

Turley

Camden Lock Market

West Yard, East Vaults & Dead Dog Basin

Townscape Visual Impact Assessment
August 2022

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Client

Camden Lock Market Ltd

Our reference

LABH3000

August 2022

1. Introduction

- 1.1 This Townscape and Visual Impact Appraisal (TVIA) has been prepared by Turley Townscape on behalf of Camden Lock Market Ltd (the ‘Applicant’) to accompany an application for full planning permission and listed building consent at the West Yard, Dead Dog Basin and East Vaults of Camden Market (‘the Site’) within the London Borough of Camden (‘LBC’).
- 1.2 The Site is located within the London Borough of Camden and in the Regents Canal Conservation Area. The Application Boundary is shown on **Figure 1.1** and is largely defined by Regents Canal to the south; Gilbeys Yard to the west; and, Camden Lock Place to the north.
- 1.3 The West Yard is characterised by hard landscaping formed of original granite setts, later York stone slabs; and, more recent patch repairs, which is currently used for temporary market stalls¹. The East Vaults are part of the Grade II Listed Interchange Building and are currently used for private market storage; this part of the Site contains structural steelwork from the early 1900s; brick jack arches; as well as ventilation openings and mountings for cranes, which are all characteristic of its former use as a means of transferring freight between rail and canal. Dead Dog Basin, a currently disused canal dock, is also located beneath the Interchange Building, with access from within the East Vaults and via the canal, underneath the Grade II listed bridge that carries the towpath.
- 1.4 The description of development is as follows:
- “Introduction of new exhibition space, flexible events and market uses through a change of use of the existing East Vaults, installation of new retail shopfronts within West Yard; creation of a new jetty within Dead Dog Basin and erection of a temporary observation wheel together with ancillary works and alterations to existing structures, surfaces and other public realm improvements and associated works.”*
- 1.5 There is a separate description of development for Listed Building Consent which is as follows:
- “internal and external alterations to the East Vaults to facilitate new exhibition, events and market uses together with ancillary uses”*
- 1.6 Planning Permission and Listed Building Consent was approved in 2016 under the references 2015/4774/P and 2015/4812/L. This permission expired in August 2022 and was granted prior to the London Plan, therefore a new permission is sought. The 2016 Approved Scheme Description is as follows:
- “Demolition of existing timber Pavilion building, Middle Yard buildings and canopy structures and internal floors in East Yard. Construction of new Middle Yard building*

¹ The land at West Yard was granted planning permission (2017/2378/P) for the installation of 34 temporary market stalls (A5 Use) which under the terms of that permission, are to be removed completely on or before 12th June 2022, as required by Condition 3 of the planning permission.

comprising basement and part three, part five storeys; single storey Pavilion building; bridge over the canal basin; deck area over Dead Dog Basin; and double pitched roof structure over East Yard. Change of use of existing East Vaults for flexible market uses (Classes A) and exhibition/events use (Classes D1 and D2); use of Middle Yard basement as exhibition/events venue (Classes D1 and D2); and use of the rest of the site for market uses (Classes A and B1). Ancillary works and alterations to existing structures and surfaces and other public realm improvements.”

- 1.7 Full details and scope of the planning application is described in the submitted Town Planning Statement, prepared by Gerald Eve LLP.

Structure of the Report

- 1.8 The TVIA report is set out in six sections with supporting appendices. **Section 1** provides a summary of our approach and methodology for the assessment of townscape and visual impacts of the Proposed Development. This is followed by **Sections 2 and 3**, which assess the baseline situation of the Site in terms of townscape character and visual amenity, including the value of the character areas and the identification of key visual receptors and representative views likely to be affected by the Proposed Development.
- 1.9 **Section 4** provides an assessment of the effects of the Proposed Development on the baseline situation and is supported by an assessment for each of the representative views set out in **Section 5**. A summary of the findings is set out at the end of the document within **Section 6**. The TVIA is supported by a series of figures at **Appendix 3**.
- 1.10 Fourteen representative viewpoints, agreed in consultation with officers at the London Borough of Camden (LBC), have been used to inform the assessment of potential townscape and visual effects. A mix of wireline and rendered verified views have been prepared by Preconstruct for each of the representative views; the visualisations and baseline photography, are provided at **Appendix 4** (to be printed and viewed at A3).
- 1.11 National and local planning policy provides further guidance regarding the requirement for assessment of both townscape and visual impacts, in relation to new development and design. This underpins the purpose and structure of this report and is identified in **Appendix 1**.
- 1.12 **Appendix 2** sets out the methodology for the assessment of townscape and visual impacts.

Study Area

- 1.13 A 1km radius search has been established for the principal Study Area around the Site, based on the desktop analysis. This is based on professional judgement and analysis of the likely visual effects of the Proposed Development on the wider urban area given the history, pattern, form and character of the surrounding townscape. Further long-distance views have been considered where identified in the London View Management Framework SPG (LVMF)² and/or considered relevant to more distant

² London View Management Framework Supplementary Planning Guidance (March 2012) Mayor of London

receptors. This approach is supported by the published Guidelines for Landscape and Visual Impact Assessment 2013 3rd edition (GLVIA3), which states that the scale of assessment should be appropriate and proportionate to the nature of the Proposed Development. The Study Area for the Site is identified at **Figure 1.1** and **Figure 1** at **Appendix 3**.

- 1.14 For the townscape appraisal, it was determined that the Proposed Development would be unlikely to result in significant changes to townscape character for areas beyond 500m from the site. A 500m radius from the Site was, therefore, selected for the townscape assessment study area.
- 1.15 The visual appraisal considers the approximate zone of visual influence of the Proposed Development within this Study Area, and some longer distant views from limited locations. This has been informed by the production of a computer-generated Zone of Theoretical Visibility (ZTV), which identifies where in the surrounding townscape the Proposed Development is likely to be visible. This has been modelled using Vu.City and the proposed height and scale of the Proposed Development. This is included at **Figure 4** at **Appendix 3** to this report.

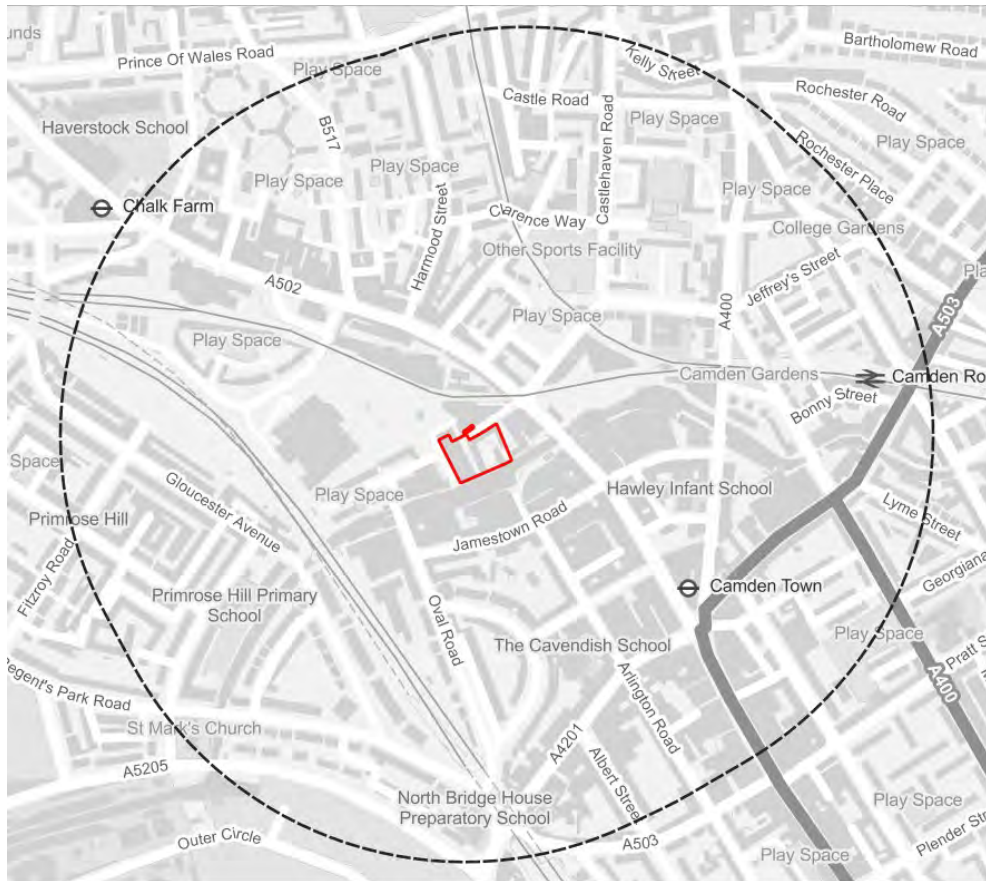


Figure 1.1: Application Boundary (red line) and Study Area (dashed line) at 500m radius

Pre-application Engagement

- 1.16 This application has been informed by a positive process of pre-application engagement with officers at LBC, the Council’s Design Review Panel (DRP) and the Greater London Authority (GLA). The Proposed Development has undergone several iterations, in response to the advice received throughout this process. The evolution of the design in response to feedback is described in detail in the Design and Access Statement (DAS) produced by Piercy and Co.
- 1.17 The scope of the assessment for the TVIA, including the location of representative viewpoints and the type of visualisation to support the assessment of visual impacts of the Proposed Development, was set out to officers at LBC during the pre-application process and agreed through email correspondence³.

³ Email from David Fowler re: Camden Lock Market (Phase 1) | Representative Viewpoints 28 May 2021

2. Townscape Character Context

Introduction

- 2.1 The Townscape Study Area includes the townscape elements within 250 metres of the Site and the published townscape character areas within 500 metres.
- 2.2 An appraisal of the townscape character within the study area has been undertaken to understand the townscape context of the Proposed Development and identify the key features and characteristics. This process has resulted in the identification of five local townscape character areas (TCAs), which form the townscape receptors against, which the townscape effects of the Proposed Development will be assessed at the application stage.

Published Characterisation Studies

Regents Canal Conservation Area Appraisal

- 2.3 The character of the Regents Canal, as described in the conservation appraisal, is largely influenced by its secluded nature, which has evolved from adjacent development. Operational requirements have created features such as paired lock chambers, towpaths revetments, bridge approach ramps and horse slips which all contribute to the distinctiveness of the area. The canalside has a very particular character arising from the movement, sound and reflective qualities of water; complex spatial qualities arising from the cutting of the canal, changes in level and bridges crossing the cutting/canal; the nature and mix of activity that it contains; and, the occasional moments of surprise, such as the opening into Dead Dog Basin.
- 2.4 Detailed analysis of the significance of the Regents Canal Conservation Area including its history, character and appearance, as well as the Site's contribution to that significance, is included within the Heritage Statement prepared by Turley Heritage (August 2022).

Townscape Elements

Land Use

- 2.5 The Site contains various uses mostly associated with the Camden Market, including temporary street food stalls within the West Yard, as well as small retail units in the adjoining buildings, which creates a vibrant and thriving use character. Associated service and storage facilities can be found within the East Vaults next to the Dead Dog Basin, which is currently underused, located beneath the Interchange Building (Grade II listed building). Commercial office space is also provided in the Interchange building and is accessed from Gilbeys Yard. In the surrounding townscape context of the Site there are a variety of land uses, the principal uses being commercial and residential.
- 2.6 The commercial market uses continue to the north within The Stables Market (related to the varied uses contained within the Site), crossed by the railway leading to Camden Road Overground Station. Similarly to the east, the commercial market uses continue up to Camden High Street and includes the Market Hall. The Regents Canal bounds the

Site to the South with a mix of commercial and residential buildings fronting the opposite canal side. To the west, residential is the primary use within the Gilbeys Yard Estate.

Urban Grain and Built Form

- 2.7 The layout of the area largely follows an irregular pattern of closely spaced streets, with varied blocks, shaped by the route of the canal and railways and the iterative pattern of historic development and subsequent adaptation.
- 2.8 The built form and structures in the local area date from the 19th century, reflecting the historic dominance of the railway and canal and rapid development of the area at that time. Buildings within the study area tend to be either domestic or commercial typologies. There is also new development within the Study Area, which provide an additional layer of built form and interest, such as the recent Hawley Wharf development.
- 2.9 Buildings are typically situated within varied plot shapes and sizes, often abutting the pavements. Built form is mostly three to four storeys terraces and four to five storeys apartment blocks. Building height is generally consistent across the Study Area, although there are taller buildings that contrast with the overall consistency, including:
- Taller mid-20th century residential blocks and in recent development, including nine storeys at Hawley Lock development.
 - The commercial development focussed along the canal side, which tends to be of a larger scale, form and overall height.
- 2.10 The urban grain tends to be finer in the case of the traditional domestic buildings, with a greater degree of enclosure to such streets. The areas of commercial development within the Study Area, particularly that associated with the historic functions of the railway and canals, tends to have a looser grain, defined by larger buildings and spaces, which were arranged to facilitate interrelated industrial and commercial processes (sometimes reflecting the alignment of now obscured/removed features i.e. canal basins). The mid-late 20th residential development tends to have a looser/coarser grain arising from the arrangement of larger blocks within areas of green/open space and contrast with the earlier forms of traditional domestic development.
- 2.11 Within the Site, the built form enclosing West Yard is of a broadly consistent scale and height, and provides an enclosed, contained character to the central space, which opens to the canal at the southern edge, with the interface of the basin. In addition, the Interchange Building, a Grade II listed building comprises a four-storey rectilinear block. It incorporates segmental arched windows in the elevations and a distinctive water tower, which acts as a local landmark. The particular significance of this listed building, including the contribution made by setting and group value, is assessed within the accompanying Heritage Statement (August 2022).



Figure 2.1: Temporary street food stalls within the West Yard and small retail units in adjoining buildings.



Figure 2.2: Built form enclosing West Yard contains the central space which opens to the canal at the southern edge.

Materiality

- 2.12 The Site contains fine examples of industrial brickwork, reflecting construction methods of the 19th and early 20th centuries. Various types of brick are present including red/orange brick with blue brick dressings within the Interchange building and the more ubiquitous yellow/brown London stock bricks.
- 2.13 Granite setts and York stone slabs make up the different surface materials throughout the Site, whilst cast and wrought iron are prevalent in windows and railings, which are unifying features of the wider Camden Market. Structural steelwork and brick jack arches can also be found within the East Vaults. The prevailing materiality of the Site reflects and reinforces the legibility of its 19th century commercial/industrial origins and historic functions.
- 2.14 Brick is also the predominant material of the building stock in the Study Area, including yellow stock brick within other market buildings to the north and east. Glazed elements and coloured cladding panels are also present in the modern building immediately to the north. Various types of brick are characteristic of the Gilbeys Yard Estate to the west, with intact granite sett access roads, being a tangible legacy of the former Goods Yard. To the south, painted white render is more common interspersed with older red brick buildings.



Figure 2.3: The entrance to the Interchange Building with fine examples of industrial brickwork.



Figure 2.4: Granite setts and York Stone slabs are the common paving materials within the Site.

Movement and Connectivity

- 2.15 The West Yard is accessible by foot from Camden High Street, via Camden Lock Place, and from Regents Canal, via the Grand Union Tow Path. The main access points into the West Yard from the north and south are marked by brick archways between buildings and boundary walls. A canal basin within West Yard, as well as the Dead Dog Basin (although disused), also provide access into the Site from Regents Canal. Access into East Vaults is currently restricted to market traders only. A canal path runs to the south of the Site, and crosses to the north bank (adjoining the Site), via the distinctive roving bridge (Grade II listed building). The Site is, therefore, experienced primarily in terms of the pedestrian experience of users, traders and visitors moving around and into/out of the markets and yards and, also, from the various users of the canal.
- 2.16 In the immediate context of the Site, the north-south route Camden High Street is the primary movement corridor for motorists and pedestrians comprising two lanes of one way traffic fronted by shops and restaurants. In addition, Regents Canal provides an important east-west route through the local townscape for users of the tow path and the canal, with changes in level and spatial complexity being a notable part of its character and experiential qualities. The railway running between Camden Road and South Hampstead Overground Stations also passes through the market to the north, with distinctive road bridges, which form local landmarks. The market contains a network of alleyways connecting different parts of the market and providing informal permeability beneath the railway and to the adjacent street.

Vegetation and Open Space

- 2.17 Vegetation is limited within the Site due to the compact urban character, density of built form and former industrial uses. A single, poor condition Ash tree is situated at the northern entrance into West Yard whilst a Willow tree (with a substantial canopy) is situated at the entrance to the canal basin and forms part of a small group around the Roving Bridge and locks (Grade II listed).
- 2.18 West Yard within the Site provides an area of open space, consistent with the pattern of yards, alleys and routes through the markets. The canal basin within West Yard (partially obscured by current decking and historically partially infilled) provides a spatial and visual connection to the linear openness of Regents Canal.
- 2.19 Within the immediate context of the Site, vegetation is generally limited to trees of varying age along the canal and within the network of streets, due to the dense urban character of the Study Area. Castlehaven Community Park is located approximately 150m to the north east of the Site and is characterised by grassland and trees crossed by generous paths and cycle routes, and with artificial sports pitches. In addition, there are areas of open space associated with mid-late 20th century residential blocks. The large car park associated with the Morrison's store is a large and functional open space.



Figure 2.5: The Grand Union Tow Path runs along the south of the Site and crosses the Roving Bridge.



Figure 2.6: A Willow tree at the entrance to the canal basin forms part of a small group around the Roving Bridge.

Local Townscape Character Areas

2.20 The townscape character of the area surrounding the Site comprises a mix of different uses and diversity in age, form, scale and architectural character of existing buildings and spaces.

2.21 To define townscape character receptors, which are at a scale appropriate to the Site, Study Area and the Proposed Development, a number of local Townscape Character Areas (TCAs) have been identified. TCAs are local areas of townscape, which share common qualities and characteristics. In this process, local level changes in characteristics that relate to physical elements or features and historic development, as well as how a place is perceived, have been considered. Five TCAs have been defined for the purposes of this report, which each share common features and characteristics as illustrated at **Figure 2** at **Appendix 3**:

- TCA1: Regents Canal and Rail Interchange Mixed Use.
- TCA2: Chalk Farm Road Residential.
- TCA3: Castlehaven Residential.
- TCA4: Camden High Street Mixed Use.
- TCA5: Primrose Hill Residential.

TCA1: Regents Canal and Rail Interchange Mixed Use

2.22 This townscape character area includes the Site and extends along the Regents Canal between Kentish Town Lock in the east and Southampton Bridge in the west. It also includes the Camden Market area up to the Roundhouse (Grade II* listed building) and is largely consistent with Regents Canal Conservation Area.

2.23 Key characteristics of the area include:

- A502 Chalk Farm Road, A400 Kentish Town Road, and A503 Camden Road form primary routes through the area, providing connections to residential streets and the wider transport network beyond.
- Roads are typically wide, comprising two lanes edged by pavements and cross distinctive bridges over the Regents Canal.
- A mix of commercial and residential uses, often relating to redeveloped warehouse buildings associated with the former railway interchange.
- A prevailing height of three to five storey storeys (of a commercial scale), with an increasing trend for taller buildings, such as the Hawley Lock development, extending up nine storeys.
- Fine examples of 19th century architecture (some highly graded listed buildings i.e. The Roundhouse and Horse Hospital), providing a tangible legacy of the importance of the railway and canal, interspersed with some more modern styles, as a result of iterative redevelopment.

- Brick is the most common building material found in different tones of red, brown and yellow. More recent buildings have also introduced glazed elements and coloured cladding panels.
- A loose grain of buildings and spaces associated with the canal and former commercial uses associated with the railway and canal.
- Vegetation is generally limited to railway banks and occasional trees of varying age along the canal.
- The Grand Union Canal Towpath provides recreational interest and an opportunity to escape the often busy road network.
- Major rail infrastructure has a strong influence on the character, with the London Overground line between Camden Road and South Hampstead stations bisecting the area.
- Attractive views along Regents Canal serve as a reminder of the area's industrial past and are part of a kinetic and complex spatial experience arising from changes in level (being largely set below street level and the presence of locks).
- Camden Market forms a busy and vibrant attraction with activity extending throughout the day and night.

2.24 TCA1 is of **High Value** as it demonstrates a largely unified character, with a concentration of intact historic townscape elements that are recognised by heritage designations.

TCA2: Chalk Farm Residential

2.25 This townscape character area is located to the north of the Site. The boundaries of the TCA are defined by the A502 in the south-west and the Hartland Road and the railway in the east.

2.26 Key characteristics of the area include:

- B517 Ferdinand Street forms the primary route through the area, providing connections between residential streets and wider road network beyond.
- An irregular street pattern defined by curving feeder roads and short cul-de-sacs.
- Two to three storey residential terraces around the edges rising to high-rise apartment blocks up to 11 storeys at the centre.
- Predominantly 20th century building styles, including hexagonally-arranged apartment blocks to the north.
- Consistent, mid to late 19th century terraces along Harmood Street in yellow London stock brick, which are the core of the Harmood Street Conservation Area and its associated heritage significance.

- Brick is the primary building material throughout the area and is found in different tones and often in combination with white render.
- Mature trees and open space provision concentrated within residential estates.

2.27 TCA2 is of **Medium Value**. It contains some intact 19th century residential terraces, which are recognised by heritage designations but much of the remaining area has been substantially redeveloped and has little scenic qualities.

TCA3: Castlehaven Residential

2.28 This townscape character area is located to the north-west of the site and is defined by the railway line to the south as well as to the west in combination with Hartland Road.

2.29 Key characteristics of the area include:

- A400 Kentish Town Road is the primary movement corridor in the area connecting Camden Town and Kentish Town.
- Residential terraces and linear apartment blocks largely follow the historic gridded street pattern.
- A mix of two to three storey surviving terraces interspersed with taller residential estates extending up to eight storeys.
- Surviving Georgian and Victorian buildings, together with post-Second World War additions.
- The Church of the Holy Trinity with St Barnabas (Grade II listed building) is a local landmark and focal point.
- Early-mid 19th century buildings, including the terraces along Hartland Road in yellow London stock brick are locally listed buildings and provide some heritage interest.
- Castlehaven Community Park forms a rare public open space with recreation opportunities, while elsewhere vegetation is limited to trees within private properties.
- Major rail infrastructure has a strong influence on the character, with the distinctive rail bridges forming local landmarks within the area.

2.30 TCA3 is of **Medium Value**. It contains some intact 19th century residential terraces, which are recognised by heritage designations and public open space of recreational value.

TCA4: Camden High Street Mixed Use

2.31 This townscape character area is located to the south of the site, defined by the railway to the west and Lyme Street in the east. It also comprises elements of the Camden Town and Primrose Hill Conservation Areas. Key characteristics of the area include:

- Camden High Street follows an ancient route and forms the primary north-south movement corridor in the area. Parkway is the primary east-west route through the area, providing an interface with TCA5.
- A fairly regular urban grain, with rectilinear blocks defined by wide streets arranged in a grid pattern (broadly arranged north-south and east-west), with Gloucester Crescent/Oval Road providing a contrast to the otherwise regular street pattern.
- A mix of uses with retail and commercial concentrated in and around the High Street with residential on the fringes of the area.
- Prevailing height of three to four storeys, with the notable exception of Arlington House (Grade II listed building), which rises to seven storeys.
- Predominantly 19th century architectural styles and building materials, including red and yellow stock brick, and sometimes in combination with white render. That traditional building stock is generally part of the Camden Town and Primrose Hill Conservation Areas (see Heritage Statement (August 2022)).
- Vegetation is limited to mature trees within private gardens or occasional street trees.

2.32 TCA4 is of **Medium Value**. It contains some intact 19th century residential terraces, which are recognised by heritage designations and contribute positively to the townscape character.

TCA5: Primrose Hill Residential

2.33 This townscape character area is located to the west of the site defined by the railway line. It is also largely consistent with the main part of the Primrose Hill Conservation Area. Key characteristics of the area include:

- A fine urban grain with rectilinear blocks defined by narrow residential streets arranged in grid pattern and three wider, principal streets (Chalcot Road, Fitzroy Road and Regents Park Road).
- Residential use is supported by a small number of complementary commercial and social uses.
- A mix of long terraces and large villas, set back from the street and with a prevailing height of three storeys.
- White render and yellow stock brick are the primary building materials used throughout the area, sometimes in combination.
- Consistent and high-quality of 19th century building stock, including a range of Grade II listed buildings that are the core of the Primrose Hill Conservation Area (see Heritage Statement (August 2022)).
- Large number of mature street trees and sporadic areas of greenery including Chalcot Square Gardens.

- Visual, physical and spatial interface with the historic open spaces of Primrose Hill (providing elevated views) and Regent’s Park (Grade II and I Registered Parks and Gardens of Special Historic Interest respectively).
- Permeability into the area is obscured by major rail infrastructure to the east.

2.34 TCA5 is of **High Value** as it demonstrates a largely unified character, with a concentration of intact historic townscape elements that are recognised by heritage designations.

Summary

2.35 A summary of the local townscape character areas and their value is provided at **Table 2.1**.

Table 2.1: Summary of Townscape Value

Townscape Character Area	Value
TCA1: Regents Canal and Rail Interchange Mixed Use	High
TCA2: Chalk Farm Road Residential	Medium
TCA3: Castlehaven Residential	Medium
TCA4: Camden High Street Mixed Use	Medium
TCA5: Primrose Hill Residential	High

3. Visual Context

Introduction

- 3.1 The Visual Study Area comprises the area from which the Site is visible, or likely to be visible, following implementation of the Proposed Development. It contains the key visual receptors and representative viewpoints that have views to the Site and with potential to be affected by the Proposed Development. This primary area has been determined to be 1km, with some longer distance available from key views identified in policy, up to 2.5km from the site.
- 3.2 A baseline assessment of the local visual context and visual amenity was undertaken to understand the existing extent of visibility of the Site, key views in the vicinity of the Site (including protected views) and key visual receptors likely to be affected by the Proposed Development.

Extent of Visibility

- 3.3 The visibility of the Site has been informed by the production of a computer-generated Zone of Theoretical Visibility (ZTV) produced in Vu.City using the city model for London and Google Earth viewshed mapping. The indicated potential visibility of the Proposed Development, shown in **Figure 4 and 5 at Appendix 3**, is based on a wheel with a maximum height of 40m. The ZTV demonstrates the anticipated maximum theoretical visibility of the Proposed Development and has been tested using digital modelling. This process has also informed the identification of key visual receptors and representative viewpoints.
- 3.4 The existing visibility of the West Yard is largely influenced by the built form and dense urban grain that surrounds it, which limits views to the following public areas:
- Camden Lock Place.
 - The Regents Canal.
 - The Grand Union Canal Tow Path.
 - The Roving Bridge at Camden Lock.
- 3.5 By comparison, the Interchange Building is more noticeable in the surrounding townscape and can be experienced in local views from neighbouring streets, such as Chalk Farm Road, Castlehaven Road and Arlington Road, as well as in longer distance views from rising land to the north and west of Camden, including from Primrose Hill and Parliament Hill.

Protected Views

- 3.6 Consideration has been given to the protected views identified in the London View Management Framework SPD (LVMF). The Site is located within the following protected views:

London Views Management Framework SPD 2012

- LVMF View 2B: Parliament Hill – east of the summit.
- LVMF View 4A: Primrose Hill Summit – the summit

LVMF View 2B: Parliament Hill – east of the summit

3.7 The Site is in the middle ground of the View, just west of the designated view. The Palace of Westminster is the key feature in this view and the London Views Management Framework states that *'the viewer's ability to perceive the visual relationship between the Clock Tower, the Central Tower and the Victoria Tower should be maintained or enhanced.'*

LVMF View 4A.2 – Primrose Hill Summit to the Palace of Westminster

- 3.8 The Site is in the close to middle distance of View 4A.2, far north of the designated view. The focus of this view is St Paul's Cathedral with its distinctive peristyle, drum, dome and western towers. The London Views Management Framework states that *'the scale of new developments should be compatible with the composition of the view.'*
- 3.9 Within LVMF Views 2B and 4A, the distinctive chimney of the Interchange Building (Grade II listed building) within the Site is discernible in the middle ground of the wider panoramas. This is experienced in context with Strategically Important Landmarks, including St Paul's Cathedral and the Palace of Westminster.

Other Protected Views

- 3.10 Views relating to Regents Canal are also recognised in the Local Plan as being locally important, contributing to the interest and character of Camden. In accordance with Policy D1 Design, new development should be compatible with these views in terms of setting, scale and massing, and should have regard to local skylines and landmarks.

Visual Receptors

- 3.11 Visual receptors are defined as the groups of people who may be affected by changes in views and visual amenity. They include people passing through publicly accessible places e.g. by foot, car, bicycle or public transport, people working in an area and people visiting or engaged in recreational activities. Residents living in an area are also a receptor group but views from private residential properties are not considered within this assessment as the impact of development on private views is not normally a planning consideration⁴ unless the impact of the proposals is likely to be so great that it would harm the residential amenity of the property, which is unlikely in this instance.
- 3.12 The key visual receptors, which have been identified within the Study Area with the potential to be affected by the Proposed Development are set out in **Table 3.1**.

⁴ Aldred's Case in 1610 established the principle that private individuals do not have a legal right to a view.

Table 3.1: Key Visual Receptors

Receptor	Baseline Description
Camden High Street – pedestrians and road users	Camden High Street is a primary north-south route through Camden, extending between Mornington Crescent and Chalk Farm, and it operates mostly as a one-way system. Views of the Site are mostly screened by two to three storey buildings fronting the street but the bridge over the Regents Canal allows for open views across Camden Lock where the Interchange Building (Grade II listed buildings) forms the backdrop. The Willow trees in the middle distance also partly frame the view and soften the surrounding buildings.
Chalk Farm Road and Haverstock Hill – pedestrians and road users	Chalk Farm Road and Haverstock Hill form the primary route running between Camden High Street and Hampstead High Street. These roads have wider proportions compared to the High Streets and become more residential to the north-west. A number of local landmarks can be appreciated along this route, including the Roundhouse (Grade II* Listed Building) and the Camden Town Rail Bridge terminating views at the end of the road. Buildings of up to four storeys within the Stables Market screen most views of the Site with only glimpses of the Interchange building chimneys available.
Castlehaven Road – pedestrians and road users	Castlehaven Road forms part of the one-way system around the centre of Camden and provides connections between the Camden Markets and Kentish Town. Mature trees with Castlehaven Park provide significant greening to the view and soften views of surrounding built development. The Camden Town Rail Bridge defines the backdrop of the view, with partial views of rooftops of buildings within Camden Lock Market beyond.
Arlington Road – pedestrians and road users	Arlington Road is a secondary route that runs parallel to Camden High Street and is aligned towards the Site. Buildings up to three to five storeys front the street and channel views into the background where similar scale buildings fronting Jamestown Road screen views of the Site. At the northern end of Arlington Road at the junction of Jamestown Road a narrowly-framed view of the West Yard across the Roving Bridge can be achieved.
Regents Canal – pedestrians and canal users	Regents Canal, and the associated Grand Union Tow Path, are popular recreation routes. The route passes through Camden, with only small stretches being visible at one time. Views from along the canal are also influenced by the many bridges that cross it. The Site is noticeable in sequential views from along the stretch between Kentish Town Lock and Southampton Bridge where the Interchange Building forms a focal point and contributes to the industrial frontage of the Camden Markets

and Gilbey's Yard. There are also close distance views of the West Yard from around Camden Lock.

Representative Viewpoints

- 3.13 A total of thirteen representative viewpoints (RVs) have been identified, which reflect the character and quality of typical views experienced by the key visual receptors and illustrate the views from within the local townscape character areas. The location of viewpoints has also been informed by the location of nearby heritage assets and protected viewpoints. These were agreed with officers at LBC as part of the pre-application discussions⁵.
- 3.14 A plan showing the location of the proposed viewpoints to be considered is provided in **Figure 3** at **Appendix 3**. **Table 3.2** sets out further information for each viewpoint including the type of visualisation selected to illustrate the development proposals.
- 3.15 To recognise and assess the likely effects of Proposed Development on the identified visual receptors, visualisations have been prepared using different visualisation types. The type of visual representation has been guided by the Landscape Institute's Technical Information *Note 06/19: Visual Representation of Development Proposals* and *GLVIA3* which recommends a proportionate approach to assessment in relation to the scale of development proposed and the sensitivity of the visual receptors.

Table 3.2: Representative Viewpoints

Location	Visualisation Type	Commentary
RV1: View from Chalk Farm Road looking south east across entrance to The Stables	Type 4 – render	Illustrates sequential views when approaching Camden Market from the north, and TCA2: Chalk Farm Residential
RV2: View from Castlehaven Road looking south west towards Camden Market	Type 4 – render	Illustrates views from local residential area, and TCA3: Castlehaven Residential
RV3: View from Grand Union Tow Path looking west towards Hawley Lock	Type 4 – render	Illustrates views from the eastern approach along the Grand Union Canal, and TCA1: Regents Canal and Rail Interchange Mixed Use
RV4: View from Hampstead Road Bridge looking west towards Camden Market	Type 4 – render	Illustrates sequential views when approaching Camden Market from the east, and TCA1: Regents Canal and Rail Interchange Mixed Use
RV5: View from Lock Keeper's Cottage looking north east across Camden Lock	Type 4 – render	Illustrates sequential views when approaching Camden Market from the east, and TCA1: Regents Canal and Rail Interchange Mixed Use
RV6: View from Roving Bridge looking	Type 4 – render	Illustrates sequential views when approaching

⁵ Email from David Fowler re: Camden Lock Market (Phase 1) | Representative Viewpoints 28 May 2021

Location	Visualisation Type	Commentary
north across West Yard at Camden Market		Camden Market from the east, and TCA1: Regents Canal and Rail Interchange Mixed Use
RV7: View from Interchange Towpath Bridge looking west towards Roving Bridge	Type 4 – wireline	Illustrates sequential views when approaching Camden Market from the west, and TCA1: Regents Canal and Rail Interchange Mixed Use
RV8: View from junction of Jamestown Road and Arlington Road looking north east towards Camden Market	Type 4 – wireline	Illustrates views from local streets to the south, and TCA4: Primrose Hill Residential
RV9: View from junction of Arlington Road and Inverness Street looking north east towards Camden Market	Type 4 – wireline	Illustrates views from local streets to the south, and TCA4: Primrose Hill Residential
RV10: View from Southampton Bridge looking east towards Gilbey Yard	Type 4 – wireline	Illustrates views from local residential area, and TCA1: Regents Canal and Rail Interchange Mixed Use
RV11: View from Primrose Hill (LVMF View 4a: the summit) looking east across Camden Town	Type 4 – wireline	Illustrates panoramic views from LVMF protected viewpoint
RV12: View from Haverstock Hill at the junction with Eton Road looking south east towards the Roundhouse	Type 4 – wireline	Illustrates sequential views when approaching Camden Market from the north
RV13: View from Parliament Hill (LVMF View 2b: east of summit) looking south east across Camden Town	Type 4 – wireline	Illustrates panoramic views from LVMF protected viewpoint
RV14: View from Harmood Street looking south towards Camden Market	Type 4 – render	Illustrates views from local residential area to the north, and TCA2: Chalk Farm Residential

4. Assessment of Effects

Approach to Assessment

- 4.1 The assessment of effects is based on the Proposed Development, as set out in the DAS, and the detailed plans, sections and elevations produced by project architects Piercy&Co, together with the visualisations produced for the scheme by Preconstruct (set out within the assessment of representative views in **Section 5**).
- 4.2 As previously outlined, the methodology and approach in undertaking this impact assessment is summarised in **Appendix 2** and is based upon informed and reasoned professional judgement, considering a combination of quantitative and qualitative factors.
- 4.3 The assessment of operational effects assumes a summer year 1 scenario when the temporary observation wheel is in place and the existing trees are in leaf, and a summer year 15 scenario once the reinstatement strategy for West Yard has been implemented and the proposed tree has matured and is in full leaf.

Overview of Proposed Development

- 4.4 The DAS provides a comprehensive description of the Proposed Development and its design approach. This includes a review of how the Proposed Development has responded to the particular constraints and opportunities of the Site, in particular the relationship to the historical context and the character of the adjoining streetscapes. A summary of the key elements of the Proposed Development, which are of relevance to this assessment are summarised below:
 - Introduction of new flexible exhibition space within the East Vaults.
 - Construction of a new jetty with permanent mooring space within the Dead Dog Basin to provide new access by canal boats.
 - Removal of the existing market stalls and benches within the West Yard.
 - Installation of a temporary 40m bespoke observation wheel, with associated bridge and decking, within the West Yard for five years.
 - Black-painted metalwork and patterned balustrades at lower levels would reference existing materials and Victorian detailing within West Yard.
 - Replacement of deceased tree and introduction of low-level planting with new railing beneath existing trees within West Yard.
 - Reinstatement of paving and hard landscaping within West Yard following the removal of the observation wheel.
 - Introduction of new access routes between West Yard and East Vaults, and openings between East Vaults and Dead Dog Basin.

4.5 Unless stated otherwise, these elements would be permanent interventions in the townscape.

Sensitivity of Townscape Receptors

4.6 The sensitivity of townscape receptors relates to the value attached to that receptor (which was established as part of the baseline assessment) and the susceptibility of the receptor to the type of change or development proposed. Effects on townscape character are both direct i.e. on the TCA that the Site is located within, and indirect i.e. changes to characteristics that occur beyond the boundary of the TCA, but which influence its character. An assessment of the sensitivity of each of the townscape receptors is provided in **Table 4.1**.

Table 4.1: Sensitivity of Townscape Receptors

Townscape Character Area	Value	Susceptibility to change	Sensitivity
TCA1: Regents Canal and Rail Interchange Mixed Use	High	Medium – TCA has a largely unified character but is influenced by some modern additions.	Medium-High
TCA2: Chalk Farm Road Residential	Medium	Low – TCA has a tight-knit urban grain and contains townscape features of moderate quality.	Medium-Low
TCA3: Castlehaven Residential	Medium	Medium – TCA has a largely unified character but is influenced by some modern additions.	Medium
TCA4: Camden High Street Mixed Use	Medium	Medium – TCA has a largely unified character but is influenced by some modern additions.	Medium
TCA5: Primrose Hill Residential	High	High – TCA has a strong character and contains good quality townscape features.	High

Sensitivity of Visual Receptors

4.7 **Table 4.2** establishes the sensitivity of the visual receptors. This is based on the identification of the value of the view and the susceptibility of change. The latter is established by considering the occupation or activity of people; and extent of attention or interest that may therefore be focused on the views and visual amenity.

4.8 Guidance in GLVIA3 notes that the visual receptors most susceptible to change are likely to include: people who are engaged in outdoor recreation whose attention is likely to be focused on the landscape and on particular views; visitors to heritage assets; and communities where views contribute to the landscape setting enjoyed by residents in the area. Visual receptors with moderate susceptibility to change include travellers on road, rail or other transport routes and visual receptors likely to be less sensitive to change include: people engaged in outdoor sport or recreation; and, people at their place of work whose attention may be focused on their work or activity.

Table 4.2: Sensitivity of Key Visual Receptors

Receptor	Value	Susceptibility to change	Sensitivity
Camden High Street – pedestrians and road users <i>RV 4</i>	Medium – Views are associated with nearby conservation areas, with long views along Camden High Street towards Regents Canal noted within the respective appraisal as one of the key views out of the Regents Canal Conservation Area.	Medium – Views and visual amenity likely to be of moderate importance to road users as their interest is only partly on the townscape.	Medium
Chalk Farm Road and Haverstock Hill – pedestrians and road users <i>RV 1</i>	Ordinary – Views are not identified or protected in policy. Views are relatively unremarkable, although notable exceptions include views of the Roundhouse, which forms a local landmark.	Medium – Views and visual amenity likely to be of moderate importance to road users as their interest is only partly on the townscape.	Medium-Low
Castlehaven Road – pedestrians and road users <i>RV 2</i>	Ordinary – Views are not identified or protected in policy. Views are relatively unremarkable, although notable exceptions include views of mature London Plane trees at the edge of Castlehaven Community Park.	Medium – Views and visual amenity likely to be of moderate importance to road users as their interest is only partly on the townscape.	Medium-Low
Arlington Road – pedestrians and road users <i>RV 8, 9</i>	Medium – Views are associated with nearby conservation areas and views along Parkway towards Regent’s Park are noted within the respective appraisal as one of the key views out of the Camden Town Conservation Area.	Medium – Views and visual amenity likely to be of moderate importance to road users as their interest is only partly on the townscape.	Medium
Regents Canal – pedestrians and canal users <i>RV 3, 5, 6, 7</i>	Medium – Views are associated with nearby conservation areas and the picturesque quality and ever-changing views along Regents Canal are noted within the respective appraisal as key contributors the character.	High – Views and visual amenity likely to be of high importance to users of the canal as their interest is likely to be focussed on the townscape.	Medium-High

Townscape Impacts

4.9 The assessment of townscape impacts caused by the Proposed Development comprised initially, an assessment of the likely changes to the key townscape elements within the Site and then an assessment of the impact of these changes on the townscape character for the five previously identified local townscape character areas.

Changes to Townscape Elements

Land Use

4.10 The Proposed Development would introduce new permanent and temporary land uses within the Site. These new uses include the repurposing of the East Vaults from service and storage facilities to public exhibition space, and the replacement of temporary food stalls with a temporary observation wheel within the West Yard. Collectively, these land uses would revitalise this part of Camden Lock Market and contribute to the existing and emerging vibrant character and are, therefore, consistent with the use character of the Site and wider townscape context, including the existing contrasts between the markets and some of the local townscape.

Urban Grain and Built Form

4.11 The Proposed Development includes the construction of a 40m observation wheel in the centre of West Yard for a period of 5 years, which would be substantially greater in scale than the single storey food stalls and the four storey Interchange Building. Within this context, the observation wheel would have a noticeable visual presence in the local townscape due to its scale, materiality and circular form, creating a degree of singularity and visual distinction, and would, in those terms, be a local landmark for the duration of its planning permission.

4.12 The Proposed Development would revitalise West Yard with a new structure of high-quality design. In the long-term, the removal of the temporary food stalls would create more coherent spaces within West Yard and a grain more consistent with other parts of Camden Markets. Following the removal of the temporary observation wheel and reinstatement of the West Yard, the urban grain would be restored near to its original state. The Proposed Development would also include internal alterations to the East Vaults which would result in no perceived changes to the urban grain or built form (see Heritage Statement (August 2022) for assessment of impacts of these works on the heritage significance of the Interchange Building).

Materiality

4.13 As described in the DAS, the proposed temporary observation wheel would be constructed from black painted metal spokes/struts. New metalwork within West Yard and at the entrance to East Vaults including railings, balustrades, door surrounds and spandrels would also have the same finish. The proposed balustrade detailing would reference patterns associated with the former industrial use of the area. It is considered that the proposed material palette would be of high quality and would respect the local context. The reinstatement of West Yard following the removal of the observation wheel would also see the hard landscaped surfaces restored to their original state, with localised areas for improvement.

Movement and Connectivity

4.14 The patterns of movement would be enhanced as a result of the Proposed Development and connectivity around the Site and in the surrounding townscape would be maintained. The removal of the temporary market stalls and the construction of a new temporary bridge spanning the canal basin would facilitate greater circulation around the West Yard and movement along the Grand Union Tow Path for the duration of the observation wheel's operation. The redesigned access routes into the East Vaults

between Camden Lock Place and West Yard would also be a permanent improvement to local permeability and contribute positively to the overall experience of Camden Lock Market.

- 4.15 Once the temporary observation wheel and associated structures have been removed and the West Yard has been reinstated, movement flows in and around West Yard would change again and reflect the original movement patterns. Bridged access would no longer be provided across the basin, although the remaining open space would form a more legible nodal point along Regents Canal and allow pedestrians to migrate to the market stalls within existing buildings or continue onto Camden Lock Place and beyond. This would also contribute positively to the overall experience of the Markets.

Vegetation and Open Space

- 4.16 Details of the proposed planting and areas of open space are provided in the DAS and the landscape proposals. Healthy trees would be retained including the Willow trees on the eastern edge of the canal basin, which would maintain important elements of the existing character Regents Canal. Within West Yard, the deceased tree would be replaced with a *Robinia pseudacacia* specimen, and new low-level planting including a colourful mix of *salvias* and *gauras* would be introduced at the base framed by a circular railing. The same planting mix and railing would be used beneath the other retained tree in West Yard, which would provide increased biodiversity value and contribute to a more unified character.
- 4.17 The reinstatement of West Yard following the dismantling and removal of the temporary observation wheel would result in restored hard surfaces and reduced clutter from street furniture. This in turn would contribute to high quality design of the scheme and sense of place.

Effects on Townscape Character Areas

TCA1: Regents Canal and Rail Interchange Mixed Use

- 4.18 The Proposed Development would represent a major change to the Site in the short term, which would directly affect the character of TCA1 and contribute to the evolving character of Camden Lock Market. The Proposed Development would involve the introduction of a 40m observation wheel within the West Yard for a period of 5 years and new flexible exhibition space within the East Vaults. The Proposed Development would also include the creation of new and improved canal mooring opportunities within the Dead Dog Basin.
- 4.19 The existing character of TCA1 is predominantly commercial and residential and is influenced by Camden Markets, which are a busy and vibrant hub of activity extending throughout the day and night, and so the proposed permanent and temporary uses of the site would reinforce this. The introduction of new low-level planting at the base of the retained and replaced trees within West Yard would strengthen the sense of place and would provide some relatively small increases in biodiversity across the Site extent.
- 4.20 The Proposed Development would revitalise a currently underused site and improve pedestrian flows in an area where temporary market stalls currently predominate, firstly through a new temporary bridge spanning the canal basin and then the restoration of the West Yard with improved shopfronts in the medium to long term.

The introduction of new flexible exhibition space within East Vaults would also secure public access to the Interchange Building including from the Dead Dog Basin which would in turn would help to appreciate a prominent listed building and understand the built heritage of Camden Market. Collectively, this would contribute to an enhanced vibrancy to the Site, which would be perceived over a relatively small extent of the TCA.

- 4.21 The scale of the temporary observation wheel would be substantially taller than the existing market buildings and other nearby canalside development and would be perceived as a local landmark across a relatively large extent of the TCA. In local views where the temporary observation wheel would be experienced in context with existing market buildings this would be a prominent feature on the local skyline, with its support structure partly obscuring and distracting from an appreciation of the landmark qualities of the Interchange Building. The movement of the observation wheel would also be perceived in and around the Site which would increase its distracting influence on the Interchange Building and other notable market buildings. Where the long edge of the observation wheel would be experienced in views from Regents Canal and tow path, the 15-spoke design would allow views of sky beyond, and together with the rounded gondola design would reduce the perception of mass. In other views where the strength of character is weaker, the observation wheel would aid legibility of the townscape by providing a recognisable feature at the core of Camden Market.
- 4.22 All proposed metalwork in West Yard including railings, balustrades, door surrounds and spandrels as well as the primary metalwork associated with the temporary observation wheel would be finished in black paint which would be in keeping with existing metalwork within the markets and along the canal. This would have a unifying influence on the TCA and increase the strength of character.
- 4.23 The reinstatement of West Yard following the removal of the observation wheel would also see the hard landscaped surfaces restored to their original state and reduced clutter from street furniture. The remaining open space would form a nodal point with a greater sense of arrival into the markets from along the Grand Union tow path and allow pedestrians to more naturally migrate to the market stalls, East Vaults or continue onto Camden Lock Place and beyond. This in turn would contribute to the local distinctiveness.
- 4.24 The impact of the Proposed Development at Year 1 on the townscape is demonstrated by Representative Viewpoint 1, 3-7 and 10 in **Appendix 4**.
- 4.25 At Year 1 the implementation of the Proposed Development would result in a combination of temporary and reversible changes of a large extent from the observation wheel, and permanent small-scale changes as a result of the interventions to East Vaults and Dead Dog Design. Overall, when the positive and temporary adverse impacts of the Proposed Development are considered, this would result in an **Adverse Effect of Low Magnitude** on TCA1: Regents Canal and Rail Interchange Mixed Use.
- 4.26 By Year 15, on the establishment of the reinstatement strategy, the West Yard would be sensitively restored, and therefore the Proposed Development would result in a **Beneficial Effect** with a **Very Low Magnitude of Change**.

TCA2: Chalk Farm Residential

- 4.27 From most of TCA2 the Proposed Development would not be visible due to intervening built form and the relative distance from the Site so there would be limited changes to the character of the area. There would however be some indirect changes to TCA2 where the temporary observation wheel would be noticeable in views out of the TCA.
- 4.28 Views of the observation wheel would be limited to along Harwood Street where the upper levels would be noticeable towards the background rising beyond terraced housing fronting the street. The temporary observation wheel would be experienced almost side-on and in context with more recent additions to Camden Market and London landmarks such as the BT Tower in the far distance, although it would not materially distract from their appreciation. The design of the temporary observation wheel with its rounded gondolas and black finish would form a visually interesting element clearly understood to be part of Camden Market beyond the TCA.
- 4.29 The impact of the Proposed Development at Year 1 on the townscape is demonstrated by Representative Viewpoint 14 in **Appendix 4**.
- 4.30 At Year 1 the implementation of the Proposed Development would result in temporary and reversible changes of a small extent from views of the observation wheel beyond the TCA. Overall, this would result in a **Neutral Effect** of **Very Low Magnitude** on TCA2: Chalk Farm Residential.
- 4.31 By Year 15, on the establishment of the reinstatement strategy, the observation wheel would be removed from the Site so would no longer be visible in views, and therefore the Proposed Development would result in a **Neutral Effect** with a **Negligible Magnitude of Change**.

TCA3: Castlehaven Residential

- 4.32 From most of TCA3 the Proposed Development would not be visible due to intervening built form and the relative distance from the Site so there would be limited changes to the character of the area. There would however be some indirect changes to TCA3 where the temporary observation wheel would be noticeable in views out of the TCA.
- 4.33 As indicated on the Google Earth viewshed (**Figure 5 at Appendix 3**), views of the Proposed Development would be limited to the north-eastern approach to Camden Lock Market along Castlehaven Road where the upper levels of the observation wheel would be noticeable above the Camden Town rail bridge at the end of the street. The design of the observation wheel with its rounded gondolas and black finish would form a visually interesting element clearly understood to be part of Camden Market beyond the TCA, whilst the spacing between the wheel spokes would allow for open sky to be experienced beyond which would reduce the perceived massing.
- 4.34 The impact of the Proposed Development at Year 1 on the townscape is demonstrated by Representative Viewpoint 2 in **Appendix 4**.
- 4.35 At Year 1 the implementation of the Proposed Development would result in temporary and reversible changes of a small extent from views of the observation wheel beyond the TCA. Overall, this would result in a **Neutral Effect** of **Very Low Magnitude** on TCA3: Castlehaven Residential.

- 4.36 By Year 15, on the establishment of the reinstatement strategy, the observation wheel would be removed from the Site so would no longer be visible in views, and therefore the Proposed Development would result in a **Neutral Effect** with a **Negligible Magnitude of Change**.

TCA4: Camden High Street Mixed Use

- 4.37 From most of TCA4 the Proposed Development would not be visible due to intervening built form and the relative distance from the Site so there would be limited changes to the character of the area. There would however be some indirect changes to TCA4 where the temporary observation wheel would be noticeable in views out of the TCA.
- 4.38 As indicated on the Google Earth viewshed (**Figure 5 at Appendix 3**), due to the gridded street pattern and density of the character area, views of the observation wheel would be limited to Arlington Road which is aligned towards Camden Lock Market. In these limited views, the temporary observation wheel would be experienced almost side-on, and from the northern end of Arlington Road, it would be clearly visible framed by modern canalside development in the foreground. In views further south along the street, intervening buildings and vegetation would begin to obscure lower parts of the wheel. The design of the observation wheel with its rounded gondolas and black finish would be a visually interesting landmark and would aid legibility from this street.
- 4.39 The impact of the Proposed Development at Year 1 on the townscape is demonstrated by Representative Viewpoint 8 and 9 in **Appendix 4**.
- 4.40 At Year 1 the implementation of the Proposed Development would result in temporary and reversible changes of a small extent from views of the observation wheel beyond the TCA. Overall, this would result in a **Neutral Effect** of **Very Low Magnitude** on TCA4: Camden High Street Mixed Use.
- 4.41 By Year 15, on the establishment of the reinstatement strategy, the observation wheel would be removed from the Site so would no longer be visible in views, and therefore the Proposed Development would result in a **Neutral Effect** with a **Negligible Magnitude of Change**.

TCA5: Primrose Hill Residential

- 4.42 From most of TCA2 the Proposed Development would not be visible due to intervening built form and the relative distance from the Site so there would be limited changes to the character of the area. There would however be some indirect changes to TCA2 where the temporary observation wheel would be noticeable in views out of the TCA.
- 4.43 As indicated on the Google Earth viewshed (**Figure 5 at Appendix 3**), views of the Proposed Development would be limited to along Gloucester Avenue where the upper levels of the observation wheel would be experienced between incidental gaps in built form and across the railway, which defines the boundary of the TCA. In these views, the temporary observation wheel would be experienced above the Interchange Building towards the background and the sleek design of the observation wheel would complement the composition of modern and historic built form overlooking Regents Canal. The spacing between the wheel spokes would allow for open sky to be experienced beyond and together with the black finish would reduce its prominence in longer distance views.

- 4.44 At Year 1 the implementation of the Proposed Development would result in temporary and reversible changes of a small extent from views of the observation wheel beyond the TCA. Overall, this would result in a **Neutral Effect of Very Low Magnitude** on TCA5: Primrose Hill Residential.
- 4.45 By Year 15, on the establishment of the reinstatement strategy and removal of the observation wheel, the Proposed Development would result in a **Neutral Effect** with a **Negligible Magnitude of Change**.

Visual Impacts

- 4.46 The assessment of visual impacts likely to arise from the Proposed Development comprised initially, an assessment of the likely extent of visibility of the Proposed Development and the receptors likely to be affected and secondly an assessment of the impacts on the views from each of the representative viewpoints, provided in **Section 5**. This assessment should be read in conjunction with the Visualisations of the Proposed Development also contained within **Section 5**, and the CGIs and elevations of the scheme contained within the DAS.

Extent of Visibility of the Proposed Development

- 4.47 The visibility of the Site would increase in the short term with the implementation of the Proposed Development. This due to the proposed 40m temporary observation wheel within the Site which would be taller surrounding market buildings and experienced in local views. The proposed permanent works including the flexible exhibition space in East Vaults would involve internal alterations to the existing Interchange Building so the extent of visibility of these elements would not discernibly change. The potential extent of visibility for the temporary observation wheel is demonstrated by the Vu.City ZTV and Google Earth viewshed mapping shown in **Figure 4 and 5** at **Appendix 3** respectively.
- 4.48 It should be noted that this visibility mapping is created in Vu.City, which does not consider the screening or filtering characteristics of existing vegetation within the surrounding townscape. The ZTV, therefore, illustrates a larger maximum extent of visibility than would be the case in reality. The assessment of visibility has, therefore, been refined through field study, the preparation of viewshed mapping in Google Earth and analysis of the visualisations prepared by Preconstruct. In winter months, when vegetation is not in leaf, greater parts of the Proposed Development, particularly the observation wheel for a temporary period, would likely be visible from the viewing locations that are influenced by intervening trees.
- 4.49 The ZTV and associated field study identifies that the principal areas in which the Proposed Development, notably the observation wheel for a temporary period of 5 years would be visible from would be: Camden High Street; Chalk Farm Road; Castlehaven Road; Arlington Road; and, Regents Canal.

Assessment of Effects on Visual Receptors

- 4.50 **Table 4.3** below provides a summary assessment of the likely key effects of the Proposed Development on the visual receptors identified during the baseline appraisal. This draws on the Representative Views Assessment provided in **Section 5**.

Table 4.3: Appraisal of Key visual receptors

Receptor	Sensitivity	Commentary	Magnitude of Change / Type of Effect
Camden High Street – pedestrians and road users <i>RV4</i>	Medium	<p>The Proposed Development would be predominantly screened by existing buildings along the High Street. Towards the northern end of the High Street, from Hampstead Road Bridge, the temporary observation wheel would be noticeable within some close to mid-range views, where it would be visible beyond the surrounding market buildings and canalside development to form a prominent feature on the local skyline. In these views, clear spacing between the wheel spokes would allow for open sky to be experienced beyond however, the glazed gondolas and support structures of the observation wheel would partly obscure and distract from the landmark qualities of the Interchange Building. The black metal finish would be in keeping with other metalwork present in these views, including the bridge parapet, street lighting and window frames.</p> <p>The proposed interventions to East Vaults and Dead Dog Basin would involve internal alterations to the existing Interchange Building so would not be noticeable in views from Camden High Street.</p> <p>At Year 1 the implementation of the Proposed Development would result in temporary and reversible changes of a small extent from the observation wheel.</p> <p>By Year 15, following the establishment of the reinstatement strategy, the observation wheel would be removed from the Site so would no longer be discernible in views from the entire length of Camden High Street.</p>	<p>Year 1: Very Low / Adverse</p> <p>Year 15: Negligible / Neutral</p>
Chalk Farm Road and Haverstock Hill – pedestrians and road users	Medium-Low	<p>From most parts along the northern approach into Camden Town, the Proposed Development would not be visible due to intervening built form and the relative distance from the Site.</p>	<p>Year 1: Very Low / Neutral</p> <p>Year 15: Negligible / Neutral</p>

RV1, 12

Observation wheel would however be noticeable in limited glimpsed views along the northern approach into Camden Town. The changing visibility of the observation wheel along this route would be influenced by the different height of adjoining buildings, the alignment of the road as well as the varied levels of tree cover. From more elevated positions along Haverstock Hill and where street trees allow, the upper levels of the observation wheel would be noticeable above rooftops of terraces fronting the road. The clearest views would be achieved closest to the Stables Market where the observation wheel would be experienced almost side-on and in context with the market buildings. The materiality and detailed form of the building would reinforce the legibility of the observation wheel as a temporary local landmark that is experienced as a contrasting and distinct element in these views.

The proposed interventions to East Vaults and Dead Dog Basin would involve internal alterations to the existing Interchange Building so would not be noticeable in views from Chalk Farm Road and Haverstock Hill.

At Year 1 the implementation of the Proposed Development would result in temporary and reversible changes of a small extent from the observation wheel.

By Year 15, following the establishment of the reinstatement strategy, the observation wheel would be removed from the Site so would no longer be discernible in views from the entire length of Chalk Farm Road and Haverstock Hill.

Castlehaven Road – pedestrians and road users RV2	Medium-Low	From Castlehaven Road, views of the Proposed Development would be limited to the observation wheel which would be experienced in the mid to far distance, framed by mature trees at the edge of Castlehaven Community Park. The temporary observation wheel would be	Year 1: Low / Neutral Year 15: Negligible / Neutral
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visible beyond the Camden Town rail bridge at the end of the street and form a prominent feature on the local skyline. Clear spacing between the wheel spokes would allow for open sky to be experienced beyond and together with the rounded gondola design would reduce its perceived massing. The sleek design of the observation wheel would provide a visually interesting focal point and complement the composition of modern and historic built form in views from Castlehaven Road.

The proposed interventions to East Vaults and Dead Dog Basin would involve internal alterations to the existing Interchange Building so would not be noticeable in views from Castlehaven Road.

At Year 1 the implementation of the Proposed Development would result in temporary and reversible changes of a large extent from the observation wheel.

By Year 15, following the establishment of the reinstatement strategy, the observation wheel would be removed from the Site so would no longer be discernible in views from the entire length of Castlehaven Road.

<p>Arlington Road – pedestrians and road users <i>RV8, 9</i></p>	<p>Medium</p>	<p>Users of Arlington Road would experience Proposed Development in sequential views, specifically the observation when which would become more and less visible beyond intermittent trees lining the street. When approaching from the south, the upper levels of the temporary observation wheel would be noticeable in the background beyond the modern canalside development at the end of the street. From the northern end of Arlington Road around the Jamestown Road junction, views would extend across the Regents Canal where the observation wheel would be visible almost side-on and partly framed by modern buildings in the foreground. The observation wheel would be a prominent feature on the local skyline and with its sleek structure,</p>	<p>Year 1: Low / Neutral Year 15: Negligible / Neutral</p>
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rounded gondolas and black finish would provide a visually interesting landmark in these views.

The proposed interventions to East Vaults and Dead Dog Basin would involve internal alterations to the existing Interchange Building so would not be noticeable in views from Arlington Road.

At Year 1 the implementation of the Proposed Development would result in temporary and reversible changes of a large extent from the observation wheel.

By Year 15, following the establishment of the reinstatement strategy, the observation wheel would be removed from the Site so would no longer be discernible in views from the entire length of Arlington Road.

Regents Canal – pedestrians and canal users RV3, 5, 6, 7	Medium-High	<p>There would be sequential views of the Proposed Development from the Regents Canal and the associated tow path from Kentish Town Lock in the east to Southampton Bridge in the west. In these views, the observation wheel would be noticeable within close to mid-range views where it would be visible beyond the surrounding market buildings and canalside development to form a new skyline feature.</p> <p>In mid-range views, the height and scale of the observation wheel would disrupt from the linear composition of views and detract from the appreciation of the lock gates and other built heritage along Regents Canal. Clear spacing between the wheel spokes would allow for open sky to be experienced beyond and together with the rounded gondola design would reduce its perceived massing. The black metal finish would also be in keeping with other metalwork present in these views including the bridge parapets, lock gates and railings.</p> <p>In close distance views such as the Roving Bridge, the full extent of the observation wheel and related structures would be experienced, and its scale would form a</p>	Year 1: Low / Adverse Year 15: Low / Beneficial
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prominent feature on the local skyline distracting from an appreciation of the landmark qualities of the Interchange Building. The movement of the observation wheel would also be perceived in these views which would increase its distracting influence on the Interchange Building and other notable market buildings.

Users of the canal would also experience close distance views of the new jetty and access points into the East Vaults when arriving at the Dead Dog Basin which would increase the sense of arrival by boat.

Following the removal of the observation wheel and reinstatement of West Yard, users of Regents Canal and the towpath would experience the West Yard free of any temporary buildings or structures. This would highlight the historic market buildings in close distance views and allow for an ongoing appreciation of the visual and spatial connections of the basin to the canal. The new uniform design to shopfronts and new and retained trees within West Yard would add visual interest and be an enhancement to the overall visual quality of local views.

At Year 1 the implementation of the Proposed Development would result in a combination of temporary and reversible changes of a large extent from the observation wheel, and permanent small-scale changes as a result of the interventions to East Vaults and Dead Dog Design.

By Year 15, following the establishment of the reinstatement strategy, the West Yard would be sensitively restored.

5. Representative View Assessment

Introduction

- 5.1 The Representative Views Assessment informs the assessment of townscape and visual effects as described in **Section 4**. The baseline visual appraisal, set out in **Section 3** of this TVIA, identified a number of representative views. A series of visualisations have been prepared from these viewpoints and are set out within this report with a detailed methodology document provided at **Appendix 4**.
- 5.2 The representative views are kinetic and variable in nature when experienced within the townscape. The visualisations provide two-dimensional representations of a complex scenic experience and as such are indicative. However, they have been chosen to give an impression of the maximum effect of the Proposed Development in the viewing experience. Whilst the visualisations are provided for the appraisal, the image is no substitute for the actual visual experience from a representative viewpoint or experienced by a visual receptor. It is essential when considering these views that the individual is aware of the viewing experience at each location, that is to say, to be aware of traffic noise, weather, the surrounding buildings and any other similar matters. It is therefore recommended that this document is taken on site to fully appreciate the nature of the viewing experience in each representative viewpoint location.
- 5.3 The selection of representative views has taken into account the location and characteristics of the surrounding townscape. The methodology for choosing these representative views, the choice of visualisation types and the associated impact appraisal is described in the visual baseline at **Section 3**. In determining the effects of the Proposed Development a judgement is made regarding the design quality of the completed scheme. This is informed by the supplied visualisations and the supporting planning application information.
- 5.4 The proposed changes to views would primarily be a result of the new temporary observation wheel. These effects would be temporary, short term (5 years) and reversible once the reinstatement strategy has been implemented. The permanent works to the East Vaults and Dead Dog Basin would involve interior alterations and so would not be noticeable in views beyond the Site. Where the type of effect has been identified as beneficial, neutral or adverse, this is based on a professional judgement made by the assessor.
- 5.5 A summary of the effects on Representative Views is provided in **Table 5.1** below.

Table 5.1: Assessment of effects on Representative Views

Location	Sensitivity	Magnitude of change / Type of Effect
RV1: View from Chalk Farm Road looking south east across entrance to The Stables	Medium-Low	Year 1: Very Low / Neutral

Location	Sensitivity	Magnitude of change / Type of Effect
		Year 15: Negligible / Neutral
RV2: View from Castlehaven Road looking south west towards Camden Market	Medium-Low	Year 1: Low / Beneficial Year 15: Negligible / Neutral
RV3: View from Grand Union Tow Path looking west towards Hawley Lock	Medium-High	Year 1: Low / Adverse Year 15: Negligible / Neutral
RV4: View from Hampstead Road Bridge looking west towards Camden Market	Medium	Year 1: Low / Adverse Year 15: Negligible / Neutral
RV5: View from Lock Keeper's Cottage looking north east across Camden Lock	Medium-High	Year 1: Low / Adverse Year 15: Negligible / Neutral
RV6: View from Roving Bridge looking north across West Yard at Camden Market	Medium-High	Year 1: Low / Adverse Year 15: Low / Beneficial
RV7: View from Interchange Towpath Bridge looking west towards Roving Bridge	Medium-High	Year 1: Low / Neutral Year 15: Negligible / Neutral
RV8: View from junction of Jamestown Road and Arlington Road looking north east towards Camden Market	Medium	Year 1: Low / Neutral Year 15: Negligible / Neutral
RV9: View from junction of Arlington Road and Inverness Street looking north east towards Camden Market	Medium	Year 1: Low / Beneficial Year 15: Negligible / Neutral
RV10: View from Southampton Bridge looking east towards Gilbey Yard	Medium-Low	Year 1: Very Low / Neutral Year 15: Negligible / Neutral

Location	Sensitivity	Magnitude of change / Type of Effect
RV11: View from Primrose Hill (LVMF View 4a: the summit) looking east across Camden Town	High	Year 1: Very Low / Neutral Year 15: Negligible / Neutral
RV12: View from Haverstock Hill at the junction with Eton Road looking south east towards the Roundhouse	Medium	Year 1: Very Low / Neutral Year 15: Negligible / Neutral
RV13: View from Parliament Hill (LVMF View 2b: east of summit) looking south east across Camden Town	High	Year 1: Very Low / Neutral Year 15: Negligible / Neutral
RV14: View from Harmond Street looking south towards Camden Market	Medium-High	Year 1: Very Low / Neutral Year 15: Negligible / Neutral

Representative Viewpoint 1 – View from Chalk Farm Road looking south east across entrance to The Stables



Figure 5.1: RV1 – Baseline Photograph

Existing Baseline Situation

5.6 This viewpoint is located within the Regents Canal Conservation Area, on Chalk Farm Road between Hartland Road and Harmond Street. The viewpoint is orientated south east towards the entrance of The Stables Market/Stanley Sidings (Grade II listed buildings). The road has a strong presence in the view, with vehicles crossing the foreground and extending into the distance where the Camden Town rail bridge forms closes the view. There is also pedestrian activity associated with the use character of the markets that reinforces the urban qualities of this view. The brick boundary wall to the markets provides a strongly defined interface with the public realm and is legible as the historic delineation between former railway land and functions and the local townscape. The market buildings provide visual interest in the middle distance and provide an opportunity to appreciate the informal, iterative composition that results in a varied roofline and is a part of the heritage significance of these listed buildings. Street trees lining the road soften built form in the left of the view.

Sensitivity

5.7 The view is not identified or protected in planning policy so is of **Ordinary Value**. The experience of views and visual amenity is likely to be of moderate importance to road users and pedestrians on Chalk Farm Road. The visual receptor has a **Medium Susceptibility to Change** and a **Medium-Low Sensitivity**.



Figure 5.2: RV1 – Model view

Effect on View

- 5.8 From this viewpoint, the Proposed Development would be largely screened by intervening built form. The observation wheel would however be noticeable in the mid to far distance within Camden Market. The mid to upper levels of the observation wheel would be experienced side-on, with the 'narrow edge' addressing the viewer and in context with the surrounding historic market buildings in the foreground. The black finish would be in keeping with other metalwork present in the view including street lighting and window frames. The observation wheel would be a temporary new element within the view, distinct from the prevailing materiality and character of the market buildings, however, it would not dominate or distract from an appreciation of those buildings that would remain a cohesive and legible group.
- 5.9 At Year 1 the implementation of the Proposed Development would result in temporary and reversible changes of a medium extent due to the presence of the observation wheel in the view. There would be no overall harm or improvement to the view, and overall, this would result in a **Neutral Effect of Very Low Magnitude** on the view.
- 5.10 By Year 15, on the establishment of the reinstatement strategy, the observation wheel would be removed from the Site so would no longer be visible in the view, and therefore the Proposed Development would result in a **Neutral Effect with a Negligible Magnitude of Change**.

Representative Viewpoint 2 – View from Castlehaven Road looking south west towards Camden Market



Figure 5.3: RV2 – Baseline Photograph

Existing Baseline Situation

5.11 This viewpoint is located midway along Castlehaven Road adjacent to Castlehaven Community Park, looking south west towards Camden Market. The recent Hawley Wharf development in the left of the view contributes to a visually-interesting and varied street scene and together with the tree line along the park boundary frames views towards Camden Town rail bridge, which forms a focal point at the end of the road, closing the view. The trees also filter views of built development overlooking the park in the right of the view. In the background, the rooftops of the Market Hall can be seen on the skyline.

Sensitivity

5.12 The view is not identified or protected in planning policy so is of **Ordinary Value**. The experience of views and visual amenity is likely to be of moderate importance to road users and pedestrians on Castlehaven Road. The visual receptor has a **Medium Susceptibility to Change** and a **Medium-Low Sensitivity**.



Figure 5.4: RV2 – Model View

Effect on View

- 5.13 Much of the Proposed Development would be screened by intervening built form, except for the observation wheel which would be noticeable in the mid to far distance, partly filtered by intervening trees in the right of the view. The mid to upper levels of the observation wheel would be visible beyond the Camden Town rail bridge at the end of the street and form a focal point on the local skyline. Clear spacing between the wheel spokes would allow for open sky to be experienced beyond and together with the rounded gondola design creates a visually lightweight and permeable addition to the view. The sleek design of the observation wheel would complement the composition of modern and historic built form in this view. In those terms, the temporary observation wheel would be seen as an element beyond the railway bridge that acts as a visual marker between the foreground defined by Castlehaven Road/Castlehaven Community Park and the contrasting townscape beyond.
- 5.14 At Year 1 the implementation of the Proposed Development would result in temporary and reversible changes of a medium extent due to the presence of the observation wheel in the view. There would be some improvement to the view, and overall, this would result in a **Beneficial Effect of Very Low Magnitude** on the view.
- 5.15 By Year 15, on the establishment of the reinstatement strategy, the observation wheel would be removed from the Site so would no longer be visible in the view, and therefore the Proposed Development would result in a **Neutral Effect with a Negligible Magnitude of Change**.

Representative Viewpoint 3 – View from Grand Union Tow Path looking west towards Hawley Lock

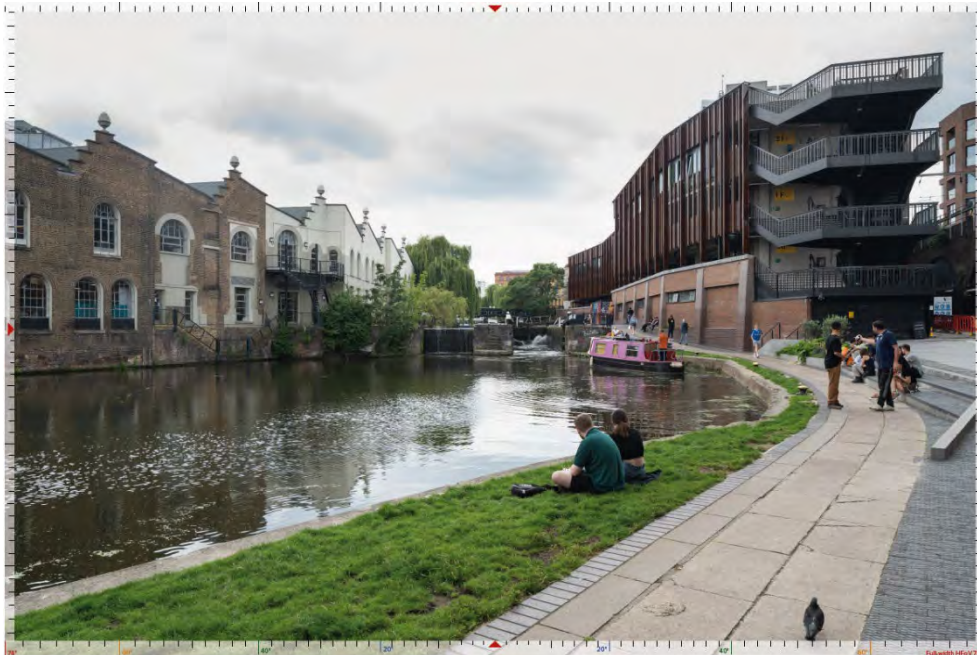


Figure 5.5: RV3 – Baseline Photograph

Existing Baseline Situation

5.16 This viewpoint is located along the Grand Union Canal tow path and is part of the kinetic experience of approaching Camden Market, within the Regents Canal Conservation Area. The view faces west, with the gentle curve of the canal drawing the eye to Hawley Lock, with the water providing a reflective surface and a sense of movement (not captured in 2D image). This part of the canal is framed by buildings in contrasting styles fronting the canal side, including the post-modern, former TV-AM building and the recently constructed Hawley Wharf development. The saw-toothed parapets with eggcups of the former TV-AM building are distinctive features on the skyline and create visual interest in the view. The tow path has a more open character that allows for clear views across to Hawley Lock in the middle distance with the Interchange Building (Grade II listed building) on the Site being visible in the background. Willow trees along the stretches of the canal also filter and screen more distance views of adjoining buildings and provide a verdant feature in the foreground.

Sensitivity

5.17 The view is not protected in planning policy but is within the Regents Canal Conservation Area and positively contributes to the visual amenity of the local area so is of **Medium Value**. The experience of views and visual amenity is likely to be of high importance to road users and pedestrians on the Regents Canal Towpath. The visual receptor has a **High Susceptibility to Change** and a **Medium-High Sensitivity**.



Figure 5.6: RV3 – Model View

Effect on View

- 5.18 From this viewpoint, the Proposed Development would be seen in the background of the view, extending across Regents Canal and Hawley Lock in the middle distance. The lower levels of the observation wheel would be obscured by intervening trees and built form around Hampstead Road Bridge, whilst the upper levels would rise beyond to form a prominent feature on the local skyline. The height and scale of the observation wheel would disrupt from the linear composition of the view and detract from the appreciation of the lock gates and other built heritage associated with Regents Canal present in the view. Clear spacing between the wheel spokes would retain an awareness of the Interchange Building and allow open sky to be experienced beyond, and together with the rounded gondola design would help to create a visually permeable addition to the background of this view. The black metal finish would be in keeping with other metalwork present in these views including the bridge parapets, lock gates and railings.
- 5.19 At Year 1 the implementation of the Proposed Development would result in temporary and reversible changes of a large extent due to the presence of the observation wheel in the view. There would be some harm to the view, and overall, this would result in an **Adverse Effect of Low Magnitude** on the view.
- 5.20 By Year 15, on the establishment of the reinstatement strategy, the observation wheel would be removed from the Site so would no longer be visible in the view, and therefore the Proposed Development would result in a **Neutral Effect with a Negligible Magnitude of Change**.

Representative Viewpoint 4 – View from Hampstead Road Bridge looking west towards Camden Market



Figure 5.7: RV4 – Baseline Photograph

Existing Baseline Situation

5.21 This viewpoint is located along Camden High Street at Hampstead Road Bridge (Grade II listed building) and looks west over the Regents Canal. It is part of the kinetic experience of moving north-south along Camden High Street and has a busy character arising from vehicular traffic and pedestrian movements. The carriageway and bridge parapet provide a strong horizontal element in the foreground, with the lamppost with its decorative features forms a focal point, whilst the distinctive gable end of the Market Hall adds further interest in the right of the view. The bridge allows for an elevated view across Camden Lock relative to the canal, where the Roving Bridge (Grade II listed building) can be seen spanning the canal in the middle distance. There are views of a range of substantial, robust historic canal side buildings in the middle (upper levels of Regents Canal Information Centre – former lock keepers’ cottage – Grade II listed building) and background (Interchange Building and Nos.38-46, Jamestown Road, 24, 26 and 28 Oval Road – Grade II listed buildings) that add visual richness to the view, provides a legible legacy of the former industrial uses associated with the canal and allows for an appreciation of the group value of the heritage assets. The mature Willow trees in the view are substantial elements that soften the otherwise strongly urban character of the view and indicate the alignment of the canal.

Sensitivity

5.22 The view is not recognised in planning policy but is within with the Regents Canal Conservation Area and positively contributes to the visual amenity of the local area so is of **Medium Value**. The experience of views and visual amenity is likely to be of moderate importance to road users and pedestrians on Camden High Street. The visual receptor has a **Medium Susceptibility to Change** and a **Medium Sensitivity**.



Figure 5.8: RV4 – Model View

Effect on View

- 5.23 In this viewpoint, the Proposed Development would be experienced in a similar way to Representative Viewpoint 3, albeit from a closer position. The lower levels of the observation wheel would be partly obscured by intervening Willow trees on the edge of Camden Lock (being more visible in winter months), whilst the upper levels would rise beyond to form a prominent feature on the local skyline. Clear spacing between the wheel spokes would retain awareness of the Interchange Building and allow open sky to be experienced beyond, however, the glazed gondolas and support structures of the observation wheel would partly obscure and distract from the Interchange Building in this view. The black metal finish of the observation wheel would be in keeping with other metalwork present in these views including the bridge parapets, lock gates and railings. Notwithstanding, the scale of the observation wheel would result in a temporary distracting element to the cohesive townscape character of this view.
- 5.24 At Year 1 the implementation of the Proposed Development would result in temporary and reversible changes of a large extent due to the presence of the observation wheel in the view. There would be some harm to the view, and overall, this would result in an **Adverse Effect of Low Magnitude** on the view.
- 5.25 By Year 15, on the establishment of the reinstatement strategy, the observation wheel would be removed from the Site so would no longer be visible in the view, and therefore the Proposed Development would result in a **Neutral Effect** with a **Negligible Magnitude of Change**.

Representative Viewpoint 5 – View from Lock Keeper’s Cottage looking north east across Camden Lock



Figure 5.9: RV5 – Baseline Photograph

Existing Baseline Situation

5.26 This viewpoint is located between the Hampstead Road Bridge and the Lock Keeper’s Cottage (Grade II listed buildings), and looks north east towards the Site, from within the Regents Canal Conservation Area. The canal and tow path are the main elements of the fore and middle grounds of the view, as a strongly defined linear feature, with changes in level and dynamic qualities arising from the reflective qualities of the water and sense of activity arising from boat users, users of the tow path etc. The view extends across Hampstead Road Lock (Grade II listed building) to the market frontage, including the TE Dingwall Building. The Roving Bridge (Grade II listed building) is also noticeable as an elevated feature in the middle distance, with Willow trees at either end. The Interchange Building and Nos.38-46, Jamestown Road, 24, 26 and 28 Oval Road (Grade II listed buildings) are substantial robust buildings in the backdrop of the view. It is a view where it is possible to appreciate and understand the group value of a range of designated heritage assets and former industrial functions adjacent to and associated with the canal.

Sensitivity

5.27 The view is not recognised in planning policy but is within the Regents Canal Conservation Area and positively contributes to the visual amenity of the local area so is of **Medium Value**. The experience of views and visual amenity is likely to be of high importance to road users and pedestrians on the Regents Canal Towpath. The visual receptor has a **High Susceptibility to Change** and a **Medium-High Sensitivity**.



Figure 5.10: RV5 – Model View

Effect on View

- 5.28 From this viewpoint, the Proposed Development would be clearly noticeable in the middle distance, extending across Camden Lock in the foreground. Much of the extent of the observation wheel would be experienced in this view including the supporting structure whilst the upper levels would rise beyond to form a prominent feature on the local skyline. Clear spacing between the wheel spokes would retain the view through to the Interchange Building and allow open sky to be experienced beyond, however, the glazed gondolas and support structures of the observation wheel would partly obscure and distract from the Interchange Building in this view. The black metal finish would be in keeping with other metalwork present in these views including the bridge parapets, lock gates and railings however, due to its scale, the observation wheel would result in a temporary distracting element to the cohesive townscape character of this view.
- 5.29 At Year 1 the implementation of the Proposed Development would result in temporary and reversible changes of a large extent due to the presence of the observation wheel in the view. There would be some harm to the view, and overall, this would result in an **Adverse Effect of Low Magnitude** on the view.
- 5.30 By Year 15, on the establishment of the reinstatement strategy, the observation wheel would be removed from the Site so would no longer be visible in the view, and therefore the Proposed Development would result in a **Neutral Effect** with a **Negligible Magnitude of Change**.

Representative Viewpoint 6 – View from Roving Bridge looking north across West Yard at Camden Market

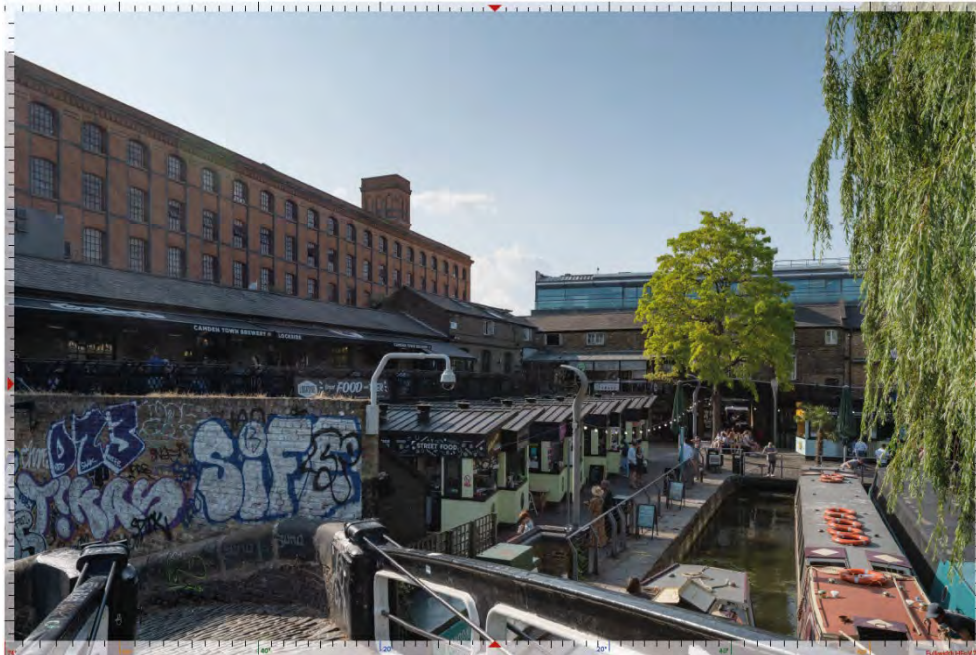


Figure 5.11: RV6 – Baseline Photograph

Existing Baseline Situation

5.31 This viewpoint is located within the Regents Canal, on the Roving Bridge that spans the Regents Canal (Grade II listed building) and is orientated north towards the Site. It is part of the kinetic pedestrian experience of moving east-west along the canal. The relatively elevated position provides a local vantage point with views across the food stalls and the canal basin within West Yard (and associated pedestrian activity), albeit partly obscured by the substantial Willow tree in the right of the view, allowing an appreciation of the historic and functional connections between the Site and the canal. Buildings overlooking the West Yard can be seen stepping up to the Interchange Building (Grade II listed building) on the left hand side of the view; from this point it is possible to appreciate the length of the eastern façade of the listed building strongly defined parapet, its robust industrial character and distinctive chimney that is focal feature on the skyline. As a result, the character of the view is generally enclosed by the mature tree and Interchange Building.

Sensitivity

5.32 The view is not recognised in planning policy but is within the Regents Canal Conservation Area and positively contributes to the visual amenity of the local area so of **Medium Value**. The experience of views and visual amenity is likely to be of high importance to pedestrians on the Regents Canal Towpath. The visual receptor has a **High Susceptibility to Change** and a **Medium-High Sensitivity**.



Figure 5.12: RV6 – Model View

Effect on View

- 5.33 From this viewpoint, the Proposed Development would result in a large change to the view. Initially, the observation wheel and the associated canopy, bridge and balustrades would replace views of food stalls and canal boats within West Yard and add greater visual interest. The full extent of the observation wheel and related structures would be experienced in the view and its scale would form a prominent feature on the local skyline and distract from an appreciation of the landmark qualities of the Interchange Building from this viewpoint. The movement of the observation wheel would also be perceived in this view which would increase its distracting influence. The black metal finish would be in keeping with existing metalwork including the bridge parapets, window frames and railings whilst the patterned balustrades would provide visual references to the historic character of the Site.
- 5.34 Following the removal of the observation wheel and reinstatement of West Yard, the Site would be experienced free of any temporary buildings or structures. This would increase the appreciation of the historic market buildings and structures in and around West Yard and the spatial/visual qualities of the canal basin. The new uniform design to shopfronts and new and retained trees within West Yard would also add visual interest.
- 5.35 At Year 1 the implementation of the Proposed Development would result in a combination of temporary and reversible changes of a large extent from the observation wheel and associated structures, and permanent small-scale changes to the shopfronts and West Yard landscaping. There would be some harm to the view, and overall, this would result in an **Adverse Effect of Low Magnitude** on the view.
- 5.36 By Year 15, following the establishment of the reinstatement strategy, the West Yard would be sensitively restored and therefore the Proposed Development would result in a **Beneficial Effect** with a **Low Magnitude of Change**.

Representative Viewpoint 7 – View from Interchange Towpath Bridge looking west towards Roving Bridge



Figure 5.13: RV7 – Baseline Photograph

Existing Baseline Situation

5.37 This viewpoint is located along the Grand Union Canal tow path, where a bridge (Grade II listed building) spans the entrance to Dead Dog Basin and looks west towards the Hampstead Road Lock (Grade II listed building) from an elevated vantage point. It forms part of the kinetic experience of moving east-west along the Regents Canal and understanding the significance of the conservation area. The character of view is influenced by contrasting architectural styles either side of the canal; to the left are the lower storeys of the Interchange Building (Grade II listed building) that allow an appreciation of its high-quality brick construction (and associated textures) and detailing; while, to the east, are more recent commercial and residential buildings, which contributes to the visual interest and frames views along the water. The canal provides a strong feature in the fore and middle ground – as a strongly defined linear element – with associated reflective qualities, movement and noise (not represented in 2D image). The Roving Bridge (Grade II listed building) forms a focal point in the middle distance, from where it is possible to appreciate its distinct architectural form, and is marked by the Willow trees at each end, which contribute to the greening of the view and obscure views of the adjacent built form. The large expanse of sky is a notable element in this view.

Sensitivity

5.38 The view is not recognised in planning policy but is in the Regents Canal Conservation Area and positively contributes to the visual amenity of the local area so is of **Medium Value**. The experience of views and visual amenity is likely to be of high importance to pedestrians on the Regents Canal Towpath. The visual receptor has a **High Susceptibility to Change** and a **Medium-High Sensitivity**.



Figure 5.14: RV7 – Model View

Effect on View

- 5.39 Much of the Proposed Development would be contained within the Interchange Building but the observation wheel would result in a large change to the foreground of the view. Parts of the observation wheel would be experienced behind the Interchange Building in the left of the view forming a new feature on the local skyline. Clear spacing between the wheel spokes would allow for open sky to be experienced beyond and together with the rounded gondola design would create a visually permeable new element in the view. The black metal finish would also be in keeping with other metalwork present in these views including the bridge parapets, lock gates and railings.

- 5.40 At Year 1 the implementation of the Proposed Development would result in temporary and reversible changes of a large extent due to the presence of the observation wheel in the view. There would be no overall harm or improvement to the view, and overall, this would result in a **Neutral Effect of Low Magnitude** on the view.

- 5.41 By Year 15, on the establishment of the reinstatement strategy, the observation wheel would be removed from the Site so would no longer be visible in the view, and therefore the Proposed Development would result in a **Neutral Effect with a Negligible Magnitude of Change**.

Representative Viewpoint 8 – View from junction of Jamestown Road and Arlington Road



Figure 5.15: RV8 – Baseline Photograph

Existing Baseline Situation

5.42 This viewpoint is located along Jamestown Road at the junction with Arlington Road and looks north east down a private access. More recent, mid-rise (but substantial) buildings in the foreground frame a linear view towards the canal, where the Roving Bridge (Grade II listed building) can be experienced as a minor element in the middle distance but not as a significant element – it is not possible to appreciate or understand its architectural or historic interest. Buildings enclosing West Yard can also be seen stepping up from the canal to the glazed Stables Market building in the background.

Sensitivity

5.43 The view is not identified or protected in planning policy so is of **Ordinary Value**. The experience of views and visual amenity is likely to be of moderate importance to road users and pedestrians on Jamestown Road. The visual receptor has a **Medium Susceptibility to Change** and a **Medium-Low Sensitivity**.

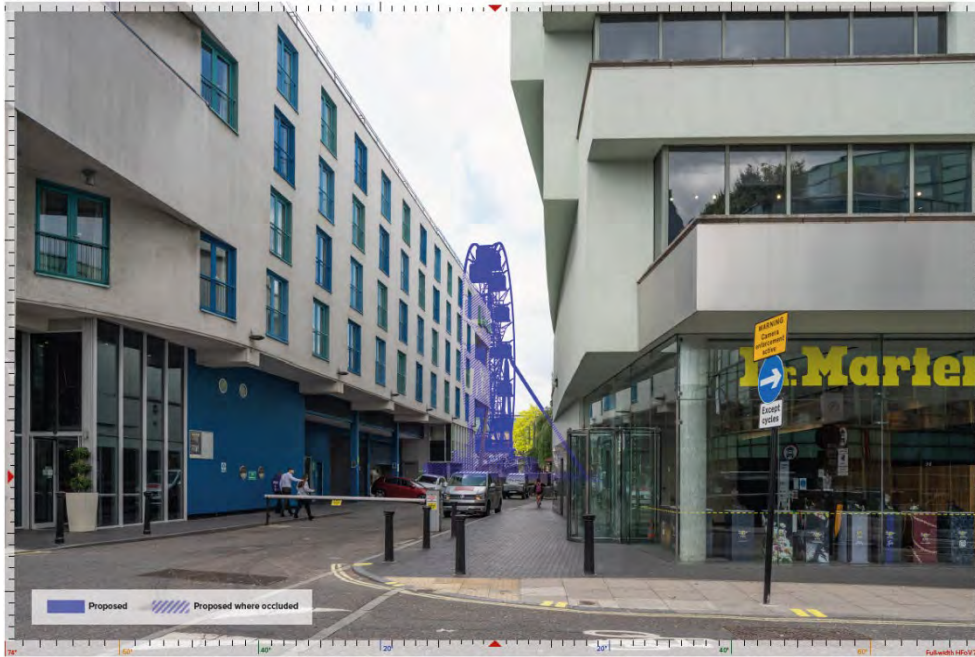


Figure 5.16: RV8 – Model View

Effect on View

- 5.44 From this viewpoint the Proposed Development specifically the observation wheel would be noticeable within the near to middle distance beyond Regents Canal. Much of the extent of the observation wheel would be experienced in this view, albeit side-on and partly framed by modern buildings in the foreground. The observation wheel would form a focal point and visually interesting landmark at the end of this private road, whilst the rounded gondolas and spacing between the wheel structure would allow for open sky to be experienced beyond and result in a visually lightweight addition to the view.

- 5.45 At Year 1 the implementation of the Proposed Development would result in temporary and reversible changes of a large extent due to the presence of the observation wheel in the view. There would be no overall harm or improvement to the view, and overall, this would result in a **Neutral Effect of Low Magnitude** on the view.

- 5.46 By Year 15, on the establishment of the reinstatement strategy, the observation wheel would be removed from the Site so would no longer be visible in the view, and therefore the Proposed Development would result in a **Neutral Effect with a Negligible Magnitude of Change**.

Representative Viewpoint 9 – View from junction of Arlington Road and Inverness Street looking north east towards Camden Market



Figure 5.17: RV9 – Baseline Photograph

Existing Baseline Situation

5.47 This viewpoint is located along Arlington Road at the junction with Inverness Street, outside of the northern boundary of the Camden Town Conservation Area, and looks north east along the road. A variety of mid-rise buildings, with no consistent character, frame views along the street whilst parked vehicles, the loading bay on the building to the right of the view and low level street furniture creates visual clutter. The London Plane trees in the left of the view contribute to the greening of the view, emphasise the linear character of the street and filter built form beyond. At the end of the street, there are glimpses of the markets across the canal between buildings overlooking the junction with Jamestown Road – providing a visual indication of the change in character associated with the Regents Canal Conservation Area.

Sensitivity

5.48 The view is not recognised in planning policy but is in the Camden Town Conservation Area and positively contributes to the visual amenity of the local area so is of **Medium Value**. The experience of views and visual amenity is likely to be of moderate importance to road users and pedestrians on Arlington Road. The visual receptor has a **Medium Susceptibility to Change** and a **Medium Sensitivity**.



Figure 5.18: RV9 – Model View

Effect on View

- 5.49 Much of the Proposed Development would be screened by intervening built form except for the observation wheel which would be partly noticeable in the background of this view. The mid to upper levels of the observation wheel would be experienced almost side-on rising above modern canalside development at the end of the street. The observation wheel would be a new feature on the local skyline in the background of this view and through its sleek structure, rounded gondolas and black finish would provide a visually interesting addition to this view that maintains the important characteristics of the view.

- 5.50 At Year 1 the implementation of the Proposed Development would result in temporary and reversible changes of a large extent due to the presence of the observation wheel in the view. There would be some improvement to the view, and overall, this would result in a **Beneficial Effect of Low Magnitude** on the view.

- 5.51 By Year 15, on the establishment of the reinstatement strategy, the observation wheel would be removed from the Site so would no longer be visible in the view, and therefore the Proposed Development would result in a **Neutral Effect** with a **Negligible Magnitude of Change**.

Representative Viewpoint 10 – View from Southampton Bridge looking east towards Gilbey Yard



Figure 5.19: RV10 – Baseline Photograph

Existing Baseline Situation

5.52 This viewpoint is located on Southampton Bridge and is orientated east towards the Gilbey Yard. It is an elevated position within the Regents Canal Conservation Area. The tall bridge wall screens views of the canal (with the brick portal providing a visual indication of the connection to the tow path) and limits views to the upper storeys of adjoining buildings. The retained façade of the warehouse building (with its pilasters recessed window bays and more recent projecting balconies), and substantial, more recent extensions, is a long, horizontal element within the view and provides visual interest in this view as a legible reminder of the industrial uses associated with the canal and subsequent phases of regeneration. The Interchange Building (Grade II listed building) is also partially visible in the distance, albeit as a recessive background element.

Sensitivity

5.53 The view is not recognised in planning policy but is in the Regents Canal Conservation Area and positively contributes to the visual amenity of the local area so is of **Medium Value**. The experience of views and visual amenity is likely to be of moderate importance to road users and pedestrians on Oval Road. The visual receptor has a **High Susceptibility to Change** and a **Medium-High Sensitivity**.

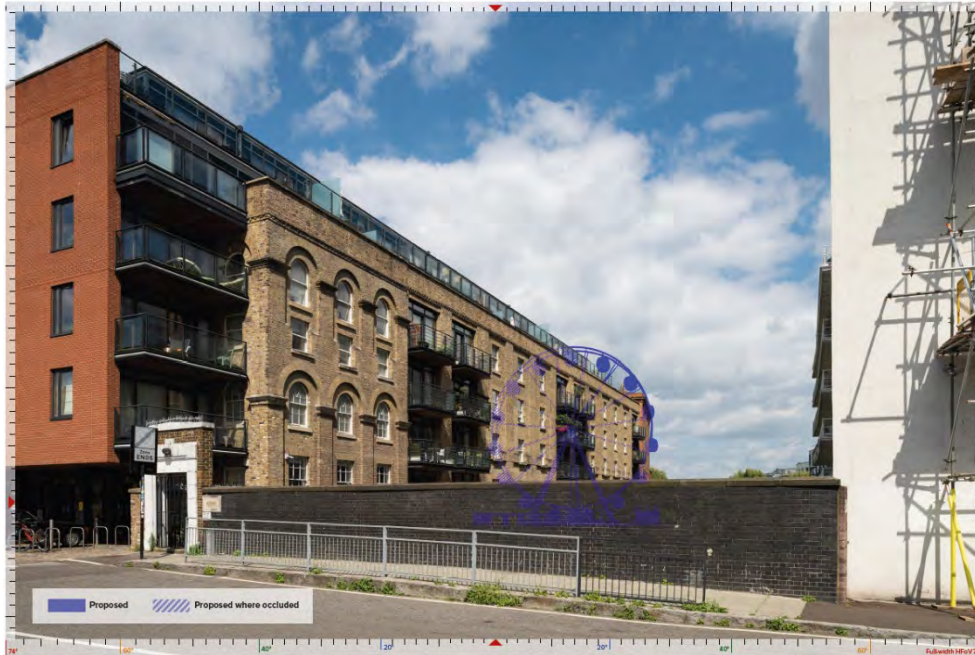


Figure 5.20: RV10 – Model View

Effect on View

- 5.54 From this viewpoint the Proposed Development would be largely screened by existing buildings with Gilbeys Yard in the middle distance. The observation wheel would be partly noticeable on the local skyline beyond the former warehouse building and Interchange Building addressing the canal but not materially change the composition of the view or its important characteristics. The black metal finish would also be complementary to this existing composition of modern and historic features in the view.
- 5.55 At Year 1 the implementation of the Proposed Development would result in temporary and reversible changes of a small extent due to the presence of the observation wheel in the view. There would be no overall harm or improvement to the view, and overall, this would result in a **Neutral Effect of Very Low Magnitude** on the view.
- 5.56 By Year 15, on the establishment of the reinstatement strategy, the observation wheel would be removed from the Site so would no longer be visible in the view, and therefore the Proposed Development would result in a **Neutral Effect with a Negligible Magnitude of Change**.

Representative Viewpoint 11 – View from Primrose Hill (LVMF View 4A.2: the summit) looking east across Camden Town



Figure 5.21: RV11 – Baseline Photograph

Existing Baseline Situation

5.57 This viewpoint is located at the summit of Primrose Hill (Grade II registered park and garden of special historic interest) looking east over the parkland. The foreground is defined by the green slopes and trees (individual and small groups) of the parkland that descend to the middle ground. From this relatively elevated location, extensive views can be achieved across the city in the middle and background, where distinctive landmarks are recognisable on the skyline, including St Paul's Cathedral and the Palace of Westminster (Strategically Important Landmarks), which forms the focus of the LVMF panorama. Small groups of trees in and around the park boundaries obscure views of the built form immediately adjacent on the lower ground. Beyond Primrose Hill, the Interchange Building (Grade II listed building) and its distinct chimney is discernible in the middle distance, situated to the east of the view.

Sensitivity

5.58 The view is protected in planning policy at a regional level so is of **High Value**. The experience of views and visual amenity is likely to be of high importance to users of Primrose Hill. The visual receptor has a **High Susceptibility to Change** and a **High Sensitivity**.



Figure 5.22: RV11 – Model View

Effect on View

- 5.59 From this viewpoint the observation wheel element of the Proposed Development would be noticeable towards the background. The mid to upper levels of the observation wheel would be experienced beyond the adjacent Interchange Building within Camden Lock Market, with the landmark tower remaining legible. The observation wheel would be a small temporary element on the skyline in this panoramic view, and would be experienced sitting below the extent of nearby tower blocks. Its black finish would help it to recede into the varied roofscape, whilst clear spacing between the wheel spokes would allow for open sky to be experienced beyond resulting in a visually permeable element in this view. St Paul’s Cathedral would remain the dominant focus in the panorama and protected LVMF view, and there would be no impact on the ability to appreciate its role as a strategic landmark.
- 5.60 At Year 1 the implementation of the Proposed Development would result in temporary and reversible changes of a small extent due to the presence of the observation wheel in the view. There would be no overall harm or improvement to the view, and overall, this would result in a **Neutral Effect of Very Low Magnitude** on the view.
- 5.61 By Year 15, on the establishment of the reinstatement strategy, the observation wheel would be removed from the Site so would no longer be visible in the view, and therefore the Proposed Development would result in a **Neutral Effect with a Negligible Magnitude of Change**.

Representative Viewpoint 12 – View from Haverstock Hill at the junction with Eton Road looking south east towards the Roundhouse



Figure 5.23: RV12 – Baseline Photograph

Existing Baseline Situation

5.62 This viewpoint is located along Haverstock Hill at the junction with Eton Road and is orientated south east towards Chalk Farm Road. It is a linear view, contained by a range of buildings on the northern side of the road (left hand side of the view) where the topography of this part of Camden, descending to Camden Town, is understood. In the foreground, the Hampstead Seventh-day Adventist Church provides visual interest, as a high-quality Gothic-Revival building. The Roundhouse (Grade II* listed building), particularly the curving expanse of its roofscape, terminates views at the end of the road, albeit filtered by mature trees around the estate boundary in the right of the view. The chimney of the Interchange Building (Grade II listed building) is also a minor element in the distance visible beyond the terraces on the lower slopes.

Sensitivity

5.63 The view is not recognised in planning policy but is within the Parkhill Conservation Area and positively contributes to the visual amenity of the local area so is of **Medium Value**. The experience of views and visual amenity is likely to be of moderate importance to road users and pedestrians on Haverstock Hill. The visual receptor has a **High Susceptibility to Change** and a **Medium-High Sensitivity**.



Figure 5.24: RV12 – Model View

Effect on View

- 5.64 From this viewpoint much of the Proposed Development would be screened by intervening built form. Only the uppermost levels of the observation wheel would be experienced in the background visible beyond the rooftops of adjacent terraces as the landform slopes away. The observation wheel would be a minor element in the view and the black finish would help to integrate it into the varied street scene as a recessive element.
- 5.65 At Year 1 the implementation of the Proposed Development would result in temporary and reversible changes of a small extent due to the presence of the observation wheel in the view. There would be no overall harm or improvement to the view, and overall, this would result in a **Neutral Effect of Very Low Magnitude** on the view.
- 5.66 By Year 15, on the establishment of the reinstatement strategy, the observation wheel would be removed from the Site so would no longer be visible in the view, and therefore the Proposed Development would result in a **Neutral Effect with a Negligible Magnitude of Change**.

Representative Viewpoint 13 – View from Parliament Hill (LVMF View 2B.1: east of summit) looking south east across Camden Town



Figure 5.25: RV13 – Baseline Photograph

Existing Baseline Situation

5.67 This viewpoint is located on the mid-slopes of Parliament Hill and is orientated south east towards the city. The fore and middle ground is characterised by extensive parkland, with small groups of trees (some substantial specimens) filtering views of adjacent built form on the lower slopes. Unremarkable residential towers in the middle distance also form detracting features in the view. The relatively elevated location allows for expansive views across the city where distinctive landmarks are recognisable on the skyline, including the Palace of Westminster (Strategically Important Landmark), which forms the focus of the LVMF view.

Sensitivity

5.68 The view is protected in planning policy at a regional level so is of **High Value**. The experience of views and visual amenity is likely to be of high importance to users of Parliament Hill. The visual receptor has a **High Susceptibility to Change** and a **High Sensitivity**.



Figure 5.26: RV13 – Model View

Effect on View

- 5.69 From this viewpoint the observation wheel element of the Proposed Development would be noticeable towards the background. The upper levels of the observation wheel would be experienced in context with the Interchange Building, as well as other landmark buildings, including the BT Tower, which is beyond the Proposed Development in this view. The lower levels of the observation wheel would be screened by intervening trees in and around Parliament Hill. The observation wheel would be a small element of this panoramic view and its black finish would help to integrate it into the varied roofscape of the townscape context that characterises the far background of the view, beyond the extensive landscape context of Parliament Hill. Due to the siting, height and orientation of the observation wheel to the viewer, it would be a slender element that maintains the legibility of the Interchange Building, including its tower and be consistent with the scale of other buildings visible from this location. The Palace of Westminster would remain the dominant focus in the panorama and protected LVMF view.
- 5.70 At Year 1 the implementation of the Proposed Development would result in temporary and reversible changes of a small extent due to the presence of the observation wheel in the view. There would be no overall harm or improvement to the view, and overall, this would result in a **Neutral Effect of Very Low Magnitude** on the view.
- 5.71 By Year 15, on the establishment of the reinstatement strategy, the observation wheel would be removed from the Site so would no longer be visible in the view, and therefore the Proposed Development would result in a **Neutral Effect with a Negligible Magnitude of Change**.

Representative Viewpoint 14 – View from Harmood Street looking south towards Camden Market



Figure 5.27: RV12 – Baseline Photograph

Existing Baseline Situation

5.72 This viewpoint is located at the northern end of Harmood Street and is orientated south towards Camden Market. The foreground is framed by yellow stock brick terraces either side of the straight road, which creates a sense of enclosure to the view. Harmood House in the right of the view creates visual interest on the local skyline with its distinctive chimney forms, whilst street trees soften built form further along the road where the street bears right. Modern development within Camden Market, including the Stables Market, is noticeable beyond the residential properties in the street, albeit filtered by intervening trees. Euston Tower and the BT Tower are visible in the background of the view.

Sensitivity

5.73 The view is not recognised in planning policy but is in the Harmood Street Conservation Area and positively contributes to the visual amenity of the local area so is of **Medium Value**. The experience of views and visual amenity is likely to be of moderate importance to road users and pedestrians on Harmood Street. The visual receptor has a **Medium Susceptibility to Change** and a **Medium Sensitivity**.



Figure 5.28: RV12 – Model View

Effect on View

- 5.74 From this viewpoint, the observation wheel would be partly noticeable towards the background above the terraced housing albeit filtered by street trees lining the road. Its black metal finish would also help it to recede into this view. The observation wheel would be experienced almost side-on, with the narrow face addressing the viewer, and in the context of the more recent additions to Camden Market, being seen as part of that area of contrasting character in the distance of the view. Existing tall buildings and structures way beyond the Site would also still be individually expressed on the distant skyline.

- 5.75 At Year 1 the implementation of the Proposed Development would result in temporary and reversible changes of a small extent due to the presence of the observation wheel in the view. There would be no overall harm or improvement to the view, and overall, this would result in a **Neutral Effect of Very Low Magnitude** on the view.

- 5.76 By Year 15, on the establishment of the reinstatement strategy, the observation wheel would be removed from the Site so would no longer be visible in the view, and therefore the Proposed Development would result in a **Neutral Effect with a Negligible Magnitude of Change**.

6. Summary and Conclusions

- 6.1 This TVIA has been prepared by Turley Townscape on behalf of the Applicant to provide relevant and proportionate information to the local planning authority regarding townscape and visual impacts, to accompany an application for the proposed development at Camden Lock Market.
- 6.2 This work has been prepared based on a thorough study of the Site and its townscape and visual context; through understanding and appreciating these features and resources, a robust impact appraisal of the Proposed Development has been undertaken. The assessment included:
- A review of relevant policy and guidance;
 - Identification of the baseline quality and characteristics of the local townscape character and local views and identification of key visual receptors and representative viewpoints; and
 - Assessment of the impact of the Proposed Development on townscape character, visual receptors and key views

Site Context

- 6.3 The Site is located within the London Borough of Camden, along Camden High Street / Chalk Farm Road, which bounds the Site to the east, in the Regents Canal Conservation Area. The other boundaries of the Site are defined by Regents Canal to the south; Gilbeys Yard to the west; and, Camden Lock Place to the north.
- 6.4 The West Yard is characterised by hard landscaping formed of original granite setts, later York stone slabs; and, more recent patch repairs, which is currently used for temporary market stalls⁶. The East Vaults are part of the Grade II Listed Interchange Building and are currently used for private market storage; this part of the Site contains structural steelwork from the early 1900s; brick jack arches; as well as ventilation openings and mountings for cranes, which are all characteristic of its former use as a means of transferring freight between rail and canal. Dead Dog Basin, a currently disused canal dock, is also located beneath the Interchange Building, with access from within the East Vaults and via the canal, underneath the Grade II listed bridge that carries the towpath.

Policy Context

- 6.5 Key issues arising from the review of policy and guidance documents of relevance to the Site relate to the careful management of the markets in Camden, and for their inherent character to be carefully considered when assessing new development

⁶ The land at West Yard was granted planning permission (2017/2378/P) for the installation of 34 temporary market stalls (A5 Use) which under the terms of that permission, are to be removed completely on or before 12th June 2022, as required by Condition 3 of the planning permission.

proposals. The historic environment more widely is also a key consideration and development will be expected to meet certain criteria to secure a high quality design.

Townscape Character Context

- 6.6 The assessment of townscape context identified that the Site contains features characteristic of Camden Market including fine examples of industrial brickwork, granite setts, York slabs and structural steelwork, but does not optimise the use of site with high accessibility. For example, the East Vaults and Dead Dog Basin currently serve as functional service spaces for market traders. The density of existing street food stalls within West Yard also creates narrow spaces and disrupt pedestrian flows along the canal tow path.

Visual Context

- 6.7 A Zone of Theoretical Visibility (ZTV) was produced to understand where in the surrounding townscape the Proposed Development and Site was likely to be visible. This consideration of visibility was used to identify key visual receptors and key views with potential to be affected by the Proposed Development and to inform the selection of representative views. Key visual receptors include: pedestrians and road users on Camden High Street, Chalk Farm Road, Castlehaven Road, and Arlington Road; and, users of Regents Canal.
- 6.8 Fourteen representative viewpoints were identified to reflect these receptors and an assessment made of the character and quality of the existing view from these viewpoints. The representative viewpoints and visualisation types to be provided were agreed in discussion with officers at London Borough of Camden Council.

Townscape Impacts

- 6.9 The assessment of townscape impacts concluded that the Proposed Development would result in a combination of adverse, beneficial, and neutral effects on townscape character due to the design of the temporary observation wheel and sensitive design approach to the East Vaults and Dead Dog Basin. In the short term, the Proposed Development would have a noticeable presence in the townscape, due to the scale and height of the observation wheel which together with its movement would have a distracting influence on the Interchange Building and other notable market buildings. The introduction of new flexible exhibition space within the East Vaults would also help to revitalise the Site and contribute to the evolving character of Camden Lock Market.
- 6.10 The 15-spoke design of the temporary observation wheel would allow views of sky beyond from Regents Canal and tow path, and together with the rounded gondola design would emphasise its visual permeability. All proposed metalwork in West Yard including railings, balustrades, door surrounds and spandrels as well as the primary metalwork associated with the temporary observation wheel would be finished in black paint, which would be consistent with existing metalwork within the markets and along the canal.
- 6.11 The reinstatement of West Yard following the removal of the temporary observation wheel and related structures would also see the hard landscaped surfaces restored to

their original state with reduced clutter from street furniture. The remaining open space would form a nodal point with a greater sense of arrival into the markets from along the Grand Union tow path and allow pedestrians to more naturally migrate to the market stalls, East Vaults or continue onto Camden Lock Place and beyond. This in turn would contribute to the local distinctiveness.

6.12 The high-quality design of the Proposed Development and associated reinstatement strategy of West Yard would contribute positively to the townscape character and would accord with the principles of the Camden Planning Guidance: Design SPD.

6.13 The long-term effects on the townscape character receptors are summarised in **Table 6.1** below:

Table 6.1: Summary of assessment of effects on townscape character receptors at Year 15

Townscape Character Area	Sensitivity	Magnitude of Change	Type of Effect
TCA1: Regents Canal and Rail Interchange Mixed Use	Medium-High	Very Low	Beneficial
TCA2: Chalk Farm Road Residential	Medium-Low	Negligible	Neutral
TCA3: Castlehaven Residential	Medium	Negligible	Neutral
TCA4: Camden High Street Mixed Use	Medium	Negligible	Neutral
TCA5: Primrose Hill Residential	High	Negligible	Neutral

Visual Impacts

6.14 The assessment of visual effects identified that there would be changes to local and longer distance views arising from the Proposed Development, principally caused by the temporary observation wheel. In views from the local streets, which are aligned towards the Site, the observation wheel would be more noticeable and form a visually interesting, temporary landmark. In views where the observation wheel would be experienced square on, clear spacing between the wheel spokes would allow for open sky to be experienced beyond and together with the rounded gondola design would maximise its visually permeability. The black metal finish would also be in keeping with other metalwork present in these views such as bridge parapets, lock gates and railings. In a small number of views, the scale and siting of the observation wheel would be a new element that distracts from an appreciation of the cohesive qualities of the built heritage with Camden Market and along Regents Canal. The movement of the observation wheel would also be perceived in these views which would increase its distracting influence on the Interchange Building and other notable market buildings.

6.15 In the longer distance LVMF viewpoints, the upper levels of the observation wheel would form a small element of the panoramic views and its black finish would help it to recede into the varied roofscape. The appreciation of the relevant London landmarks and other sensitive attributes of these views would remain unchanged by the Proposed Development.

- 6.16 Following the removal of the observation wheel and reinstatement of West Yard, the Proposed Development would only be visible from adjacent to the Site boundary where the Site would be experienced largely free of visual clutter. This would help to highlight the historic market buildings and structures in and around West Yard, whilst the new uniform design to shopfronts and new and retained trees within West Yard would add visual interest.
- 6.17 The long-term effects on the visual receptors are summarised in **Table 6.2** below.

Table 6.2: Summary of assessment of effects on visual receptors at Year 15

Receptor	Sensitivity	Commentary
Camden High Street – pedestrians and road users	Medium	Magnitude of change: Negligible Type of Effect: Neutral
Chalk Farm Road and Haverstock Hill – pedestrians and road users	Medium-Low	Magnitude of change: Negligible Type of Effect: Neutral
Castlehaven Road – pedestrians and road users	Medium-Low	Magnitude of change: Negligible Type of Effect: Neutral
Arlington Road – pedestrians and road users	Medium	Magnitude of change: Negligible Type of Effect: Neutral
Regents Canal – pedestrians and canal users	Medium-High	Magnitude of change: Low Type of Effect: Beneficial

Conclusion

- 6.18 In conclusion, the use and appearance of the Proposed Development is appropriate for the Site and its local context and the high-quality design, including the reinstatement strategy for the West Yard, would result in long term, small to medium scale and tangible interventions within the Site and local townscape character. The Proposed Development specifically the observation wheel would also have short term, and reversible effects on key views from the surrounding area.

Appendix 1: Legislation and Planning Policy and Guidance

National Policy

National Planning Policy Framework 2021

The National Planning Policy Framework (NPPF) was introduced in March 2012 and provided a full statement of the Government's planning policies. A revision to the NPPF was adopted by MHCLG in July 2018, with further revisions in February 2019 and July 2021. At the heart of the NPPF is 'a presumption in favour of sustainable development' (para 10). Three overarching objectives for achieving sustainable development are identified (para 8) as: an economic objective; a social objective; and an environmental objective.

Chapter 12 of the Framework outlines the Government's guidance regarding a requirement for good design. Within this, Paragraph 126 establishes that the Government attaches great importance to the design of the built environment. It states that *'Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.'*

Paragraph 130 states:

'Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit*
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*

Paragraph 174 of the NPPF goes on to say that the planning system should *'contribute to and enhance the natural and local environment'* by a number of things including:

- a) protecting and enhancing valued landscapes...(in a manner commensurate with their statutory status or identified quality in the development plan);*
- b) recognising the intrinsic character and beauty of the countryside.*

Development Plan

The development plan for the London Borough of Camden comprises The London Plan 2021, the Camden Local Plan (2017) and supporting supplementary planning guidance. These documents provide local guidance regarding development and should accord with the statutory duties and national policy in the NPPF 2021.

The London Plan 2021

The new London Plan was adopted by the Greater London Authority in March 2021 and sets out the Spatial Development Strategy for all Boroughs within Greater London for the next 20-25 years.

Policy D3 Optimising site capacity through the design-led approach seeks to ensure development is most appropriate for the site through an evaluation of its attributes, its surrounding context and its capacity for growth. It states that development proposals should consider factors such as form and layout, experience as well as the quality and character. In relation to the quality and character, development should:

“11) respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character.

12) be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan through appropriate construction methods and the use of attractive, robust materials which weather and mature well.

13) aim for high sustainability standards (with reference to the policies within London Plan Chapters 8 and 9) and take into account the principles of the circular economy.

14) provide spaces and buildings that maximise opportunities for urban greening to create attractive resilient places that can also help the management of surface water.”

Policy D9 Tall buildings applies to tall buildings as defined by the borough. Where no definition is provided, the policy applies to buildings over 6 storeys or 18 metres measured from the ground to the floor level of the uppermost storey. Development proposals should address the impacts on amenity, functionality, the environment, and cumulative schemes. With regards to visual impacts development should consider:

- a) *“The views of buildings from different distances;*
 - i) *Long-range views – these require attention to be paid to the design of the top of the building. It should make a positive contribution to the existing and emerging skyline and not adversely affect local or strategic views.*
 - ii) *mid-range views from the surrounding neighbourhood – particular attention should be paid to the form and proportions of the building. It should make a positive contribution to the local townscape in terms of legibility, proportions and materiality.*

- iii) *immediate views from the surrounding streets – attention should be paid to the base of the building. It should have a direct relationship with the street, maintaining the pedestrian scale, character and vitality of the street. Where the edges of the site are adjacent to buildings of significantly lower height or parks and other open spaces there should be an appropriate transition in scale between the tall building and its surrounding context to protect amenity or privacy.*
- b) *whether part of a group or stand-alone, tall buildings should reinforce the spatial hierarchy of the local and wider context and aid legibility and wayfinding.*
- c) *architectural quality and materials should be of an exemplary standard to ensure that the appearance and architectural integrity of the building is maintained through its lifespan.*
- d) *proposals should take account of, and avoid harm to, the significance of London’s heritage assets and their settings. Proposals resulting in harm will require clear and convincing justification, demonstrating that alternatives have been explored and that there are clear public benefits that outweigh that harm. The buildings should positively contribute to the character of the area.*
- e) *buildings in the setting of a World Heritage Site must preserve, and not harm, the Outstanding Universal Value of the World Heritage Site, and the ability to appreciate it.*
- f) *buildings near the River Thames, particularly in the Thames Policy Area, should protect and enhance the open quality of the river and the riverside public realm, including views, and not contribute to a canyon effect along the river.*
- g) *buildings should not cause adverse reflected glare.*
- h) *buildings should be designed to minimise light pollution from internal and external lighting.”*

Policy HC3 Strategic and Local Views seeks to protect the composition and character of the views, which make a significant contribution to the image and character of London.

- a) *“Strategic Views include significant buildings, urban landscapes or riverscapes that help to define London at a strategic level. They are seen from places that are publicly-accessible and well-used. The Mayor has designated a list of Strategic Views (Table 7.1) that he will keep under review. Development proposals must be assessed for their impact on a designated view if they fall within the foreground, middle ground or background of that view.*
- b) *Within the designated views, the Mayor will identify landmarks that make aesthetic, historic, cultural or other contributions to the view and which assist the viewer’s understanding and enjoyment of the view.*
- c) *The Mayor will also identify Strategically-Important Landmarks in the views that make a very significant contribution to the image of London at the strategic level or*

provide a significant cultural orientation point. He will seek to protect vistas towards Strategically-Important Landmarks by designating landmark viewing corridors and wider setting consultation areas. These elements together form a Protected Vista. Each element of the vista will require a level of management appropriate to its potential impact on the viewer's ability to recognise and appreciate the Strategically-Important Landmark. These and other views are also subject to wider assessment beyond the Protected Vista.

- d) The Mayor will also identify and protect aspects of views that contribute to a viewer's ability to recognise and appreciate a World Heritage Site's authenticity, integrity, and attributes of Outstanding Universal Value. This includes the identification of Protected Silhouettes of key features in a World Heritage Site.*
- e) The Mayor has prepared Supplementary Planning Guidance on the management of the designated views – the London View Management Framework Supplementary Planning Guidance (LVMF SPG). The Mayor will, when necessary, review this guidance.*
- f) Boroughs should include all designated views, including the protected vistas, in their Local Plans and work with relevant land owners to ensure there is inclusive public access to the viewing location, and that the view foreground, middle ground and background are effectively managed in accordance with the LVMF SPG.*
- g) Boroughs should clearly identify local views in their Local Plans and strategies. Boroughs are advised to use the principles of Policy HC4 London View Management Framework for the designation and management of local views. Where a local view crosses borough boundaries, the relevant boroughs should work collaboratively to designate and manage the view.”*

Policy HC4 London View Management Framework seeks to preserve and enhance the ability to appreciate distinctive London landmarks from designated viewing places. Where existing buildings detract from or block the view, this is not a reasonable justification for similar buildings to be permitted.

- a) “Development proposals should not harm, and should seek to make a positive contribution to, the characteristics and composition of Strategic Views and their landmark elements. They should also preserve and, where possible, enhance viewers' ability to recognise and to appreciate Strategically-Important Landmarks in these views and, where appropriate, protect the silhouette of landmark elements of World Heritage Sites as seen from designated viewing places.*
- b) Development in the foreground, middle ground and background of a designated view should not be intrusive, unsightly or prominent to the detriment of the view.*
- c) Development proposals and external illumination of structures in the background of a view should give context to landmarks and not harm the composition of the view as a whole. Where a silhouette of a World Heritage Site is identified by the Mayor as prominent in a designated view, and well-preserved within its setting with clear sky behind, it should not be altered by new development appearing in its background. Assessment of the impact of development in the foreground, middle*

ground or background of the view or the setting of a Strategically-Important Landmark should take into account the effects of distance and atmospheric or seasonal changes.

- d) *Development proposals in designated views should comply with the following:*
- 1) *London Panoramas should be managed so that development fits within the prevailing pattern of buildings and spaces, and should not detract from the panorama as a whole. The management of views containing Strategically-Important Landmarks should afford them an appropriate setting and prevent a canyon effect from new buildings crowding in too close to the Strategically-Important Landmark in the foreground, middle ground or background where appropriate*
 - 2) *River Prospects should be managed to ensure that the juxtaposition between elements, including the river frontages and key landmarks, can be appreciated within their wider London context*
 - 3) *Townscape and Linear Views should be managed so that the ability to see specific buildings, or groups of buildings, in conjunction with the surrounding environment, including distant buildings within views, is preserved.*
- e) *Viewing places should be accessible and managed so that they enhance people's experience of the view.*
- f) *Where there is a Protected Vista:*
- 1) *development that exceeds the threshold height of a Landmark Viewing Corridor should be refused*
 - 2) *development in the Wider Setting Consultation Area should form an attractive element in its own right and preserve or enhance the viewer's ability to recognise and to appreciate the Strategically-Important Landmark. It should not cause a canyon effect around the Landmark Viewing Corridor*
 - 3) *development in the background should not harm the composition of the Protected Vistas, nor the viewer's ability to recognise and appreciate the Strategically-Important Landmark, whether the development proposal falls inside the Wider Setting Consultation area or not*
 - 4) *development in the foreground of the wider setting consultation area should not detract from the prominence of the Strategically-Important Landmark in this part of the view."*

The Camden Local Plan (July 2017)

The Camden Local Plan sets out the vision, strategic objectives, and policies for development within the borough. It forms the statutory development plan for Camden together with the London Plan, the Site Allocations, Neighbourhood Plans, and other area-specific Action Plans.

Policy D1 Design seeks to secure a high-quality built environment through well-designed buildings, which respond to the unique characteristics of the area.

“The Council will require that development:

a. respects local context and character

b. preserves or enhances the historic environment and heritage assets in accordance with Policy D2 Heritage

...

e. comprises details and materials that are of high quality and complement the local character

f. integrates well with the surrounding streets and open spaces, improving movement through the site and wider area with direct, accessible and easily recognisable routes and contributes positively to the street frontage

...

m. preserves strategic and local views

The Council will resist development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.”

Policy TC6 Markets recognises the wide range of benefits, which the markets bring to Camden and seeks to carefully manage any potential negative impacts on them.

“The Council will promote and protect markets in Camden.

We will:

...

b. take into the account the character of the existing market when assessing proposals for the refurbishment and redevelopment of markets...”

Other Material Considerations

National Planning Practice Guidance

National Planning Practice Guidance (NPPG) has been issued by the Government as a web resource. This is intended to provide more detailed guidance and information regarding the implementation of national policy set out in the NPPF.

In the Design guidance category of the PPG, (Paragraph 001 Reference ID: 26-001-20191001) the guidance supports paragraph 130 of the NPPF which states that *‘permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents’*. It

also refers to the accompanying National Design Guide⁷ which sets out ten characteristics for a well-designed place:

- *Context – enhances the surroundings.*
- *Identity – attractive and distinctive.*
- *Built form – a coherent pattern of development.*
- *Movement – accessible and easy to move around.*
- *Nature – enhanced and optimised.*
- *Public spaces – safe, social and inclusive.*
- *Uses – mixed and integrated.*
- *Homes and buildings – functional, healthy and sustainable.*
- *Resources – efficient and resilient.*
- *Lifespan – made to last.*

In the Natural Environment guidance category of the NPPG, Paragraph 006 (Reference ID: 8-006-20190721) refers to green infrastructure and states:

‘The built environment can be enhanced by features such as green roofs, street trees, proximity to woodland, public gardens and recreational and open spaces. More broadly, green infrastructure exists within a wider landscape context and can reinforce and enhance local landscape character, contributing to a sense of place and natural beauty’.

Paragraph 029 (ID: 8-029-20190721) provides guidance in relation to trees within settlements and states that the interaction of trees and tree roots with built infrastructure requires expert arboricultural or forestry advice. To deal with the pressures of climate change it also guides that trees should be well-placed and well-chosen.

Paragraph 037 (ID: 8-037-20190721) supports the use of Landscape Character Assessment as a tool to help understand the character and local distinctiveness of the landscape and identify the features that give it a sense of place. It also supports the use of LVIA's to demonstrate the likely effects of a proposed development on a landscape.

Camden Planning Guidance: Design (January 2021)

This SPD provides detailed guidance for achieving high quality design in for all residential and commercial development including the surrounding spaces. The SPD underpins design-related policies in the Camden Local Plan including Policy D1 Design.

⁷ Ministry for Homes, Communities & Local Government (2019) *National Design Guide: Planning practice guidance for beautiful, enduring and successful places*

The guidance provides information on all types of detailed design issues within the borough, and sets out general principles of high quality design which all development should seek to achieve (Table 2.1).

Table 6.3: Principles of high-quality design (extracted from Design SPD 2021)

Context and character	<ul style="list-style-type: none"> • Development should respond positively and sensitively to the existing context • Development should integrate well with the existing character of a place, building and its surroundings
Accessible	<ul style="list-style-type: none"> • Places should be accessible to all and easy to get to and move through (permeable) • Development should connect well with existing places
Legible	<ul style="list-style-type: none"> • New development and places should provide recognisable routes and promote active wayfinding • New development should be legible and enable connectivity and effective movement between sites
Adaptable	<ul style="list-style-type: none"> • Development should promote adaptability by being responsive to changing social, technological and economic conditions and community needs • Development should be adaptable to future needs and responsive to use
Liveable	<ul style="list-style-type: none"> • Development should be compatible with the surrounding area and be able to accommodate uses that work together and create viable places that responds to local needs • Development should promote health and well-being • Good design should contribute to making places better for people • Good design should create safe environments
Sustainable	<ul style="list-style-type: none"> • Development should promote sustainability and efficient resource consumption • Development should make efficient use of the site • Development should make use of good quality durable materials
High quality public realm	<ul style="list-style-type: none"> • Public spaces should be designed to be attractive, safe, secure, uncluttered and accessible to all
Safe and secure	<ul style="list-style-type: none"> • Development should enable and support opportunities for passive surveillance • Developments should seek to create a sense of place and community

Appendix 2: Townscape and Visual Impact Assessment Methodology

Assessment Methodology

The methodology for townscape and visual appraisal is based on current best practice as set out in:

- *Guidelines for Landscape and Visual Impact Assessment, 3rd edition, 2013 (Landscape Institute and Institute for Environmental Management and Assessment) (GLVIA3);*
- *Landscape Character Assessment, 2016 (Landscape Institute: Technical Information Note 08/2015);*
- *Townscape Character Assessment, 2017 (Revised April 2018) (Landscape Institute: Technical Information Note 05/2017);and*
- *Visual Representation of Development Proposals, 2019 (Landscape Institute Technical Information Note 06/19).*

The Guidelines for Landscape and Visual Impact Assessment (GLVIA) states that this type of appraisal provides a tool for identifying and assessing the “*the effects of change resulting from development on both the landscape as an environmental resource in its own right and on people’s views and visual amenity*” (Para. 1.1). It goes on to emphasise that the appraisal has two interlinked elements of: landscape, as a resource; and visual amenity, including views. The effects of both must be addressed in the assessment.

The definition of landscape in the European Landscape Convention, which the UK has signed and ratified, includes villages and towns and cities and the GLVIA states that ‘townscape’ refers to areas where the built environment is dominant. It goes on to state that townscape includes the buildings and the different types of urban spaces, and the relationship between the two.

Baseline Townscape Appraisal Methodology

The baseline townscape appraisal will include a mixture of desk study and field work to identify and record the character of the townscape within the study area. A preliminary desk study of Ordnance Survey (OS) maps and aerial photography was undertaken to establish the physical components of the Site and its surroundings. A review of the wider landscape character context of the Site was undertaken which referenced the current published landscape character studies relating to the study area at national, regional and local level. This was followed by fieldwork to assess the key characteristics of the local townscape character. This has included a summary of associated elements, features and aesthetic and perceptual factors which contribute to the townscape.

Once these factors were established the local townscape character areas (townscape receptors) with potential to be affected by the proposed development and their associated key characteristics were identified. A judgement was then made on the Value of each of these based on the approach set out in GLVIA3 and as described below.

The Value of each of the identified townscape character areas was assessed with reference to the following criteria and the definitions of level of value set out in **Table 2.1:**

- *Any designations or policies (both national and local) which may be present; and,*
- *The presence or absence of other attributes which contribute to townscape value such as townscape condition, scenic quality, rarity, representativeness, conservation interests, recreation value, perceptual aspects or associations e.g. with writers, artists or historic events*

Table 2.1 Value of Townscape Receptors

Value	Typical Level of Designation/ Rarity	Typical Examples
Very High	International, National	World Heritage Sites, and/or key features of World Heritage Sites. No potential for substitution.
High	National, Regional	National Parks or AONBs and/or key features of these, Scheduled Monuments, some Conservation Areas, and townscape areas with typically a significant number of Grade I/II* listed buildings, and/or Registered Historic Park and Gardens. No or limited potential for substitution.
Medium	Regional, Local	Townscape areas designated at local level e.g. some conservation areas and other undesignated areas or features of notable scenic quality or recreational value with value perhaps expressed through non-official publications or demonstrable use. Limited potential for substitution.
Ordinary	Local	Townscape features or character areas which are not related to designated, or non-designated heritage assets, or a planning designation; and/or mentioned in guidebooks or on tourist maps; and/or referenced in art and literature; and/or is of little scenic or townscape importance. Considerable potential for substitution.
Low	Local	Townscape features or local character areas in poor condition or quality and/or identified for recovery.

Baseline Visual Appraisal Methodology

The baseline visual appraisal established the area in which the Site, and emerging proposed development, may be visible; the different groups of people who may experience the views of the development (defined as visual receptors); and, the nature of these views. These factors interrelate, but for the purpose of the assessment are dealt with in that order.

The visibility of the Site was first established via the preparation of a computer-generated zone of theoretical visibility (ZTV) which identified the area from which the proposed development was likely to be visible and allowed the identification of potential visual receptors and

supporting representative viewpoints. The visibility was then verified by a walkover survey which established the area within the study area from which the Site is currently visible. The key visual receptors within this area were then identified (i.e. groups of people within this area who experience (or may experience) views of the Site).

In most assessments, unless specifically requested by the LPA, visual receptors are restricted to groups of people in publicly accessible places. Normally, views from private residential properties are not included as changes to private views are not a planning consideration⁸ unless the development is likely to be so overbearing or dominating that they could result in unacceptable living conditions. Where this is possible, a separate residential visual amenity assessment is undertaken.

Following identification of the key visual receptors, representative viewpoints were identified to reflect typical views from the key visual receptors. The number and location of representative viewpoints was agreed with planning officers as part of the pre-application process. A description and evaluation of the identified views was then undertaken which took into account the following:

- *type and relative numbers of people, and their occupation or activity*
- *location, nature and characteristics*
- *nature, composition and characteristics of the views (including directions)*
- *elements which may interrupt, filter or otherwise influence the views*
- *seasonal changes in the view*

Assessment of Townscape Effects

Townscape effects include:

- *Changes to, and/or complete or partial loss of features, elements, characteristics or perceptual aspects that contribute to the character and distinctiveness of the Landscape/local Landscape area; and/or,*
- *Introduction of new elements or features that influence the character and distinctiveness of the townscape/local townscape area;*

The assessment of townscape effects considered the sensitivity of the townscape receptor and the magnitude of the predicted effect.

The sensitivity of townscape receptors relates to the value attached to that receptor (which was established as part of the baseline assessment) and the susceptibility of the receptor to the type of change or development proposed. GLVIA3 defines susceptibility as “*the ability of the landscape receptor (whether it be the overall character or quality/condition of a particular landscape type or area, or an individual element and/or feature, or a particular aesthetic and perceptual aspect) to accommodate the Proposed Development without undue consequences*”

⁸ Aldred’s Case in 1610 established in English law that views from private property cannot be protected.

for the maintenance of the baseline situation and/or the achievement of landscape planning policies and strategies” (Para. 5.40).

Judgements on the susceptibility to change of each of the identified townscape receptors were made based on the scale set out in **Table 2.2**.

Table 2.2 Susceptibility to Change of Townscape Receptors

Susceptibility to change	Description
High	Townscape receptor ⁹ would be unlikely to accommodate the type of development proposed without undue negative consequences for the maintenance of the baseline townscape character and/or the achievement of townscape planning policies and strategies. Townscape receptor has little or no relationship to the type of development proposed and/or would be difficult to replace or substitute if lost e.g. ancient woodland, veteran trees and historic parkland. Characteristics of the townscape which contribute to the townscape character are highly sensitive and would be fundamentally altered by the type of development proposed.
Medium	Townscape receptor would be compromised by the type of development proposed and/or the achievement of townscape planning policies and strategies would be compromised. Townscape receptor has some relationship to the type of development proposed and/or could be partially replaced or substituted if lost. Townscape receptor is moderately sensitive and characteristics of the receptor would be altered by the type of development proposed. The general townscape character would remain but would be weakened by the type of development proposed.
Low	Townscape receptor would be likely to accommodate the type of development proposed without undue negative consequences for the maintenance of the baseline townscape character and/or the achievement of townscape planning policies and strategies. Townscape receptor has a close relationship to the type of development proposed and could be easily replaced or substituted if lost. Townscape receptor is of low sensitivity and characteristics of the townscape would not be significantly altered by the type of development proposed. The general townscape character is resilient to change.

A judgement on the overall sensitivity of each townscape receptor (ranging from Very High to Very Low) was made based on the combined evaluation of susceptibility and value attached to the receptor together with informed professional judgement and guidance provided in GLVIA3.

The magnitude of townscape effect considered the size or scale of the effect, the geographical extent of the effect and the duration and reversibility of the effect.

Judgements on the magnitude of townscape effect were broadly based on the descriptions of magnitude set out in **Table 2.3** below.

⁹ Includes townscape character areas, townscape elements or features and particular aesthetic or perceptual aspects of the townscape.

Table 2.3 Magnitude of Townscape Effects

Magnitude of Effect	Definition
High	Permanent loss of all or most of the key characteristics of a townscape receptor and/or addition of major new elements which would be dominant features with little or no relationship to the townscape receptor. Changes would substantially alter the character of a large area.
Medium	Permanent partial loss or change to some of the key characteristics of a townscape receptor and/or addition of new elements which would be prominent features. Changes would result in a large change to the character of a small area or a noticeable change to a larger area.
Low	Permanent limited/localised loss or change to common characteristics of a townscape receptor and/or addition of new elements which would be noticeable features but largely in keeping with the existing character. Changes would result in a small change to the character of a large area or a noticeable change to a small area. Also includes temporary and/or reversible changes of larger scale or extent.
Very Low	Small scale changes to common characteristics of a townscape receptor and/or small scale additions of new elements which are in keeping with the existing character. Changes would not noticeably alter the character of the area. Also includes temporary and/or reversible changes of small or medium scale and extent.
Negligible / None	No, or barely discernible, change to townscape receptor.

Consideration was also given to the Type of Effect in terms of whether it is Adverse, Beneficial or Neutral. Often, effects will include a combination of both beneficial and adverse effects. However, a judgement is made on the nature of the overall effect which is based on the following terms:

- **Adverse:** overall harm to townscape character/feature
- **Beneficial:** overall improvement to townscape character/feature
- **Neutral:** a combination of both adverse and beneficial effects with no overall harm or improvement to townscape character/feature

Assessment of Visual Effects

Visual effects include:

- *Changes to, and/or complete or partial loss of features, elements, characteristics or perceptual aspects that contribute to the character and distinctiveness of the view; and/or,*
- *Introduction of new elements or features that influence the character and distinctiveness of the view;*

The assessment of visual effects considered the sensitivity of the visual receptor and the magnitude of the predicted effect.

The sensitivity of the visual receptor comprised a judgement on the value attached to the views and an assessment of the susceptibility of each receptor to the type of change proposed.

A judgement on the value attached to the views was made with reference to the following criteria and the definitions of value set out in **Table 2.4**.

- *Planning designations e.g. Designated Views or Protected Vistas identified in local or regional planning policy'*
- *Other designations relating to landscape features or heritage assets e.g. key views identified in conservation area appraisals or recorded in citations for listed buildings or registered parks and gardens; and,*
- *Indicators of the value attached to views by visitors e.g. views identified in guidebooks or on tourist maps, official viewpoints (often with sign boards and interpretive material) or views referenced in literature or art*

Table 2.4: Value Attached to Views

Value	Typical level of designation / Rarity	Typical Examples
Very High	International, National	Views associated with sites of international importance e.g. World Heritage sites.
High	National, Regional,	Designated views of national or regional importance e.g. views of noted importance to sites of national importance e.g. Scheduled Monuments, AONBs, Grade I/Grade II* listed buildings, and/or Registered Historic Park and Gardens.
Medium	Regional, Local	Views identified or protected at local level e.g. identified in local planning policy or guidance and views associated with heritage or townscape features of regional or local importance e.g. some Conservation Areas and Grade II/II* listed buildings. May also include views which are undesignated but value perhaps expressed through non-official publications or its contribution to enjoyment of a designated or non-designated heritage asset.
Ordinary	Local	The view from the identified visual receptor is not related to designated, or non-designated, heritage assets, or a planning designation; and/or mentioned in guidebooks or on tourist maps; and/or referenced in art and literature; but contributes positively to the visual amenity experienced by the receptor.

Low	Local	The view from the identified visual receptor does not make a positive contribution to local visual amenity.
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The assessment of susceptibility of visual receptors was based on the approach set out in para 6.32 of GLVIA3 which notes that:

‘the susceptibility of different visual receptors to changes in views and visual amenity is mainly a function of:

- *The occupation or activity of people experiencing the view at particular locations: and,*
- *The extent to which their attention or interest may therefore be focussed on the views and the visual amenity they experience at particular locations’.*

Judgements on the susceptibility of a visual receptor to change are broadly based on the descriptions of susceptibility set out in **Table 2.5** below.

Table 2.5 Susceptibility to Change of Visual Receptors

Susceptibility	Description
High	Receptors for whom the view and visual amenity is of high importance to the experience or activity including: people engaged in outdoor recreation whose attention or interest is likely to be focused on the landscape and on particular views e.g. waymarked walks through the landscape; and visitors to heritage assets or other attractions where views of the surroundings are an important contributor to the experience.
Medium	Receptors for whom the view and visual amenity is of moderate importance to the experience or activity including: Travellers on most road or rail routes
Low	Receptors for whom the view and visual amenity is of low importance to the experience or activity including: people engaged in outdoor sport or recreation which does not involve or depend upon appreciation of views of the landscape; and, people at their place of work whose attention may be focussed on their work, not on their surroundings, and where the setting is not important to the quality of working life.

A judgement on the overall sensitivity of each visual receptor (ranging from Very High to Very Low) was made based on the combined evaluation of susceptibility and value attached to the receptor together with informed professional judgement and guidance provided in GLVIA3.

The magnitude of visual effect considered the size or scale of the effect, the geographical extent of the effect, and the duration and reversibility of the effect.

Judgements on the magnitude of visual effect were broadly based on the descriptions of magnitude set out in **Table 2.6** below.

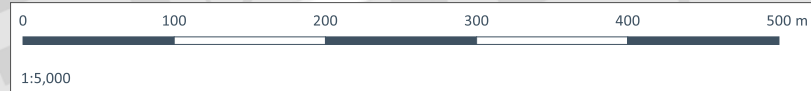
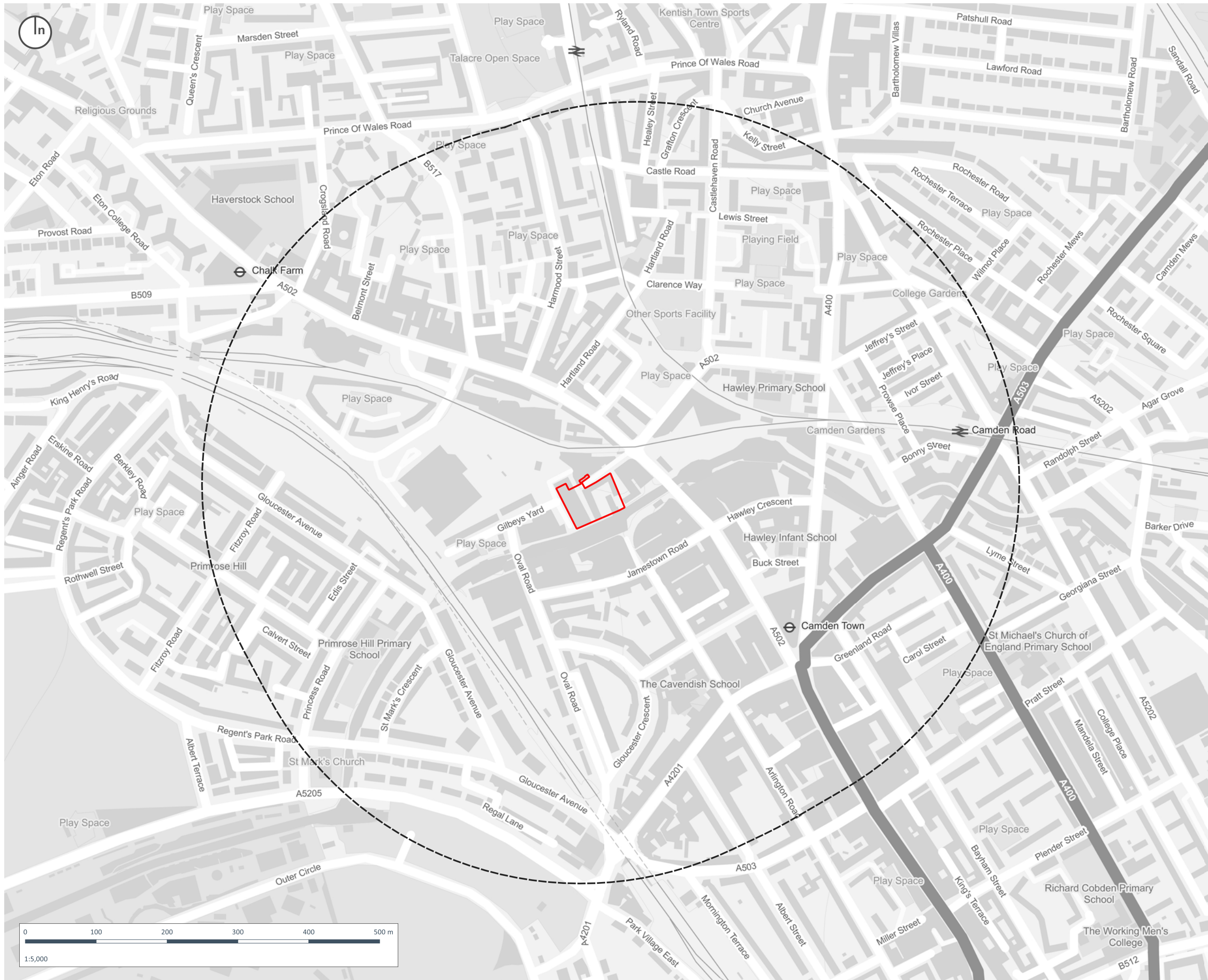
Table 2.6 Magnitude of Visual Effects

Magnitude of Effect	Definition
High	Permanent loss of all or most of the key characteristics of a view and/or addition of major new elements which would be dominant features. Changes would substantially alter the character of the view.
Medium	Permanent partial loss or change to some of the key characteristics of the view and/or addition of new elements which would be prominent features. Changes would result in a large change to the character of a small part of the view or a noticeable change to a larger part of the view.
Low	Permanent limited/localised loss or change to a view and/or addition of new elements which would be noticeable features but largely in keeping with the existing character of the view. Changes would result in a small change to the character of a large part of the view or a noticeable change to a small part of the view. Also includes temporary and/or reversible changes of larger scale or extent within the view.
Very Low	Small scale changes to common characteristics and/or small scale additions of new elements to the view. Changes would not noticeably alter the character of the view. Also includes temporary and/or reversible changes of small or medium scale and extent.
Negligible / None	No, or barely discernible, change to the view.

Consideration is also given to the Type of Effect in terms of whether it is Adverse, Beneficial or Neutral. Often, effects will include a combination of both beneficial and adverse effects. However, a judgement is made on the nature of the overall effect which is based on the following terms:

- **Adverse:** *overall harm to the character/quality of the view and loss of visual amenity*
- **Beneficial:** *overall improvement to the character/quality of the view and improvement of visual amenity*
- **Neutral:** *no overall harm or improvement to the view or visual amenity (likely to be the result of a combination of both adverse and beneficial effects or very small changes)*

Appendix 3: Supporting Figures



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- Application Boundary
- 500m Study Area

CLIENT:
 Camden Lock Market Ltd

PROJECT:
 Camden Lock Market (Phase 1)

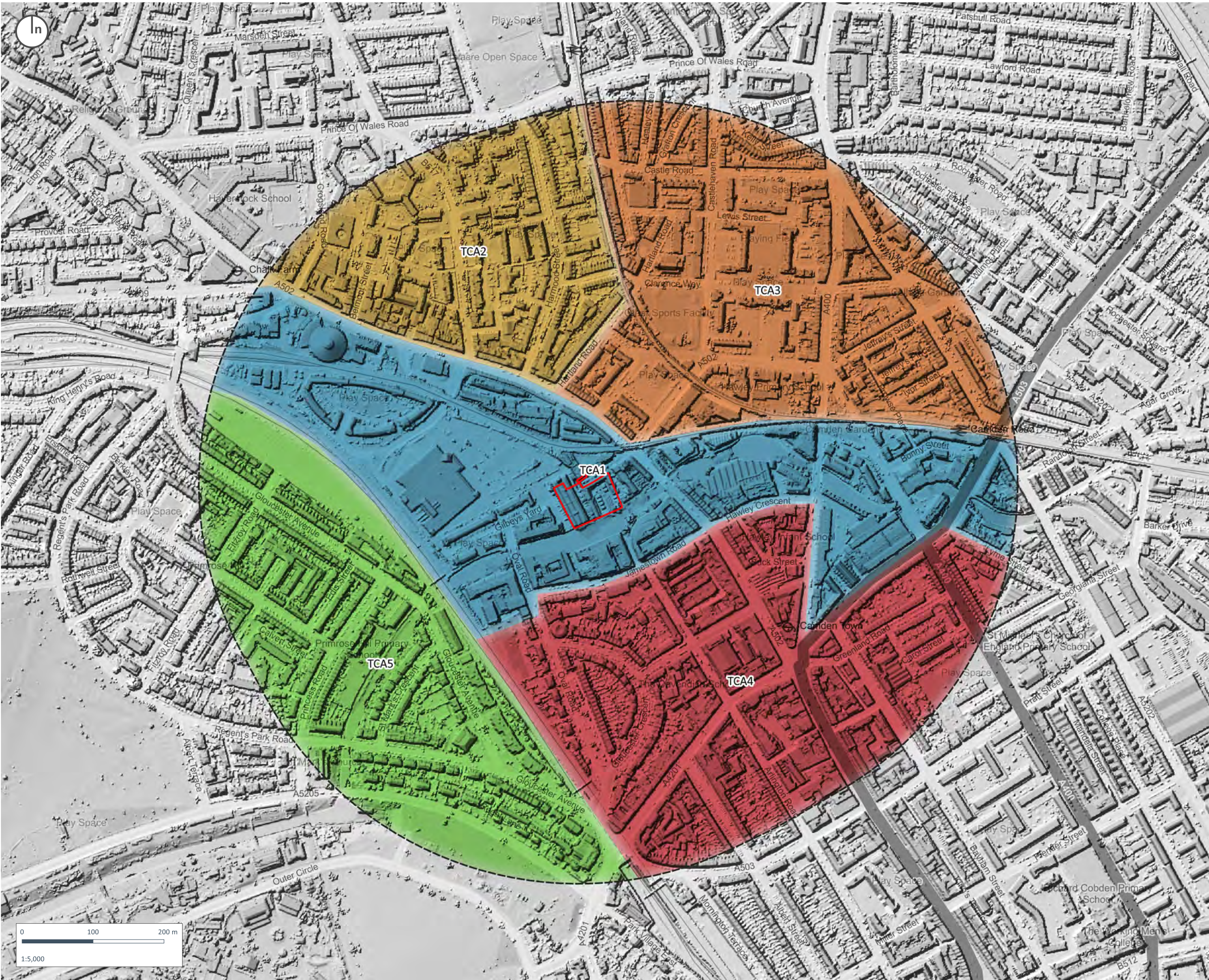
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 Site Location and Study Area

PROJECT NUMBER:
 LABH3000

DRAWING NUMBER: Figure 1
 CHECKED BY: MT

REVISION: b
 STATUS: Final

DATE: August 2022
 SCALE: 1:5,000 @ A3



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- Application Boundary
- 500m Study Area
- Local Townscape Character Areas**
- TCA1: Regents Canal and Rail Interchange Mixed Use
- TCA2: Chalk Farm Residential
- TCA3: Castlehaven Residential
- TCA4: Camden High Street Mixed Use
- TCA5: Primrose Residential

CLIENT:
 Camden Lock Market Ltd

PROJECT:
 Camden Lock Market (Phase 1)

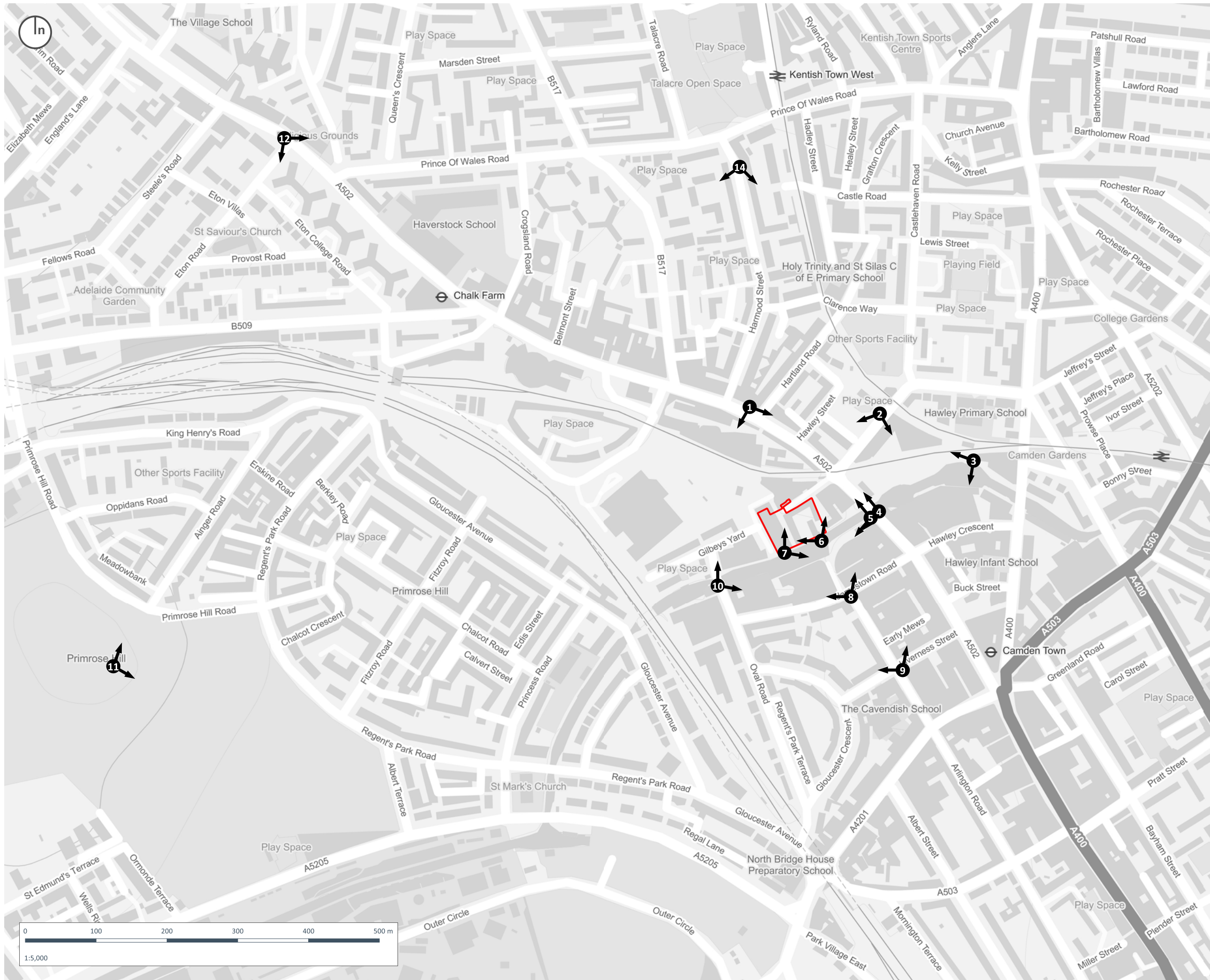
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 Local Townscape Character Areas

PROJECT NUMBER:
 LABH3000

DRAWING NUMBER: Figure 2
CHECKED BY: MT

REVISION: b
STATUS: Final

DATE: August 2022
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Application Boundary
 Representative Viewpoints



LVMF View 2B: Parliament Hill: east of summit

CLIENT:
 Camden Lock Market Ltd

PROJECT:
 Camden Lock Market (Phase 1)

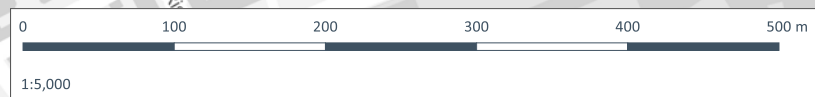
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 Representative Viewpoint Locations

PROJECT NUMBER:
 LABH3000

DRAWING NUMBER: Figure 3
CHECKED BY: MT

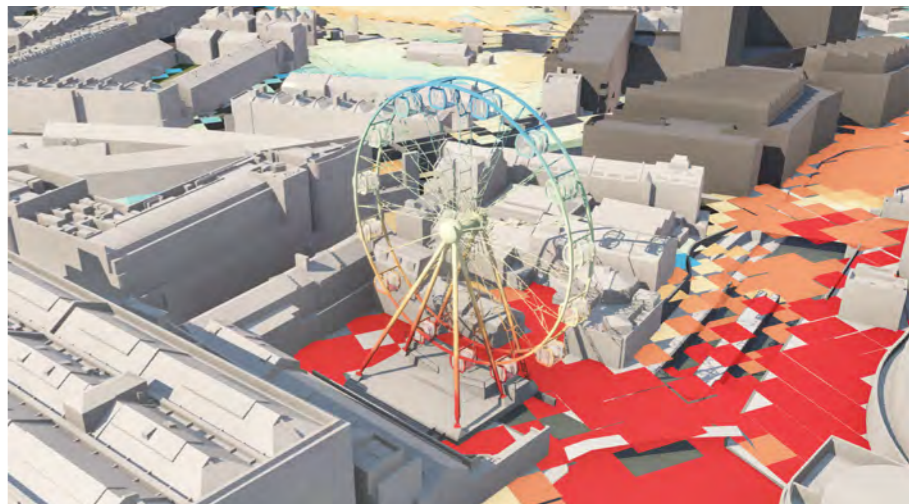
REVISION: b
STATUS: Final

DATE: August 2022
SCALE: 1:5,000 @ A3

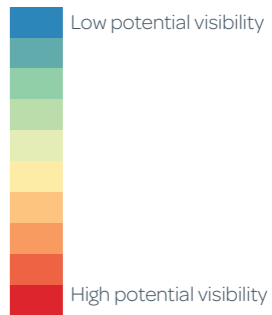




VU.CITY



Zone of Theoretical Visibility



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CLIENT: Camden Lock Market Ltd

PROJECT: Camden Lock Market (Phase 1)

DRAWING: ZTV - 40m wheel

PROJECT NUMBER: LABH3000

DRAWING NUMBER: Figure 4

CHECKED BY: BG

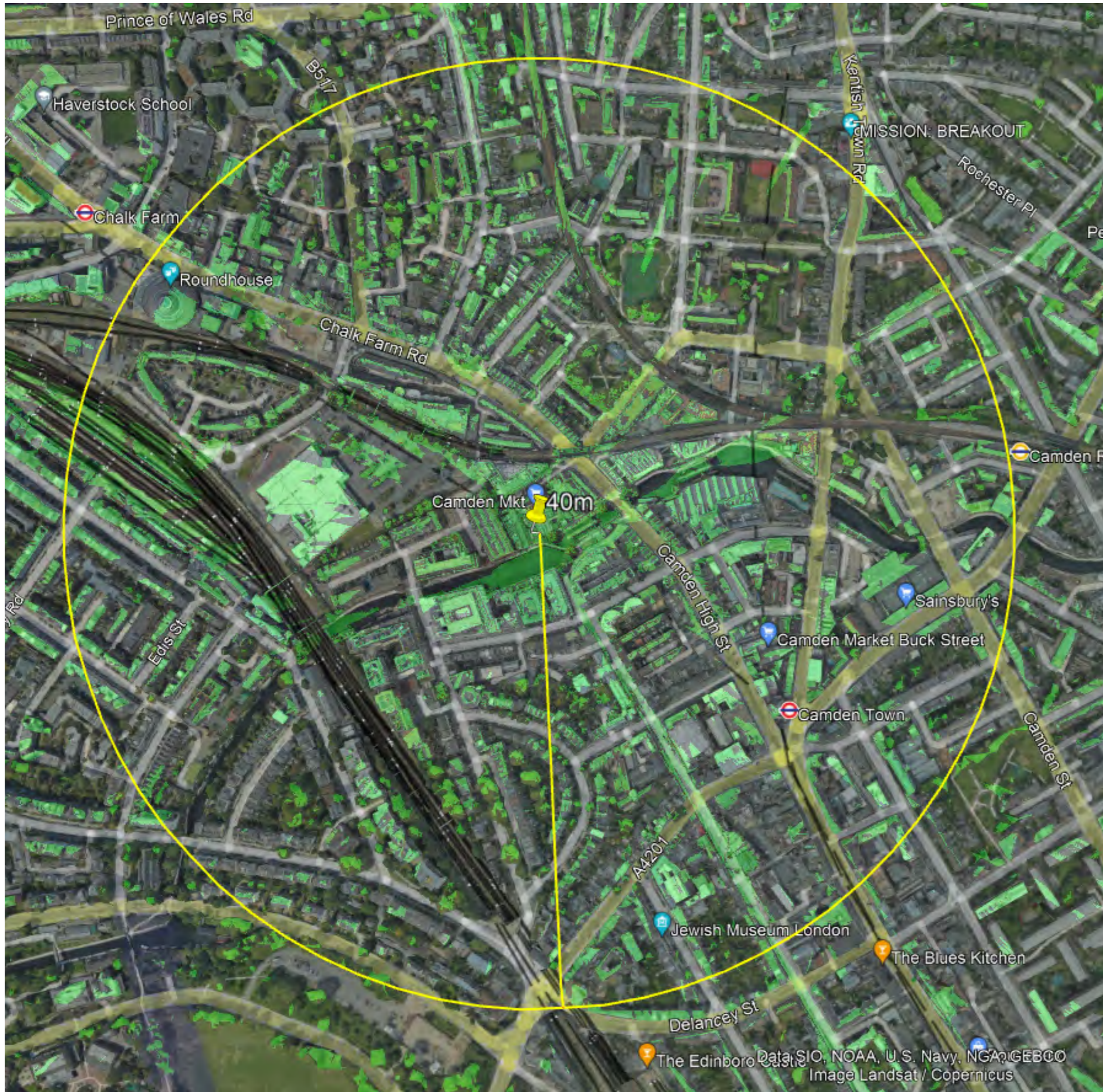
REVISION: b

STATUS: Final

DATE: August 2022

SCALE: NTS

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A viewshed map prepared using Google Earth Pro software assuming a single 40 metre-high point from the centre of the Application Site.

The viewshed analysis takes into account built form and vegetation in and around Camden Market, and results are shown up to 500m radius.

CLIENT: Camden Lock Market Ltd

PROJECT: Camden Lock Market (Phase 1)

DRAWING: Google Earth Viewshed Mapping - 500m

PROJECT NUMBER: LABH3000

DRAWING NUMBER: Figure 5
 CHECKED BY: MT

REVISION: b
 STATUS: Final

DATE: August 2022
 SCALE: NTS

Appendix 4: Accurate Visual Representations

Turley Office
8th Floor
Lacon House
84 Theobald's Road
London.
WC1X 8NL

T 020 7851 4010