

Camden Lock Market

Planning Application

Town Planning Statement



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On Behalf of Castlehaven Row Ltd

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Town Planning Statement
Camden Lock Market, London, NW5

On behalf of: Castlehaven Row Limited

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1 Executive Summary

- 1.1 This planning application brings forward proposals for the refurbishment and improvement of Camden Lock Market, on behalf of Castlehaven Row Limited (the Applicant).
- 1.2 Camden Lock was established as a market in 1975, and since then has grown into a vastly popular creative and cultural hub, attracting some local people but mostly tourists to its cobbled streets and unique lock-side setting.
- 1.3 The market is within the commercial heart of Camden Town. It is a significant local and regional employer, being a key regional and international tourist destination. It has both a physical and cultural heritage which is of value and which contributes to its character.
- 1.4 In recent times, the market has struggled to cope with its 150,000 weekly visitors and has deteriorated as a result. The current market is compromised with insufficient facilities in a tightly knit urban space.
- 1.5 The Applicant acquired the site from the Urban Market Company and Brockton Capital LLP in 2014 and it is their intention to ensure the longevity of this important market facility and prevent its cultural decline. In particular, the Applicant considers that there are a number of physical improvements across the Site which need to be addressed:
 - a) Solving problems with accessibility and circulation and congestion within and around the market
 - b) Providing space suitable for a diverse range of businesses to support the start, grow and sustain cycle
 - c) Improving the functionality of the market
 - d) Ensuring physical works should respect the built and cultural heritage of the market, making full use of heritage assets
 - e) Using high quality architecture and design to deliver an iconic experience and environment
 - f) Creating multiple and diverse spaces allowing for a variety of public uses

- 1.6 The Applicant considers that these issues could be achieved by:
- a) Improving entrances to the market including legibility
 - b) Access, wayfinding and circulation improvements
 - c) Weather protection for traders and visitors
 - d) Re-use of under-utilised space such as the East Vaults within the Interchange Building
 - e) Maximising the market's waterside setting
 - f) Provision of a higher quality market offer
 - g) Improve the attractiveness, type, location and juxtaposition, size, number and flexibility of existing units
 - h) Increased seating areas and areas of public space
- 1.7 In summary, the Proposal seeks to restore character and order to Camden Lock Market, enhance its creative retail and leisure offering and significantly improve access and circulation around the site. The market will be refurbished and regenerated into a series of diverse spaces with flexible market uses for the public, locals and tourists alike to enjoy.
- 1.8 The proposals would enhance the existing retail offer and meet the Applicant's retail manifesto for the site which is to:
- a) Make Camden Lock Market more relevant to local residents and the working community
 - b) Re-engage with a wider London audience
 - c) Enhance the eclectic and attractive mix of small, niche, independent retailers
 - d) Be a centre of production and consumption – 'making, doing, selling'
 - e) Provide a range of occupancy offers – market stall, to lock-up, to shop
 - f) Increase quality in everything we do, whilst maintaining opportunities for all wallets and palates
 - g) Enrich and grow the food and drink and leisure offer, thereby also enhancing the evening offer
 - h) Inspire the formation of a hub for creative enterprise and cultural industries
 - i) Expand on their engagement with local charities and organisations
 - j) Encourage people to come and enjoy Camden Lock for its cultural diversity and retail integrity

- 1.9 The application proposals will achieve this and will comply with the Development Plan policies, guidance and standards contained therein. The scheme goes to the very heart of the principles contained in the National Planning Policy Framework, the London Plan and the Camden Local Development Framework.

2 Introduction

2.1 Castlehaven Row Limited (herein referred to as ‘the Applicant’) is bringing forward a planning application for the site known as Camden Lock Market (‘CLM’), comprising land, buildings and structures within and bound by Chalk Farm Road to the east, the Regent’s Canal to the south, Camden Lock Place to the north and the Interchange Building to the west (herein referred to as ‘the Site’). The application Proposals would regenerate one of the most internationally renowned and popular markets in London, enhancing its retail offer and significantly improving its public realm.

2.2 In 2014, the Applicant purchased the Site from the Urban Market Company and Brockton Capital LLP. This change of ownership enables a comprehensive regeneration strategy to be designed for the market and its environs, encouraging links to the neighbouring sites of Hawley Wharf and Stables Market, also within the Applicant’s ownership. The flexible market Proposal for the Site, designed by Piercy & Company a local architect, would enhance the character and design of the existing market and improve both tenant and visitor experiences. Part of the architect’s ethos is their commitment to craft, authenticity and process to create responsive characteristic buildings that contribute and respect their context.

2.3 The description of development for the Proposal 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 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”

(‘the Proposal’)

2.4 Listed Building Consent will be sought for the proposed opening up of the East Vaults and Dead Dog Basin underneath the grade II listed Interchange Building. An

application for listed building consent will be submitted separately to this application.

2.5 In summary, the Proposal would deliver the following benefits:

- a. High quality retail and leisure offering maintaining the character of Camden Markets;
- b. Improved weather protection for stallholders and visitors in the market;
- c. Provision of Class B1 office floorspace for SMEs and creative industries;
- d. Opening up of the East Vaults under the grade II listed Interchange Building (also known as Dead Dog Basin), maximising their waterside setting;
- e. Enhanced landscaped public realm within the market and along the towpath, thereby improving accessibility around the Site.

2.6 This Town Planning Statement provides a comprehensive review of national, regional and local planning policy and guidance relevant to the nature of the development Proposals and assesses the degree to which the Proposals would conform to the requirements of the statutory Development Plan and other material considerations, in accordance with the requirements of section 38(6) the Planning & Compulsory Purchase Act 2004.

2.7 The Proposal has been the subject of extensive pre-application discussions with officers at the London Borough of Camden (LBC), Canal and River Trust, Historic England, local stakeholders, including local Ward Councillors and local communities.

2.8 For the reasons set out in this Town Planning Statement, we consider that the Proposal is in accordance with the objectives of town planning policy and guidance, would deliver important design, heritage and land use benefits, and would create an exceptional quality development.

2.9 This statement should be read in conjunction with the plans and drawings prepared by Piercy & Company and submitted as part of the planning application, as well as the following documents which are also submitted for consideration:

- Design and Access Statement including Townscape Statement, prepared by Piercy & Company and Arup Access;
- Heritage Statement, prepared by Stephen Levrant Heritage Architecture Ltd;
- Market Management Plan, prepared by the Applicant;
- Sustainability Statement prepared by Hoare Lea;

- Energy Strategy, prepared by Hoare Lea;
- Noise and Vibration Report, prepared by Hoare Lea;
- Transport Assessment including Servicing and Waste Management Plan, prepared by Arup;
- Construction Management Plan, prepared by Mace;
- Air Quality Assessment, prepared by Waterman Environmental;
- Statement of Community Involvement, prepared by London Communications Agency;
- Basement Impact Assessment, prepared by Walsh CGL;
- Retail and Economic Report, prepared by RPS;
- Arboricultural Report, prepared by Aecom; and
- Archaeology Report, prepared by Museum of London Archaeology

3 Site and Context

- 3.1 The Site, known as Camden Lock Market measures 0.73 hectares and is bounded by the Regent's Canal and towpath to the south, Camden High Street/Chalk Farm Road to the east and Camden Lock Place to the north and the East Vaults to the west.
- 3.2 The existing market represents Camden's first arts and craft market which opened in 1972. The Site comprises a number of industrial and commercial buildings of varying sizes and ages. Generally, the market can be grouped into five distinct character areas:
- 1) **Camden Lock Place:** the northern boundary of the site, bordered by the Gilgamesh building. An historic towpath which once circumnavigated the old wharves, now a pedestrianised market street which provides a number of access points to the following areas.
 - 2) **Market Hall:** This building was built in the 1990's in a mock Victorian style. The internal layouts are compromised by the varying levels making it a challenging environment for trading, accessibility and wayfinding.
 - 3) **Middle Yard:** this area was originally used as the Dingwalls timber yard and the site's built form and open spaces reflect its industrial past. Today, this space is predominately used for craft products. The original Dingwalls building comprises a multitude of poor quality extensions, stalls and light weight buildings to the west of the building. To the east of the Dingwalls building lies the market hall building.
 - 4) **West Yard:** this space predominantly houses food stalls. This area was formerly known as Purfleet Wharf which used the canal basin to receive and transport goods.
 - 5) **East Vaults:** situated beneath the grade II listed 1900s Interchange Building at the western end of the site, the vaults provide access to the area of water known as 'Dead Dog Basin'. The East Vaults are currently used as storage space for the market and are inaccessible to the public.
- 3.3 The market contains a mix of permanent units and demountable stalls used flexibly within the retail classes A1/A3/A4 and A5. There is a proportion of employment floorspace on the Site, predominantly along the upper levels of Chalk Farm Road as

well as events and exhibition space. Table 1 presents a breakdown of the existing uses:

Table 1: Existing Uses on Site

Use Class	Existing GEA (m2)
A1 – shops	2,050
A3 – restaurants	745
A1/A3/A4/A5 – flexible market use	1,922
B1 – employment	1,615
D1/D2 – events/exhibition space	795
Total	7,127

- 3.4 In terms of its role and function within this part of the Borough, the Site forms an integral part of the wider Camden Market, being one of five popular markets including the Stables Market to the north, Hawley Wharf (currently under construction), Inverness Street and Camden Market (also known as Union Street Market) at Buck Street. The Applicant owns four of these markets.
- 3.5 With regards to the Site's planning policy designations, it is located within Camden Town Centre; the Regent's Canal Conservation Area, Sub Area One (Camden Lock) and is designated as an Archaeological Priority Area. The Interchange Building within the site is grade II listed. The eastern edge of the site is situated within the London View Management Framework protected viewing corridor 2B.1 from Parliament Hill to the Palace of Westminster.
- 3.6 The Site is well served by public transport services, and has a Public Transport Accessibility Level of 6b given its proximity to Camden Town Underground station which is located 350 metres to the south of the site; Camden Road Overground station located 450 metres to the east of the Site. In addition, there are numerous bus routes which stop outside the Site. Further information on the Site's accessibility is contained within the Transport Assessment.

4 Planning History

- 4.1 Planning permission was granted under planning application reference PE9900147 for the **Erection of glazed roof and replacement balustrade railing to existing open balcony area at first floor level to the West Yard.**
- 4.2 Planning permission was granted under planning application reference 2005/3087/P for the **Demolition of timber enclosures to middle/west yard, and erection of one two-storey building comprising retail (Class A1) and ancillary storage uses, and one three-storey building comprising retail units on ground and first floors and a restaurant (Class A3) on the second floor. Includes the addition of a new pedestrian bridge/walkway linking the proposed buildings at first floor level.**
- 4.3 Conservation Area consent was granted under 2005/3089/C for the **Demolition of one and two storey timber structures on the east and west side of middle yard for replacement by two and three storey buildings.**
- 4.4 Listed Building Consent was granted under 2011/3792/L for the **Installation of new rubber lock protector to canal lock island**
- 4.5 In addition, there were a number of other applications which were withdrawn.

5 Development Proposals

5.1 Planning permission is sought for the:

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

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

Scheme Outline

5.3 The Proposal seeks to completely refurbish the market, improving its accessibility, legibility, retailing and leisure offer and connectivity with neighbouring attractions. The market will be regenerated into a series of diverse spaces with flexible market uses for the public to enjoy.

5.4 Camden Lock Place will be the central core linking the very different areas of the Stables Market to the north and Camden Lock Market to the south. A mix of retailers will be able to trade from units fronting this pedestrian area as well as demountable market stalls.

5.5 The Middle Yard will be fully opened up from Camden Lock Place right the way down to the Regent’s Canal. The yard would be a lively market space with flexible retail units and stalls. The first floor of the yard is proposed as a food court, with the upper most level of the canal building refurbished to provide a panoramic restaurant

space overlooking the canal basin.

- 5.6 The reconstructed Middle Yard building will provide an interesting space for retailers and creative tech industries over part three and part five storeys, as well as events and exhibitions at lower ground level.
- 5.7 The East Yard will benefit from a new double pitched, transparent canopy structure providing much better protection from the elements. The roof will link the refurbished Market Hall buildings on all three sides of the yard.
- 5.8 The West Yard will continue to be used as a flexible outdoor market, however the accessibility of this space will be greatly improved by level access at first floor level encircling the full extent of the yard, providing a secondary route if the yard level is crowded. It is also proposed to include a large seating area and terrace at first floor level adjacent to an informal restaurant and food court.
- 5.9 The East Vaults will be opened up to the public for the first time and transformed into a flexible market with events and exhibition space and a restaurant and deck area adjacent to and overlooking the unique Dead Dog Basin. An application for listed building consent will be submitted separately for the proposed works to the East Vaults, which fall within the demise of the grade II listed Interchange Building.
- 5.10 A new bridge will be constructed over the canal. The bridge will be fully accessible. In addition, the levels across the site will be changed to create level access where possible. The historic granite setts will be re-used where possible.
- 5.11 No car parking is proposed. Cycle parking (48 spaces) will be provided in the basement of Middle Yard for employees and 44 covered visitor spaces are also proposed.
- 5.12 Ancillary works to the public realm are proposed to improve the topography, accessibility and inclusivity of the Site.

Design Approach

- 5.13 In design terms, the Proposal seeks to respond to and respect the market's

enduring, evolving and iconic character and reputation, as well as its historically significant architecture. The design brief was to positively react to the Retail Manifesto written by the Applicant to ensure that the proposals are designed to create a vessel for the Arts and Craft market. From a public realm and accessibility point of view, the proposal seeks to create a visual connection and new accessible connections throughout the market and sensitively design new buildings and enhance the existing buildings across the site.

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

Land Use Summary

5.15 Across the Site, the Proposal would result in an increase of flexible market uses, employment floorspace and events and exhibition space, within the following overall areas set out in Table 2:

Table 2: Existing and Proposed Floor areas by Use Class

Use Class	Existing GEA	Proposed GEA	Difference in GEA
A1	2,050	2,904	854
A3	745	1,882	1,137
A1/A3/A4/A5	1,922	2,112	190
B1	1,615	2,626	1,011
D1/D2	795	1,736	941
Class D1/D2/A1/A3/A4/A5	0	700	700
Total	7,127	11,960	4,833

Flexible Market Uses

- 5.16 The Proposal includes an uplift of flexible market use in the region of 900sqm GEA (refer to table 2 for exact quantum). This will be composed of stalls and independent units across the site. Flexible Market Uses include A1/A3/A4 and A5.

Office

- 5.17 The Proposal includes 2,626sqm of Class B1 office accommodation and workshops for small businesses and industries who would benefit from the creative and social hub that the market would offer, offering tenants the unique opportunity to make and sell in the same space.

Restaurant

- 5.18 Several A3 restaurants are proposed on the Site, including the East Vaults, West Yard, Market Hall and Middle Yard buildings. In total, the proposed A3 floorspace amounts to 1,882 sqm, an uplift of 1,137 sqm when compared with the existing A3 floorspace.

Events and Exhibition

- 5.19 The existing market already contains events space. Events and exhibition floorspace is proposed for the basement of Middle Yard and within the opened up East Vaults.

Public Realm

- 5.20 The public realm strategy has been designed following a dialogue with Canal and River Trust. The Proposal seeks to reuse a large amount of the historic granite setts and at the same time provides accessible routes throughout the Site. Accessible surfaces will be visually compatible with the historic surfaces.

6 Consultation

- 6.1 The Localism Act 2011 and the Planning and Compulsory Purchase Act 2004 emphasise the need to involve and engage with the local community during the planning process.
- 6.2 In respect of pre-application engagement, the National Planning Policy Framework confirms that **“early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community”** (paragraph 188).
- 6.3 Consultation is recognised as an essential tool for balancing the views and needs of different interest groups and securing mutually compatible solutions and as such has played an important role in the preparation of this planning application.
- 6.4 Paragraph 189 of the NPPF states that local planning authorities have a key role to play in encouraging other parties to take maximum advantage of the pre-application stage.
- 6.5 Paragraph 190 reiterates that the more issues that can be resolved at the pre-application stage, the greater the benefits.
- 6.6 The Applicant undertook a consultation process between April 2015 and August 2015. This consultation strategy builds upon the public consultation undertaken as part of the previous Urban Market Company and Brockton Capital LLP scheme during 2013-2014.
- 6.7 A series of meetings were held with **Camden Council officers** to discuss design, heritage, accessibility, transport and sustainability. In addition, a meeting was arranged with a **ward councillor** to discuss the proposals.
- 6.8 A number of meetings were also held with the **Regent’s Canal Conservation Area Advisory Committee**, key members of the **Hawley Wharf Community Liaison Group**, **Camden Town Unlimited**, **local land and business owners and market**

traders.

- 6.9 The design team has also discussed the proposals in detail with **Historic England** and the **Metropolitan Police (both Secure by Design and Counter Terrorism units)** and amendments were made to the design where possible.
- 6.10 A public exhibition was held on Wednesday 8 July and Saturday 11 July 2015. The exhibition included a number of exhibition boards and a model to describe the Proposal and members of the consultant team were present to answer questions. The exhibition was attended by 569 people. The comments raised overall were positive. Further information is contained within the Statement of Community Involvement.

7 Planning Policy

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

7.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the statutory development plan unless material considerations indicate otherwise.

National Guidance – National Planning Policy Framework ('NPPF') (2012)

7.3 The NPPF published in March 2012 sets out the Government's economic, environmental and social planning policies for England. It summarises in a single document all previous national planning policy advice. Taken together, these policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations.

7.4 The NPPF sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

7.5 The NPPF establishes the presumption in favour of sustainable development. Specifically, paragraph 19 states that the planning system should do all that it can to promote sustainable economic growth in order to create jobs and prosperity and meet the challenges of global competition alongside a low carbon future. The NPPF states that significant weight should be placed on the need to support economic growth through the planning system.

Planning Practice Guidance (PPG) (March 2014)

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

The London Plan (March 2015)

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

Local Planning Policy

- 7.10 The relevant development plan is the LBC Local Development Framework. The Core Strategy and Development Policies were formally adopted in November 2010. The priority land uses within Camden are housing and employment.

Allocations and Designations

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

Community Infrastructure Levy (CIL)

- 7.12 From 1 April 2012 all developments in London which result in the addition of over 100 sqm (GIA) of floorspace (with some exceptions including affordable housing) will be eligible to pay Mayoral CIL. Developments in the central London boroughs will be liable to pay £50 per sqm. The purpose of the Mayoral CIL is to pay for strategic transport infrastructure, nominally Crossrail. Affordable housing however is exempt from paying CIL.
- 7.13 Camden Council's CIL was adopted on 1st April 2015. The following rates will apply to this planning application:
- a Office £25
 - b Retail and other commercial uses £25

8 Key Planning Considerations

Strategic Planning Considerations

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

development in highly accessible areas is expected to include a mix of uses.

- 8.7 The key planning considerations affecting the redevelopment of the site are listed below, and considered in full in the subsequent sections of this statement.

Section 9 - Sustainable development

Section 10 – Design and Accessibility

Section 11 – Townscape, heritage and conservation

Section 12 - Land Use and mixed use development

Section 13 – Transport, servicing and waste

Section 14 – Planning Obligations and CIL

9 Design and Accessibility

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

National Planning Policy

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

fear of crime, do not undermine quality of life or community cohesion; and

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

9.5 The promotion of places with safe and accessible environments, with clear and legible pedestrian routes and high quality public space, is recognised as a key contributor to the creation of healthy, inclusive communities (paragraph 69 of the NPPF).

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

London Plan Policy

9.7 The London Plan at Policy 2.10 seeks to sustain and enhance the distinctive environment and heritage of London, recognising both its strategic components and other features including distinctive buildings and historic heritage, through high quality design and urban management.

9.8 Policy 7.1 advises that new development should be designed so that the layout, tenure mix of uses and interface with the surrounding land will improve people's access to community infrastructure.

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

9.10 Policy 7.3 states that development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.

9.11 Policies 7.4, 7.5 and 7.6 relate to ensuring that development respects the local character of the area; promotes high quality public realm; and ensures that the architecture makes a positive contribution to a coherent public realm, streetscape and wider cityscape.

- 9.12 Policy 7.7 refers to the design and location of tall and large buildings, requiring them to be designed so they do not have an unacceptably harmful impact on the

Local Planning Policy

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

Assessment

- 9.15 The Proposal has been designed to:
- Improve the setting of and accessibility to the heritage assets within and adjacent to the Site;
 - Create a significantly enhanced public realm in terms of spatial qualities, legibility and accessibility;
 - Create new floorspace specifically designed to promote commercial trading and high levels of accessibility; and
 - Replace poor quality buildings with well-designed buildings.
- 9.16 The Proposal preserves and enhances the Site's historic buildings and the Regent's Canal Conservation Area and provides significant public realm enhancements.
- 9.17 The proposed layout of the **public realm** responds to the historic layout of the basins and associated wharves. The proposal seeks to visually connect the spaces and change the levels across the site to improve accessibility for all which removes the need for stepped access.
- 9.18 Five **trees** exist across the site. Two mature weeping willows located on the northern bank of the canal are a highly visible feature of the area and serve to soften the surrounding urban landscape. There are three further trees within the West Yard, two of which are currently the subject of a Tree Preservation Order. One of the trees - a Norway maple planted in an engineered tree pit, currently the subject of a Tree

Preservation Order, conflicts directly with the footprint of the proposed structure and will therefore need to be removed as part of the Proposed Development. However, Aecom confirm in their Arboricultural Report that, in the context of the site, this tree provides relatively little amenity and due to its size is not a significant visual feature. It is in a 'fair' not 'good' condition, and has an electrical point attached to its stem with lighting cables strewn across its canopy.

- 9.19 The other protected tree, a false acacia, will be retained and pruned to increase the clearance height. Please see the Arboricultural Report submitted with this application for further details.

- 9.20 A new **fully accessible entrance** is proposed to the east of the Market Hall building. In addition, the historic granite setts will be re-used where possible across the site to create an accessible zone for wheelchair and pram users. At the upper ground levels, a continuous route has been created between the existing and proposed buildings and a **new bridge** is proposed between the Middle Yard building and the new pavilion building at the south west corner of the West Yard. **Accessible fire lifts** are also proposed.

- 9.21 The proposed layouts of the buildings respond to the historic grain of the site. The new Middle Yard building encloses the eastern edge of the West Yard to create a horseshoe around the basin.

- 9.22 The design of the replacement **Middle Yard** building and the use of materials for the proposed building have been carefully considered in order to integrate the building into the market and its unique streetscape. The Middle Yard building comprises four storeys with a setback fifth floor and the grain of the building facing onto Camden Lock Place follows the grid pattern of the windows of the existing buildings. The building steps down to three storeys with a gable ended pitched roof facing onto the Regent's Canal. The Middle Yard would include new stalls, a restaurant at the upper level and a new venue for culture and music in a new basement. In addition, three storeys of Class B1 uses is proposed within the upper levels of the proposed Middle Yard building to the north.

- 9.23 The **Market Hall** was built in the 1990's and encompasses the original Dingwalls Timber Yard buildings. The proposal seeks the removal of the canopies and internal

roof, façade and structures and replacement of a lightweight and transparent new roof. The new roof will allow the form and character of the Market Hall to be visible from the High Street. Fully accessible routes are also proposed from Chalk Farm Road and the lower ground levels as the levels would be changed to allow a greater site wide accessible route through to the East Vaults. A new entrance onto the canalside towpath is also proposed.

- 9.24 The **West Yard** is proposed to continue as an open flexible outdoor food led market. New seating and a west facing terrace is proposed together with a first floor food hall. A new pavilion structure is proposed for the south west corner of the West Yard. This provides an area of theatre style seating. The upper walkways to the west and north are wide enough to allow chairs and tables serving the units at the upper level.
- 9.25 The **East Vaults** would be opened up to the public for the first time as a restaurant and flexible retail, event and exhibition space. The restaurant would look onto Dead Dog Basin.

Accessibility

- 9.26 One of the key aims of the Proposal is to improve access across the site for all. The existing stairs and lifts would be improved as part of the Proposal and would be supplemented with additional new lifts and stairs to improve the overall accessibility of the site. The revised scheme will comprise -

Middle Yard

- a) The existing stair off Camden Lock Place would be retained and improved.
- b) New stair to the south of the Middle Yard, adjacent to the Canal, which will provide access from basement to lower ground floor.
- c) A new passenger lift and stair, which will provide access between lower ground floor and second floor.

Market Hall

- a) Existing stair and lift off Camden Lock Place, retained and improved.
- b) Existing stair off Chalk Farm Road, retained and improved.
- c) Two new passenger lifts, which will be located off Chalk Farm Road. One will

provide access between lower and upper ground floor; the other will provide access between lower ground floor and second floor.

- d) Two new passenger lifts which will be located between the Market Hall and Middle Yard, which will provide access between the basement levels and the upper ground floor.
- e) A new link bridge which will provide level access between the Market Hall and the Middle Yard.

West Yard

- a) A new passenger lift and stair to the north-west corner of the West Yard, which will provide access between lower ground floor and upper ground floor.
- b) A new passenger lift and stair to the north-east corner of the West Yard, which will provide access between lower ground floor and third floor (this will also be used as the night-time accessible route).
- c) A new stair with terraced seating to the south of the West Yard, adjacent to the Canal, which will provide access between lower and upper ground floor.

East Vaults

- a) Due to a change to the level of the floor in the East Vaults, localised ramps would be provided to these areas for step-free access. These would be designed to the parameters set out in Approved Document M and BS 8300, including ramp gradients, lengths, landing and handrail provisions.
- b) Each floor within the site would be level, and stepped and step-free routes will be provided to offer choice. Signage will be provided to ensure that people are able to locate alternatives where required.
- c) All passenger lifts and stairs will be designed to the recommendations set out in Approved Document M and BS 8300. Stairs will be suitable for use by ambulant disabled people, and lifts would be large enough to allow comfortable use by a range of people.

9.27 Therefore, it is considered that the Proposal complies with the relevant national, regional and local planning policies.

10 Townscape, Heritage and Conservation

- 10.1 The designated 'heritage assets' within and in the vicinity of the Site include the Regent's Canal Conservation Area, the Canal structures and the Interchange Building which is Grade II listed.
- 10.2 As directed by the NPPF (March 2012), proposals for the alteration or redevelopment of listed buildings or buildings within a Conservation Area should be informed by an understanding of the site's significance. Paragraph 128 of NPPF states that 'In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should also be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on that significance'.
- 10.3 The Heritage, Townscape and Visual Impact Assessment prepared by Stephen Levrant Heritage Architecture Ltd documents and assesses the significance of the subject site in terms of aesthetic value, historical value, evidential value and communal value, according to Historic England's 'Conservation Principles'. The site is considered to have a high historic value and high communal value due to the well-established market and highly significant historic use.
- 10.4 Paragraph 131 states that in determining planning applications, local planning authorities should take account of:
- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - c) the desirability of new development making a positive contribution to local character and distinctiveness.
- 10.5 Paragraph 132 states that when considering the impact of a proposed development of the significance of a designated heritage asset, great weight

should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting.

- 10.6 London Plan policy 7.9 states that regeneration schemes should identify and make use of heritage assets and reinforce the qualities that make them significant.
- 10.7 Policy CS14 contained within LBC's Core Strategy, sets out the requirements to safeguard Camden's heritage. The overall strategy is to sustainably manage growth in Camden in a way that conserves and enhances the heritage and valued places that give the borough its unique character.
- 10.8 Development policy DP25 indicates that to maintain the character of Camden's conservation areas, the Council will:
- a) take account of conservation area statements, appraisals and management plans when assessing applications within conservation areas;
 - b) only permit development within conservation areas that preserves and enhances the character and appearance of the area;
 - c) prevent the total or substantial demolition of an unlisted building that makes a positive contribution to the character or appearance of a conservation area where this harms the character or appearance of the conservation area, unless exceptional circumstances are shown that outweigh the case for retention;
- 10.9 The Regent's Canal Conservation Area Appraisal and Management Statement, 2008 sets out the Council's approach to the preservation and enhancement of the Regent's Canal Conservation Area. Camden Lock is considered to have a 'hard industrial character'. Moreover, some elements of the application site are considered to be negative; harming the character and appearance of the conservation area:

'Some of the more recent leisure related developments of the canal side have detracted from the character and appearance of the area. The part infill of the Camden Lock wharf with a scaffolding structure

was completed without planning permission, and its reinstatement would be a great gain to the area. The proliferation of signage on the Chalk Farm Road elevation of the Dingwalls development detracts from the appearance of the building and Conservation Area. The new window openings adjacent to the lock gates appear overly large and out of character’.

- 10.10 The Conservation Area Appraisal states that “the conservation area is varied in scale and new design should respect the scale of the particular location. Appropriate design for the conservation area should complement the appearance, character and setting of the existing buildings and structures, the canal, and the environment as a whole. The enclosure or openness of particular sections of the canal should be respected as this quality contributes significantly to its varying character. Building heights should not interfere with views to local landmarks. Developments should respect and where possible enhance central London panoramas and other views from within and outside the conservation area.”
- 10.11 With regard to the towpath, the statement notes that new development should respond to the character of the particular section of canal and in particular its existing sense of enclosure or open aspect.
- 10.12 Several of the structures on site, while not listed, are considered to be positive contributors to the character of the Regent’s Canal Conservation Area. These comprise all of those defining the south side of Camden Lock Place; the Dingwall’s building to the eastern edge of Middle Yard and the 1990’s Market Hall building. These are largely two to three storey buildings of yellow stock brick either of Victorian or a Victorian pastiche design. The older buildings have, however, been subjected to considerable alteration over the years, some of which have been less than sensitive to the character of the original buildings, and many original features no longer exist. The 1990’s Market Hall and subsequent additions cover, rather than reveal, the heritage value of the older buildings.
- 10.13 The Proposal has been carefully considered and designed in conjunction with LBC officers and the Regent’s Canal Conservation Area Advisory Committee

to ensure that its setting and its immediate historic context and character will be sustained and enhanced, in line with the policies of the NPPF. An understanding of the significance and characteristics of the historic environment within the vicinity of the site has informed the design concept.

10.14 With regards to the policies of the NPPF, the proposed demolition of some of the existing buildings would not cause damage or loss of the significance to the Conservation Area, but would offer potential for enhancement. The proposal will relate to the massing, materials, proportions, fenestration and architectural features of the surrounding buildings in order to enhance the Conservation Area. In addition, the Proposal seeks to strengthen the communal value of the site, improving its function as an historic market and ensuring it remains a successful market in the long-term.

10.15 The Proposal seeks to respect the hierarchy of significant buildings and structures across the site and no significant fabric would be affected. The re-use of the historic granite sets (where possible) across the site would preserve the industrial character of the area. Further details are contained within the Heritage Statement.

Archaeology

10.16 The Site is situated within an Archaeological Priority Area and there is potential for early 19th Century remains relating to the wharf side use. The proposal involves the demolition of the 1990's timber pavilion building, Middle Yard building and canopy structures and internal floors in the East Yard and the erection of a new Middle Yard building comprising basement and part three, part five storeys as well as a single storey pavilion building, a bridge over the canal basin and a double glazed pitched roof structure over East Yard.

10.17 With regard to any impact on archaeological remains, a new basement is proposed underneath the East Yard and the removal and replacement/relocation of the historic granite setts across the site is also proposed. The Proposal also includes a number of new structures across the site. For the majority of these assets, the Proposal would reduce their

significance to medium to low. Further details are contained within the Historic Environment Assessment prepared by MOLA.

Townscape

- 10.18 In the local context, Core Strategy policy CS14 seeks to ensure that new developments are attractive, safe and easy to use whilst protecting the important views of St Paul's Cathedral and the Palace of Westminster from sites inside and outside the borough and protecting important local views.
- 10.19 Supporting paragraphs 14.21 to 14.25 sets out Camden Council's intention for protecting the views set out by the London View Management Framework.
- 10.20 A full analysis of views has been undertaken as part of the pre-application process and a number of key views were agreed with Camden Council and their impact tested. The analysis confirms that there will be no impact on the London View Management Framework views, as the Proposal is contained below the threshold for development within the viewing plane.
- 10.21 With regards to key local views, the Chapter 7 of the Heritage, Townscape and Visual Impact Assessment considers these individually and assesses the impact of the Proposal against the value of the view.
- 10.22 The Proposal is considered to have a low adverse impact on the View of Commercial Place to the northern side of Camden Lock Market, a low beneficial impact on the view of the entrance path to Middle Yard from Commercial place and a moderate effect on views of the market from the Regent's Canal and roving bridge (including the setting of the designated heritage assets).
- 10.23 Overall, the Proposal respects the grain of the conservation area and historic pattern of the area. Further details are contained within the Visual Impact Assessment.

11 Sustainable Development

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

National Planning Policy

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

London Plan Policy

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

emissions.

- 11.7 London Plan Policy 5.7 relates to renewable energy and states that within the framework of the energy hierarchy, major development proposals should provide a reduction in carbon dioxide emissions through the use of on-site renewable energy generation where feasible.
- 11.8 Furthermore, the London Plan has a requirement to reduce carbon emissions by 35% over a Part L2A 2010 baseline for new buildings during the period 2013-2016.
- 11.9 In support of the policies of the London Plan, the Mayor's SPG on Sustainable Design and Construction provides the context for all developments and provides a mechanism for addressing climate change impacts through new developments.

Local Planning Policy

- 11.10 Camden Core Strategy policy CS13 advises that the council will require all developments to take measures to minimise the effects of and adapt to climate change.
- 11.11 Development Policies policy DP22 requires development to incorporate sustainable design and construction measures including providing green and brown roofs; expecting non-domestic development to achieve 'very good' BREEAM assessments and 'excellent' from 2016; and ensuring schemes include appropriate climate change adaptation measures, such as:
 - a) summer shading and planting;
 - b) limiting run-off;
 - c) reducing water consumption;
 - d) reducing air pollution; and
 - e) not locating vulnerable uses in basements in flood-prone areas.
- 11.12 In accordance with policy 5.1 of the London Plan, the Energy Statement proposes the following energy efficient measures. Regard should be had to the fact that this

Proposal seeks to upgrade existing buildings as well as introduce new buildings across the site.

Use Less Energy – ‘Be Lean’

11.13 The Proposal would aim to adopt passive design measures within the design of the new build and refurbished elements of the scheme. A natural ventilation strategy has been proposed for the new market hall which is completely open on the ground floor and semi-enclosed on the first and second floors. This negates the need for the energy intensive conditioning systems to serve these spaces. Compliance with Part L 2013 would be achieved and potentially exceeded primarily through the use of passive design measures and energy efficiency including:

- Passive design
- Glazing energy and light transmittance
- Fabric Air permeability
- Thermal insulation
- Low Energy Lighting and Lighting Control

Supply energy efficiently – ‘Be Clean’

11.14 The Proposal has very limited opportunity to implement an onsite Combined Heat and Power (CHP) or decentralised energy network due to technical feasibility and economic viability issues. The possibility of connecting to the adjacent Hawley Wharf site has also been considered; however, this poses technical difficulties and provides negligible benefit due to the currently anticipated low thermal heat load of the Proposal. Though centralised landlord plants will provide much of the heating and cooling required for communal and tenant spaces, the Applicant will encourage the efficient generation and delivery of energy by tenants wherever applicable. The following has been applied:

- Thermal insulation to meet Part L U values
- Reduced fabric air permeability rates
- Low energy lighting and high efficiency mechanical ventilation and heat recovery units.

Use renewable energy – ‘Be Green’

- 11.15 A preliminary appraisal of the Proposal has been undertaken to establish the potential contributions renewable and Low or Zero Carbon (LZC) technologies could provide. The appraisal has considered both large and small scale technologies such as photovoltaic (PV) panels which would have to be implemented on an ad-hoc basis by tenants. This in itself poses a potential challenge to the small scale retail unit owners; additionally, heritage sensitive roof spaces further restrict roof availability for both PVs and other energy generation plants. It is unlikely that the Proposal will be able to meet the target of 20% carbon reduction from renewables due to limited opportunities.
- 11.16 Following pre-application discussions with Camden, it has been confirmed that the London Plan 2015 CO2 emissions reduction target of 35% and the local 20% reduction in CO2 emissions through on-site renewables are not appropriate to this scheme. This recognises that the scheme primarily entails a refurbishment of an existing development and that targeting onerous CO2 emissions reduction targets could unduly alter the existing characteristics of the Site. The design of the Proposal has therefore given due regard for the need to retain the existing architectural and historical context of the site, and recognising that any new build elements should complement and improve upon the existing Site.
- 11.17 The Proposal will meet BREEAM ‘Very Good’.

12 Land use

Retail

- 12.1 At a national planning policy level, paragraph 23 of the NPPF states that planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period.
- 12.2 The guidance makes clear that local planning authorities should promote competitive town centres that provide customer choice and a diverse retail offer and which reflect the individuality of town centres.
- 12.3 Paragraph 23 goes on to state that it is important that needs for retail and other town centre uses are met in full and are not compromised by limited site availability.
- 12.4 At a regional level, the London Plan sets out a number of policies relating to town centres and retail development. In particular policy 2.15 concerns town centres. In relation to planning decisions the policy makes cross references to policy 4.7 and 4.8. The policy requires development proposals in town centres to:
 - a) Sustain and enhance the vitality and viability of the centre
 - b) Accommodate economic and/or housing growth through intensification and selective expansion in appropriate locations
 - c) Support and enhance the competitiveness, quality and diversity of town centre retail, leisure and other consumer services
 - d) Be in scale with the centre
 - e) Promote access by public transport, walking and cycling
 - f) Promote safety, security and 'lifetime neighbourhoods'
 - g) Contribute towards an enhanced environment, urban greening, public realm and links to green infrastructure
 - h) Reduce delivery, servicing and road users conflict
- 12.5 Camden Town is identified as a 'major' centre within the hierarchy of London town centres in the London Plan. Annex 2 of the Plan provides strategic guidance on policy directions for individual town centres, including their potential for growth. Camden Town is identified as a regional/sub-regional night time economy cluster and a 'medium' policy direction meaning 'centres with moderate levels of demand for

retail, leisure or office floorspace and with physical and public transport to accommodate it' (paragraph A2.5).

- 12.6 Policy 4.7 relates to retail and town centre development. In relation to strategic direction and planning decisions and policy 4.8 relates to 'supporting a successful and diverse retail sector'.
- 12.7 Paragraph 4.49 of the support text recognises 'that street and farmers' markets can make valuable and distinctive contributions to meeting Londoners' varied dietary requirements and extending competitive choice and access to a range of goods as well as contributing to the vitality and wider offer of town centres'
- 12.8 Finally, policy 4.9 relates to small shops. The policy seeks contributions through planning obligations from large retail developments for the provision of affordable shop units suitable for small or independent retailers.
- 12.9 At a local level, the Core Strategy (policies CS1, CS3 and CS7) confirms that the site (and Camden Town generally) is a suitable location for accommodating growth in retail floorspace.
- 12.10 Policy CS1 sets out the distribution of growth within the Borough. The policy seeks sustainable development which makes the most efficient use of limited land and buildings. The policy directs new development to be concentrated in 'growth areas' and other 'appropriate development at other highly accessible locations' including Camden Town.
- 12.11 Core Strategy policy CS7 relates to the LBC's strategy for promoting Camden's centres and shops, including the provision of additional retail floorspace. The Core Strategy recognises a need for between 27,000 and 31,000sqm of new retail floorspace in the borough by 2026, in addition to that planned to be provided at King's Cross and St. Pancras.
- 12.12 In terms of retail, the Development Policies, policy DP10 relates to helping and promoting small and independent shops and policy. Policy DP11 concerns the contribution that markets make to the vitality and viability of the Borough's town centres. The Camden Town markets (including the application site) are noted as

major visitor attractions within the Borough.

- 12.13 Policy DP11 states the Council will promote and protect markets in Camden by: a) resisting the permanent loss of market uses unless comparable replacement provision is made or there is no demand for continued market use; b) taking into account the character of the existing market when assessing proposals for the refurbishment and redevelopment of markets; c) supporting new markets that will not cause individual or cumulative harm to the local area.
- 12.14 Policy DP12 relates to supporting strong centres and managing the impact of food, drink, entertainment and other town centre uses.
- 12.15 The majority of the site is located within Camden Town Centre, the exception is the East Vaults which can only be accessed from the town centre site. The Proposal includes flexible market space comprising the Class A uses A1,A3-A5 and A1/A3/A4/A5/D1/D2 space. This flexibility is required as uses and activities could change from day to day and season to season. Market stalls and small units are primarily let on a weekly/daily basis according to the demand expressed by tenants. This allows the traders to trade with minimal initial financial outlays and no ongoing commitments.
- 12.16 A range of units sizes are proposed to help foster small start-up businesses and help them sustain and support established businesses which allows growth. The Proposal is positioned to support Camden's established tech, media and creative industries. The Applicant's ethos is to support growth from a market stall into a unit. Many small units are proposed across the site as per the existing market. There are a limited number of larger size units but these have been requested for a specified need. The Applicant is selective in choosing traders to fill vacant units and stalls. This means that the product range and type of trader needs to fit into the character of the market.
- 12.17 The Applicant has a clear retail manifesto for the site which is to:
- a) Make Camden Lock Market more relevant to local residents and the working community
 - b) Re-engage with a wider London audience
 - c) Enhance the eclectic and attractive mix of small, niche, independent

retailers

- d) Be a centre of production and consumption – ‘making, doing, selling’
- e) Provide a range of occupancy offers – market stall, to lock-up, to shop
- f) Increase quality in everything we do, whilst maintaining opportunities for all wallets and palates
- g) Enrich and grow the food and drink and leisure offer, thereby also enhancing the evening offer
- h) Inspire the formation of a hub for creative enterprise and cultural industries
- i) Expand on their engagement with local charities and organisations
- j) Encourage people to come and enjoy Camden Lock for its cultural diversity and retail integrity

12.18 It is considered that this Proposal will meet the manifesto and enrich the market and the surrounding area.

12.19 The Proposal seeks to encourage independent retailers and creative businesses which would meet the needs of local residents, visitors and businesses. During the construction of the Proposal, the Applicant is keen to relocate as many of the businesses as possible to Stables Market and Camden Market (Union Street Market) which are both owned by the Applicant.

12.20 It is considered that the Proposal would continue to successfully contribute to the vitality and viability of Camden Town Centre and the London economy, thus meeting the retail policies contained within national, regional and local policy

Employment

12.21 The NPPF sets out the Government’s commitment to securing economic growth and advises that plans should proactively meet the development needs of business and support and economy fit for the twenty first century

12.22 The London Plan recognises the need to support and develop London’s economy as one of the three world cities. Policy 4.1 seeks a range of workspaces of different types, sizes and costs to meet the needs of different sectors of the economy and firms of different types and sizes.

- 12.23 Policy 4.2 supports the management and mixed use development and redevelopment of office provision to improve London's competitiveness including enhancing its varied attractions for businesses of various types and sizes including small and medium enterprises.
- 12.24 Core Strategy policy CS8 considers that the Council will secure a strong economy in Camden through safeguarding existing employment sites and premises in the Borough that meet the needs of modern industry and other employers; safeguarding the borough's main Industry Area; encouraging a mix of employment facilities and types including the provision of facilities suitable for a mix of small and medium sized enterprises; support local enterprise development, employment and training schemes for Camden residents; recognise and encourage the concentrations of creative and cultural businesses in the Borough as well as supporting the development of Camden's tourism sector and recognise the importance of other employment generating uses, including retail leisure, education and health.
- 12.25 The Proposal seeks to enhance Camden Town by providing space to nurture small businesses and flexible space which is suitable for small businesses which are creative and cultural. The Proposal includes space for start-up businesses by providing a range of flexible workspaces. The proposal includes 2,626 sq.m of Class B1 floorspace, representing an increase of 1,011 sq.m GEA compared to the existing market. In addition, 1,736 sq.m of Class D1/D2 event and exhibition space is proposed and 700 sq.m of D1/D2/A1/A3/A4/A5 flexible market/events and exhibition space is proposed, thus providing a range of employment opportunities during the day and evening.
- 12.26 The Proposal would provide a range of employment opportunities which would be available to local people and businesses. It is considered that the Proposal could create 799 jobs within the market, an increase of 200 jobs (gross) from the existing scenario. In addition, a number of apprenticeships will be created during the course of construction. The proposal therefore meets the economic policies contained within national, regional and local policy. Further information is contained in the Economic and Retail Report.

Mixed Use Development

12.27 Promoting mixed-use development is one of the core principles of the NPPF and it suggests at paragraph 69 that mixed use developments can promote healthy communities.

12.28 At a local level, policy DP1 contained within the Camden Development Policies, 2010 considers that where a proposal will increase the total gross floorspace of a site in the Central London area or within a Town Centre by more than 200 sqm, the Council will expect a contribution to the supply of housing. Where appropriate, the Council will negotiate up to 50% of additional gross floorspace (GEA) as housing. The Council will require any secondary uses to be provided on site, particularly where 1,000 sqm (gross) of additional floorspace or more is proposed. Where inclusion of a secondary use is triggered by policy but cannot practically be achieved on the site, the Council may accept a contribution to the mix of uses elsewhere in the area, or exceptionally, a payment in lieu.

12.29 Using this policy on a site wide basis, Table 4 provides information on the proposed land use:

Table 3: Existing and Proposed Land uses

Land Use	Existing floorspace sq.m	Proposed floorspace sqm	Difference + sqm
Non residential	7,127	11,960	4,833

12.30 DP1 states that in considering whether a mix of uses should be sought, whether it can practically be achieved on the site, the most appropriate mix of uses, and the scale and nature of any contribution to the supply of housing and other secondary uses, the Council will take into account:

- a) The character of the development, the site and the area;
- b) site size, the extent of the additional floorspace, and constraints on including a mix of uses;
- c) the need for an active street frontages and natural surveillance;

- d) the economics and financial viability of the development including any particular costs associated with it;
- e) whether the sole or primary use proposed is housing;
- f) whether secondary uses would be incompatible with the character of the primary use;
- g) whether an extension to the gross floorspace is needed for an existing user;
- h) whether the development is publicly funded;
- i) any other planning objectives considered to be a priority for the site.

The policy tests are considered below.

The character of the development, the site and the area

- 12.31 Camden Town (the area) is described in the Core Strategy as a vibrant centre which has three broad character areas: the commercial heart in the markets and around Camden tube station; the southern section which provides more traditional 'high street' shopping and serves a more local role; and Chalk Farm Road to the north with its mixed street frontage of restaurants, bars and specialist shops.
- 12.32 The Site is within the commercial heart of Camden. It is a significant local and regional employer as well as a key regional and international tourist destination. It has both a physical and cultural heritage which is of value and which contributes to its character. However, a detrimental shift in the character of the market has been identified and there is considered to be a risk that this will start to lead to its demise.
- 12.33 The Site and its immediate environs are commercial in character. As acknowledged in the Core Strategy, the Council gives priority to housing but not to the extent that this priority should override the need to protect some non-residential uses across the borough. It is also noted that priority for housing needs to be considered in the context of the characteristics of specific areas, sites and properties. The supporting text to Policy DP1 recognises that there are a number of circumstances where a mix of uses may not be sought. This includes situations where a secondary use is not compatible with the primary use.
- 12.34 Given the nature and character of the Site and the important role it plays in contributing to the commercial well-being of Camden, the Site is not considered to

be an appropriate location to accommodate a mix of uses that includes residential because this would impact detrimentally on its commercial viability by placing restrictions upon the daily operations of the market through the need to address the amenity of residents. Whilst a mix of uses is successful at Hawley Wharf, which is located opposite the Site, it must be recognised that the viaducts successfully divide the Hawley Wharf site into a market retail area and then a transitional zone of local retail, employment, residential and school. This Site is not capable of being divided into land use zones like Hawley Wharf.

- 12.35 Whilst we do not consider that market and residential uses are capable of co-existing effectively on the Site, the Proposal does still contribute to the Council's aspirations to make the most of the borough's limited land supply. The development proposals will enable it to continue to do so by enhancing and revitalising the mix and range of commercial uses that the site currently accommodates.
- 12.36 The supporting text to Policy DP1 notes that the Council assesses mixed use schemes in terms of the 'primary' use, which is the largest land use by floorspace, and 'secondary' uses, which are all uses with smaller floor spaces. This Proposal would ensure that the site continues to be mixed use in character through the primary market retail use (Use Classes A1, A3-A5) and the secondary employment generating uses (Use Class B1). Related to this, and following any market refurbishment, would be the contribution that it makes to Camden's night time economy and entertainment use offer. The Proposal would also continue to provide employment generating creative workshops and providing incubator space for young creative businesses. The need to maintain these uses as part of the refurbished market offer would further restrict the site's ability to accommodate residential development given the incompatibility of these uses.

Site size, the extent of the additional floorspace, and constraints on including a mix of uses

- 12.37 The Site has a number of physical and heritage/townscape parameters that define the extent to which it can accommodate additional built development over and above the scale of the existing buildings on the site. These parameters have been recorded in the heritage and urban design analysis that supports the proposals.

- 12.38 The physical interventions (which include both the demolition of some existing buildings and the reconfiguration and development of other buildings and spaces) that are proposed represent the optimum design solution for the site when taking into account these parameters and provide a limited volume within which to ensure that the market can operate effectively.
- 12.39 There is limited capacity to accommodate additional development on the site and where opportunities to optimise the layout and scale of buildings and to increase floorspace do arise, the overarching priority has been to ensure the future success and viability of the market and this floorspace has therefore been occupied for market and employment based uses rather than residential floorspace.
- 12.40 Alongside the delivery of new market floorspace, there is also an objective arising from the overall vision of the Site to deliver enhancements to the urban realm within and around the site and to improve the experience of visitors to the market. Providing sufficient space within the market to enable visitors to permeate through and to provide seating and lingering opportunities is considered to be as important as providing new retail space. Currently, the quality of circulation spaces available to visitors is poor and impacts on the ability of the market to function. The Proposal therefore provides an opportunity to deliver an uplift both in terms of quantum and quality in the urban realm that is provided.
- 12.41 Alongside the identified physical, townscape and heritage based parameters, if residential use had to be accommodated, this would impact detrimentally on the ability to provide the market with the circulation space which the commercial brief has deemed necessary to help secure the success of the revitalised market. The need to accommodate residential cores, accesses, entrances, amenity space, waste storage facilities would all start to erode the ability to provide the market with the required breathing space to the detriment of both uses. This may also contribute to a conflict between user groups.

The need for active street frontages and natural surveillance

- 12.42 Regardless of whether a mix of uses was incorporated on site, this would not preclude the development from securing active street frontages and ensuring natural surveillance exists. In this regard, the nature and layout of markets such as Camden

Lock tends to mean that these are self-regulating spaces in which activity and natural surveillance prevail. As part of the strategy for the market, the Applicant is looking to ensure that optimum use is made of the site, such that the market use trades over a longer period, and, allied to this, that the additional trading hours give rise to greater natural surveillance and a safer environment later into the evening.

The economics and financial viability of the development including any particular costs associated with it

- 12.43 The appointed architects, Piercy and Co, have undertaken analysis of the site and townscape as part of the design development process. This analysis has identified physical parameters within which the market can grow in a manner that is considered a positive response to the site and its constraints. These parameters are relatively tightly defined and it is our view that if the market is to be given the best prospects of a sustainable future that this space should be used in the first instance to provide for the needs of the market traders and visitors.
- 12.44 By incorporating up to 2,416 sqm GEA of housing within the development, the constraints that would arise would be two fold. Firstly, the reduction in the amount of available floorspace to facilitate the growth and refurbishment of the market could begin to undermine its viability. The Applicant has identified the need for the market to be refurbished and for a series of physical interventions to take place if it is to be sustained economically beyond the short term. This economic sustainability would be threatened where additional floorspace or site capacity considered vital to support the market needed to be instead made available for residential provision.
- 12.45 Secondly, issues would arise in relation to the compatibility of residential and market uses side by side. In this regard, in design terms, the need to address the established quality standards as they relate to residential accommodation e.g. circulation, access, waste storage, amenity space etc. would undermine the ability of the market to achieve the improvement in the customer offer and facilities that would enable it to succeed and to become economically sustainable. The presence of residential units on site would also be likely to constrain the operating hours of the market which could in turn threaten its future viability.

Whether the sole or primary use proposed is housing

12.46 No housing is proposed as part of the mix of uses on site.

Whether secondary uses would be incompatible with the character of the primary use

12.47 As set out under other headings above, the site comprises a mix of market and employment based uses. These currently range across the primary Class A uses (A1, A3-A5) and secondary Class B uses (B1) and Class D uses (D1, D2). The proposals will maintain a mix of uses across the site. Residential would not be a compatible secondary use on the site for the reasons set out above relating to the viability and design considerations. In this regard, a tension would exist between the market based retail and evening uses and residential whereby the expectations of traders/visitors and residents would conflict in terms of the type of environment that should be provided.

12.48 Furthermore, 'character' is considered by the borough's Policy DP11 when assessing development proposals for the refurbishment and redevelopment of the market. The character of a market is further defined in the supporting text to this policy as depending on many factors including 'the type, range and quality of goods sold, the size of stalls and pitches and its environmental quality'. Through this description, where tension could arise between uses, it is implied that the market should be the priority use in this location.

Whether an extension to the gross floorspace is needed for an existing user

12.49 The urban design, townscape and heritage analysis that has been undertaken as part of the design development has established limitations on the extent to which these physical interventions can take place. The extension of gross floorspace is needed to help the market work successfully for the existing user.

12.50 As explained above, the limited space that is generated through the proposals needs to be directed towards market rather than residential use.

Whether the development is publicly funded

- 12.51 The development is not publicly funded but does generate a series of public benefits centred on improving the vitality and viability of Camden Town Centre.

Any other planning objectives considered to be a priority for the site

- 12.52 The Core Strategy sets out a number of 'Specific Planning Objectives for Camden Town' which include promoting and protecting Camden Town's markets and identifying opportunities for development.
- 12.53 Policy DP11 states the Council will promote and protect markets in Camden by: a) resisting the permanent loss of market uses unless comparable replacement provision is made or there is no demand for continued market use; b) taking into account the character of the existing market when assessing proposals for the refurbishment and redevelopment of markets; c) supporting new markets that will not cause individual or cumulative harm to the local area.
- 12.54 Of these tests, b) is most relevant to the Proposal. In assessing whether a mix of uses including housing would be appropriate for the site as part of the proposals, regard must be had to the character of the existing market. It would not have been able to successfully function and grow to the levels that it has done today had the site been constrained by having to also accommodate residential use. The current market has now nearly reached the end of its ability to be sustainable without physical intervention but through the proposals, there is an opportunity to deliver the refurbishment and enhancement necessary to secure its viable future. This is an objective that is supported by Camden's planning policies.
- 12.55 Requiring the site to accommodate a mix of uses that included residential would run contrary to the objective of protecting and promoting the market. Policy recognises through the Core Strategy that there are sites and instances where the Council's priority for housing should not override some of the Council's other objectives including protecting some non-residential uses e.g. shops (which is taken to include markets) and protecting the characteristics of specific areas, sites and properties.

12.56 Turning to the second cascade criteria within policy DP1, paragraph 1.16 states

‘In the Central London Area (excluding Hatton Garden) and the specified town centres, if an off-site contribution to housing is appropriate, the Council will take into account all related sites when assessing the level of housing provided. The Council will seek additional housing floorspace to match the net addition to non-residential floorspace across all sites, taking into account any non-residential floorspace removed in conjunction with the off-site housing contribution’.

12.57 The third criteria of the policy is contained within paragraph 1.17 where it states that in exceptional circumstances, the Council may accept a Payment in Lieu.

12.58 As described earlier on within this statement, the Applicant owns a number of sites within Camden Town, including the Hawley Wharf masterplan which is located opposite this Site. Part of the masterplan known as 39-45 Kentish Town Road was approved by Members at the Development Control Committee on 16 July 2015 under planning application reference 2015/1937/P. The Supplementary Information for Development Control Committee pack includes on page 10 that:

‘The agent has requested that given that a predominantly residential scheme is been proposed on this site, that the provision of this residential land use should be counted as residential credits which could off-set predominantly commercial schemes in the area (thereby not requiring 50% residential use as required by DP1, the Mixed use policy). Officers consider that the provision of a predominantly residential scheme on this site could potentially be taken into account on other sites within Camden Town’.

12.59 This application was approved by Members of the Committee. The Applicant proposes that the overprovision of residential floor area at Hawley Wharf is used to offset any residential requirement generated from this Proposal.

12.60 With regard to other sites owned by the Applicant, these sites are either under construction or they are fully occupied and unavailable. There is therefore no opportunity to use their existing sites for residential.

13 Transport

- 13.1 This planning application brings forward proposals for the refurbishment and improvement of Camden Lock Market, on behalf of Castlehaven Row Limited (the Applicant).

- 13.2 Paragraph 29 of the NPPF states that the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.

- 13.3 Paragraph 37 states that planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, leisure, education and other activities.

- 13.4 At paragraph 41 the NPPF supports that local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice

- 13.5 At a regional level, London Plan policy 6.3 states that “development Proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed”. The policy also indicates that transport assessments will be required in accordance with TfL’s Transport Assessment Best Practice guidance for major planning applications.

- 13.6 Policy 6.9 states that “the Mayor will work with all relevant partners to bring about a significant increase in cycling in London

- 13.7 Policy 6.10 indicates that “the Mayor will work with all relevant partners to bring about a significant increase in walking in London, by emphasising the quality of the pedestrian environment, including the use of shared space principle –promoting simplified streetscape, de-cluttering and access for all”.

- 13.8 The Mayor’s Transport Strategy, 2010 sets out policies and Proposals to achieve the goals set out in the Plan. The Mayor’s Transport Strategy sets a vision of London as

an exemplary sustainable world city.

- 13.9 At a local level, Core Strategy policy CS11 seeks to promote the delivery of transport infrastructure and the availability of sustainable transport choices.
- 13.10 Development policy DP16 seeks to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links.
- 13.11 Development Policy DP17 seeks to promotes walking, cycling and public transport.
- 13.12 Development policy DP18 advises that the Council will seek to ensure that developments provide the minimum necessary car parking provision and expects that schemes within the Central London Area and the town centres of Camden town, Finchley Road, Swiss cottage, Kentish High road and west Hampstead should be car free with the exception of disabled parking.
- 13.13 The Applicant has worked with LBC to discuss the scope of the Transport Assessment. The Transport Assessment considers that the majority of trips to the site are expected to be made by walking and public transport and the overall impact on the highway network and public transport network is negligible.
- 13.14 The site has a PTAL of 6a. Camden Town Underground station is approximately 350m to the south of the site, and Chalk Farm Underground station is approximately 600m to the north of the site. Camden Road Overground station is approximately 450m to the east of the site, In addition, there are a number of bus routes which are close to the site.

Car and cycle spaces

- 13.15 The Proposal does not include car parking. As part of this development, a number of new facilities for staff and visitors have been incorporated, to help them make sustainable trips. Currently, the site has no formal cycle parking facilities. The design proposals significantly enhance the level of provision, with 48 secure staff cycle parking spaces within the building, adjacent to new showering and drying facilities In addition, 44 visitor spaces are proposed. Whilst this provision does not meet the

London Plan 2015 standards in terms of visitor spaces (due to spatial requirements and the fact that much of the scheme is a refurbishment) it does meet and exceed Camden's policies and BREEAM 2014. The spaces which would be provided are of a high quality.

Pedestrian Movement

- 13.16 The Proposal is well connected to existing residential areas, public transport connections and community facilities. As such, the Proposal encourages pedestrian movement. The site has numerous pedestrian accesses, both from the public highway directly into the building or its yards, the towpath operated by Canal & River Trust, and from the private road, Camden Lock Place. The towpath past the site forms part of the longer Transport for London Jubilee Greenway route. With regard to trip generation, it is anticipated that there could be an additional 2,180 trips per day during the week and an extra 4,210 trips on a Saturday. Further details are contained within the Transport Assessment.
- 13.17 The overall trip generation of the site is not expected to have a noticeable impact on the existing transport network. The majority of trips to the site are expected to be made by walking, cycling and public transport. The proposal therefore complies with national, regional and local policies.

Servicing and Waste Management

- 13.18 The market is estimated to generate 82 daily delivery and servicing trips. Unmanaged, deliveries will generate a peak hour demand of 13 deliveries between 0700- 0800 hrs and will require a total of four loading bays. The market will use a booking-in system to regulate the numbers of vehicles arriving Camden Place and Middle Yard during the day. Scheduling will enable delivery vehicles arriving at Camden Place and West Yard to be managed with no more than six vehicles an hour arriving throughout the day. Therefore, the market will not require any additional loading bays than provided by the existing market.
- 13.19 A central waste store collection point is proposed for the Site which would be managed by an operative. This would provide waste storage for one day plus half a day of resilience to cope with an interruption to the daily collection service. A

management company would be responsible for collecting the waste and transferring it to the ground floor for collection.

Air Quality

- 13.20 Under Policy 7.14 of London Plan, “Improving air quality”, boroughs should implement the Mayor’s Air Quality Strategy and work towards achieving reductions in pollutant emissions.
- 13.21 At a local level, Core Strategy policy CS11 promotes sustainable and efficient travel and policy CS16 seeks to improve Camden’s health and wellbeing.
- 13.22 Under Development Policies Policy DP32 the Council in assessing proposals will require air quality assessments where development could potentially cause harm to the air quality.
- 13.23 An Air quality assessment has been carried out. The Proposed Development is predicted to result in a ‘moderate adverse’ impact at one receptor location (Receptor 2) and a ‘negligible’ impact at the remaining 33 receptor locations during construction. It is considered that the effect of the Proposed Development on local air quality would be insignificant. The Proposed Development once completed is predicted to have a likely insignificant effect on local air quality. Accordingly, mitigation measures would not be required and the likely residual effects would remain as being insignificant.

Construction

- 13.24 The Applicant envisages that this Proposal to be developed in one phase. The Applicant intends to keep the Chalk Farm Road shops open during the course of construction and relocate tenants from the market into Stables Market and Camden Market (Union Street Market). The Chalk Farm Road shops would be refurbished once the market re-opens. Consideration will be given to using the canal to transport construction material as the site is extremely constrained; use of the canal for this purpose is supported in principle by the Canal and River Trust. The main

construction routes would be from Camden High Street/Chalk Farm Road unless third parties agree to construction vehicles entering the site from the west of the site. Further details are contained within the draft Construction Management Plan. A full Construction Management Plan would form part of a Section 106 legal agreement.

14 Planning Obligations and CIL

- 14.1 Under Section 106 of the Town and Country Planning Act 1990, as amended, local planning authorities have the power to enter into planning obligations with any person interested in land in their area for the purpose of restricting or regulating the development or use of the land.
- 14.2 Regulation 122 of the Community Infrastructure Levy Regulations provides that “a planning obligation may only constitute a reason for granting planning permission if the obligation is:
- a) necessary to make the development acceptable in planning terms; and**
 - b) directly related to the development; and**
 - c) fairly and reasonably related to the scale and kind of the development.”**

National Planning Policy Framework

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

London Plan Policy

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

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

- 14.7 Policy 8.2 further states that boroughs, when negotiating planning obligations, should seek a contribution that is fairly and reasonably related in scale and in kind to the proposed development and its impact on the wider area.
- 14.8 The use of planning obligations is specifically required through Core Strategy policy
- 14.9 CS19 'delivering and monitoring the core strategy' although a whole range of individual development policies may be used to justify an obligation.
- 14.10 Core Strategy policy CS19 states that the Council will use planning obligations, and other suitable mechanisms, where appropriate, to; support sustainable development; secure any necessary and related infrastructure, facilities and services to meet the needs generated by development; and mitigate the impact of development.
- 14.11 The Applicant confirms that they will enter into a Legal Agreement with the Council to secure the reasonable and necessary planning obligations associated with the development in accordance with Regulation 122 of the CIL Regulations, the NPPF and Core Strategy Policy CS19.
- 14.12 The package of s106 obligations for this Proposal are likely to include:
 - a. Servicing Management Plan
 - b. Construction Management Plan
 - c. Travel Plan
 - d. Energy and Sustainability Plan
 - e. Employment and Training
- 14.13 The development will require Mayoral CIL and Camden CIL payments in accordance with the Community Infrastructure Levy Regulations 2010 as amended.

15 Summary and Conclusions

- 15.1 This Proposal has been discussed with Camden Council and local stakeholders over a number of months to enable the redevelopment of this important town centre site, which is currently facing decline.
- 15.2 The Applicant has instructed Piercy and Co, a local architect to design a scheme which revitalises this part of Camden Town and ensures the longevity of this internationally renowned lock-side market which is so unique to Camden.
- 15.3 The Proposal seeks to strengthen the identity of the market, enhancing its interface with the canal and improving its connection to other town centre sites. In terms of increasing the market's cultural offer to the public, the historic East Vaults would be repaired, refurbished and opened up for the first time, allowing the public to view the rare, original architecture of the basin and Interchange Building.
- 15.4 This statement comprehensively demonstrates the acceptability of the Proposal against the NPPF, London Plan and Camden's Core Strategy and Development Policies. In summary, the Proposal seeks to restore character and order to Camden Lock Market, enhance its creative retail and leisure offering and significantly improve access and circulation around the site. The market will be refurbished and regenerated into a series of diverse spaces with flexible market uses for the public, locals and tourists alike to enjoy.
- 15.5 In accordance with all levels of policy, the proposed scheme would provide the following benefits:
 - i. Improving accessibility and circulation and reducing congestion within and around the market
 - ii. Providing space suitable for a diverse range of businesses to support the start, grow and sustain cycle
 - iii. Improving the functionality of the market
 - iv. Respecting the built and cultural heritage of the market, making full use of heritage assets
 - v. Using high quality architecture and design to deliver an iconic experience

and environment

- vi. Creating multiple and diverse spaces allowing for a variety of public uses including flexible market space, event and exhibition space.

15.6 The Proposals are at the heart of the strategic Core Strategy objectives. These objectives are met through:

- i. Creating a sustainable development which adapts to a growing population;
- ii. Providing a range of employment opportunities;
- iii. Providing open spaces and encouraging walking and cycling this enabling people to lead active healthy lives; and
- iv. Creating a safe and secure environment for existing and future residents and workers.

15.7 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act, the application Proposals meets the objectives of the Development Plan including relevant London Plan, Camden Council's Core Strategy and Development Management policies. There are many other material planning considerations of significant weight that justify the grant of planning permission.

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