

Planning Department
Camden Council
5 Pancras Square
London
N1C 4AG

Our ref: AL/23-01109
Your ref: PP-12588880
Date: 14 November 2023

Dear Sir/Madam,

RE: FULL PLANNING APPLICATION FOR CONVERSION OF EXISTING RESIDENTIAL FLAT TO 2 NO. RESIDENTIAL DWELLINGS FOR THE UPPER FLOORS AND EXTERNAL FACADE AND INTERNAL REFURBISHMENT WORKS OF GROUND FLOOR COMMERCIAL UNIT AT 110 CAMDEN ROAD, LONDON, NW1 9EE

We act on behalf of The Arch Company (the 'Applicant') and have been instructed to submit a full planning application for the conversion of the existing residential dwelling to 2 no. residential dwellings for the upper floors and external façade and internal refurbishment works of the ground floor commercial unit of 110 Camden Road, London, NW1 9EE.

The description of development for the site is as follows:

'Conversion of the existing residential dwelling across first, second and third floors, to 2 no. residential dwellings for the continued residential use of the upper floors and external façade and internal refurbishment works of the ground floor commercial unit at 110 Camden Road, London, NW1 9EE'

CONTENT OF SUBMISSION

This letter is accompanied by:

- Application Form, Certificates and CIL Questions prepared by Rapleys LLP
- A suite of planning drawings prepared by Prime Building Consultants Ltd
- A Design and Access Statement prepared by Prime Building Consultants Ltd
- A Transport Statement prepared by Transport Planning Associates
- This Planning Letter prepared by Rapleys LLP

A payment of £988.00 (including Planning Portal service charge) to cover the planning application fee has been paid to Camden Council via the Planning Portal. We would be grateful if you could consider the contents of this letter when determining the application.

SITE AND SURROUNDING AREAS

110 Camden Street is located to the north of Camden Road Station and is within the Camden Broadway Conservation Area. The site fronts Camden Road (A503) and is next to the part disused railway viaduct. The site consists of a circa 1900's four-storey, end terrace, divided into a commercial unit occupying the ground floor and basement with residential use to the first, second and third floors. To the rear of the building is a roof terrace.

The GIA of the commercial space at ground floor level is 42m², and the access corridor is 11.62m². The GIA of first, second and third floor levels is 129.4 m². The front elevation of the site consists of yellow London Stock with brick window arches above the windows. The façade is slightly set back from that of the adjoining property, and the mansard roof has a slate tile covering. The windows are 6 over 6, timber, vertical sliding sash, painted white. The ground floor shop front is of timber windows and doors with commercial signage above. There is fair faced brick work to the rear elevation of the ground, first and second floors. Above, to the third floor is a white painted render finish.

The surrounding character comprises of a mix of commercial and residential and mixed used properties.

The site is located to the north of Camden Road overground station and therefore benefits from excellent accessibility by all modes of transport. This is reflected in the sites PTAL rating of 6a (excellent). Numerous bus stops are located within close proximity to the site, including on Camden Road.

Camden Council Local Plan Policies Map (2017) identifies the property as being within the following relevant designations:

- Camden Broadway Conservation Area
- Local Plan Neighbourhood Centre: Royal College Street – Camden Road
- Air Quality Management Area
- Flood Zone 1 - with a low probability of flooding, according to the Environment Agency Flood Map for Planning

Further to the above the subject site is not in close proximity to any listed buildings or their settings.

PLANNING HISTORY

A search of Camden Councils register returned the following relevant planning applications:

- **PE9900208** – Installation of new shopfront including formation of independent access to the upper floors – Granted – 26-03-1999
- **H12/26/B/17542** – The construction of an extension at 2nd floor level at the rear of 110 Camden Road NW1 to provide additional storage and office space – Refused 12-10-1973
- **H12/26/B/16814** – Reconstruction and extension of rear extension at 110 Camden Road, NW1 to provide an additional floor at first floor level for storage and office purposes – Granted with planning conditions – 03-07-1973

- **H12/26/B/12027** – Installation of new shopfront at 110 Camden Road NW1 – Granted – 29-09-1971

It is worth noting that the upper floors of neighbouring properties of 112 and 114 Camden Road have multiple residential units on the upper floors and so the proposed development will be in keeping with the surrounding local character.

PLANNING POLICY CONTEXT

Planning decisions should be made in accordance with adopted national and local planning policies. As set out in Section 38(6) of the Planning and Compulsory Purchase Act 2004, the starting position for any decision is the Development Plan, unless material considerations indicate otherwise. In the context of this application, the Development Plan comprises:

- The London Plan (March 2021)
- Camden Local Plan (July 2017)
- Camden Planning Guidance
 - o Air Quality (January 2021)
 - o Amenity (January 2021)
 - o Design (January 2021)
 - o Energy efficiency and adaptation (January 2021)
 - o Housing (January 2021)

In terms of material considerations relevant to this application, the National Planning Policy Framework (NPPF 2021) is also reviewed. Appendix 1 of this letter provides a full summary of the national, regional, and local planning policies that are relevant when assessing this proposal.

DEVELOPMENT PROPOSAL

This proposal seeks the continued use of the upper floors for residential use through the conversion of the existing residential flat across the first, second and third floors into 2 no. self-contained flats. This will comprise of 1 no. 1 bed 2 person flat to the first floor with a GIA of 50.2m² and 1 no. 2 bed 2 person duplex flat to the second and third floor with a GIA of 70.1m². The flats will be accessed by a separate entrance at ground floor. The ground floor commercial unit will have external shop front façade improvements and internal refurbishment works to provide a WC.

PLANNING CONSIDERATION

Principle of Development

The principle of development for residential development on the upper floors is established through the existing residential dwelling unit spread across the first, second and third floors. The premises are located within the Royal College Street/Camden Road Neighbourhood Centre, and Policy TC2 supports the development of housing within centres and Central London including above and below shops where this does not prejudice the town centre function and particularly the ability of the ground floor to be used for town centre uses. Furthermore, supporting paragraph 9.21 of Policy TC2 identifies that the Council will promote the residential use of vacant or underused floors above ground floor commercial units. Additionally the Policy H3 identifies that the Council will resist developments that would result in a net loss of residential floorspace.

The proposed development will convert the existing 1. no residential dwelling on the upper floors to 2 no. residential dwellings, which will maximise the residential opportunity and make best use of underused residential floorspace. There will be no net loss of residential floorspace. Therefore the residential element of the proposal is in accordance with Policies TC2 and H3. The ground floor commercial unit will be retained along with its shop frontage. The introduction of a WC to the commercial unit will improve the employment space and allow for continued business use, which is in accordance with Policy E2.

Overall the above principle of development is established through the existing residential use and neighbourhood centre location, thus the proposal is in accordance with the National, Regional, and adopted Local Plan policies and SPD and the Council are encouraged to support this proposal.

Housing Strategy

The Council will aim to secure a supply of homes to meet the needs of existing and future households by maximising the supply of housing and exceeding a target of 16,800 additional homes from 2016/17 – 2030/31, including 11,130 additional self-contained homes as identified in Policy H1. Policy H7 identifies that the Council will aim to secure a range of homes of different sizes that will contribute to creation of mixed, inclusive, and sustainable communities and reduce mismatches between housing needs and existing supply. The proposal will provide 2 no. self-contained residential units comprising 1 x 1B2P and 1 x 2B2P units, which will contribute to providing housing choices for Camden's diverse population for all households and provides a mix of unit types in accordance with Policy H7.

External and internal refurbishments works to the residential dwellings and commercial unit

A Design and Access Statement prepared by Prime Building Consultants Ltd is submitted in support of this application. The proposal is to convert the residential part which occupies the first, second and third floors into two separate flats. There is to be a 1-bedroom flat to the first floor and a 2 bedroom, duplex flat, with access to the roof terrace over the second and third floors.

The 1 no. 1 bed 2 person flat to the first floor has a GIA of 50.2m² and 1 no. 2 bed 2 person duplex flat to the second and third floor has a GIA of 70.1m². The flats will be accessed by a separate entrance at ground floor. The internal residential floorspace meet the nationally described space standards.

The commercial and residential spaces will be entirely separated. The first-floor rear entrance is to be replaced with new window, (colour white) and with associated brick work to match existing. To achieve a higher standard of living, the proposal seeks to overhaul all the windows (repair and paint white) or replace them where necessary with a sympathetic design.

The shopfront of the ground floor commercial unit will be improved and will wholly be in the same shopfront design which is currently present on site.

All the proposed façade treatments to 110 Camden Road will be sympathetic in design and be in keeping with the Camden Broadway Conservation Area.

Amenity

The Council Amenity CPG identifies that although balconies and roof terraces can provide amenity space for flats that would otherwise have little or no exterior space, they also have the potential to increase opportunities for overlooking. Balconies and roof terraces should therefore be carefully sited and designed to reduce potential overlooking of habitable rooms or gardens of neighbouring residential buildings.

The proposed development provides improvements to the existing amenity terrace at second floor level for the 2-bedroom 2 person flat and is accessed via the kitchen. The amenity terrace measures 31m and is screened from neighbouring properties by a timber and metal screen which will mitigate overlooking to the neighbouring properties to the rear. There is no private amenity space provided for the 1 bedroom 2 person flat. However, there are a number of local parks and gardens within the immediate surrounding area in which the occupiers could utilise for outdoor recreation and leisure amenity space. Overall the proposed development complies with the Council Amenity SPG

Access, Parking, Servicing & Refuse

A Transport Statement has been prepared by TPA and has been submitted in support of this application. The site has a PTAL score of 6a. This indicates an excellent level of accessibility to the site by public transport. The scheme will be car free and proposes to retain the existing access arrangement to the site. Main access to the property will be via segregated pedestrian entrances at ground-floor level onto Camden Road. The commercial unit has access to rear yard from the service alley onto Randolph Street.

In accordance with local cycle parking policy requirements as per the London Plan, two secure and sheltered long-stay cycle spaces will be provided per dwelling, in the form of a storage shed at the rear. As per the London Plan, the proposed residential dwellings do not reach the threshold of ten dwellings whereby disabled parking is required.

Servicing to the residential units will be carried out on-street, likely on Camden Road from the section of parking (during permitted hours) next to the site entrance, as per the current arrangement for the existing and adjacent dwellings. The commercial use is existing and it's expected that it will continue to operate servicing in the same manner. Residents will put their refuse sacks out on collection day, as per the existing arrangement for neighbouring dwellings and in line with Camden Borough's refuse collection policy.

Regarding other modes, due to the highly accessible nature of its location (by all modes), the trip generation associated with the proposed conversion would be sufficiently accommodated within the existing transport network. Thus, the proposal would not result in any material impact on any modes of transport and is in accordance with Policies T1 and T2.

ENVIRONMENTAL CONSIDERATION

Energy and Sustainability

Policy CC1, identifies that the Council will require all development to minimise the effects of climate change and encourage all developments to meet the highest feasible environmental standards that are financially viable during construction and occupation. The proposed development is for 2 no. residential dwellings and is below the threshold to require an Energy Statement to accompany this application. However, to accord with Policy CC1, the opportunity has been taken to improve the energy efficiency through the choice of lighting, heating and cooling equipment and water consumption.

The proposed residential element is to implement the following improvements:

- Double glazed timber windows.
- Led lighting.
- Thermal lining to the interior of the external walls.
- Energy efficient gas fired boilers.
- Upgrade to existing roof insulation.

Considering the above and the scale of the proposed development the energy efficiency methods proposed will minimise the effects of climate change and contribute to reducing carbon dioxide emissions in line with Policy CC1 and the Energy efficiency and adaptation CPG.

Air Quality

The whole of Camden is an Air Quality Management Area (AQMA) as it does not meet national air quality objectives for nitrogen dioxide (NO₂) and because it is widely accepted that there is no safe level for particulates (PM₁₀ and smaller). The site has a PTAL score of 6a. This indicates an excellent level of accessibility to the site by public transport. On this basis the proposed development will be car free and will promote walking and cycling. Therefore the proposal will limit its impact on local air quality and is considered air quality neutral.

Noise

In relation to noise, Policy A4 identifies that the Council will seek to ensure that noise and vibration is controlled and managed. The site fronts Camden Road (A503) and is next to the part disused railway viaduct. The proposal will incorporate double glazed timber windows and alongside the part disused railway viaduct there will be no material impact on the amenity to the end occupiers of the proposed residential dwellings from noise.

Flood Risk

The sites fall entirely within Flood Zone 1 which translates to a low probability of flooding. The proposal is for the conversion of the existing residential dwelling to 2 no. residential units on the upper floors with minimal external and internal alterations to the building which will not impact on the flooding risk to the area.

CONCLUSIONS

In summary, it is considered that the proposals constitute appropriate development at the site and should therefore be supported for the following reasons:

- The site is in an accessible and sustainable location, for the use proposed, and is promoted car free with appropriate cycle parking.
- The proposals will help promote a range of housing choices for Londoners.
- The residential scheme will not have material impact on neighbouring amenity.
- Retain and provide improved facilities to the ground floor commercial unit.
- The minimal external shopfront façade and elevational works will be in keeping with the Camden Broadway Conservation Area.
- The proposal will limit its impact on local air quality and is considered air quality neutral.

- The proposal will be car free and promote walking, cycling and the use of public transport
- All other development management considerations have been satisfied, and can if necessary be appropriately mitigated, as confirmed by the accompanying reports submitted as part of the application. The proposal is therefore acceptable in all planning aspects.
- The proposal is in accordance with national and local policy and as such planning permission should be approved without delay in accordance with paragraph 11 of the NPPF.

In light of the above, the proposal has been demonstrated to be consistent with the relevant planning policies and guidance at national, regional and local level and should be considered acceptable. There are no material considerations which would depart from planning permission being approved without delay.

If you require any further information regarding the proposals, please do not hesitate to contact me.

Yours faithfully,

Abraham Laker
Abraham Laker (Nov 14, 2023 12:09 GMT)

Abraham Laker
BA (Hons) MA FRTPI FRSA
Associate Partner
Abraham.Laker@rapleys.com
07988425449

APPENDIX 1: PLANNING POLICY

The following national, regional, and local policies summarised below are considered relevant when assessing this proposal:

National Planning Policy Framework (2021)

The NPPF sets out the Government's planning policies for England and how these should be applied. In this context, the NPPF is a material consideration in planning decisions. The sections of the NPPF particularly relevant to this application are reviewed below.

Section 4: Decision Making, highlights within paragraph 38 requires Local Planning Authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social, and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

Section 5: Delivering a sufficient supply of homes, identifies that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

Paragraph 62 states that within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes).

Paragraph 69 states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly.

Section 7: Ensuring the vitality of town centres, identifies that planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management, and adaptation. Planning policies should:

- f) recognise that residential development often plays an important role in ensuring the vitality of centres and encourage residential development on appropriate sites.

Section 8: Promoting healthy and safe communities, requires planning policies and decisions should aim to achieve healthy, inclusive, and safe places.

Paragraph 93 criteria a, states that to enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

Paragraph 100 states that planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.

Section 9: Promoting sustainable transport, seeks opportunities to maximise sustainable transport solutions such as walking, cycling and use of public transport.

Section 11: Making effective use of land, planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

Section 12: Achieving well-designed places, encouraging the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Paragraph 130 states that planning policies and decisions should ensure that developments:

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

London Plan 2021

The London Plan (2021) policies relevant to the proposed development are as follows;

London Plan Policy GG1 (Building Strong and Inclusive Communities) – outlines that planning and development must ensure that new buildings are inter alia, resilient to changing community requirements and provide access to good quality community spaces and services encouraging and strengthening communities.

London Plan Policy GG2 (Making the Best Use of Land) – sets out inter alia, that planning, and development must enable development on brownfield land, proactively explore potential to intensify the use of land to support additional homes, applying a design-led approach to determining optimum development capacity.

London Plan Policy GG3 (Creating a healthy city) – requires developments to improve health and reduces inequalities through seeking to improve air quality and reduce public exposure to poor air quality and minimise inequalities in levels of exposure to air pollution. Provide access to and quality of green spaces, the provision of new green infrastructure, and spaces for play, recreation, and sports. Ensure new buildings are well-insulated and sufficiently ventilated to avoid the health problems associated with damp, heat and cold. 22

London Plan Policies GG4 (Delivering the homes Londoners need) – requires developments to create mixed and inclusive communities, with good quality homes that meet high standards of design and provide for identified needs, including for specialist housing.

London Plan Policy D1 (London's form, character, and capacity for growth) – identifies in preparing Development Plans, boroughs should plan to meet borough-wide growth requirements, including their overall housing targets.

London Plan Policy D3 (Optimising site capacity through the design-led approach) – requires all development must make the best use of land by following a design-led approach that optimises the

capacity of sites, including site allocations. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site.

London Plan Policy D4 (Delivering good design) – requires design and access statements to be submitted with development proposals should demonstrate that the proposal meets the design requirements of the London Plan

London Plan Policy D5 (Inclusive design) – encourages development proposal should achieve the highest standards of accessible and inclusive design.

London Plan Policy D6 (Housing quality and standards) – states that housing development should be of high quality design and provide adequately-sized rooms (see Table 3.1) with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures

London Plan Policy D7 (Accessible housing) – requires housing developments to provide suitable housing and genuine choice for London's diverse population, including disabled people, older people, and families with young children.

London Plan Policy D12 (Fire Safety) – states that in the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety.

London Plan Policy D13 (Agent of change) – encourages developments to be designed to ensure that established noise and other nuisance-generating uses remain viable and can continue or grow without unreasonable restrictions being placed on them.

London Plan Policy D14 (Noise) – states that to reduce, manage and mitigate noise to improve health and quality of life, residential and other non-aviation development proposals should manage noise.

London Plan Policy H1 (Increasing Housing Supply) – states that to ensure that ten-year housing targets are achieved, boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites through their Development Plans and planning decisions.

London Plan Policy H10 (Housing Size mix) – requires schemes to generally consist of a range of unit sizes, which can contribute to delivering a mixed and inclusive neighbourhood.

London Plan Policy SI 2 (Minimising greenhouses gas emissions) – requires major development should be net zero-carbon. This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand. Furthermore, major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy.

London Plan Policy SI 4 (Managing heat risk) - requires major development proposals should demonstrate through an energy strategy how they will reduce the potential for internal overheating and reliance on air conditioning systems.

London Plan Policy SI 5 (Water infrastructure) – highlights that development proposals should through the use of Planning Conditions minimise the use of mains water in line with the Optional Requirement of the Building Regulations (residential development), achieving mains water consumption of 105 litres or less per head per day (excluding allowance of up to five litres for external water consumption).

London Plan Policy SI 7 (Reducing waste and supporting the circular economy) – requires developments to be designed with adequate, flexible, and easily accessible storage space and collection systems that support, as a minimum, the separate collection of dry recyclables (at least card, paper, mixed plastics, metals, glass) and food.

London Plan Policy SI 12 (Flood risk management) - identifies that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed.

London Plan Policy SI 13 (Sustainable drainage) – requires development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. There should also be a preference for green over grey features, in line with the drainage hierarchy.

London Plan Policy T1 (Strategic approach to transport) – requires all development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking, and cycling routes, and ensure that any impacts on London’s transport networks and supporting infrastructure are mitigated.

London Plan Policy T2 (Health Streets) - states that Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.

London Plan Policy T3 (Transport capacity, connectivity, and safeguarding) - Development proposals should support capacity, connectivity and other improvements to the bus network and ensure it can operate efficiently to, from and within developments, giving priority to buses and supporting infrastructure as needed.

London Plan Policy T4 (Assessing and mitigating transport impacts) - requires development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity, and connectivity.

London Plan Policy T5 (Cycling) – encourages development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle.

London Plan Policy T6 (Car parking) – states that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

London Plan Policy T6.1 (Residential parking) - requires new residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category. All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces. Disabled persons parking should be provided for new residential developments.

London Plan Policy T7 (Deliveries, servicing, and construction) – requires development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.

Camden Council Local Plan (Adopted JULY 2017)

The Camden Council Local Plan (2017) policies relevant to the proposed development are as follows.

- **Policy G1 (Delivery and location growth)**, identifies that the Council will create the conditions for growth to deliver the homes, jobs, infrastructure and facilities to meet Camden’s identified needs and harness the benefits for those who live and work in the borough.

Development will take place throughout the borough with the most significant growth expected to be delivered through (f) development at other highly accessible locations, in particular Central London, and the town centre of Camden Town, Finchley Road/ Swiss

cottage, Kentish Town, Kilburn High Road and West Hampstead Interchange and Kentish Town Regis Road.

- **Policy H1 (Maximising housing supply)**, highlights that the Council will aim to secure a sufficient supply of homes to meet the needs of existing and future households by maximising the supply of housing and exceeding a target of 16,800 additional homes from 2016/17 - 2030/31, including 11,130 additional self-contained homes.
- **Policy H3 (Protecting existing homes)**, states that the Council will aim to ensure that existing housing continues to meet the needs of existing and future households.
- **Policy H6 (Housing choice and mix)**, identifies that The Council will aim to minimise social polarisation and create mixed, inclusive and sustainable communities by seeking high quality accessible homes and by seeking a variety of housing suitable for Camden's existing and future households, having regard to household type, size, income and any particular housing needs.
- **Policy H7 (Large and small homes)**, states that the Council will aim to secure a range of homes of different sizes that will contribute to creation of mixed, inclusive and sustainable communities and reduce mismatches between housing needs and existing supply. We will seek to ensure that all housing development, including conversion of existing homes and non-residential properties: a. contributes to meeting the priorities set out in the Dwelling Size Priorities Table; and b. includes a mix of large and small homes.
- **Policy E2 (Employment premises and sites)**, highlights that the Council will encourage the provision of employment premises and sites in the borough. We will protect premises or sites that are suitable for continued business use, in particular premises for small businesses, businesses and services that provide employment for Camden residents and those that support the functioning of the Central Activities Zone (CAZ) or the local economy.
- **Policy A1 (Managing the impact of development)**, identifies that the Council will seek to protect the quality of life of occupiers and neighbours. We will grant permission for development unless this causes unacceptable harm to amenity.
- **Policy D1 (Design)**, states that the Council will seek to secure high quality design in development. Good design is essential to creating places, buildings, or spaces that work well for everyone, look good, last well and will adapt to the needs of future generations. The National Planning Policy Framework establishes that planning should always seek to secure high quality design and that good design is indivisible from good planning.
- **Policy D2 (Heritage)**, highlights that the Council will preserve and, where appropriate, enhance Camden's rich and diverse heritage assets and their settings, including conservation areas, listed buildings, archaeological remains, scheduled ancient monuments and historic parks and gardens and locally listed heritage assets.

Conservation areas are designated heritage assets and this section should be read in conjunction with the section above headed 'designated heritage assets'. In order to maintain the character of Camden's conservation areas, the Council will take account of conservation area statements, appraisals and management strategies when assessing applications within conservation areas.

The Council will:

- e. require that development within conservation areas preserves or, where possible, enhances the character or appearance of the area;
- f. resist the total or substantial demolition of an unlisted building that makes a positive contribution to the character or appearance of a conservation area;

g. resist development outside of a conservation area that causes harm to the character or appearance of that conservation area; and

h. preserve trees and garden spaces which contribute to the character and appearance of a conservation area or which provide a setting for Camden's architectural heritage.

- **Policy CC1 (Climate change mitigation)**, states that the Council will require all development to minimise the effects of climate change and encourage all developments to meet the highest feasible environmental standards that are financially viable during construction and occupation.
- **Policy CC2 (Adapting to climate change)**, identifies that the Council will require development to be resilient to climate change.

All development should adopt appropriate climate change adaptation measures such as:

a. the protection of existing green spaces and promoting new appropriate green infrastructure;

b. not increasing, and wherever possible reducing, surface water runoff through increasing permeable surfaces and use of Sustainable Drainage Systems;

c. incorporating bio-diverse roofs, combination green and blue roofs and green walls where appropriate; and d. measures to reduce the impact of urban and dwelling overheating, including application of the cooling hierarchy.

- **Policy CC3 (Water and flooding)**, states that the Council will seek to ensure that development does not increase flood risk and reduces the risk of flooding where possible.
- **Policy CC5 (Waste)**, states that the Council will seek to make Camden a low waste borough. We will: a. aim to reduce the amount of waste produced in the borough and increase recycling and the reuse of materials to meet the London Plan targets of 50% of household waste recycled/composted by 2020 and aspiring to achieve 60% by 2031.
- **Policy TC2 (Camden's centres and other shopping areas)**, states that the Council will promote successful and vibrant centres throughout the borough to serve the needs of residents, workers and visitors.

The Council supports the development of housing within centres and Central London including above and below shops where this does not prejudice the town centre function and particularly the ability of the ground floor to be used for town centre uses

- **Policy T1 (Prioritising walking, cycling and public transport)**, highlights that the Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough.
- **Policy T2 (Parking and car-free development)**, identifies that the Council will limit the availability of parking and require all new developments in the borough to be car-free.

Camden Planning Guidance

Air Quality (January 2021)

The Council has prepared this Camden Planning Guidance (CPG) on Air quality to support the policies in the Camden Local Plan 2017. This guidance is therefore consistent with the Local Plan and forms a Supplementary Planning Document (SPD) which is an additional "material consideration" in planning decisions.

Amenity (January 2021)

The Council has prepared this guidance to support the policies in the Camden Local Plan 2017. Standards of amenity (the features of a place that contribute to its attractiveness and comfort) are major factors in the health and quality of life of the borough's residents, workers and visitors and fundamental to Camden's attractiveness and success. Camden's Inner London location, the close proximity of various uses and the presence of major roads and railways means that amenity is a particularly important issue within the borough.

Design (January 2021)

The Council has prepared this Camden Planning Guidance (CPG) on Design to support the policies in the Camden Local Plan 2017. This guidance is therefore consistent with the Local Plan and forms a Supplementary Planning Document (SPD) which is an additional "material consideration" in planning decisions.

Energy efficiency and adaptation (January 2021)

The Council has prepared this Camden Planning Guidance (CPG) on Energy and resources to support the policies in the Camden Local Plan 2017. This guidance is therefore consistent with the Local Plan and forms a Supplementary Planning Document (SPD) which is an additional "material consideration" in planning decisions.

Housing (January 2021)

The Council has prepared this Camden Planning Guidance (CPG) on Housing to support the policies in the Camden Local Plan 2017. This guidance is therefore consistent with the Local Plan and forms a Supplementary Planning Document (SPD) which is an additional "material consideration" in planning decisions.