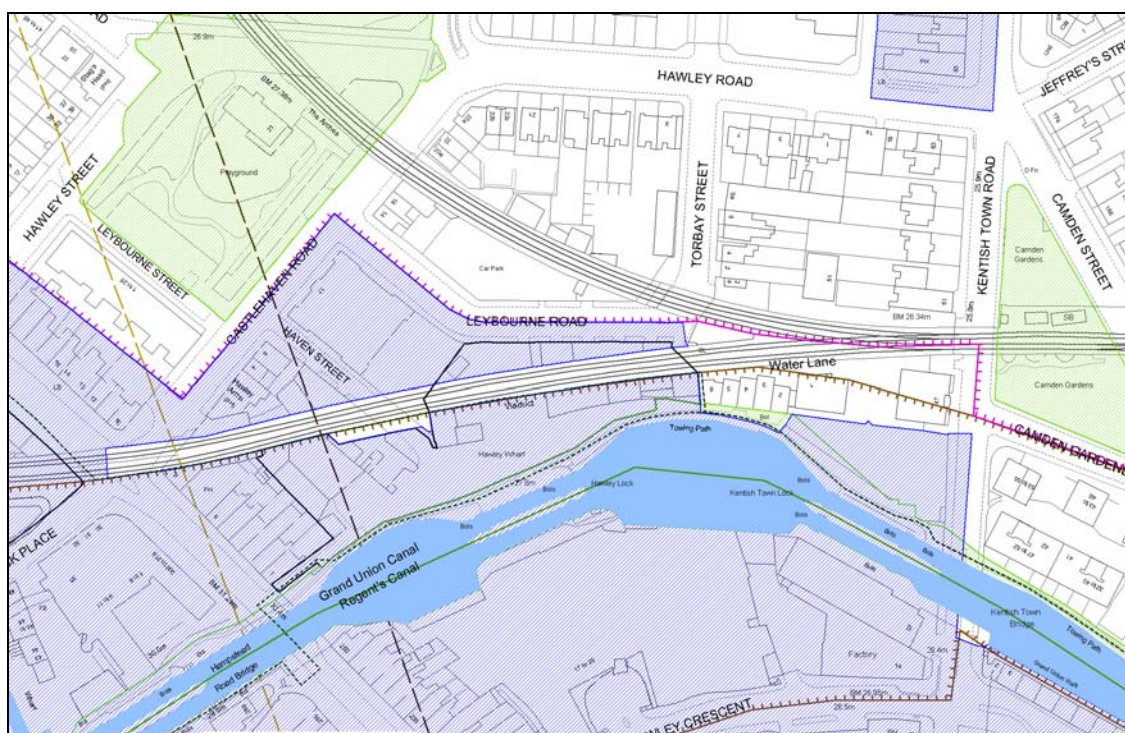


Fig.7 – Extract from UDP Map showing extent of town centre (shaded blue), boundary of Kentish Town Area (pink dotted line) and designated open spaces (green)

- 3.21 In addition, the market area alongside the canal is identified in the UDP as an area for potential redevelopment, as set out below. While this UDP designation is important and will influence the proposed planning framework, it is noted that the framework looks at a wider area and provides more detailed contextual guidance.
- 3.22 Camden has produced a range of Supplementary Planning Guidance which will all be relevant to development in the Hawley Wharf area. In particular the recent Revised Planning Guidance for Camden Town: Food, Drink and Entertainment Uses will be used to manage the balance of such uses in the Hawley Wharf area. The guidance states that within the town centre boundaries, applications for new, extended or expanded food, drink and entertainment activities may be acceptable subject to their conformity with planning policies contained in the UDP and the guidance contained within this

document, but that such uses are unlikely to be acceptable outside the town centre and in locations within predominantly residential areas.

- 3.23 The Regents Canal Conservation Area Appraisal and Management Plan was adopted in September 2008, the Jeffreys Street Conservation Area Statement was adopted in November 2002 and the Camden Town Conservation Area Appraisal and Management Plan was adopted in October 2007..

Camden's Local Development Framework

- 3.24 Local authority Development Plans are changing the way they express planning policy, ensuring consistency with the London Plan and the Sustainable Community Strategy.
- 3.25 Camden is now preparing the *Local Development Framework* (LDF) for the borough to provide a framework for development over the next 15 years or so. The LDF will comprise a suite of documents that form an integrated framework for the management of change in the borough. The Core Strategy will set out the Council's overarching strategies and objectives, which will be implemented through detailed Development Policies, and has a specific section on Camden Town. A Site Allocations document will outline the key areas in which growth and change are expected and Hawley Wharf is again identified in the draft.
- 3.26 Preferred options for the Core Strategy and Development Policies have recently been consulted upon and the final documents are expected to be adopted in 2010. Consultation has also been recently completed on issues and options for the Site Allocations document, further consultation will take place on preferred options for this document, with adoption expected in 2011. It is expected that ultimately the Hawley Wharf Area Planning Framework will be incorporated into the LDF as a Supplementary Planning Document (SPD).

Managing growth and its impact

- 3.27 Government policy encourages higher densities, and imaginative designs and layouts that can make more efficient use of land. However, this should not compromise the quality of the local environment. The London Plan expects development to achieve the most efficient use of land in a manner compatible with the character and amenity of the local area.
- 3.28 Camden's UDP already encourages the full use of sites and higher densities where development is designed to a high standard and properly considers the character of the surrounding area. It recognises that density varies across the borough and expects the highest densities in Central London, town centres and other locations well served by public transport. It will be important to achieve appropriate intensification while ensuring that development does not cause harm to the residential amenity of neighbours and occupiers in and around the Hawley Wharf area.

Other relevant policies and initiatives

- 3.29 *Camden's Housing Strategy 2005-2010* has recently been revised to sharpen the focus on six key areas, namely: reducing overcrowding; increased the supply of affordable housing; making better use of our existing stock; energy

efficiency; decent homes improvements and overcoming barriers to employment.

- 3.30 Camden Town Unlimited has been appointed by the business community in Camden Town to improve the area as a place to live, work and visit, following a decision to form a Business Improvement District (BID) in 2006. The objectives of the BID are to manage the centre to improve its vibrancy and appearance while addressing existing problems such as crime and traffic issues.
- 3.31 The Council, along with Camden Town Unlimited and TFL has recently undertaken consultation on proposed improvements to Camden High Street North as part of the wider Camden Town Project. The consultation covered the High Street from Camden Town underground station to the railway bridge north of the canal. The results of the consultation were reported to the Council's Executive (Environment) Sub-group in November 2008 where it was resolved to proceed with the implementation of Camden High Street North project in individual phases, upon the necessary funding for each phase being secured and subject to compliance with statutory requirements. The first phase of the project is scheduled to commence in February 2009.
- 3.32 The Council currently has a programme for the introduction of publicly accessible cycle stations across the borough, in line with UDP and London Plan policies to encourage more cycling.
- 3.33 The Council's current Statement of Licensing Policy was published in 2008 and designates Camden Town, including the area covered by this framework, as a 'Special Policy Area' where the cumulative impact of licensed premises is a concern. The relevant policy sets out a presumption that applications for new premises licences and new club premises certificates will be refused within this area unless it can be demonstrated that the proposed licensable activities will not add to the cumulative impact already being experienced.
- 3.34 The Council also has an adopted Code of Practice for the Operation of Markets on Private Land (1992), which sets out requirements in terms of layout and stall construction as well as more detailed operational standards.
- 3.35 Guidance on crime and safety issues relating to waterside development are contained within the document 'Under Lock and Quay', jointly published by British Waterways and the Metropolitan Police 'Waterways and Development Plans' (2003) produced by British Waterways, 'Waterways for Tomorrow' (DETR, 2000) and Planning a Future for the Inland Waterways (Inland Waterways Amenity Advisory Council, 2001) are also relevant documents in considering development adjoining waterways.

4 Strategic issues and aspirations

4.1 The Council's Community Strategy 'Camden Together' notes that while Camden Town is popular and attractive to many, there are others for whom it is associated with significant problems such as drug issues.

4.2 The vision for Camden Town as set out in the Community Strategy is:

"The community's vision is of a Camden Town where drug dealing, especially visible dealing, is dramatically reduced and its unique character offers something for locals and visitors of all tastes and ages. Camden Town needs to have places where locals can shop for day-to-day needs and all types of people are attracted by high quality and wide-ranging shops. The night time economy should be something enjoyed by people in their forties and fifties alongside younger people. When people think about Camden Town they should think about places like the Roundhouse, not about street drug dealing and general seediness. Deprived communities should be sharing in the success of a thriving town centre through a range of job opportunities, particularly in the service sector."

4.3 Responding to these community concerns in the context of Hawley Wharf will require the implementation of well-designed development, environmental improvements and the introduction of a range of uses that discourage crime and antisocial behaviour and which can also meet local community needs.

4.4 To be successful and fully sustainable, new development will need to link into existing neighbourhoods, and contribute effectively to the regeneration of disadvantaged areas in Camden. The Council will look at how any development at Hawley Wharf complements and integrates with surrounding communities, the canal and the existing retail and markets functions of Camden Town.

4.5 The future of the Hawley Wharf area and Camden Town in general will be influenced by the westward spread of regeneration benefits from the major redevelopment around Kings Cross, and potential major redevelopment at Euston to the south.

4.6 These dynamics are likely to bring some new people and pressures on Camden Town, which will tend to become more closely linked with central London. The challenge is to manage such pressures and opportunities and to improve the area without losing the successful aspects of its character.

4.7 These influences form important elements of the background against which the Hawley Wharf framework has been prepared and it is important that they are taken into account.

4.8 Putting the policies, the wider influences, the consultation responses and local knowledge together, the Council's broad aspirations for the Hawley Wharf area can be expressed around the following main themes:

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

5 Potential land uses and activities

- 5.1 Camden's adopted Unitary Development Plan identifies the Council's preferred uses for the specific Hawley Wharf site as a mix of uses *"including residential and other appropriate town centre uses, including B1 workshops and retail uses"*.
- 5.2 In general terms, this encapsulates the range of activities which the Council envisages being developed at the wharf itself, although other parts of the area are outside the town centre and in the Kentish Town area and have a different policy context.
- 5.3 The Council will support a mix of uses that includes housing (including affordable housing), retail (including markets, small-scale speciality retail, and local shops), employment and business uses (including replacement provision for light industrial and workshop accommodation that may be lost), and associated community facilities and public spaces.
- 5.4 While a comprehensive approach to development will be important, and a diverse range of uses is desirable across the framework area, the mix of uses may vary in different parts of the area. Retail, food and drink and entertainment uses are more likely to be acceptable to the south west towards Chalk Farm Road and facing the canal, and a more residential and employment focus towards the north and east where there are existing employment uses and housing.
- 5.5 Residential uses should be a key element in any major proposal in order to maximise housing, promote a genuine mixed-use development and ensure a night-time presence and informal surveillance of public areas, including the canal towpath. This will need to be balanced against the desire to support employment opportunities in the area, including appropriate replacement floorspace for light industrial activities and studio accommodation which may be displaced by development. New living environments also need a good level of amenity. The provision of community facilities within the area will also be supported, including facilities which support local policing.
- 5.6 Of vital importance to the future success of the overall town centre will be striking an appropriate balance the needs of visitors and those of local residents, particularly in terms of the mix of uses which emerges across the framework area. There may also be opportunities for land in the area to help 'catalyse' other important developments in the town centre (e.g. by accommodating the type of uses that might be displaced by possible future development of the tube station).
- 5.7 A residential travel plan will be required for the whole of the area as residential proposals come forward and workplace and leisure travel plans may be required depending on the amount of floorspace proposed and the likely number of visitors that will be generated.
- 5.8 The main land use categories and associated issues are outlined below.

Housing

- 5.9 Government policy seeks to achieve an increase in housing supply; wider access to home ownership; high quality affordable and market housing; quality housing for people who are vulnerable or have specific needs; and sustainable communities that include a range of household types.
- 5.10 London Plan and UDP policies make housing a priority land use. This is reflected in UDP Policy SD3 which states that within the town centre *“where a proposal would increase total gross floorspace by more than 200sqm, the Council will expect a contribution to the supply of housing, and where appropriate will seek to negotiate up to 50% of additional gross floorspace as housing.”* The London Plan and UDP include a strategic affordable housing target of 50% in new developments (of more than 10 or 15 units respectively); of which 70% should be social rented and 30% should be ‘intermediate’ housing (e.g. shared ownership). The policies contain some flexibility and seek the maximum reasonable amount of affordable housing having regard to the individual circumstances of the site.
- 5.11 Providing homes of a range of size and type is vital if Camden is to have successful, mixed communities and people are to have opportunities to find homes suitable for their circumstances. This includes homes for those who need large places to live as well as for smaller households and homes for people who may have particular difficulties in finding suitable places to live, such as those with mobility difficulties and those who require an element of care. There is a particular lack of large affordable housing units in the area and the Council’s view is that a range of new housing would form an important component of mixed use development in the Hawley Wharf area, including family housing where practical in the context of a town centre development.
- 5.12 Affordable housing located on-site is in the interests of balanced communities and practical delivery, with a mix to reflect local housing needs. Significant housing also generally generates the need for appropriate contributions towards education, health, community facilities and other social provision. This is addressed in Camden’s Supplementary Planning Guidance.
- 5.13 Residential quality and amenity will depend on appropriate design and location of new housing and on the relationship with other land uses. In addition, care will be required to ensure the amenity of future residents is not undermined by noise/vibration from the railways.
- 5.14 Exemplary housing design will be expected in the Hawley Wharf area. New housing will need to meet the Code for Sustainable Homes, Lifetime Homes and other prevailing quality standards. It should be accessible and inclusive and designed to accommodate diversity. High density housing will need correspondingly high design quality and should not jeopardise the provision of high quality housing for families.
- 5.15 Given the location of the area and its excellent access to public transport, new housing development will be expected to be car-free (other than parking for disabled drivers) and provision of high quality bicycle parking will be required that meets the Council’s requirements in terms of access and security.

Considerations

5.16 Particular housing issues in relation to the Hawley Wharf area include:

- The challenge of providing a satisfactory residential environment in proximity to railways, business and market activities.
- The mix of uses needs to be satisfactory in terms of providing a suitable level of amenity for residents, particularly families.
- Residential use is both vulnerable to and useful to community safety issues and new housing should be designed to provide a night-time presence and passive surveillance of surrounding areas. Accesses should be legible, visible from public areas and overlooked from windows.
- New housing developments should include the appropriate provision of indoor and outdoor amenity including children's play areas, to meet the needs of new residents.

Retail, food, drink and entertainment

5.17 New retailing, including leisure activities like cafes and restaurants, can play a useful role in meeting the needs of existing neighbourhoods, visitors and new residents. They also support the cultural and creative sectors.

5.18 Camden Town is a designated 'major centre' in the UDP which reflects its status in the Mayor's London Plan. The southern and western part of the framework area is within the designated town centre and is a location where growth in retail floorspace can be accommodated, consistent with PPS6 which supports retail development in existing town centres.

5.19 Camden's UDP aims to promote the borough's town centres as successful places for shopping and services with an appropriate level of work and leisure activity, while protecting residents from any harmful impacts of entertainment, shopping and service uses. It aims to make use of their generally good public transport accessibility by promoting them as the most suitable locations for development that generates significant demand for travel.

5.20 The northern part of the Camden Town centre is characterised by the markets, small independent retailers and speciality shops and any new retail development around Hawley Wharf will be expected to integrate with these activities and reflect the character and identity of this part of the centre.

5.21 Before its closure, the canalside market contributed to the retail offer within Camden Town (although this use was not permanent nor particularly attractive) and the Council will expect replacement market retailing to be provided to enhance the market retail function of this part of Camden Town. This should include an appropriate mix of permanent and non-permanent demountable stalls as well as any more permanent shop type units that may be developed. Small-scale and speciality shops should be a key component of any permanent shop units and the Council will be concerned to control combining shops to create larger units, which would detract from the vibrant and diverse offer that is sought.

- 5.22 The affordability of business/shop units and trading pitches will also be an important consideration to ensure that there are opportunities for small businesses and start-ups in the area and to ensure that smaller traders are encouraged to establish themselves. The Council will also seek the replacement of essential local convenience shopping floorspace affected by development, as well as supporting additional convenience retail provision as part of the overall mix.
- 5.23 The importance of Camden's markets is recognised in a study prepared by Roger Tym & Partners in 2006 on the role of the markets within Camden Town. As part of the preparation of the new LDF, Roger Tym & Partners have also reviewed the previous 2004 Camden Retail Study. The 2008 Camden Retail Study was published in October 2008 and forecasts that there will be a need for additional retail floorspace in the Borough. It refers to the general health of Camden Town and its wide ranging appeal but cautions that the expansion of multiple retailers northwards towards the markets could threaten the viability of smaller traders. It also mentions Hawley Wharf as a possible location for new market provision (which may be able to accommodate traders displaced if other markets are redeveloped) as well as the potential to accommodate an element of non-market retail at Hawley Wharf. The impact on other parts of the town centre will thus be an important consideration in the assessment of retail development proposals.
- 5.24 Development in this area is expected to be car-free and a comprehensive servicing strategy will need to be developed which maximises opportunities for freight consolidation and reverse logistics where possible to minimise impacts and ensure it is as efficient as possible.
- 5.25 Any market space provided in a redevelopment of Hawley Wharf will be expected to meet the requirements of Camden's Code of Practice for Markets on Private Land.
- 5.26 The opportunity also exists to promote a greater range of leisure uses in the area, that complement the existing town centre facilities and which appeal to a broader range of ages, provided that such uses do not have adverse amenity or public safety impacts. Licensed premises and the night time economy are addressed later in this section.

Considerations:

- 5.27 The following issues will require consideration in relation to the development of new retail floorspace in the area:
- The scale and nature of proposed retail uses. The Council will have regard to the 2006 market study and 2008 retail study in assessing the suitability of retail proposals in this area.
 - Potential effects on the vitality and viability of the retail "offer" that contribute to Camden's unique character.

- The need to include variety in retail provision (i.e. different sizes and types of units and both formal and informal market layouts) and shops that meet local peoples' needs.
- Servicing and congestion, travel planning, car free and cycle parking.

Business and employment

- 5.28 In line with Camden's Community Strategy vision to 'create a borough of opportunity', and to achieve 'a strong Camden economy that includes everyone', local residents should benefit from Camden's economic success through increased job opportunities and training to access these jobs. A successful local economy provides jobs, income and services and makes an important contribution to quality of life.
- 5.29 The Hawley Wharf area currently contains a range of employment uses, including light industrial and workshop uses and creative industries such as fashion designers, artisan 'designer-makers' and music studios. The light industrial and car repair premises in Torbay Street and in the railway arches facing this street are an important source of employment and valued by local residents, while creative industries contribute to the unique identity and character of Camden Town. Camden's UDP policies contain a presumption against the loss of employment floorspace, particularly premises suitable for light industrial or local distribution in the 'Kentish Town Area' (to the north of the railway viaducts). Replacement employment opportunities will need to be provided if these sites are redeveloped and retention or appropriate replacement of existing uses will be encouraged.
- 5.30 Office uses are a significant element of businesses and employment floorspace in Camden. However, office uses will need to be balanced with other employment uses to encourage a broad economic base and ensure the long-term sustainability of the borough's economy.
- 5.31 Future employment space provision in the Hawley Wharf area should therefore include a mix of studios, workshops and other light industrial floorspace (Class B1), industrial (B2) uses of service to the local area, and offices.
- 5.32 The majority (75%) of businesses in Camden employ less than five people, and research shows a pressing need to provide additional, suitable local workspace and to help small and medium-sized enterprises find appropriate locations. The Council would like to see the development of a vibrant and diverse mixed use area and will particularly welcome development which provides low cost floorspace for small and medium sized enterprises and opportunities for business start-ups.
- 5.33 All new business and employment floorspace will need to be included in the servicing strategy to ensure servicing for the whole area is co-ordinated. Servicing needs should be accommodated on site and will not be permitted on street.

Considerations

5.34 The following business and employment issues will require particular consideration:

- Development of the area around Hawley Wharf could result in some light industrial and workshop uses being displaced and consideration must be given to the provision of appropriate replacement employment floorspace.
- The job opportunities created by alternative development in the area and whether these appropriately offset any loss of existing employment.
- Those parts of the framework area north of the railway viaducts are located in the Kentish Town Area and a balance will need to be struck between the protection of employment uses and the overall aspiration for physical improvement and mixed use development.
- Measures to support local unemployed people to access jobs during construction of new development as well as within new development itself. This may include training opportunities, a local apprenticeship scheme targeting unemployed school-leavers and recruitment schemes which target local residents.
- Ensuring that new business floorspace provides a variety of units, such as managed business units and units which are suitable for small firms, preferably including units in a range between 50sqm to 120sqm.
- Servicing and congestion, travel planning, car-free and cycle parking.

Leisure uses and the night-time economy

5.35 Camden's image as a dynamic and attractive place to be is in part due to the number and quality of restaurants, bars and entertainment venues in the borough. These play an important part in the night time economy of Camden and of London, socially, economically and in terms of job provision. Camden Town has a particular concentration of bars, restaurants and entertainment venues which are an important part of the area's identity. However, such uses can also result in negative effects on the local community through associated noise, disturbance and anti-social behaviour.

5.36 Consultation on the draft planning framework indicated that local residents and community groups are concerned about the impact of existing licensed premises on quality of life through noise, disturbance and anti-social behaviour and the potential for further impacts arising from the development of such uses around Hawley Wharf.

5.37 The London Plan 2004 and Further Alterations 2008 seek to direct night-time and evening economy uses to London's town centres, while the Mayor's Cultural Strategy suggests planning policies should, where appropriate, support evening and night-time entertainment activities in Central London. The Mayor has also published best practice guidance on managing the night time economy.

- 5.38 The Council's revised SPG on food, drink and entertainment uses in Camden Town sets out different approaches to the consideration of such uses depending on the location and whether a site is within or outside the town centre.
- 5.39 Within the town centre the guidance identifies the Chalk Farm Road frontage as 'main shopping frontage' in which new food drink and entertainment uses may be acceptable up to 20% of the frontage. The part of the Castlehaven Road frontage within the town centre boundary is designated as 'environmental frontage' where up to 30% of the frontage may be such uses, but only small scale uses (up to 100sqm) will be permitted. The remainder of the area within the town centre is identified as 'other frontages and areas', where such uses may be acceptable subject to assessment. Outside the town centre boundary, the majority of land within the framework area is identified as a 'predominantly residential area' where new, extended or expanded food drink and entertainment uses are unlikely to be acceptable.
- 5.40 New, extended or expanded food, drink and entertainment activities may be acceptable in the Town Centre but this is subject to their conformity with planning policies contained in the UDP, the SPG mentioned above and the suitability of their location and an assessment of their impact consistent with the Council's supplementary guidance.
- 5.41 Camden and its community safety partners will wish to work closely with developers in managing the night-time economy and the impact of retail and food and drink uses, to ensure there are no adverse impacts from late night uses and activities, servicing arrangements, 'dead frontages' and other aspects that can be anticipated and 'designed out' at an early stage. Camden's Licensing Policy and planning guidance aim to minimise problems such as anti-social behaviour, fear of crime, noise, congestion and disturbance.
- 5.42 UDP Policy C5B directs hotel uses to town centres, including Camden Town, provided they include any necessary off-highway pick-up and set-down areas. The impacts of such uses on residential amenity also require careful consideration as do their urban design impacts. In particular the Council will resist uses and designs which create blank facades or unsightly service areas that can arise from these types of uses.
- 5.43 The servicing strategy required in connection with retail, business and employment uses will also be expected to cover servicing of leisure and night-time uses and ensure that such uses can be serviced without prejudicing residential amenity.

Considerations

- 5.44 The following issues have been identified in relation to leisure and night-time uses:
- The potential for conflicts between patrons of night-time uses and existing and future residents in the area, in terms of noise and disturbance.

- The design and location of uses which present bland/blank facades or unsightly servicing areas that detract from the appearance of the public realm.
- Local resident concerns regarding the impact of licensed premises on their amenity and the area more generally.

Open space and other requirements

- 5.45 New development is expected to provide appropriate levels of open space to meet Camden's UDP and SPG requirements. This is likely to include publicly accessible open spaces and civic spaces, formal recreation areas, and children's play space. The Mayor's SPG on providing children's playspace sets out detailed guidance on playspace provision and is also relevant. However, the Council's UDP policies and SPG set out overall open space requirements rather than just playspace and is therefore more contextually appropriate in terms of assessing future applications in this area. Playspace provided within the Hawley Wharf area should be accessible and the public realm should be inclusively designed.
- 5.46 The northern part of Camden Town Centre has limited open space provision given the density of the surrounding population and the number of visitors. There is currently a heavy reliance on the Castlehaven Open Space north of Castlehaven Road which is the only substantial open space which provides for a range of leisure activities, including play. The Hawley Wharf area offers excellent opportunities for improved public realm and civic spaces and improved linkages with the Castlehaven Open Space and Camden Gardens. The opportunity also exists to exploit the canal more as an enjoyable public space and route.
- 5.47 Depending on its scale, development around Hawley Wharf may generate the need for other community facilities or expansion of existing facilities and the increased pressure that this may place on the existing Castlehaven facilities should be recognised. Planning obligations or other legal agreements may be an appropriate mechanism for securing investment in these facilities to ameliorate these impacts. However, given the scarcity of open land within Camden Town, any development should take advantage of the opportunities to create new open space. Residential proposals should ensure that an appropriate mix of public and private space, including play space, is included.

Community facilities

- 5.48 Depending on its scale, major new development in the area must ensure that adequate provision is made for community facilities to serve new residents, either through the creation of new facilities or through investment to increase capacity in existing facilities.
- 5.49 There has been recent public sector investment in community facilities in the area, including improvements to the Castlehaven Open Space, the Haven Youth Club (a new purpose-built youth centre), and improvements to the Castlehaven Community Centre. However, the Castlehaven Community Association (CCA) which manages these facilities has reported that meeting

existing demand is difficult and that they would struggle to meet additional demand from new residents within their existing premises.

5.50 CCA has reported that there may be potential to increase capacity at the Community Centre by extending the existing building to provide crèche and after school facilities. Depending on the number and mix of new residential units and any community facilities provided as part of new development around Hawley Wharf, consideration could be given to the provision of new facilities both on and off-site within the surrounding area, including at the Castlehaven Community Centre.

Safety

5.51 Current safety concerns within the Hawley Wharf Area relate in particular to the canalside environment and the opportunity exists for development to improve safety and security through activity and surveillance. The Camden Community Safety Partnership has a Safer Camden Strategy that sets out a wide range of objectives and initiatives to tackle crime and anti-social behaviour. The level and type of crime and anti-social behaviour varies across the borough but Camden Town has been identified as a “hotspot”. The Council will support initiatives to reduce crime and anti-social behaviour and improve public safety in the Hawley Wharf area, including measures to support the Metropolitan Police’s Safer Neighbourhood programme.

6 Urban design and public realm

General approach

- 6.1 The Framework area has a variety of different characteristics and contexts which will require different design responses. For the purposes of this section the overall area has been divided into five sub-areas with distinct characteristics and different requirements in terms of design, namely: the canalside land; the Camden High Street/Chalk Farm Road frontage; land between the railway viaducts and the Castlehaven Road frontage; land north of the railways including the Hawley Road frontage and land fronting Kentish Town Road.
- 6.2 However, there are a number of broad principles that apply to development across all of these sub areas. Specifically, the design of future development will require consideration of the following elements that contribute to making successful places:
- **Character:** a place that relates to its context, builds upon positive elements of the existing character, including its historic environment, and enhances local distinctiveness
 - **Continuity and enclosure:** places where there is a clear distinction between public and private space that promotes a sense of ownership and responsibility
 - **Quality of the public realm:** a place where liveliness is encouraged, while ensuring that residential amenity is protected and places which are in clean, safe, well-designed and well-managed
 - **Ease of movement:** a place with convenient access to direct, well-defined and overlooked routes to where people want to go and entrances to buildings that are visible, safe and well-located
 - **Legibility:** a place that makes people welcome and comfortable and a place which people are able to understand and find their way through
 - **Adaptability:** places which are flexible with robust designs that can adapt to change
 - **Diversity and choice:** a place with a rich mix of uses and experiences
 - **Accessible:** places which are inclusive and accessible to all people
- 6.3 The appropriate scale and density of any future development around Hawley Wharf will be informed by a large number of factors including the prevailing characteristics of the surrounding area and the range of relationships the area has to neighbouring land, buildings, the canal and railways.
- 6.4 Amongst the wide range of considerations will be:
- Ensuring development proposals are consistent with the need to create high quality and inclusive design and improve environmental quality in and around Hawley Wharf; and
 - Ensuring that proposed development would not have unacceptable effects, particularly on local communities.

- 6.5 A high standard of design and high quality materials will be expected in all forms of development. The area is characterised by differing built forms and materials. This includes the 18th and 19th century character of the canal locks and brick railway arches, the brick terraces on Chalk Farm Road and the varied styles of the brick and rendered dwellings to the north and east along the main road frontages. However, these are interspersed with sites and buildings of much poorer quality.
- 6.6 The materials used in new development should respond to the best elements of surrounding buildings and structures and the use of traditional materials as part of new development is encouraged where appropriate. A contemporary and innovative design approach can be appropriate provided that it complements, enhances or preserves the character of the area. However, monolithic buildings which are, for example, predominantly constructed in a single modern material such as glass will not be encouraged.
- 6.7 Any new buildings would also need to have particular regard and respond to the character and appearance of the Conservation Areas in and around the framework area, including consideration of views into, out of and through Conservation Areas. Conservation and heritage issues are discussed in more detail in the following section of this document.
- 6.8 The area also contains some of the most valued views and vistas within Camden Town and it is important that these are protected and enhanced. Valued views include those from the Camden High Street and Kentish Town Road bridges along the canal, which could be enhanced by well-designed new buildings that are appropriate in height, scale, massing and bulk and improvements to the canalside environment. The opportunity also exists to open up new views and vistas through the site, particularly through the railway arches.
- 6.9 The topography of the area is a challenge, with changes in levels from Camden High Street down to the canalside area that can also be used effectively. The levels in any development of the area should be kept as simple as possible and the impact of level changes be reduced to maximise accessibility.
- 6.10 As identified earlier in this framework the existing public realm in the area is limited and of generally poor quality. New development should improve existing public areas and create new public spaces that are well-designed, useable and safe. Buildings should be designed to properly address public areas and engage with the public realm, particularly at ground level.
- 6.11 Design that promotes a perception of safety and minimises opportunities for crime and anti-social behaviour will be strongly encouraged. Development should improve permeability and legibility through the framework area so that it designs out opportunities for crime and does not rely on the provision of CCTV. In this way new development will be designed so that it is safer and so more popular for residents, visitors and businesses.
- 6.12 To improve safety and reduce antisocial behaviour new development should be designed in the following ways:

- Include long straight sight-lines into and through the site to improve visibility and safety. Routes should be wide enough to accommodate several pedestrians, without any pinch-points, and possibly provide shared use, especially to and from the canal, so that the framework area is popular during day and night. Any slopes or steps should be as gentle as possible so that they do not obscure any areas or activities.
- Avoid recesses, as they provide opportunities for crime, muggings and rough-sleeping.
- Create active frontages on all public sides of a building to promote a perception of activity facing onto the street throughout the day and night, to assist surveillance of streets, alleyways and the canal towpath, and to help light them.
- Design as much street furniture as possible onto building facades to improve sightlines and reduce areas for crime and anti-social behaviour, (e.g. example street lights and street name plates).
- Also design any electrical or electric boxes and gas and water meters into buildings or under footways. Consideration should also be given to the provision of residential and commercial waste bins that do not provide opportunities for crime.

6.13 The five sub areas, their characteristics and the urban design and build form issues they raise are summarised in turn below.

Canalside



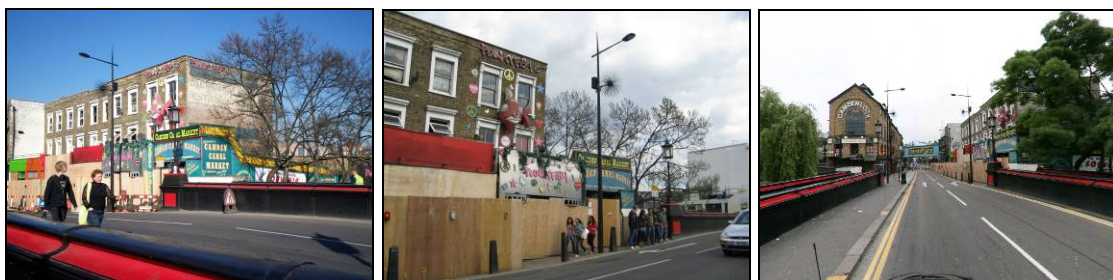
6.14 The existing canalside treatment at Hawley Wharf features high and unattractive fencing surrounding the former market area. The historic development along the northern side of the canal has been rather ad-hoc and there is considerable scope to improve the manner in which the former market area addresses the canal. More recent buildings towards the east (Kentish Town Road) are of the order of three to four storeys.

6.15 Any development in this area will be considered in the light of UDP policies that apply to the Regents Canal which seek development which maintains or enhances the character and vitality of the canal. Development proposals should give careful consideration to the treatment of the towpath, result in environmental enhancements to the Canal and demonstrable improvements to

the safety and security of users of the towpath. Public accessibility of the canalside should not be diminished and improvements in accessibility will be encouraged.

- 6.16 Consideration should therefore be given to expanding the public realm along the canalside through the creation of a new public space or square to provide improved amenity and increase the attractiveness of the area. In addition, widening the towpath would aid movement and accessibility, while the orientation of active frontages of buildings to the canal and engagement with the towpath environs is important in order to activate this area and improve safety through natural surveillance.
- 6.17 The inclusion of commercial uses such as retail or food and drink premises at the lower levels of buildings facing the canal offers the potential to activate and animate the towpath, although such uses should be set back from the canal a sufficient distance to avoid customers overspilling the towpath. Consideration should also be given to residential uses orientated towards the canal which can provide passive surveillance of the towpath and take advantage of the desirability of waterside living.
- 6.18 The scale of buildings in the canalside area will need to be carefully considered particularly in terms of the effect on the sense of intimacy or openness of different parts of the towpath area, on the setting of the canal locks, on the views along the canal from the Camden High Street and Kentish Town Road bridges, and on the ecology of the canal through shadowing.
- 6.19 The views along the canal from the nearby towpath and from the Camden High Street and Kentish Town Road bridges are particularly important local views within Camden Town and a high quality of design of buildings of suitably sensitive height, scale, bulk and massing will be necessary in any new development to avoid causing harm to these.
- 6.20 The Regents Canal forms part of the Mayor's Blue Ribbon network and relevant London Plan policies require development adjacent to canals to respect their particular character and seek to maximise water transport for bulk materials during demolition and construction and take opportunities to improve biodiversity. Opportunities to utilise the canal for transport should be considered as part of any development proposals. Opportunities for new moorings should be investigated, although British Waterways have advised that such opportunities may be limited by proximity to the locks.
- 6.21 Access to the canalside will also require careful consideration and any new buildings should be designed and located so that safe access to the canalside is optimised. There may be a balance to be struck between safety features and visual amenity.
- 6.22 British Waterways have advised that they will require continued vehicle access to the canalside to be retained for its operations team.

Camden High Street/ Chalk Farm Road



- 6.23 Although recently damaged by fire, the existing terraced buildings along the Camden High Street/Chalk Farm Road frontage (and Hawley Road) positively contribute to the character of the area and are consistent with the prevailing scale and grain of development along the High Street. Although not listed, they form an important link to the historical development of Chalk Farm Road, provide a good quality setting to the market buildings opposite and have been identified as making a positive contribution to the character and appearance of the Regents Canal Conservation Area.
- 6.24 The Council's preference is for these buildings to be retained and refurbished, although the later single storey front extensions along the street could perhaps be reconfigured to increase the pavement width and circulation space. The approach to these frontage buildings will need to be carefully justified in the context of their positive contribution to the character of the Conservation Area, overall development proposals and other practical benefits (e.g. improving access to the canal or new public spaces, and the need to ease pedestrian congestion at this location). Any new development proposed in proximity to these buildings will need to be respectful of their massing and proportions and recognise their traditional 19th Century setting.
- 6.25 Camden High Street/Chalk Farm Road is the busiest pedestrian route through the area and pedestrian access from this street will be vital to the success of any mixed use development along the canal. Therefore, while the buildings along the High Street should be retained, the opportunity to create routes through them to enable direct pedestrian access to the land behind may be worthy of exploration, in addition to potential main routes into the site to either side of the terrace. Such an approach may also allow some visibility of new development from the road, which is likely to assist in drawing people into and through this area.
- 6.26 Access to the canal from Camden High Street/Chalk Farm Road has the potential to be significantly improved. This should be designed in a manner that may also improve community safety and any new routes should provide clear sightlines to encourage informal surveillance and should avoid recesses.

Between the railway lines and Castlehaven Road



- 6.27 The area between the railway viaducts contains a mix of uses, has generally low site coverage, and is characterised by the open yard areas associated with businesses occupying the railway arches, which tend to be used for parking and storage. Cameron House is a large building fronting Castlehaven Road between Haven and Leybourne Streets and is not particularly sympathetic to the more traditional terraced buildings along this street in terms of its proportions, massing and materials.
- 6.28 Land behind the Castlehaven Road frontage appears to be under-utilised given it is partly within the designated town centre. There is potential for additional floor space and a more intensive development pattern to be developed in this area in order to make more efficient use of land.
- 6.29 Design constraints still exist away from the canal in terms of existing character or the potential impact of larger buildings. Any development should respond to the existing grain of development in the wider surrounding area; will need to consider visibility from the canal, canal bridges and the railway viaducts; and should minimise any impacts on the amenity of residential properties and the important open space on Castlehaven Road.
- 6.30 This part of the framework area contains many existing barriers to pedestrian movement and suffers from poor legibility, due largely to the presence of the railway viaducts. The opportunity exists to open up pedestrian (and possibly cycle) routes through this area, including through railway arches to connect the canalside and development in this area to the north. Any new routes and their destinations would need to be carefully considered so that existing housing is not detrimentally affected and community safety is not prejudiced.
- 6.31 There is also an opportunity in this part of the framework area to utilise the interesting shapes created by the pattern of road and railway alignments to inspire interesting and attractive designs that respond to their context.
- 6.32 The existing range of views in this area is limited due in particular to the railway viaducts, but the opening up of pedestrian routes also provides the opportunity to create attractive vistas and views to and from the canalside, improving the vitality and visual interest of the area. The viaducts themselves will need to be dealt with directly in the design of any development in terms of the perception of crime and safety. Opening up the archways wherever possible, with clear wide walkways through them will lessen their impact and encourage permeability and hence better legibility through the area.

North of the railway lines and Hawley Road



- 6.33 The area north of the railway lines contains a mix of open areas and two to three storey predominantly residential buildings. In particular, the former builder's yard to the west of Torbay Street is largely open and there are a three residential properties and a large shed on the eastern side of this street. The Hawley Road frontage has a more consistent residential character, with substantial detached and semi-detached houses fronting the street.
- 6.34 Any development in this area will be expected to respect this existing character and any development adjacent to the Listed Building at 1 Hawley Road should relate sensitively to it in terms of height and footprint. The retention and appropriate refurbishment of this building, which is in a poor state of repair, is a high priority.
- 6.35 There is scope for redevelopment in this area particularly on the builder's yard site, but the scale of any new buildings will need to respect existing buildings which are retained and the Listed Building at 1 Hawley Road in particular. The amenity of existing residential properties should not be harmed by any new development in this area. The residential character should be continued in any new development and predominantly housing uses including affordable housing will be supported.
- 6.36 This part of the framework area has poor connections with the canalside with significant barriers in the form of the existing viaducts. The opportunity exists to open up pedestrian (and possibly cycle) routes through this area, including through railway arches to connect the canalside, and towards the north and north east. Torbay Street could become a key pedestrian (and possibly cycle) route to the canalside and the type of buildings and their scale could be used to make this route clear and draw people towards the canal, although the design will also need to ensure that existing and proposed housing is not detrimentally affected.
- 6.37 Again, the viaducts will need to be appropriately dealt with in the design of any development in order to address perceptions of crime and safety and to encourage permeability and better legibility.

Kentish Town Road



- 6.38 The Kentish Town Road frontage is characterised by two to three storey semi detached villas between Hawley Road and the railway bridge, a more recent four storey office block to the south of the railway and an open site (previously occupied by the lock keeper's cottage) adjacent to the canal and canal bridge.
- 6.39 A number of the houses on this frontage are listed and therefore development potential in this area will be more limited. Any development on the canalside site (on which permission was previously granted on appeal for a public house) should be designed to address both Kentish Town Road and the canal itself and be of a scale that is suitable within both contexts. It will also be important to ensure that improved access to the canalside area and towpath is provided as this will be a key pedestrian route to any redevelopment of the canalside market area further west.

Other considerations

- 6.40 Enhancements to the public realm along streets surrounding the framework area may be required in conjunction with development within the area. The Council's High Street North programme is described in more detail in Section 8 of the framework and similar improvements may be required on other streets such as Castlehaven Road and Hawley Road.
- 6.41 In addition the Council has been working with Camden Town Unlimited to look at bridges in Camden Town and the potential for these to be used as public art features. The upgrade to the Camden Lock railway bridge has now been completed and there are plans for a feature lighting scheme and clean up of the bridge on Kentish Town Road. Development in the Hawley Wharf area provides the opportunity for other bridges in the area to be considered for similar projects which can include community safety measures along with feature lighting/public art.

7 Conservation

Built heritage

- 7.1 The protection of existing heritage and preservation or enhancement of valued elements of the area's character will be of vital importance to the future success of the area.
- 7.2 The main part of the study area adjacent to the canal is located within the Regent's Canal Conservation Area and is also within an Archaeological Priority Area as defined in the adopted UDP. The adopted Regents Canal Conservation Area Appraisal and Management Plan (2008) identifies Hawley Wharf as an opportunity site. With regards to new development the CAA&MP states:

"The conservation area is varied in scale and new design should respect the scale of the particular location. Appropriate design for the conservation area should complement the appearance, character and setting of the existing buildings and structures, the canal, and the environment as a whole. The enclosure or openness of particular sections of the canal should be respected as this quality contributes significantly to its varying character. Building heights should not interfere with views to local landmarks. Developments should respect and where possible enhance central London panoramas and other views from within and outside the conservation area."

- 7.3 Development on sites along the waterway will need to address the future use of the canal and the types of canal side design which would reflect those uses whilst preserving its unique historic character. Much of the special character of the area is derived from its industrial past, which has produced a historic canalside building typology that tends to turn its back on the canal. The design of new buildings should positively address the canalside, whilst striking a balance with its established historic character. New uses are likely to be located on the canal to exploit the waterway and reconciling new development with the established character of the old will take skill and imagination.
- 7.4 In addition, although parts some parts have suffered some fire damage, the buildings fronting Chalk Farm Road (Nos. 1-9) are recognised as "positive contributors" to the conservation area. Any demolition of existing buildings within the conservation area would require conservation area consent, and would need to be justified in relation to the tests set out in Planning Policy Guidance (PPG) 15, which states:

"The general presumption should be in favour of retaining buildings which make a positive contribution to the character or appearance of a conservation area. The Secretary of State expects that proposals to demolish such buildings should be assessed against the same broad criteria as proposals to demolish listed buildings. In less clear-cut cases - for instance, where a building makes little or no such contribution - the local planning authority will need to have full information about what is proposed for the site after demolition. Consent for demolition should not be given unless there are acceptable and detailed plans for any redevelopment. It has been held that the decision-maker is entitled to

consider the merits of any proposed development in determining whether consent should be given for the demolition of an unlisted building in a conservation area.”

- 7.5 Other than the Chalk Farm Road buildings and the listed buildings on Hawley and Chalk Farm Roads, many of the existing buildings and structures in the area are of utilitarian industrial appearance and make a limited contribution to the character of the conservation area. The contribution of any replacement buildings to the conservation area will be carefully assessed and they will be expected to preserve and the character and appearance of the conservation area. The demolition of existing buildings which contribute positively to the character and appearance of the area will generally be strongly resisted by the Council, unless a robust justification is provided and any replacement buildings are of the highest standard of architecture and design. The Council would need to be persuaded that such an approach would preserve and enhance the character and appearance of the conservation area and that proposed replacement buildings would directly bring significant benefits to the area that would not otherwise be achieved and that, in the context of the merits of the overall development proposals for the area, this is considered appropriate
- 7.6 While the area is one which the Council considers to have significant development potential and one in which development can have positive environmental and aesthetic impacts, it will be equally important that valued elements of the area's existing heritage are retained in order to retain a connection to the area's past and its local distinctiveness. This does not just include buildings of historic or architectural value but can also include features such as street furniture, surface treatments and spatial patterns which may contribute to an area's uniqueness. The existing poor quality of much of the area, particularly in proximity to the canal is acknowledged, and appropriately designed new development will be key to improving local environmental amenity and aesthetics.
- 7.7 The character of the area is still strongly influenced by its historic environment. While innovative but suitably sensitive contemporary architecture and design may be appropriate if it is of the requisite architectural quality, the use of traditional building materials and external finishes is likely to result in more contextually appropriate buildings. In addition, the area's character is strongly influenced by railway and canalside heritage, Victorian buildings and structures and an 'industrial aesthetic'. New buildings should be respectful of this and respond to the local architectural vernacular.
- 7.8 The Listed Building at 1 Hawley Road is currently on a poor condition and is in need of repair and refurbishment. Appropriate works to bring this building back into use will be encouraged and any new development will need to respect its setting, scale and proportions.

Trees and landscaping

- 7.9 Trees are an important element of the environment, providing natural habitats and shelter, improving air quality as well as the appearance of the borough, and enhancing quality of life. Camden's approach to managing and

maintaining Council-owned trees in the borough is set out in the Camden Tree Strategy, which includes how climate changes may necessitate planting different species in the future.

- 7.10 There are a small number of existing mature trees in the study area, including willow, ash and maple trees along the towpath adjoining the site. The presumption in any new developments in the area is that existing trees should be retained (particularly within the Conservation Area). Where the retention of existing trees is not practical and their loss is considered to be unavoidable in the context of the overall merits of development proposals and this would not result in overall harm to the character and appearance of the area, appropriate replacements shall be planted as part of a comprehensive landscaping and planting programme.
- 7.11 The selection of tree species for new or replacement planting will need to take into account community safety, high public use and climate change factors.
- 7.12 British Waterways will need to be consulted on any planting or landscaping scheme in proximity to the canal and any such proposals must consider the use of the canal and towpath. In particular, the type and position of trees should not threaten the stability of the canal wall.

Biodiversity

- 7.13 The conservation and enhancement of biodiversity is a key element in ensuring development is sustainable and is given importance in national and regional planning guidance as well as Policy N5 of Camden's UDP. As the explanatory text to this policy notes, biodiversity encompasses the full variety of life including plant and animals and all their species and habitats. It is not just about protecting and enhancing habitats for rare or threatened species but for the natural world as a whole. The relationship of the area to the canal and nearby open spaces may provide opportunities in this respect.
- 7.14 Consideration of biodiversity is therefore relevant to urban areas such as Hawley Wharf, which provide existing habitat within trees and gardens and opportunities for the creation of additional habitat areas such as bird boxes, 'living walls' and green roofs. Any lighting along the canalside should be designed to avoid excessive overspill onto the canal itself, which would have the potential to harm existing wildlife habitats. Biodiversity enhancements along the canal will be supported provided they do not compromise the canal's primary role for navigation.

8 Transport, access, parking and servicing

8.1 In line with national and regional policy, Camden's UDP seeks to:

- reduce the need to travel
- manage and reduce the amount of traffic on Camden's roads
- encourage ways of travel that cause minimum harm to the environment
- maximise the accessibility of transport
- guide major development to the parts of the borough most easily reached by walking, cycling and public transport

Transport Assessment

8.2 A full and detailed Transport Assessment (TA) will be required for any major development in the Hawley Wharf area. The TA will need to cover the whole of the area and consider cumulative effects in the wider area. Even if planning permission is sought for sections of the Hawley Wharf area in turn, the TA will need to cover all development that is planned. Any unplanned development that is brought forward in the future will also have build on the TA work already undertaken by updating it and taking into account the cumulative affects of the area as a whole and assessments that cover each part of a comprehensive development in isolation is not acceptable.

8.3 Hawley Wharf is well located to take advantage of existing transport infrastructure and services. However, there will be a need to demonstrate that public transport and pavement capacity exists to accommodate demand generated by development in this area, particularly in relation to weekend and late night demand at Camden Town Tube station and on the local bus network. The footways around Camden Town, and in particular Camden High Street, are very congested. The TA will need to demonstrate, through extensive pedestrian modelling, that development in the Hawley Wharf area will improve current conditions where possible and not make these worse. In addition the Council will seek development that actually reduces congestion on the surrounding roads such as Camden High Street. This is covered in more detail under "Walking, pedestrian signage and way-finding" below.

8.4 Camden's and TfLs Guidance on Transport Assessment should be followed when producing the TA, although there may be further work required by the Council in the TA that is not covered by these guidance documents. It is strongly advisable that a TA scoping document be submitted to the Council's Transport Planning team for comment before significant progress is made on the TA. This will help avoid the TA being found incomplete when a final version is submitted. It is also advisable that draft TAs be submitted for comment as the development of the TA progress help ensure the final document can be accepted by the Council.

8.5 There is also the longer term potential for the one-way gyratory traffic system in Camden Town to be reviewed by the Council, TFL and other bodies and any development in the Hawley Wharf area should be compatible and/or adaptable to potential future changes in the traffic system.

Travel planning

- 8.6 Travel plans can assist in achieving the objectives of the London Plan in developing London's economy sustainably, benefiting the community and negating impacts on the transport system and the environment, and making London a place where we can all live, work and do business long into the future. They can also assist developments in reducing the impact they have on the transport system. By managing the daily trips generated by development, placing emphasis on more sustainable methods, smarter approaches and improved information the number of trips can be reduced and more efficiently scheduled and the impact on the environment reduced.
- 8.7 Traditionally vehicle journeys are the primary concern, however due to the increase in car-free development, there has been a shift in London towards an emphasis on reducing congestion on the public transport network and promoting more sustainable forms of transport such as walking and cycling. This is particularly pertinent in areas suffering from peak congestion such as Camden Town. Even though they may be car-free, travel plans are still very effective at improving the sustainability credentials of development.
- 8.8 Common forms of travel plans are Residential Travel Plans, Workplace Travel Plans, Leisure Travel Plans and School Travel Plans. However, travel plans can be developed and tailored toward almost any type of development. They are particularly effective the larger a development is.
- 8.9 The key elements of a Workplace Travel Plan are:
- (a) Corporate/management support and commitment
 - (b) Designated Travel Co-ordinator
 - (c) Consultation on the Plan
 - (d) Staff, residents and visitor Travel Surveys - baseline & monitoring
 - (e) Targets – challenging but achievable
 - (f) Promotion of the package to the workforce, residents and visitors
 - (g) Monitoring – on-going to check & maintain progress and development.
- 8.10 Although not limited to and not applicable to all types of travel plans, some possible measures that can be included in travel plans for promoting sustainable travel are:
- (a) Minimal car parking and car-free development.
 - (b) Improved access to public transport information.
 - (c) A communication strategy detailing how sustainable transport and travel plan issues will be promoted.
 - (d) Improved financial benefits for cyclists for example mileage allowances, 0% purchase loans and salary sacrifice initiatives to assist with bicycle purchase.
 - (f) Car clubs and using cleaner fuels and pool bikes.
 - (h) Increased tele-working & tele-conferencing.
 - (j) Public transport promotion and initiatives including interest-free season ticket/travel card loans.

- (k) Cycle prioritisation and provision of facilities such as secure parking, showers, and lockers.
- (l) Walking encouragement and provision of route information for both commuting and leisure to increase trips by this mode.

8.11 Framework travel plans will need to be submitted with any application and it is advisable to submit draft documents prior to applying for planning permission.

Car-free and car clubs

8.12 In general, the Council encourages people to live without relying on a car by negotiating car-free and car-capped housing developments, which are now standard across the borough especially in good public transport and walking areas. Parking for commercial uses is also generally constrained to the minimum for essential operation purposes only, while arrangements for servicing all developments are carefully planned. Good access to public transport, provision for cycling and walking and travel planning go alongside restraints on car use.

8.13 Appendix 6 to the Camden's UDP sets out the Council's standards for parking. In general a maximum provision of 0.5-1 spaces per unit is required for residential unit, although Policy T8 states that the Council will seek car free or car-capped housing in certain locations, including town centre and areas that are easily accessible by public transport such as Hawley Wharf. Policy T9 states that the Council will not grant planning permission for development that would harm on-street parking conditions or add to on-street parking where existing on-street parking spaces cannot meet demand.

8.14 London Plan policies state that the Mayor will work to ensure the integration of transport and development by supporting high trip generating development only at locations with both high levels of public transport accessibility and capacity, in that parking provision should reflect levels of public transport accessibility. The Mayor for London is aiming to achieve zero growth across the rest of inner London. In particular, Policy 3C.23 states that the Mayor for London will seek to ensure that on-site car parking in new developments is the minimum necessary and that there is no over-provision that could undermine the use of more sustainable non-car modes.

8.15 Car-free development makes a significant contribution to how sustainable developments are, as well supporting the local economy and community by localising peoples travel patterns and encouraging them to support local retail outlets and service providers. The Hawley Wharf area has excellent access to public transport and therefore the Council will expect any development in this area to be car-free.

8.16 Car-free development would mean that occupiers would not have access to on-street or off-street parking. Car-free developments can still have parking for disabled drivers and parking for essential commercial operational purposes (although this should not include parking for people to commute to work). The Council would also encourage the implementation of a Car-club scheme serving the Hawley Warf area and the wider community. Car-clubs allow

people access to a car or van for essential trip and for shorter journeys, are actually cheaper than owning a car. The needs of disabled people and Blue Badge holders will need to be carefully considered in planning parking provision within the area.

Cycle parking

- 8.17 The Mayor and Camden wish to increase cycling and transform London into a "cycling city". To do this, high quality secure and accessible cycle parking is needed and this will be expected with any significant development in the Hawley Wharf area.
- 8.18 The number of cycle parking spaces required for each type of development is set out in Appendix 6 of the UDP. Where a type of development is not covered in Appendix 6 then TfL's cycle parking standards can be referred to. In the absence of guidance from either (e.g. for Sui Generis uses) a judgement should be made about the appropriate number of spaces that should be installed.
- 8.19 The design of any cycle storage/parking will need to be covered, secure and with level access or access via a lift. The Council prefers Sheffield style stands (as described in Camden's Streetscape Design Manual) or cycle lockers. "Hook and hang" or "Vertical" parking systems are generally not permitted, as they are not accessible. Although good at saving space they do not allow bicycles to be sufficiently secured with bicycle locks, are awkward to use and discriminate against those less able to lift a bicycle up onto the hook/vertical position. The 'Sheffield' design of stand, as described in Camden's Streetscape Design Manual, allows for the frame and both wheels to be locked to the stand. The Sheffield stand design is also less discriminatory as it can be used by anyone and with most bicycle designs. The Council also does not accept cycle stands that grip the wheels of the bicycles.
- 8.20 Personal safety must also be considered when designing cycle storage/parking areas. They should be well lit and preferable naturally overlooked and/or include monitored CCTV. Possible methods of raising an alarm in case of attack should also be considered.
- 8.21 The details of the cycle parking design and layout for all the cycle parking requirement by development should be integrated into the design of scheme at an early stage and the space for cycle parking should not be underestimated. Simply identifying areas on a plan where cycle parking will be installed may not be acceptable as it does not demonstrate that the required cycle parking can be properly accommodated.

Cycle stations

- 8.22 The Council has undertaken a program for introducing publically accessible cycle stations across the borough. This is in line with UDP and London Plan policies to encourage more cycling. Two publically accessible cycle stations have already been secured in the borough, one as part of the Kings Cross development and one at a recently permitted (subject to a Section 106 agreement) in a development at Regent's Place, both on private lands. The

Council is looking to secure further cycle stations throughout the borough including in the Camden Town area. Space on the public highway is in very high demand and there is little opportunity to install cycle stations on the highway, therefore large developments are vital opportunities for new publically accessible cycle stations. A publically accessible cycle station will also greatly improve the sustainability credentials of such developments.

- 8.23 Secure cycle parking is essential in encouraging the widespread use of cycling as people's main type of travel and the Council aims to create a network of public cycle stations that, along with private cycle parking such as that at offices and homes, which will allow people to move around the borough by cycle and park their bike securely at each destination. This approach ties in with the Mayors proposals to set up a central London wide cycle hire scheme. A development at Hawley Wharf that includes a publically accessible cycle station will also be well connected to other areas in London with cycle station and will help encourage people to travel to the site by cycle.
- 8.24 Depending on the design and location of the cycle station and how well it is integrated into the design of the area, it may be acceptable to accommodate the visitor requirements of the different types of the building uses within it in accordance with Camden's cycle parking standards. However, the Council will seek additional spaces over and above this to serve the wider area and integrate the development into the network of cycle stations currently being developed across London.

Walking, cycling and pedestrian signage and way-finding

- 8.25 As described above, the footways around Camden Town, and in particular Camden High Street, are very congested. Development at Hawley Wharf should not worsen these conditions. Instead the Council will encourage development of the Hawley Wharf area that actually reduces congestion on the surrounding roads. The design of the area needs to be sufficiently open with large pedestrian areas and permeable in all directions, to allow and encourage people to walk through the area, instead of using more congested streets such as Camden High Street.
- 8.26 Of particular concern is the pinch point at the eastern extent of the area where the canal towpath connects with Kentish Town Road. Access to the canal towpath is via narrow steps and the towpath itself is also very narrow at this location. In order for this development not to impact on Camden High Street by increasing pedestrian flow, it is essential that free flow east/west across the site is enabled, as well as north/south flow. The Council would like any development of the Hawley Wharf area to include the area of undeveloped land to the south of 47 Kentish Town Road. This would make it possible to create a high-quality free flowing connection for pedestrians from the Hawley Wharf area to Kentish Town Road, as well as creating an attractive gateway to the site. Clearly, the ownership of land in this area is likely to strongly influence where development proposals emerge, but the Council would strongly encourage developers to seek the inclusion of this area of land below 47 Kentish Town Road as without it development opportunities could be limited by the increased flow of pedestrians through the area.

- 8.27 An important tool for promoting and enabling more people to walk is high quality pedestrian signage and way-finding. The Council will expect and large development of the Hawley Wharf area to include pedestrian signage and way-finding signs to TfLs legible London standard as well as contributing to signs in the wider area to integrate the development into the surrounding pedestrian network.
- 8.28 The Council will also seek contribution to local pedestrian and environmental scheme in the local area, such as (but not limited to) the Camden Town Place-shaping project and public realm enhancements along Castlehaven Road, to improve the environment for pedestrians, cyclists and public transport users, as well as money to carryout highways works around the perimeter of the site to integrate the development into the surrounding urban realm. The Council will support and encourage the considerable opportunities to create new walking and cycling routes into and through the framework area which improve the area's connectivity with surrounding areas, provided there are no adverse impacts on existing residents. Development should also be compatible with longer distance walking links such as the route along the canal to Kings Cross. Cyclists accessing the area may also benefit from the provision of a cycle lane on Camden High Street/Chalk Farm Road and along the Regent's Canal
- 8.29 In designing pedestrian and environmental improvements as well as the design of the urban realm the following will need to be considered:
- The potential dangers of shared surfaces for visually impaired people will need to be addressed.
 - Improving links to stations other than Camden Town, such as Camden Road Station (the Council is developing proposals for improved access to this station and Section 106 contributions may be required to fund upgrades to the public realm, crossings, cycle parking and lighting)
 - Minimising street clutter, including the potential to mount street lighting and signs in buildings.
 - Improving links to the main shopping areas within Camden Town (for example along Kentish Town Road)
 - Improving routes through the site and especially to the Regent's Canal

Servicing Management Plan and freight consolidation

- 8.30 The way a site is serviced can have an impact on transport because it can create obstructions and possible dangerous situations. The Council will expect all servicing requirements to be accommodated off the public highway and will seek a coordinated approach to the servicing of the area through measures such as area-wide freight consolidation.
- 8.31 Freight consolidation involves grouping individual consignments, or part-loads, that are destined for the same locality at a consolidation centre so that a smaller number of full loads are transported to their destination. This is likely to

involve a common servicing area for the whole of the Hawley Wharf area, whereby all deliveries are taken to the servicing area and stored in the short term before transporting in a smaller (possible electric) vehicle to the rest of the site. This is particularly important given that there is likely to be a number of small businesses operating in a future development of the area.

8.32 Freight consolidation works better if developers take an innovative approach to large developments, including area wide management of all deliveries and collection that must be adhered to by all occupiers. There are many possible benefits to this innovative approach including:

- Reduction in the number of delivery vehicles operating in the area, leading to less congestion and better delivery time reliability.
- Reduced conflict between vehicles in loading areas and delivery bays.
- Opportunity for improved delivery service levels by providing value-added services to retailers such as waste and packaging collection, additional stock room space and management at the consolidation centre and pre-retailing services.
- Reduction in fuel consumption and associated CO2 emissions.
- Reduction in toxic vehicle emissions leading to improved air quality.
- Noise reduction.
- More efficient use of the capacity of freight vehicles.
- Potential for business to co-ordinate their servicing activities.
- Flexible delivery and servicing times and possible “just-in-time” deliveries for businesses.
- More efficient use of delivery vehicles, such as reverse logistics in that collections, such as refused, are taken away in the same vehicles that make deliveries.
- More pedestrian friendly zones and a more pleasant shopping experience.

8.33 The Council will expect any development of the Hawley Warf area to include a site wide Servicing Management Plan, which will be secured via Section 106. Servicing of commercial premises should be designed in a manner that does not create an unsafe environment for pedestrians and cyclists and so that the amenity of residential occupiers is not unreasonable affected in terms of noise, disturbance or safety.

8.34 Details of the Servicing Management Plan will relate to the scale and kind of the development, however, it should demonstrate that the following has been considered and where necessary the impacts mitigated:

- Location and layout of servicing bays (drawings to be submitted).
- Likely frequency and duration of serving movements (including methodology for generating these figures).
- The sizes of service vehicles proposed to enter the site.
- Swept paths should be provided to ascertain manoeuvring within the site.
- Delivery vehicles should have a sufficient turning area to be able to both enter and exit the site in a forward gear. This will need to be demonstrated by swept paths.
- Nature of goods to be delivered.

- Route to and from on-street servicing bays to the building/service access where relevant.
- Statement setting out how pedestrian and highway safety will be maintained during servicing movements.
- Statement setting out how servicing movement to the site can be combined and/or reduced to minimise traffic and service vehicle activity at the site.
- A detailed statement outlining how on-site servicing bays will be organised and managed.
- If on-street servicing is intended, a detailed statement giving reasons why this is necessary/reasonable and how it is expected to impact on safety and the operation of the public highway.
- Details of arrangements for refuse storage and servicing.
- How your approach to servicing takes into consideration the cumulative effects of other developments local to your site with regard to traffic and transport.
- Any other relevant information with regard to traffic and transport.

Construction Management Plan

- 8.35 A Construction Management Plan (CMP) outlines how construction work will be carried out and how this work will be serviced (e.g. delivery of materials, set down and collection of skips), with the objective of minimising traffic disruption and avoiding dangerous situations for pedestrians and other road users.
- 8.36 A Construction Management Plan will need to be submitted and approved before any works start on site, and approval should be secured via a Section 106 planning obligation. The CMP will need to cover all development for the Hawley Wharf area and cumulative effects of surrounding development.
- 8.37 Details of the Construction Management Plan will relate to the scale and kind of the development, however, in terms of assessing the impact on transport the plan should demonstrate that the following has been considered and where necessary the impacts mitigated:

(Note the term 'vehicles' used here refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearing, delivering of plant & material and construction etc. The terms construction as used here also refers to any work, including demolition, associated with the implementation of the development)

- The access arrangements for vehicles.
- Proposed routes of vehicles to and from the site.
- Sizes of all vehicles and the schedule of when they will need access to the site.
- Swept path drawing for the vehicle routes for all vehicles sizes.
- Details (including accurate scaled drawings) of any highway works necessary to enable construction to take place.
- Parking and Loading arrangement of vehicles and delivery of materials and plant to the site.

- Details of proposed parking bays suspensions and temporary traffic management orders.
- Proposed overhang (if any) of the public highway (scaffolding, cranes etc.)
- Details of hoarding required on the public highway
- Details of how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Banksman arrangements.
- The proposed working hours.
- Start and end dates for each phase of construction.
- Details of how traffic associated with the development will be managed in order to reduce congestion.
- Details of any other measure designed to reduce the impact of associated traffic (such as the use of construction material consideration centres).
- Details of how any significant amounts of dirt or dust that may be spread onto the public highway will be cleaned or prevented.
- Details of any Construction Working Group that maybe required, addressing the concerns of surrounding residents.
- How your approach to servicing takes into consideration the cumulative effects of other developments local to your site with regard to traffic and transport.
- Any other relevant information with regard to traffic and transport.

8.38 It should be noted that any agreed CMP does not prejudice further agreement that may be required for things such as road closures or hoarding licences.

9 Sustainability and environment

Climate Change and new development

- 9.1 National and regional planning policies encourage the efficient use of resources, especially of carbon-based energy and of water, and Camden is committed to environmental sustainability in new development.
- 9.2 The Government puts sustainable development at the centre of planning policy, and has set a target to reduce carbon dioxide emissions to 20% below 1990 levels by 2010 - and 60% lower by 2050. In addition the government has set a target to generate 20% of electricity from renewable sources by 2020.
- 9.3 The Mayor's London Plan also places mitigation of, and adaptation to, climate change as a priority, with a focus on decentralised energy as a way to reduce carbon dioxide emissions. In particular Policy 4A.7 states that:
- “The Mayor will, and boroughs should, in their DPDs adopt a presumption that developments will achieve a reduction in carbon dioxide emissions of 20% from on site renewable energy generation (which can include sources of decentralised renewable energy) unless it can be demonstrated that such provision is not feasible.”*
- 9.4 Any development in the Hawley Wharf area would be expected to display sound environmental standards and contribute to wider sustainability objectives. In particular it is noted that the environmental impacts of new development can be reduced through:
- high standards of energy efficiency and appropriate use of renewable energy
 - reduced carbon emissions from buildings, and use of low-carbon technologies
 - the most efficient use of resources and water
 - the use of decentralised energy supply systems
 - the re-use and most efficient use of land and buildings
 - patterns of growth that reduce the need to travel by car
 - buildings that are adaptable to changing needs
- 9.5 Sustainability can start with the efficient use of land through appropriate density of development and locating complementary land uses close to each other. Sustainable development also involves appropriate orientation and design to maximise the comfort of occupiers without a high demand for winter heating and summer cooling. The choice of materials affects the overall environmental impact of a building due to the energy required in production and transport, and how the materials perform in use. Efficient energy and water appliances use fewer resources.
- 9.6 The proximity of Hawley Wharf to the waterway can also facilitate a range of sustainability measures such as waterborne transport (for demolition and construction waste, construction materials, recyclables and waste arising from

the development and other bulky goods such as biomass); sustainable urban drainage systems, grey water systems; and heating and cooling.

Assessment

- 9.7 The UDP 2006 requires the use of BREEAM measures for sustainable design and construction. The Council currently expects a rating of 'very good' or 'excellent' as well as a specified performance in the categories of Energy, Water and Materials, meaning the relevant developments are to achieve at least 60% of the credits in Energy and Water and 40% of the credits in Materials.
- 9.8 The government has recently introduced a Code for Sustainable Homes, an environmental assessment method specifically for housing. This sets standards for energy consumption, water consumption, the sustainability of materials, surface water run-off, the provision of waste storage facilities and the requirements of a site waste management plan. From 2008 all affordable housing with funding from the Housing Corporation has been required to meet Level 3 of the Code. The government has also stated that by 2016 all new housing should be carbon neutral, which equates to Level 6 of the Code.
- 9.9 The Mayor has developed an energy hierarchy to aid decisions about building specifications, procurement and internal energy management in order to achieve reductions in environmental impacts and substantial cost savings. The hierarchy establishes three elements to meet energy demand in the most efficient way, namely: to use less energy, to use renewable energy and to supply energy efficiently.

Energy

- 9.10 UDP policy currently seeks developments that are energy efficient and expects major developments to generate 10% of the site's energy needs from renewable sources. The 2008 London Plan increases this to 20% and this will be the target that will be expected to be met where feasible. LDF policies are expected to reflect the approach in the 2008 London Plan.
- 9.11 Some renewable energy technologies can be difficult to achieve in urban areas and on constrained sites (e.g. wind turbines – although these may be practical along the canal where there is a clearer path for wind). Hawley Wharf has potential to benefit from its proximity to the canal and the opportunities this provides for heating and cooling.
- 9.12 On-site combined cooling, heat and power (CCHP) and combined heat and power (CHP) are common approaches to renewable energy provision, and the council seeks CHHP or CHP connectivity in new developments, with an eye to wider networks being developed in the future. In particular, the council seeks CHP/CCHP connectivity or connection to an existing decentralised energy network in all major developments. The nearest decentralised energy network to Hawley Wharf is the emerging network at Kings Cross and if it is not viable or technically feasible to connect to this network, major development in the Hawley Wharf area would be expected to develop its own decentralised

network if this is feasible. The area is likely to be suitable for CHP/CCHP which could potentially link into a wider district network in the future.

- 9.13 The choice of renewable technology should not compete with any heat and power being supplied efficiently such as through combined heat and power systems, and should take into account the site and development constraints. A focus on efficiency savings can contribute to reduced overall energy demand and form part of the overall energy strategy submitted as part of planning applications for development.
- 9.14 The design and fit-out of buildings need to consider future climate conditions in order to make sure that buildings built today will not consume a disproportionate amount of energy in the future. The Council will expect developers to consider and incorporate the decentralised energy supply methods set out in the recent publication *Community Energy: Urban Planning for a Low Carbon Future*.

Air quality

- 9.15 A joined-up approach will be taken to mitigating climate change and protecting air quality. Efforts will be made to ensure that measures to reduce carbon emissions do not give rise to negative impacts on air quality and visa versa. For example the installation of biomass boilers for CHP deliver beneficial carbon savings, but the combustion of solid and liquid bio fuels can give rise to fine particles and nitrogen oxide emissions which can have a negative impact on air quality. Preference should be given to the use of alternative forms of renewable energy, and in cases where biomass is selected strict emission control measures will be required to protect air quality.
- 9.16 Camden's UDP requires developments which may have a significant impact on air quality to submit an air quality assessment and include any necessary mitigation measures. The policies to reduce the need to travel by car and encourage sustainable travel, encourage the use of clean vehicles through provision of electric recharging points, high standards of energy efficiency and appropriate use of renewable energy, use of low emission technology such as hydrogen fuel cell generators, high standards of construction management all help to reduce air pollution emissions from new developments.
- 9.17 Historically air quality assessments have been carried out to determine the impact of additional traffic generation on air quality. With the increasing requirement for major development sites to adopt low carbon and decentralised energy sources, an air quality assessment will be required for combined heat and power plants (CHP) and biomass boilers. Consideration will need to be given to the cumulative impacts of emissions on local air quality.
- 9.18 During the construction phase it is important to control dust emissions to prevent nuisance complaints by local residence, and to reduce the impact of dust emissions on local PM₁₀ concentrations. Construction vehicles and machinery give rise to exhaust emissions of nitrogen oxides and fine particulate matter, which can also impact on local air quality.

- 9.19 Camden has produced a guidance note 'Guide for Contractors Working in Camden' which outlines measures for controlling dust and emissions at construction and demolition sites. This requires developers to comply with the best practise measures outlined in the London Council's guidance note 'Controlling dust and emissions at construction and demolition sites.' Camden requires air quality monitoring to be carried out for developments associated with lengthy construction periods, or that are in close proximity to sensitive receptors. The Council requires best practise measures to control and monitor air pollution to be included in construction management plans.
- 9.20 Commercial gas boilers, used for hot water and space heating, are one of the largest sources of NO_x emissions in Camden. Reducing emissions from heating systems in new commercial developments will help protect air quality. Camden's sustainable design and construction requirements, associated with BREEAM and the Code for Sustainable Homes, will help reduce air pollution emission through heat energy conservation.
- 9.21 The adoption of certain renewable heat technologies can assist reducing NO_x emissions from commercial gas boilers. These include solar water heaters, ground source heat pumps, air-source and heat pumps. However the use of biomass boilers can give rise to particulate matter and nitrogen oxide emissions leading to potential negative impacts on air quality. The combustion of wood results in higher air pollution emission than gas.
- 9.22 Camden has strict emissions control requirements for biomass boilers and CHP installed in the borough. These include use of high quality wood fuel, specific biomass boiler design features, boiler maintenance, effective combustion control, determination of stack height to ensure effective dispersion of emissions and most importantly particulate matter abatement technology. Once national best practise guidance for biomass heating appliances is published, Camden will require developers to adopt the recommended measures to reduce emissions from biomass heating appliances.
- 9.23 Camden has been designated a Smoke Control Area under the Clean Air Act 1993. The Council are required to authorise all appliances which use certain solid and liquid fuels including biomass. Only 'exempt' appliances can be installed and operated in the borough, we require a chimney height calculation to be provided to demonstrate effective dispersion of emissions and can request abatement equipment is installed.

Water and Drainage

- 9.24 The Council and Thames Water will encourage development to be water-sensitive in its design and to incorporate water conservation measures, to minimise overall water consumption. Development should also incorporate sustainable urban drainage and reduce the risk of surface water flooding. A sustainable urban drainage systems (SUDS) approach makes the most of water as a resource. The UDP has a strong policy on water efficiency and developments are expected to obtain 60% of the credits in Water within BREEAM assessments. Flooding can be minimised by SUDS measures that slow down the rate of water flow from a site.

Waste and aggregates

- 9.25 London supplies a very low percentage of its own needs for materials used in construction, and Camden thus encourages the recycling of material generated from the demolition of buildings and limit waste on building sites. New homes should have adequate and easily accessible storage spaces for recyclable materials.

Noise and light pollution

- 9.26 The presence of major roads and railway lines add to the noise and vibration levels in the borough. Camden has a noise strategy that covers impacts of noise from commercial activities, construction, traffic and railways amongst others. Camden's UDP contains policies which limit the creation of noise and vibration from plant, machinery and demolition and a policy on the prevention of nuisance from poorly sited and inappropriate lighting. This is particularly relevant in relation to canalside habitat impacts. Noise surveys will be required for noise sensitive development.
- 9.27 The railway lines that traverse the Hawley Wharf area are clearly a potential source of noise and disturbance to residential uses and the Council will require this to be addressed in the design of proposed development and through appropriate amelioration measures. The Council will expect noise sensitive uses to be positioned as far as possible from significant sources of noise. Further guidance is contained in the annex to PPG 24 regarding the suitability of residential uses to environments affected by noise and whether noise impacts can be ameliorated by measures such as insulation.

10 Implementation

Comprehensive development

- 10.1 It is important that development in the area is approached in a comprehensive manner to ensure development opportunities are explored in the most effective and sustainable manner in a properly planned environment. This is particularly important in terms of the land-use issues, design, routes through and around the area, transport issues, community safety and matters such as use of energy which impact on sustainable development.
- 10.2 The Council is likely to resist proposals for piecemeal development and/or major development that does not accord with an agreed or adopted comprehensive development strategy for the whole of the framework area.

Community involvement

- 10.3 The Council will encourage developers to engage with the local community and relevant stakeholders at an early stage to ensure meaningful consultation takes place before any planning applications for major development are submitted.

Utilities

- 10.4 Any major developments in the Hawley Wharf area will need to be co-ordinated and phased in line with the provision of appropriate utility infrastructure. Applicants will need to ensure that there is adequate water, foul drainage and sewage capacity to serve all development in the area, and demonstrate that there is sufficient capacity both on and off site to serve the development and ensure that no problems would be caused to existing users.

Planning conditions/ obligations

- 10.5 The Council will use planning conditions and Section 106 agreements to ensure that new development in the area is acceptable, sustainable, and is beneficial to the regeneration of the area.
- 10.6 UDP Policy SD2 sets out the Council's approach to the use of planning obligations, which will be used where existing and planned provision of infrastructure, facilities and services is not adequate to meet the needs generated by the proposal. In these circumstances, the Council will use planning obligations to secure measures that are directly related in scale or kind to the proposal to meet those needs.
- 10.7 The items sought through planning obligations/conditions will vary depending on the individual nature of each development but the supporting text to Policy SD2 states that they may include:
- affordable housing
 - transport improvements and initiatives
 - education, health and other community facilities
 - car free housing
 - environmental sustainability
 - environmental improvements
 - public realm and open space

- biodiversity
- conservation and enhancement of the built environment
- access for people with disabilities
- securing an appropriate balance of uses in mixed use schemes
- contributions towards town centre management
- community safety
- phasing of elements of development
- contributions towards regeneration initiatives and employment/training schemes

10.8 The Council is likely to seek to secure the following more specific benefits in the Hawley Wharf area through the design of the scheme or conditions/planning obligations:

- improving the permeability and connectivity of the area for pedestrians and cyclists
- improvements to the canal environment and towpath
- public art
- construction impact management
- creation of new public open space within the area and/or enhancements to existing public open space in the surrounding area
- creation of new community facilities to serve new residents within the area and/or enhancements to existing facilities in the surrounding area
- construction training opportunities and local recruitment measures
- securing small retail and business units and a package of business support measures and grants for small businesses, including start-ups
- ensuring a comprehensive approach to energy and carbon reductions across the whole of the area

10.9 The essential and supporting information required to accompany planning applications will vary according to the development proposals. Appendix 2 provides a list of the information that may be required as appropriate.

Appendix 1 – Relevant UDP Policies

The UDP policies listed below are those that are likely to be of most relevance to development in the Hawley Wharf Area, although it should be noted that other policies may be of relevance depending on the development proposals that come forward. Any planning applications will be assessed against the UDP as a whole, which may involve balancing a range of interlinked but competing objectives.

- H1 - New Housing
- H2 - Affordable Housing
- H7 - Lifetime Homes and Wheelchair Housing
- SD3 - Mixed Use Development
- SD4 - Density
- SD6 - Amenity
- N8 - Trees
- T1 - Transport
- T2 - Transport Capacity
- T3 - Pedestrians and Cycling
- T7 - Parking
- T8 - Car Free and Car-Capped Housing
- T9 - Impact of Parking
- R1 - Retail and Entertainment
- R2 - Impact of Retail and Entertainment Uses
- R3 - Food & Drink and Licensed Entertainment
- R4 - Markets
- R6 - Other Town Centre Uses
- E1 - Location of Business Uses
- E2 - Retention of Existing Retail Uses
- E3 - Specific Business Uses and Areas
- E4 - New Ways of Working
- C3 - New Leisure Uses
- C5 - Tourism Uses
- RC1 - Character and Vitality of Regent's Canal
- RC2 - Building Use along Regent's Canal
- RC3 - Permanent Mooring of Boats

It should be noted that the Council is required to apply to 'save' existing UDP policies beyond June 2009, as under the Planning and Compulsory Purchase Act 2004 they only last for three years from the date of adoption (June 2006). The above are all policies which the Council has sought to save. In the event that the Government Office for London does not agree that these policies should be saved beyond June 2009 applications will be considered in the light of equivalent London Plan policies, national planning guidance and relevant legislation.

Appendix 2 – Requirements for planning applicants

Proposals for developing housing of 10 or more units or non-residential developments of 1,000 sqm or more (and larger scale and/or significant applications) are defined as major developments.

Specific types of applications will be required to provide additional information in order for a comprehensive assessment to be undertaken. Depending on the type of application, this additional information will be considered to be a compulsory requirement to allow a proper assessment of an application, and applicants are advised to liaise with the local planning authority prior to the submission of an application, to ascertain what is necessary. An application of this type could typically require the submission of the following as appropriate:

- Assessment of the impact on London Underground tunnels and infrastructure.
- Affordable housing statement
- Archaeological assessment
- BREEAM report (Building Research Establishment Environmental Assessment Method) and Code for Sustainable Homes assessment
- Conservation Area and Heritage assessment and statement in support of any demolition works
- Community Safety plan
- Construction management plan
- Construction waste management plan
- Contamination assessment
- Daylight/sunlight & overshadowing assessment
- Design and Access statement
- Development phasing plan
- Draft travel plan
- Environment Statement/EIA
- Feasibility study to assess potential for moving bulk materials by water
- Floor space schedule
- Lighting strategy
- Noise/Vibration/Ventilation – mechanical systems and acoustics reports
- Photographs of the site
- Photomontages of proposed development from a variety of views
- Planning statement
- Proposed planning obligations strategy
- Regeneration assessment
- Refuse storage and removal
- Retail impact studies in accordance with PPS 6
- Servicing and waste management statement
- Strategic views assessment
- Sustainability statement including energy statement and renewable energy plan
- Transport assessment
- Tree schedule and survey/landscape strategy