

Camden Core Strategy 2010-2025

Local Development Framework



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CS5. Managing the impact of growth and development

- 5.1 The overall approach of the Core Strategy, as set out in policy CS1, is to manage Camden's growth to make sure that its opportunities and benefits are delivered and sustainable development is achieved, while continuing to conserve and enhance the features that make Camden such an attractive place to live, work and visit. This flows from the Camden Community Strategy theme of a sustainable Camden that adapts to a growing population. Policy CS5 provides more information on our approach to managing the impact of growth in the borough.

CS POLICY

CS5 – Managing the impact of growth and development

The Council will manage the impact of growth and development in Camden. We will ensure that development meets the full range of objectives of the Core Strategy and other Local Development Framework documents, with particular consideration given to:

- a) providing uses that meet the needs of Camden's population and contribute to the borough's London-wide role;
- b) providing the infrastructure and facilities needed to support Camden's population and those who work in and visit the borough;
- c) providing sustainable buildings and spaces of the highest quality; and
- d) protecting and enhancing our environment and heritage and the amenity and quality of life of local communities.

The Council will protect the amenity of Camden's residents and those working in and visiting the borough by:

- e) making sure that the impact of developments on their occupiers and neighbours is fully considered;
- f) seeking to ensure development contributes towards strong and successful communities by balancing the needs of development with the needs and characteristics of local areas and communities; and
- f) requiring mitigation measures where necessary.

Making sure development achieves the objectives of the Core Strategy

- 5.2 Central to managing Camden's future growth is the need to consider not just the scale and nature of that growth, but how it is provided and the effect on those who live in the area and the borough as a whole. All development in Camden, large or small, whether located in growth areas, highly accessible locations or in other parts of the borough, should take place in accordance with all relevant policies in the Core Strategy and the other documents that form part of Camden's Local Development Framework (see paragraph 4 in the Introduction) to ensure that the Council's vision for the borough is achieved. The Council will seek to ensure that the borough's growth brings benefits and opportunities to all.
- 5.3 The second section of this Core Strategy, *Meeting Camden's needs – Providing homes, jobs and facilities*, sets out our approach to providing the land uses, infrastructure and facilities that are needed to support Camden's communities, workers and visitors. This includes places to live, work and shop, community facilities and provision for walking, cycling and public transport. The section also sets out our approach to the unique issues faced in Central London, the home to many of the uses that contribute to London's role as a capital and major international city, as well as long-established residential communities.

- 5.4 One of the key elements of managing Camden’s growth is securing the infrastructure and services needed to support Camden’s growing numbers of residents, workers and visitors. To identify the infrastructure need in the borough in future years we commissioned the Camden Infrastructure Study 2009. This work formed the basis of the schedule in Appendix 1, which set out identified key infrastructure programmes and projects including transport, utilities, emergency services, education, health and other community facilities. It gives information on the nature of each infrastructure scheme, where it will be located, who will lead on its delivery and when it is expected to be provided. As the boundaries of the growth area are relatively tightly drawn, taking in the main development opportunities, the infrastructure to support a particular growth area may be provided outside its boundary. Please see section 19 – *Delivering and monitoring the Core Strategy* for more detail on our approach to infrastructure provision. In addition, the individual sections in the Core Strategy also contain details of infrastructure requirements and provision that are relevant to that section (for example, policy CS15 on open space and policy CS11 on transport.)
- 5.5 The third section of the Core Strategy, *A sustainable and attractive Camden – Tackling climate change and improving and protecting Camden’s environment and quality of life*, focuses on making sure that growth is sustainable and properly takes into account the character of Camden and the aspects of the borough that make it such an attractive place to live, work and visit. It sets out how we intend to make Camden a low carbon, low waste borough; deal with climate change; and protect, and where possible enhance, our built environment, heritage and open spaces. It also sets out our approach to improving the safety and health of the community.
- 5.6 Our Camden Development Policies Local Development Framework document will be one of the main mechanisms by which we will seek to deliver to vision and objectives in the Core Strategy. It sets out planning policies that provide more detail of our approach to many of the matters covered in this Core Strategy. We will use Camden Development Policies alongside the Core Strategy when we determine applications for planning permission.

Protecting amenity

- 5.7 Camden’s high level of amenity – the features of a place that contribute to its attractiveness and comfort – is a major factor in the quality of life of the borough’s residents, workers and visitors and fundamental to Camden’s attractiveness and success. However, Camden’s inner London location, the close proximity of various uses and the presence of major roads and railways can mean that privacy, noise and light can be particular issues in the borough.
- 5.8 Protecting amenity is, therefore, a key part of successfully managing growth in Camden. We will expect development to avoid harmful effects on the amenity of existing and future occupiers and nearby properties or, where this is not possible, to take appropriate measures to minimise potential negative impacts. More detail and guidance on our approach to amenity is contained in Camden Development Policies policy DP26 – and our Camden Planning Guidance supplementary document. Other policies in Camden Development Policies also contribute to protecting amenity in the borough by setting out our detailed approach to specific issues, such as the impact of food, drink and entertainment uses (policy DP12), noise and vibration (policy DP28) and air quality (policy DP32)

Promoting successful communities

- 5.9 A key element to our overall strategy of managing Camden’s future growth is to ensure that the opportunities and benefits of this growth are delivered in a way that meets the needs of Camden’s residents and promotes strong and successful communities. In assessing development proposals, the Council will take into account the needs and benefits of the development alongside the individual characteristics and needs of the local area and community, and will seek to strike a balance between them. Where relevant, we will take into account the cumulative impacts of developments, or particular types of development, on local areas and communities.

Key evidence and references

- Camden Together – Camden’s Sustainable Community Strategy; 2007-2012
- The London Plan (consolidated with alterations since 2004); Mayor of London; 2008





Section 2

Meeting Camden's needs – Providing homes, jobs and facilities

- 6.1 Section 1 above sets out the Council's overall approach to the distribution and management of Camden's growth to 2025. Section 2 provides our approach to making sure we provide the homes, jobs, facilities and infrastructure needed to support the growth in the number of people living in, working in and visiting the borough. It focuses on:
- providing homes to meet housing need and targets, securing affordable homes, and encouraging mixed communities;
 - providing for new shop floorspace to meet predicted demand and promoting our town centres, including by setting out our specific objectives for each centre;
 - securing a strong economy in Camden that includes everyone;
 - supporting the unique role of Central London;
 - providing the community facilities and services needed by Camden's communities and people who work in and visit the borough;
 - ensuring the transport needed to support Camden's growth is provided and promoting more sustainable travel.



CS6. Providing quality homes

- 6.2 One of the four themes of Camden’s Community Strategy is *A Sustainable Camden that adapts to a growing population*. Following from this, the Core Strategy aims to manage growth so it works positively for Camden. One element of this is securing sufficient housing of the right type and quality.
- 6.3 The Council shares the government’s goal of seeking to ensure that everyone has the opportunity to live in a decent home at a price they can afford in a community where they want to live. We will therefore seek to establish a plentiful supply and a broad range of homes. However, Camden is a relatively small area within a much larger housing market, and we cannot realistically expect to meet the needs of everyone that might wish to live in the borough. This part of the Core Strategy therefore sets out:
- the overall numbers of additional homes we expect to be built in the borough;
 - the proportion of affordable housing that the Council will seek;
 - our priorities in terms of mix of sizes and types of homes that are needed for particular groups of people; and
 - the flexible implementation tools we will use to support continued delivery if economic conditions threaten the supply of homes.
- 6.4 To provide well-designed homes, proposals will need to address all the policies in the Core Strategy. In addition, Building for Life criteria set a national standard for well-designed homes and neighbourhoods. These have been prepared by a partnership of agencies led by the Commission for Architecture and the Built Environment (CABE) and the Home Builders Federation.
- 6.5 Policy CS6 relates to a number of different forms of housing which are suitable for different individuals and households. These forms of housing include:
- self-contained houses and flats (Use Class C3) (the predominant form);
 - live/ work units, which are self-contained homes that include a dedicated work area (they are outside any planning use class, but we will treat them in the same way as Use Class C3 for the operation of our Local Development Framework policies);
 - bedsit rooms that share facilities such as toilets, bathrooms and kitchens often known as houses in multiple occupation or HMOs, some with 3 to 6 occupiers fall within Use Class C4, but most are outside any planning use class);
 - hostels where shared accommodation is managed for a particular group of people (e.g. students) and occupiers may stay for several months (also outside any planning use class);
 - those nursing homes, care homes and parts of hospitals where people live permanently, such as nurses’ accommodation (parts of Use Class C2); and
 - residential accommodation that is ancillary to another use, such as living areas for managers, caretakers and other staff.
- 6.6 Policy CS6 does not deal with:
- those hospitals and care facilities where patients and staff are only present on a temporary or working-hours basis;
 - hotels (Use Class C1); or
 - hostels aimed at tourists and backpackers.
- Camden’s health and well-being are considered in Policy CS16, which relates in part to hospitals and care facilities. Tourism is considered in Policy CS8, which relates in part to hotels and tourist hostels.
- 6.7 Policy CS6 is concerned with the quantity of housing that is needed and the types of homes that are needed. However, a wider range of considerations feed into housing quality, including sustainability and responsiveness to climate change; the standard of design, layout and construction; integration with the surrounding area; residential amenity; contribution to the character of the neighbourhood; community safety; and the availability of local facilities and public transport. These wider considerations are dealt with in other policies throughout the Core Strategy.

CS6 – Providing quality homes

The Council will aim to make full use of Camden's capacity for housing by:

- a) maximising the supply of additional housing to meet or exceed Camden's target of 5,950 homes from 2007-2017, including 4,370 additional self-contained homes;
- b) maximising the supply of additional housing over the entire plan period to meet or exceed a target of 8,925 homes from 2010-2025, including 6,550 additional self-contained homes;
- c) supporting the supply of additional student housing, bedsits and other housing with shared facilities providing this does not prejudice the Council's ability to meet the target for the supply of additional self-contained homes, the balance of uses in the area; and the quality of residential amenity or the character of the surrounding area;
- d) minimising the net loss of existing homes;
- e) regarding housing as the priority land-use of Camden's Local Development Framework.

The Council will aim to secure high quality affordable housing available for Camden households that are unable to access market housing by:

- f) seeking to ensure that 50% of the borough-wide target for additional self-contained homes is provided as affordable housing;
- g) seeking to negotiate a contribution from specific proposals on the basis of:
 - the maximum reasonable amount of affordable housing under the specific circumstances of the site, including the financial viability of the development,
 - an affordable housing target of 50% of the total addition to housing floorspace, and
 - guidelines of 60% social rented housing and 40% intermediate affordable housing;

- h) minimising the net loss of affordable housing;
- l) regenerating Camden's housing estates and seeking to bring Council stock up to the Decent Homes standard by 2012.

The Council will aim to minimise social polarisation and create mixed and inclusive communities across Camden by:

- j) seeking a diverse range of housing products in the market and affordable sectors to provide a range of homes accessible across the spectrum of household incomes;
- k) seeking a range of self-contained homes of different sizes to meet the Council's identified dwelling-size priorities;
- l) seeking a variety of housing types suitable for different groups, including families, people with mobility difficulties, older people, homeless people and vulnerable people; and
- m) giving priority to development that provides affordable housing and housing for vulnerable people.

The Council will monitor the delivery of additional housing against the target for housing supply, and will seek to maintain supply at the rate necessary to meet or exceed the target. In seeking to maintain the housing supply, the Council will adjust the type and mix of housing sought, having regard to the financial viability of development, the sales or capital value of different house types and tenures, and the needs of different groups.

Making full use of Camden’s capacity for housing

- 6.8 The Council has a target of 8,925 additional homes for the plan period of 2010-2025 (595 homes per year), including 6,550 additional self-contained homes (437 homes per year). This is based on the London Plan, related regional guidance, and our assessment of the supply of developable housing land. The London Plan gives a London-wide target of 305,000 additional homes from 2007 to 2017, and a Camden target of 5,950 additional dwellings (an annual monitoring target of 595 additional homes), which is consistent with the Council's 15 year target. As an advance indication for housing trajectories covering the period 2017 to 2027, annex 10 to the London Plan gives an annual range for Camden of 480 to 1,030 additional homes. The Government Office for London and the GLA produced a guidance statement in March 2008 which proposes that boroughs should roll forward the target for 2007 to 2017 as an ‘indicative figure’ prior to the adoption of new targets based on the London Strategic Housing Land Availability Assessment and Housing Capacity Study 2009 (SHLAA). The Council accepts this approach, and considers that an indicative figure of 595 additional homes per year is a reasonable interim assessment for the period 2017-2025.
- 6.9 Our annual figure of 595 additional homes per year (just under 9,000 homes over 15 years) is made up of three elements. These elements are set out in Annex 10 of the London Plan, and based on the 2004 London Housing Capacity Study:
- 437 additional self-contained homes each year (or just over 6,500 over 15 years). This covers flats and houses (in Use Class C3) that have been newly built, converted from another use, or formed from a net increase in homes in an existing building;
 - 100 additional homes per year that are not self-contained (or 1,500 over 15 years). These are homes that share common facilities or services, such as hostels, residential care homes and grouped bedsit rooms;
 - 59 homes per year for returning vacant stock into housing use (just under 900 homes over 15 years). This count is based on homes that have been unused for at least 6 months.
- 6.10 The Council produces and updates a housing trajectory as part of its Annual Monitoring Report (AMR). The housing trajectory shows how we are bringing forward sites to deliver self-contained homes over the next 15 years, and measures Camden’s anticipated performance against our monitoring target for additional self-contained homes. The AMR also monitors the number of vacant dwellings returned to use and the net gain in non-self contained homes each year. For the entire plan period from 2010/11 to 2024/25, on the basis of the Annual Monitoring Report 2008/09, delivery of additional homes is expected to total 12,250 or around 815 per year. This is significantly above Camden’s target of 8,925 additional homes over the entire 15 year plan period.
- 6.11 The housing trajectory shows how we are planning to meet our target for 6,550 additional self-contained homes over the entire plan period. Our starting point is sites that have already been allocated in the UDP 2006 development plan, and sites that are emerging in the LDF Site Allocations document. For the first five years of the trajectory, the target for additional self-contained homes can be met from an identified supply of deliverable land in the form of allocated sites, emerging sites and other sites where planning permission has already been granted. For the subsequent ten years, the target can be met from an identified supply of developable land in the form of allocated sites and emerging sites.
- 6.12 The final 10 years of the housing trajectory also includes a figure for ‘windfall’ sites, which are sites that do not yet have planning permission, and have not been individually identified in a development plan document. We do not rely on these windfalls to meet our target for delivery of self-contained homes, but windfall sites will make a significant contribution to our overall housing delivery, and we consider that they should be included in the trajectory to enable proper planning for infrastructure. This contribution from windfall reflects Camden’s circumstances as an inner London Borough with a high turnover in the use of land and high proportion of small sites. The numbers included reflect Camden’s history over the period since 2003/04 of completed developments on small-sites delivering fewer than 10 additional homes, and ongoing monitoring suggests that this trend is likely to continue.

- 6.13 Over the period 2010-25, we anticipate that student housing will make up most of Camden's supply of homes that are not self-contained. Our 15-year target is 1,500 non-self contained homes. From 2004 to 2008, the Council granted permission for additional accommodation to house over 1,200 students in blocks designated as student housing, most of which were either complete or under construction by mid 2009. Although many of these include studio flats with en suite bathroom and cooking facilities, each block generally has a common management regime, and some common areas for facilities such as recreation and laundry rooms. Student housing is therefore considered against the monitoring target for homes that are not self-contained. We will seek to manage the development of sites for student housing to ensure that it does not prejudice the availability of sites to meet other housing needs, and particularly the supply of self-contained housing.
- 6.14 The London Strategic Housing Land Availability Assessment and Housing Capacity Study (SHLAA) has been prepared by the GLA with the London boroughs. This will provide a new London-wide housing target and new borough targets through a review of the London Plan. The SHLAA was published in October 2009, and proposes an annual monitoring target for Camden of 665 additional homes per year, including 500 self-contained homes. The sites and housing delivery figures that have been identified in Camden's housing trajectory are consistent with the figures proposed by the SHLAA, and indicate sufficient housing sites are available in Camden to meet future London Plan targets based on the SHLAA.
- 6.15 Of the 12,250 homes anticipated in the housing trajectory, we expect just over 60% to be provided in Camden's growth areas, split primarily between King's Cross, Euston, Tottenham Court Road, West Hampstead Interchange, with limited additional provision at Holborn. Please see policy CS1 – *Distribution of growth* and paragraph 1.7 for more details of how new homes will be distributed around the borough and policy CS2 for our approach to growth areas.
- 6.16 There is potential for some housing development as part of the Council's estate regeneration programme, depending on separate consultation with residents of each estate, a number of these may provide additional homes alongside improved homes for existing occupiers. However, most of the remaining housing target is likely to be provided in small developments, widely spread across the borough, each adding fewer than 10 homes – the 15-year housing trajectory anticipates that around 2,600 homes will be provided from this source.
- 6.17 The London Plan housing targets and Camden's trajectory are based on an assessment of the capacity of the borough in terms of sites that are available for housing. However, we expect the demand for additional homes to vastly exceed the anticipated supply. Household projections predict over 1,000 additional households in Camden each year from 2006 to 2026. This compares with a target for additional homes of only 595 per year, and the trajectory's estimated supply of 815 per year. Furthermore, almost 12,000 households in Camden currently live in unsuitable housing, and almost 6,000 will need to move to more suitable homes (Camden Housing Needs Survey Update 2008). Homes are assessed as unsuitable if households suffer from problems such as overcrowding, major disrepair, mobility difficulties and harassment. Homes that are lost through redevelopment or conversions further widen the gap between supply and demand (the London Plan target is monitored on the basis of net additions). In each year from April 2003 to March 2008, permission was granted in Camden for the loss of 80 or more dwellings.



6.18 The Council aims to close the gap between housing demand and supply by minimising the net loss of existing homes, and by regarding housing as the top priority when considering the future of unused and underused land and buildings. We recognise that there are situations where the loss of homes can be justified (such as where two homes are combined to resolve an overcrowding problem), and will take account of the specific circumstances of existing homes and proposed developments. Similarly, we recognise the need for jobs and services and facilities, acknowledge Camden's wider role within London, and respect the value of Camden's built and natural environments. The priority the Council gives to housing will not override, but will be considered alongside:

- the need to protect some non-residential uses, such as industry, warehousing, community uses and shops across the borough;
- the need to promote Central London as a national and international focus of business, shopping, culture, education, healthcare and research; and
- the characteristics of specific areas, sites and properties.

Details of our approach to preventing the loss of existing homes and treating housing as our priority land-use are included in Camden Development Policies (see policies DP2 – *Making full use of Camden's capacity for housing*, and DP1 – *Mixed use development*).



Securing high quality affordable housing

- 6.19 Camden has a particularly large requirement for additional affordable homes. The Camden Housing Needs Survey Update 2008 indicated that an additional 4,800 affordable homes would be needed in the borough every year to provide for existing households (spread over 5 years) and provide for new households coming forward each year. The Survey Update also indicates that of the households in unsuitable homes, over 7,300 are in affordable housing, and the Update estimates that over 4,500 will need to move to more suitable homes. On the basis of all households in housing need and the supply of homes anticipated by the London Plan target, the Survey Update recommends a balance should be achieved by seeking 50% of additional self-contained homes in the form of affordable housing. The Council will therefore apply 50% of the target for additional self-contained homes as a borough-wide target for the proportion of additional homes that should be affordable, which is broadly consistent with the London Plan's strategic target of 50% across London.
- 6.20 The government defines two types of affordable homes, **social rented** housing and **intermediate affordable** housing. Social rented housing includes housing rented from the Council and other registered affordable housing providers such as Housing Associations and Housing Cooperatives. The government sets targets for social rents ensuring that they remain very much lower than market rents. Intermediate affordable housing costs more than social rented housing, but substantially less than market housing. It caters for occupiers who are unable to afford market housing, such as key-workers and first-time buyers. In Camden, most of the intermediate affordable housing developed up to 2009 has been provided by Housing Associations.
- 6.21 The Housing Needs Survey Update found that almost three-quarters of the Camden households needing affordable housing could afford costs that were higher than social rents. In some circumstances, those households would be able to benefit from intermediate affordable housing, however many of these households would be unlikely to choose intermediate housing in Camden. Some Camden households who can afford significantly more than social rents are likely to opt for cheaper market housing outside the borough (although a wider choice of intermediate housing might lead them to stay). Also, Camden households who can only afford to pay slightly more than social rents are unlikely to be able to afford the intermediate housing within the borough, which is relatively expensive due to high house prices and land costs. To balance these concerns, the Council has set guideline percentages for the split of affordable housing at 60% social rented and 40% intermediate affordable housing. We also support a range of different intermediate housing types to make this category more attractive to Camden households, as set out in paragraph 6.33 of this section.
- 6.22 Given the scale of affordable housing need in the borough, the Council will seek the maximum reasonable amount of affordable housing on development sites in accordance with the London Plan. For development proposals, Development Policy DP3 sets out site-specific considerations for assessing whether an affordable housing contribution is appropriate, and what form it should take. The financial viability of the development is a key consideration.
- 6.23 In Camden, a high proportion of homes are developed in small schemes which cannot practically contribute to the supply of affordable housing, and a small proportion are developed in schemes designated wholly as affordable housing (LB Camden Development Monitoring). The Camden Housing Needs Survey Update indicates that the greatest need for additional affordable homes (particularly social rented homes) is for homes with three bedrooms or more, and the greatest need for additional market housing is for homes with two bedrooms (although there is often a market demand for very large homes). Where negotiations for affordable housing take place on the basis of the number of homes to be provided, developers are reluctant to offer large affordable homes. Taking these factors into account, alongside the Camden Affordable Housing Viability Study 2009, the Council will also seek to negotiate an affordable housing contribution from specific development proposals of 50% of the total addition to housing *floor space*, subject to site-specific considerations. Camden Development Policies give more guidance on how the 50% target will apply, and includes a sliding scale from 10% to 50% for the affordable housing percentage in developments with capacity for fewer than 50 dwellings, together with information regarding the 60% and 40% guideline percentages (see policy DP3). Further details of our approach are set out in our Camden Planning Guidance supplementary document.



- 6.24 On the basis of the annual affordable housing need figure taken from the Camden Housing Needs Survey Update, the annual target for 595 additional homes in the London Plan, and the 50% borough-wide affordable housing target, there is a gap of over 4,000 between the number of new affordable homes needed each year and the target for new supply. The loss of existing affordable housing would serve to widen that gap even further. However, Camden currently has a mismatch between the types and sizes of affordable housing that are most in need and the types of affordable housing that become available from the existing stock. The Council will support proposals that help to adjust the affordable housing stock to fit contemporary and future needs, through redevelopment and conversion (either combining homes to resolve overcrowding, or dividing homes to resolve under-occupation). To balance these factors, the Council will seek to minimise the net loss of affordable housing floorspace, but will not necessarily resist the loss of individual affordable homes. Our Development Policies document gives further guidance on the loss of affordable housing (see policy DP4).
- 6.25 The government defines Decent Homes as homes that are warm, weatherproof and have reasonably modern facilities. It aims to ensure that all social rented housing reaches its Decent Homes standard by 2010. The Council has an ongoing programme of works in place to improve its housing stock, and aims to bring the majority of homes up to the Decent Homes standard by 2012.
- 6.26 To transform all Council housing into Decent Homes, we will need to generate significant funds for investment, including £100 million from an estate regeneration programme. Regeneration is a possibility for estates that have a substantial investment need, have development opportunities that could generate investment capital, and have the potential to create more sustainable communities. In many cases proposals are likely to be based on refurbishment, with redevelopment and infill in some cases. Where estates are identified for possible regeneration initiatives, we will apply 'place-shaping' principles, working with residents and communities to develop a vision for the area. The proposals will aim to address local housing needs directly, achieve high standards of sustainability and energy efficiency, and deliver wider social benefits such as helping people get into work and improving health.
- 6.27 The first group of estates identified are:
- Chester – Balmore;
 - Holly Lodge Estate;
 - Alexandra and Ainsworth/Abbey Area; and
 - Maiden Lane Estate.
- Consultation on the first two of these is relatively advanced, and it is likely that firm proposals will be in place by 2010. The Chester – Balmore regeneration is expected to involve redevelopment and a small increase in the number of homes (there are 25 existing homes). The Holly Lodge Estate regeneration is expected to involve refurbishment, replacing un-modernised bedsit rooms (over 70% vacant) with modern self-contained flats, providing for existing residents and also returning 80 additional homes to use. Consultation with residents on regeneration options for the other two identified estates is continuing.
- 6.28 There are several other residential areas with a large number of social rented homes and housing estates, for example, Gospel Oak. Some of these areas are also expected to benefit from estate regeneration over the period of our Core Strategy, subject to consultation with residents and community support for the initiative.

Tackling social polarisation and creating mixed and inclusive communities

- 6.29 One of the objectives of the government's strategic housing policy is to create mixed and inclusive communities. The Council aims to achieve mixed communities by seeking a range of housing types suitable for households and individuals with different needs. The range of housing sought will include:
- homes affordable for individuals and households across a range of incomes;
 - a mix of homes of different sizes to suit single people, couples, small families and large families;
 - homes suitable for people with mobility difficulties;
 - homes for older people;
 - provision for homeless people and vulnerable people;
 - homes for young adults and students in higher education; and
 - sites suitable for gypsies and travellers and travelling showpeople.
- 6.30 The needs of gypsies and travellers and travelling showpeople are considered in detail in policy CS12. The other listed needs are considered below.
- 6.31 It will not be feasible to include a full range of homes wide enough to meet all needs within every development. On individual sites, we will seek a mix that addresses needs identified at the borough-wide level and local needs, taking into account the characteristics and constraints of the site and area. To achieve inclusive communities, when considering the potential of each site, the Council will give priority to the provision of affordable housing and homes for vulnerable people. Paragraphs 6.46 to 6.48 identify the groups of vulnerable people that most commonly need some form of housing support in the borough.

Affordability across a range of incomes

- 6.32 The split between affordable housing and market housing will not necessarily secure housing suitable for households across the full range of incomes. The Camden Housing Needs Survey Update 2008 show a large gap between the cost of owner-occupation and market rents and a further large gap between the cost of market rents and the cost of social rents. These gaps are present for all sizes of home, but are particularly significant for homes with 4-or-more bedrooms. This could lead to middle-income households being excluded from Camden, creating social polarisation between low income households in social rented accommodation and high income households in owner-occupation.



- 6.33 Intermediate affordable housing is intended to bridge the gap between social rented housing and market housing. For intermediate housing to tackle social polarisation effectively, it needs to be attractive to a range of household types across a range of incomes, including those that aspire to own their own home and those that can only afford to rent. We will therefore support a variety of different types of intermediate housing, including rent, shared-ownership and models where occupiers can switch from rent to shared-ownership. Further guidance on how the Council will seek a variety of intermediate housing types is given our Camden Planning Guidance supplementary planning document.
- 6.34 The number of market rented homes in London grew by 25% from 2001 to 2006 (Greater London Strategic Housing Market Assessment 2008). The private rented sector is the largest source of housing for people who are not eligible for social rented housing and cannot afford to buy. Future growth may be constrained by the availability of buy-to-let mortgages and falling property values, but demand in Camden is expected to remain high. The turnover of occupiers of market rented housing tends to be rapid (particularly given its popularity amongst young adults and students), so localised concentrations of private renting can harm the stability of a community. However, private renting is thought to play a significant role in limiting the social polarisation in the borough, and the Council will seek to actively foster the sector and support private tenancies for people in housing need.
- 6.35 There is limited potential for the Council to mitigate the impact of high cost home ownership in the borough, but there are measures that can assist access to cheaper housing:
- we will positively consider proposals to provide low-cost market housing through innovative funding arrangements, designs and methods of construction;
 - we seek a mix of homes of different sizes, which should include small homes as well as large ones;
 - we will resist development densities that are below the appropriate range given in the London Plan density matrix or below the density of the surrounding area, which will help to prevent a focus on very large luxury homes; and
 - the government offers low interest equity loans to help some households into owner occupation.



Homes of Different Sizes

- 6.36 In 2008, we estimate that there were 99,000 dwellings in Camden (Housing Strategy Statistical Appendix 2008). The dwellings are predominantly self-contained flats and houses, meeting the general needs of households of all ages and sizes. Existing homes, especially those rented from the Council, are generally smaller dwellings – over 40% of Council homes have 1-bedroom or are studio flats, and almost 30% of the remaining stock has only 1 or 2 habitable rooms (Investing in Camden’s Homes – Executive Report 23-05-07). Camden Housing Needs Survey Update 2008 indicates that overcrowding is the biggest factor making households’ existing homes unsuitable, affecting over 5,000 families in the borough (5.9% of all households).
- 6.37 The range of house sizes sought in Camden should reflect the household sizes we expect to live here. Based on the 2001 Census, we estimate that at least 38% of households need homes with 2-bedrooms or more, although one-person households were the most common type (46% of households). GLA population projections predict that the proportion of one-person households will rise to 51% by 2026, although they give limited information on future household composition. The Camden Housing Needs Survey Update 2008 is the main source of data available on the size of homes needed in Camden.
- 6.38 The Housing Needs Survey Update 2008 uses two models to predict future needs for homes of different sizes on the basis of past migration, past household changes, projected trends, existing overcrowding and households’ stated intentions. We have taken into account these models, alongside other factors (such as the reluctance of ‘downsizing’ households to take-up 1-bedroom accommodation and the limited stock of existing affordable housing with 4-or-more bedrooms), to identify dwelling size priorities.
- 6.39 The Council’s dwelling size priorities are as follows:
- for social rented housing – homes with 4-bedroom or more are the highest priority, 3-bedroom homes have a high priority, 2-bedroom homes have a medium priority;
 - for intermediate affordable housing – homes with 3-bedrooms or more are a high priority, but homes of all sizes are required;
 - for market housing – homes with 2-bedrooms are the highest priority, homes with 3-bedrooms and 4-bedrooms or more each have a medium priority.

The dwelling size priorities will guide the mix of housing sought across the borough overall, but do not provide a prescriptive basis for determining the mix of homes on individual sites. Details of how the priorities will be used to guide development proposals are set out in Camden Development Policies (see policy DP5).

People with mobility difficulties

- 6.40 Accessibility issues affect most households at some point (for example, illness, injury, age, using pushchairs). Lifetime Homes are dwellings specifically designed to address a wide-range of mobility difficulties without being tailored to the specific circumstances of a household. The Council expects all dwellings developed in the borough to meet Lifetime Homes standards. Guidance on application of the standards is included in Camden Development Policies (see policy DP6) and our Camden Planning Guidance supplementary document.
- 6.41 Many family households will include someone who needs to use a wheelchair in the home, and will require a home that meets more demanding design standards. The Camden Housing Needs Study Update 2008 estimates that 6.4% of Camden’s households include one or more people with a physical disability and that 3.4% of Camden’s households include one or more frail elderly people. The Council therefore expects that 10% of homes developed in the borough should either be designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users, in accordance with the London Plan. Guidance on the 10% policy is set out in Camden Development Policies (see policy DP6) and our Camden Planning Guidance supplementary document.



Older people

- 6.42 Camden currently has a stock of just under 1,800 sheltered homes, around half of which are Council owned. The Council also has slightly fewer than 200 places in residential care homes, and supports care for over 400 other people, split between residential and nursing homes. Approximately half of all care places are outside the borough. People of pensionable age represented around 12.5% of Camden's population in 2001. The number of elderly people is expected to increase up to 2026, although the proportion is only expected to increase marginally.
- 6.43 The Council's strategy for serving older people is aimed at enhancing the support available for people to remain in their own homes or to live as independently as possible in sheltered housing and care homes. We do not anticipate that more people will need to move into sheltered or care homes, but we do anticipate a need to change the character of care homes in the borough. New provision will seek to combine independent living and care on the same sites where possible. Some provision is expected to come from new developments and some from the redevelopment of existing homes for older people. We also expect some care homes to be decommissioned. More details of the changes that the Council expects to take place are set out in Camden Development Policies (see policy DP7). Core Strategy Appendix 1 – *Key infrastructure programmes and projects* sets out the new and improved adult care facilities that will be delivered in Camden within the plan period (see items 21-24).

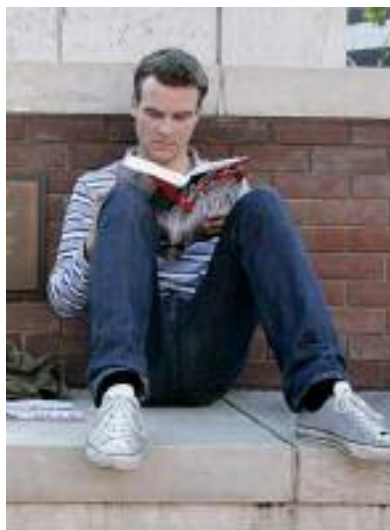
Homeless people and vulnerable people

- 6.44 The Council works to prevent homelessness, guide households into more settled accommodation, and operates a 'pathway' approach that gradually prepares single homeless people for independent living. Since 2005, this work has achieved a reduction of over 50% in the number of homeless households in temporary accommodation.
- 6.45 We anticipate a continued reduction in the need for temporary accommodation, accompanied by a need for fewer hostel places, and a change in the type of places and support that are needed.

- 6.46 The Council provides care for people with serious mental illnesses in partnership with the Camden and Islington Foundation Trust. In mid-2008, around 2,000 people were receiving support, including around 350 in residential or nursing care, or supported housing. During the period of the Core Strategy, we anticipate an increase of around 10% in the number of people with serious mental illnesses, the need remodel some existing residential accommodation to provide intensive supported housing, and the need to provide some additional intensive support places.
- 6.47 In 2007, the Council supported approximately 100 individual tenancies for people with learning disabilities, although some are in clusters and group living accommodation. We anticipate that most future needs for people with learning disabilities will be met by commissioning support rather than providing designated accommodation. However, during the period of the Core Strategy, there is likely a need for remodel or replace some accommodation and to provide cluster flats with high intensity support for people with complex physical and learning disabilities.
- 6.48 Other groups of vulnerable people who commonly need housing support in Camden include looked-after children/young people leaving care; people at risk of domestic violence; people with alcohol or drug dependencies; and ex-offenders. More details of the Council's approach to providing housing support for vulnerable people are set out in Camden Development Policies (see policy DP8).

Young adults and students in higher education

- 6.49 The young adult age group (16-24 year olds) represented around 14% of Camden's population at the 2001 Census, with almost half (8% of the population) being full-time students aged 19 and over. From 2006 to 2026, this age group is projected to grow much more slowly than the total population, to give an overall reduction in the proportion of young adults.
- 6.50 In 2001 over 15,000 full-time students aged 19 and over were normally resident in Camden during term-time. Many more living outside the borough were registered at higher education institutions with a Camden base. The Camden Housing Needs Survey Update 2008 indicated that almost 28,000 full-time students were registered in Camden based institutions in 2006/07, and continued growth is expected.
- 6.51 The Camden Housing Needs Survey Update 2008 indicates that flats and houses in the private rented sector accommodate over 26,000 Camden households. On the basis of the Camden Private Sector House Conditions Survey 2004, we estimate that almost 9,000 of these households either shared a house or flat, or rented a bedsit room in subdivided premises. Almost 4,000 additional households rented private accommodation in hostels, homes that take lodgers, B&Bs and care homes. The 2001 Census showed that the private rented sector housed a third of Camden's full-time students resident in term time. We consider that the private rented sector is the largest source of housing for young adults with a limited income.



- 6.52 Provided that the existing stock of cheap housing such as bedsit rooms can be protected, we anticipate that the private rented sector will be able to support the modest projected increase in young adults. However, it is apparent that the growth of student numbers could place severe strain on the stock of private rented housing. The Council acknowledges that purpose-built student housing has potential to mitigate pressure on the stock of private rented homes in Camden. Therefore, the Council anticipates that most of the figure for non self-contained homes (1,500 homes from 2010/15 to 2024/25) will be met by developments involving designated student accommodation – although many of these may include studio flats with en suite bathroom and cooking facilities, see paragraph 6.13 of this section.
- 6.53 Although the housing trajectory indicates that there is sufficient housing land to enable Camden to exceed the target for self-contained housing, there is a high demand for student housing and for development sites. We are concerned that provision of student housing and other housing with bedsit rooms and shared facilities could prejudice the availability of sites to meet other housing needs, and particularly the supply of self-contained housing. Therefore, we will seek to manage the development of sites for these forms of housing with shared facilities to ensure that they do not prevent us from meeting other housing needs. When considering the appropriateness of particular proposals for student housing, bedsit rooms, or other housing with shared facilities, the Council will consider:
- the supply of self-contained housing, and whether this is falling short of the Council’s target of 437 additional dwellings per year;
 - the effect of the proposal on the supply of land for self-contained housing;
 - whether the site is particularly suitable for affordable housing, housing for older people or housing for vulnerable people (more details of the protection of sites particularly suitable for these groups are set out in Camden Development Policies – see policy DP2); and
 - whether the proposal contributes to creating a mixed and inclusive community.

The Council’s approach to student housing, bedsit rooms, and other housing with shared facilities is set out in detail in Camden Development Policies (see policy DP9).

Flexible implementation

- 6.54 London house prices peaked in January 2008, and Camden house prices peaked in May 2008 (Land Registry 2009 data). Between the start of 2008 and mid-2009, there was a reduction in the availability of credit available to land purchasers, developers and home buyers. This has caused large reductions in house prices, transactions, new mortgages, and the number of new developments starting on-site. These changes raise uncertainty over whether the rates of housing and affordable housing delivery achieved up to 2008 can be continued in the future.
- 6.55 There are other uncertainties that arise from these credit conditions. New mortgages for shared ownership and buy-to-let have been particularly affected, which potentially damages delivery of intermediate housing and market rented housing. In contrast, buyers of premium properties have continued to have access to capital, which has pushed market interest towards a small number of very large homes. These changes raise uncertainty about the ability to deliver a range of homes of different sizes that are available across a range of incomes.
- 6.56 Camden’s 15-year housing trajectory suggests that the supply of housing will not fall short of the annual target of 595 additional homes (including 437 additional self-contained dwellings) unless completion rates drop significantly below expectations. Nevertheless, given current credit limitations and falling prices in 2009, there is a need to monitor the supply of housing very closely.



- 6.57 If overall housing supply appears to be threatened by economic conditions, there are a number of areas of flexibility in the Council's approach that will enable us to tailor our objectives to the particular circumstances of each proposal with a view to maximising delivery. These include:
- varying the proportion of market and affordable housing;
 - varying the split between social rented housing and intermediate affordable housing;
 - positively considering different forms of intermediate affordable housing to take advantage of the funding and credit that is available;
 - varying the range of home sizes sought, particularly amongst market housing; and
 - reviewing the range of S106 requirements sought to maintain viability.

In negotiating the range of housing types and sizes on individual sites, including the proportion and range of affordable housing, the Council will have regard to the characteristics and constraints of the site and the area, progress towards meeting Camden's housing supply target, the financial viability of the development, the contribution the development makes to the creation of mixed communities, and the Council's other planning objectives.

- 6.58 In seeking to secure the future supply of additional housing, we will seek to work in partnership with many other organisations and agencies involved in the development and funding of housing and affordable housing. These will include our Local Strategic Partners, developers, landowners and private landlords, Housing Associations and other affordable housing providers, the Homes and Communities Agency, government departments and other government agencies, the Mayor/GLA and other local authorities – particularly councils in Central and North London.

Key evidence and references

- Camden Together – Camden's Sustainable Community Strategy; 2007 – 2012
- Camden Private Sector House Condition Survey 2004
- Camden Housing Strategy 2005-2010 (updated 2007)
- Camden Housing Needs Study Update 2008
- Greater London Strategic Housing Market Assessment 2008
- Camden Affordable Housing Viability Study 2009
- Camden Annual Monitoring Report 2007/08
- GLA Round 2006 Demographic Projections
- The London Plan (consolidated with Alterations since 2004); Mayor of London; 2008
- Planning Policy Statement (PPS) 3 – Housing

CS10. Supporting community facilities and services

- 10.1 A key part of our strategy for managing Camden’s future growth is making sure that the services, facilities and infrastructure to support the local community and visitors to the borough are provided in suitable locations to meet increasing demand caused by our growing population. The provision of community facilities also plays a key role in meeting the Camden Community Strategy theme *A connected Camden community where people lead active, healthy lives*, which seeks to encourage a greater sense of community. Camden’s community facilities provide people with opportunities to meet, learn, socialise and develop skills and interests and, by doing this, help improve their quality of life. Making provision for these needs locally plays an important part in developing community life in the borough by bringing people together and encouraging them to take responsibility for the local area.
- 10.2 The Council will seek to ensure that a wide range of services and facilities to meet community needs are provided in the borough, including education and childcare, health facilities (also covered in policy CS16), police and emergency service facilities, libraries, sports and leisure facilities, culture and arts, advice centres, community halls/meeting rooms, places of worship, youth facilities and public conveniences. Parks and open spaces are covered in policy CS15.

CS POLICY

CS10 – Supporting community facilities and services

The Council will work with its partners to ensure that community facilities and services are provided for Camden’s communities and people who work in and visit the borough.

This includes:

- a) the provision of a new secondary school at Swiss Cottage, a new primary school in King’s Cross and a range of improvements to 16 schools and educational facilities across the borough by 2014;
- b) supporting the higher education sector in Camden and balancing its requirements with those of other sectors and the local community. In assessing applications for higher education use, the Council will ensure that such developments are sensitive to their surroundings, take into account the cumulative impact on the balance and mix of uses in the area, protect residential uses, the local environment and the amenity of, and services for, the residential community and other users of the area and their future needs;

- c) supporting the Metropolitan Police and their plans to create more neighbourhood facilities and a new custody centre and patrol base;
- d) providing a range of other community facilities to support Camden’s growing population.

The Council will:

- e) require development that increases the demand for community facilities and services to make appropriate contributions towards providing new facilities or improving existing facilities;
- f) support the retention and enhancement of existing community, leisure and cultural facilities; and
- g) facilitate the efficient use of community facilities and the provision of multi-purpose community facilities that can provide a range of services to the community at a single, accessible location.



Providing community facilities

- 10.3 Camden currently has a wide variety of community facilities that are provided by the Council or the voluntary sector. The paragraphs below describe how we will seek to deliver the specific facilities and services. Please also see policy CS15 for our approach to providing open spaces and policy CS16 for our approach to health facilities.

Education and training facilities

- 10.4 The Council aims to provide a high standard of education and training for everyone through the borough's network of schools, youth centres and arts and recreation facilities. We will also work with our partners, such as the higher and further education colleges and universities, neighbouring authorities and the community and voluntary sector, to ensure that suitable services and facilities for education and training are provided.

Schools

- 10.5 The Council has a series of strategies that set out the borough's future requirements for school places and facilities and how they will be addressed.
- The current Building Schools for the Future (BSF) 2007-2014 programme sets out how we will meet the need for secondary education which includes:
 - a new secondary school on Adelaide Road in Swiss Cottage;
 - rebuilding of Maria Fidelis Convent School and conversion to mixed entry;
 - further improvements to six other schools and three pupil referral units; and
 - provision of 530 additional post-16 school places.
 - The Primary Strategy for Change sets out the vision and funding programme for delivering improvements in primary age learning between 2009-2023 and includes the provision of:
 - a new primary school in the King's Cross growth area;
 - the expansion of Emmanuel School in West Hampstead;
 - the relocation of Frank Barnes School;
 - the refurbishment of Carlton Primary School; and
 - improvements to two specialist schools.
 - A number of strategies also cover the provision of care and facilities for nursery and pre-school age children (Childcare Sufficiency Assessment, the Phase 3 Children's Centre Strategy and the Primary Strategy for Change).

The Council will work to ensure the adequate provision of school places beyond the period covered by the above strategies through school place planning analysis and by responding to local concerns, for example, by considering the need for a school south of Euston Road. The table of key infrastructure programmes and projects in Appendix 1 provides more details on planned education schemes (see items 1-12).



Adult learning

- 10.6 The Council offers a range of adult and community learning, provided by libraries, schools, community centres and also by partner organisations, such as the City Lit Institute, the Mary Ward Centre, Westminster Kingsway College, Birkbeck College and the Learning and Skills Council. To expand the range of courses and facilities on offer, we are working with our partners to build on existing out-of-school programmes; increase the number of venues providing adult and community learning, particularly in deprived areas; and encourage the use of local cultural institutions, such as the British Museum and British Library, for educational workshops and lectures.

Higher and further education

- 10.7 Higher and further education facilities are clustered in Camden's Central London Area, particularly in Bloomsbury and Fitzrovia and include: University College London (UCL) and its associated medical institutions, such as the UCL Hospital, the National Hospital for Neurology and Neurosurgery; the Eastman Dental Institute and the University of London, including King's College, the School of Oriental and African Studies, and the School of Pharmacy. The Council recognises the importance of the higher and further education sector in Camden and will seek to support and balance its requirements with those of other sectors and the local community. While generally supporting the expansion of higher education use in the borough, the Council recognises that in areas where such uses already have an extensive presence they can have a harmful impact and will assess applications for such uses against the criteria set out in CS10 b). Please see policy CS5 for more information on how we will balance the needs of the residential communities with other interests in the borough and policy CS9 for information on how we will support residential communities in Central London

Facilities for children and young people

- 10.8 We will aim to make sure that children and young people receive the services and support they need by working with our partners, including schools, the voluntary and community sector, parents and carers, and the children and young people themselves. We will implement our Children and Young People's Plan which aims to improve the experiences of children and young people in Camden and details the areas we are working to improve, in particular:
- keeping children safe;
 - raising school standards; and
 - helping children achieve their full potential.

- 10.9 A number of projects are underway to help achieve these aims. For example, 75% of Camden's schools are now offering extended services which will support children and their families outside of school hours by offering childcare, parenting advice and support, after-school activities and classes, community access to sports, IT and arts facilities. The aim is to eventually have all the Council's schools offering extended services. Schools have also increased the number of vocational subjects they teach from 4-10 to help more young people into jobs and provide a link into the Camden Jobtrain service which provides training and apprenticeships for young people in various sectors, including construction, childcare and motor mechanics. The Council aims to increase the number of apprenticeships available to young people and to widen the variety of occupational areas from 5 to 10.
- 10.10 The lack of childcare facilities often prevents people from taking up employment opportunities or restricts them to part-time jobs that are close to home. The Council will therefore encourage non-residential developments to include provision for child care facilities. Please see policy CS8 – *Promoting a successful and inclusive Camden economy* for more information on how this strategy supports schemes that encourage Camden residents into training and jobs.

Facilities for older people

- 10.11 Older people in Camden make up 12% of the population (Source: GLA 2006 Round of Demographic Projections (RLP High) GLA, 2007) and generate the greatest demand for health care, social care and support services. The Council has a number of strategies that work together to address the challenges faced by the borough's older people, including Camden's Quality of Life Strategy for Older Citizens, the Serving Older People Strategy, Homes for Older People and the Health Improvement Programme for Older People. These strategies envisage an increasing amount of care taking place at home with people staying in their homes longer, although there will still be a requirement for day-centres, long-term care homes, nursing care homes and extra-care sheltered housing. Detail on our approach to providing these facilities is set out in Camden Development Policies (policy DP7). We will also work with our partners to continue to provide more informal services and facilities such as lunch clubs, exercise classes, learning opportunities, networking groups and meeting places.

Faith facilities

- 10.12 Camden has many meeting places, churches, synagogues, temples, community facilities and prayer centres that cater for a range of faiths and beliefs. The Council will seek to support community organisations and religious groups to help them to meet their need for faith facilities. For example, the Council is currently working with the Muslim community, who want a purpose built Islamic cultural centre and mosque in the borough, to form a community led project team which will develop the plans for these.





Sports and leisure facilities

- 10.13 Camden's Open Space, Sport and Recreation Study Update 2008 identifies a shortage of indoor sports facilities in the borough, with the exception of swimming pools. To address this shortfall, the Council will provide new sports facilities on nine school sites. These will be provided through the Council's Building Schools for the Future programme. The timescale for delivery has not yet been confirmed, although construction is expected to begin in 2012 at the first two schools – South Camden Community School and Swiss Cottage. After a long period of closure for refurbishment the Kentish Town Leisure Centre is due to re-open in 2010. The Council also has plans to invest in refurbishment works at the Oasis sports centre near Covent Garden. In addition there will be a new leisure facility in the King's Cross growth area, which will include a swimming pool and indoor sports facilities. The table of key infrastructure programmes and projects in Appendix 1 provides more details on the planned sport and leisure facilities (items 25-32).
- 10.14 The Council and its partners are also developing a Sports and Physical Activity Strategy which will outline our vision for how we can use sports and physical activity to maximise opportunities for those who live, work or go to school in the borough. The Sports Strategy will focus on St Pancras and Somers Town, Gospel Oak and Regents Park, as these are the wards with lowest levels of activity.²⁵ Please see policy CS15 for more information on how we will protect open space and outdoor sports facilities in Camden.

Arts and cultural facilities

- 10.15 Camden is home to a host of arts and cultural facilities, including many of London's and the UK's leading cultural institutions such as the British Museum and the British Library, as well as number of theatres, galleries, dance and music venues, such as the Dominion Theatre, the Roundhouse, the Foundling Museum, Hampstead Theatre, The Place and the Proud Galleries. These leisure facilities serve Camden's residents as well as those who work and visit the borough and are therefore protected and encouraged by policy CS10. The Council works in partnership with a wide range of institutions and various community groups to deliver art and cultural projects, for example, by hosting and supporting community festivals across the borough. We also encourage public art installations, organise workshops and provide space for local artists, for example in Swiss Cottage Library and Kingsgate Community Workshops. Please see Policy DP15 for more information on how we will protect and support leisure facilities.

Public toilets

- 10.16 The Council and other organisations run a number of public toilets within the borough which provide facilities for residents and visitors. Due to the high maintenance costs and the problems with vandalism, especially connected with underground Victorian facilities, many public toilets have closed. The Council will work with developers to provide new public toilets in the growth areas or as part of major redevelopment schemes and will continue to encourage community toilet schemes in our town centres. For example, a successful scheme has been running in Kentish Town since 2007 where local businesses allow the public to access their toilet facilities.

REFERENCES

²⁵ Draft Camden Sport & Physical Activity Needs Assessment 2008

Policing and emergency services

- 10.17 The Metropolitan Police Authority have prepared an *Asset Management Plan* which sets out how they will improve their operational estate which will comprise a move towards more local “front counter” facilities and neighbourhood policing facilities across the borough to provide enhanced accessibility. This will be supported by the centralisation of custody cells, patrol bases and associated operational facilities. We will work with the Police to help deliver their planned improvements once they have been agreed. The London Fire Brigade (LFB) has four stations in Camden – Euston, Belsize Park, Kentish Town and West Hampstead. The LFB is reviewing the current fire service provision and may seek to redevelop stations in the future as necessary. Ambulances are provided by the London Ambulance Service (LAS) NHS Trust from a network of ambulance stations across London. Camden has two ambulance stations which are located in Gospel Oak and Bloomsbury. The London Ambulance Service is working with local primary care providers, such as NHS Camden, to consider the opportunity of locating new primary healthcare and ambulance services together when developing any estate strategy. See Policy CS16 for more information on healthcare services in Camden. The table of key infrastructure programmes and projects in Appendix 1 provides more details on the planned policing and emergency service schemes. (see items 33-38).

Community facilities and development

- 10.18 Camden’s population is expected to continue growing, which will increase demand for community uses in the future. To ensure that we continue to meet the demand for community facilities, developments will be expected to make commensurate provision for new, or improvements to existing, facilities. This will help to meet the needs of new residents and mitigate impacts on the existing community. Please see policy DP15 in Camden Development Policies for more information on our approach to the provision of community uses and Policy CS19 for more information on planning obligations.
- 10.19 We recognise that increasing the number of community, and some leisure, facilities in Camden will be difficult due to competition from other, higher value land uses and due to the pressure on existing facilities to be redeveloped for more profitable uses. Therefore we will seek to protect existing community facilities where they are necessary to support the local population. Please see policy DP15 in Camden Development Policies for our detailed approach to protecting community and leisure facilities.





- 10.20 Community facilities can provide a range of services in one location, for example a community hall can be used for meetings, performances, exercise classes, exams, rehearsals and other uses. Grouping facilities together allows a greater number of services to be provided in a single place and encourages links between them. The Council and other service providers are increasingly moving towards integrating their services to ensure that residents can access advice and assistance in the most convenient way. For example:
- the '1a Community Centre' in Clerkenwell was redeveloped by the Council to provide a new Children's Centre where local residents can access nursery facilities, health and family support services or hire a room for community meetings/events; and
 - the new Kentish Town Health Centre now provides health services, social services, housing, welfare advice and many other activities.
- 10.21 Grouping community facilities in a single location or in one building makes efficient use of land, which is particularly important in Camden where there are few opportunities for new community facilities. Therefore, the Council will support multi-purpose community facilities that can provide a range of services and facilities to the community at one accessible location. We will also encourage the use of existing community facilities for more than one use, and support the use of other types of premises for community use, for example, making meeting rooms in offices available to the local community.

Key evidence and references

- Camden Together – Camden's Sustainable Community Strategy; 2007-2012
- Camden's Children and Young People's Plan 2009-12
- Draft Camden Pro-Active Sports and Physical Activity Strategy 2008
- Draft Camden Sport & Physical Activity Needs Assessment 2008
- Building Schools for the Future Programme
- NHS Camden Strategic Plan 2008-13

CS11. Promoting sustainable and efficient travel

- 11.1 Camden benefits from excellent transport provision, including a direct link to continental Europe through St Pancras International; national rail services at King's Cross, St Pancras and Euston; 23 tube stations within the borough or on its boundary, 55 bus routes and 27 night bus routes. These provide excellent accessibility within Camden, to the rest of London and beyond. However, the borough also faces considerable challenges in relation to transport. Its road and public transport networks are subject to significant congestion, and air quality is a serious issue.
- 11.2 The Council needs to address these challenges and ensure that transport provision contributes towards our approach to managing the significant growth in the borough, as set out in Section 1. Policy CS11 promotes a range of sustainable transport measures and the delivery of additional infrastructure to support growth and relieve existing pressures on the transport system. It builds on, and helps to deliver, the sustainable transport priorities established in the Council's Green Transport Strategy. This aims to encourage more walking and cycling and reduce traffic in the borough by 15% from 2001 levels.



CS11 – Promoting sustainable and efficient travel

The Council will promote the delivery of transport infrastructure and the availability of sustainable transport choices in order to support Camden's growth, reduce the environmental impact of travel, and relieve pressure on the borough's transport network.

Improving strategic transport infrastructure to support growth

The Council will promote key transport infrastructure proposals to support Camden's growth, in particular:

- a) King's Cross station improvements;
- b) the redevelopment of Euston Station and the provision of an improved public transport interchange;
- c) Crossrail services and associated station improvements at Tottenham Court Road;
- d) improved interchange at West Hampstead;
- e) improvements to facilities at Camden's London Underground and Overground stations, including at Camden Town and Holborn; and
- f) improvements to encourage walking and cycling as part of transport infrastructure works.

The Council will protect existing and proposed transport infrastructure (including routes for walking, cycling and public transport, interchange points, depots and storage facilities) against removal or severance.

Promoting sustainable travel

In order to support Camden's growth and to promote walking, cycling and public transport, the Council will:

- g) improve public spaces and pedestrian links across the borough, including by focusing public realm investment in Camden's town centres and the Central London area, and extending the 'Legible London' scheme;

- h) continue to improve facilities for cyclists, including increasing the availability of cycle parking, helping to deliver the London Cycle Hire Scheme, and enhancing cycle links; and
- i) work with Transport for London to improve the bus network and deliver related infrastructure, and support proposals to improve services and capacity on the tube, London Overground and Thameslink.

Making private transport more sustainable

As part of its approach to minimising congestion and addressing the environmental impacts of travel, the Council will:

- j) expand the availability of car clubs and pool cars as an alternative to the private car;
- k) minimise provision for private parking in new developments, in particular through:
 - car free developments in the borough's most accessible locations and
 - car capped developments;
- l) restrict new public parking and promote the re-use of existing car parks, where appropriate;
- m) promote the use of low emission vehicles, including through the provision of electric charging points; and
- n) ensure that growth and development has regard to Camden's road hierarchy and does not cause harm to the management of the road network.

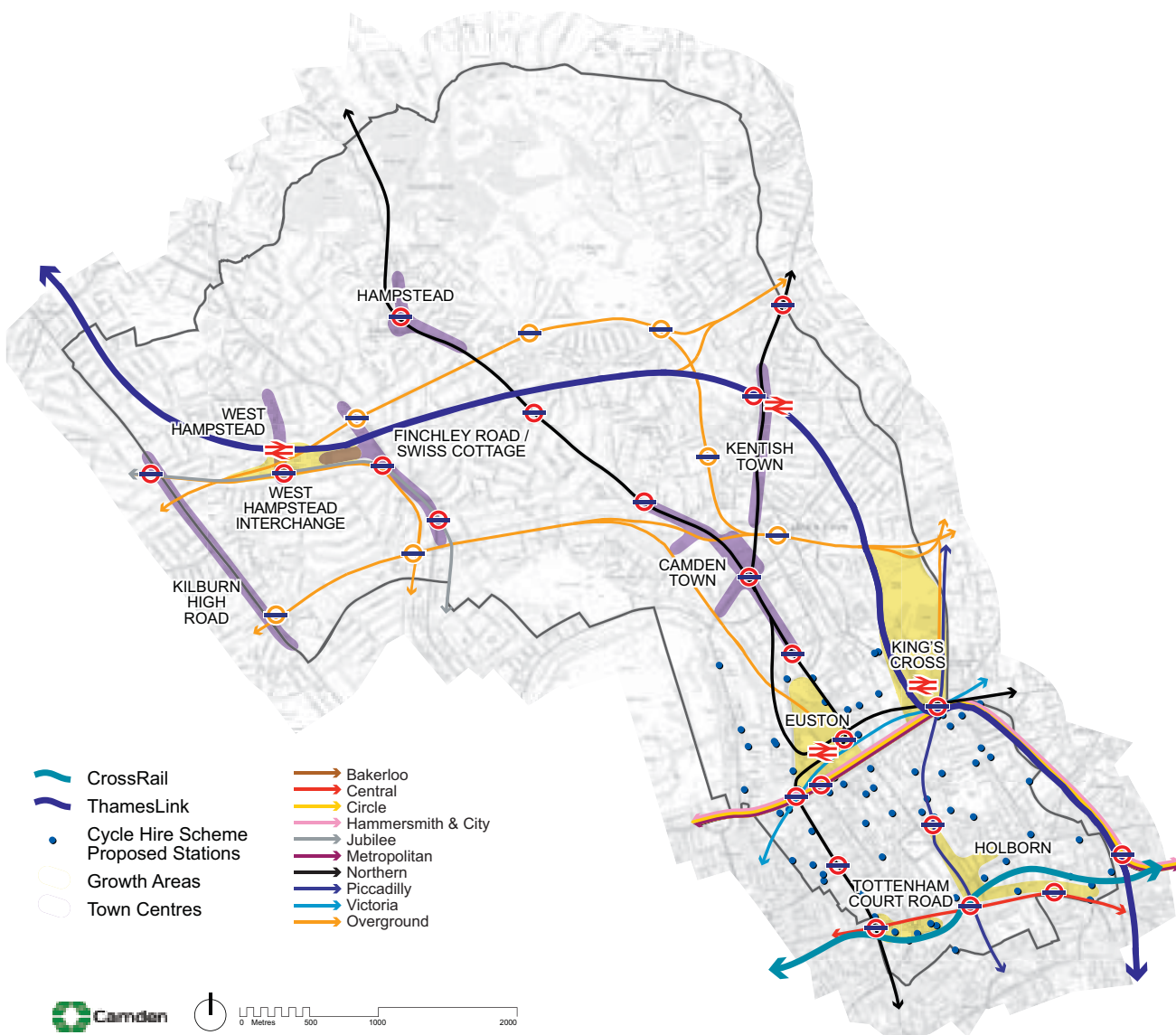
Promoting the sustainable movement of freight

The Council will seek to reduce freight movement by road; encourage the movement of goods by canal, rail and bicycle; and minimise the impact of freight movement on local amenity, traffic and the environment.

Improving strategic transport infrastructure to support growth

11.3 The strategic transport infrastructure projects identified in policy CS11 will play a central role in supporting future growth in the borough, with the development concentrated in locations that are, or will be, subject to significant improvements to transport facilities, services and capacity. The key infrastructure programmes and projects identified in Appendix 1 set out further details regarding these schemes, including delivery timescales and responsibilities, and sources of funding (items 39-50). Map 3 shows Camden's key existing and proposed transport infrastructure.

Map 3: Transport



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11.4 All of Camden’s growth areas (see policies CS1 and CS2) will be subject to significant improvements in strategic transport infrastructure:

- King’s Cross will benefit from improved station facilities, significant tube capacity increases and improved service capacity and frequency on the Thameslink line;
- Euston will also benefit from an improved station and associated facilities and significant tube capacity increases. The Council will seek to deliver enhanced walking and cycling links to surrounding areas from both Euston and King’s Cross;
- Tottenham Court Road Station is due to be served by Crossrail by 2018 and there will be a new Crossrail station linked to Tottenham Court Road underground station. The Underground station will also benefit from substantial improvements and from additional tube capacity through planned Northern Line upgrades. The Council will work with its partners to ensure that walking links are improved around the station in order to accommodate the expected increase in pedestrian activity in the area;
- Holborn will benefit from increased tube capacity through the Piccadilly Line upgrade and, over the longer term, the Council will pursue opportunities to deliver substantial improvements to Holborn Underground station, although funding for such works has not yet been identified. The provision of a Crossrail interchange at Farringdon, located adjacent to the borough boundary in Islington, will provide additional capacity to the south east of the borough. This and measures at Tottenham Court Road may help to alleviate current pressure on Holborn station. Improvements to pedestrian signage through the ‘Legible London’ scheme should also make it easier for pedestrians to find their way around the area; and
- West Hampstead will benefit from improved service capacity at its Jubilee Line and London Overground stations, as well as increased service frequency and capacity at its Thameslink station. In addition, the Council and Transport for London are currently investigating a range of measures to improve pedestrian linkages in the interchange area between West Hampstead’s three stations, including addressing the need to widen pavements, and remodelling station entrances.

11.5 All of Camden’s town centres are served by at least one tube or Overground station, each of which will benefit from planned improvements to service capacity and, in some cases, increased service frequency (see Appendix 1 – items 43 and 44). Planned Northern Line capacity improvements have the potential to help to relieve current peak time congestion at Camden Town station. Neighbouring tube stations at Chalk Farm and Mornington Crescent will also benefit from Northern Line capacity improvements, which should also help to relieve pressure at Camden Town station. Although funding is not currently identified for the planned redevelopment of Camden Town Underground station, the Council has published a planning brief for the site and will pursue opportunities to deliver a better functioning, more accessible station that relieves congestion issues. Camden Road overground station will also benefit from planned capacity and service improvements on the North London Line.

11.6 The Council considers that the scale of transport improvements focussed on Camden’s main growth areas means that, in the event that any individual scheme is postponed or cancelled, sufficient transport infrastructure will be provided and other measures secured to support the levels of growth envisaged. For example, the range of planned tube, London Overground and rail

capacity improvements means that, if any single scheme did not occur, there will still be increased capacity on other lines. Also, walking, cycling and bus links will continue to be improved, and where appropriate, enhanced to meet reductions in planned capacity elsewhere.

- 11.7 Given the constraints on transport capacity in a densely developed area like Camden, almost every part of the existing transport infrastructure is a valuable asset. The Council will therefore seek to protect all existing and proposed facilities and links (including for Crossrail 2, also known as the Chelsea – Hackney Line), and safeguard the potential for improvements to the transport network. The Mayor of London's *Land for Transport Functions* supplementary guidance sets out further information on protecting land for transport.

Promoting sustainable travel options

- 11.8 The Council will complement the provision of strategic transport infrastructure by working to improve local level sustainable transport measures. Camden's Local Implementation Plan (LIP) sets out how we intend to deliver more sustainable transport, and is a key mechanism for the implementation of the transport objectives set out in this Core Strategy, including applying for the necessary project funding from Transport for London.

Walking

- 11.9 Walking is a 'zero carbon' form of travel that relieves pressure on infrastructure, both in terms of public transport infrastructure and Camden's roads. As such, the promotion of walking is an essential element of our approach to managing Camden's growth. It also provides significant wider social benefits in terms of promoting more active, healthy lifestyles (see policy CS16 *Improving Camden's health and well-being*), and helping to create more active vibrant streets and public spaces. Camden's Community Strategy seeks to improve conditions for pedestrians, and Camden's Walking Plan seeks to promote walking in the borough and to improve the street environment.
- 11.10 Policy CS14 – *Promoting high quality places and preserving our heritage* sets out the Council's approach providing attractive streets and spaces. Camden's Local Implementation Plan sets out key planned projects that will enhance our streets and spaces and provides a particular focus on the delivery of improvements in Camden's town centres and Central London. This reflects the higher level of activity in these areas, and the need to relieve current pressure on the public transport system by enhancing links between visitor generators and transport hubs. It also supports Camden's approach to future development by focusing improvements on locations that include the borough's growth areas. The Council will work with British Waterways, Natural England, other land owners/developers and users to improve the Regent's Canal and its towpath, which forms a main east-west pedestrian and cycle route through the borough (see Map 1 and policy CS15).
- 11.11 Improved pedestrian signage to help people find their way is also an important factor in encouraging more people to walk for shorter journeys, rather than using the car, tube or bus. Camden's Local Implementation Plan sets out how the Council will make it easier for people to find their way around through the 'Legible London' scheme, which provides new, simple signage for pedestrians. The Council is currently working with Transport for London and other partners, including neighbouring boroughs, to expand the initiative across the Central London Area. We will seek to extend the scheme throughout the borough – prioritising key destinations and localised centres where there is a concentration of amenities and a high level of pedestrian activity, including our town centres. New signage in these areas will be expected to reflect Legible London standards.
- 11.12 Public realm improvements will primarily be delivered by the Council using funds from Transport for London, to be sought through Camden's Local Implementation Plan. The Council's own funding and, where appropriate, developer contributions and will also be used to finance projects to promote walking. The Council will continue to work with Transport for London and neighbouring London boroughs to deliver improved pedestrian accessibility across borough boundaries. Camden is a member of the cross-borough Clear Zone Partnership, a key mechanism for delivering improvements to walking routes across Central London, linking King's Cross and Euston with Bloomsbury and Holborn, through to the River Thames and the West End (see policy DP32 in Camden Development Policies).

Cycling

- 11.13 As with walking, cycling is a sustainable means of travel that provides the opportunity to relieve congestion as well as promoting healthy, active lifestyles. Camden's Cycling Plan (Fourth Review 2008) seeks to promote increased cycling in the borough by improving cycling facilities and routes. We will:
- ensure that all opportunities are taken to maximise the availability of new cycle parking across the borough both in new developments and more widely in any areas where there is need for increased provision, such as at town and local centres. This will principally be delivered through Camden's Parking Standards for new developments (see policy DP18 in Camden Development Policies) and as part of town centre improvement projects;
 - provide 'cycle stations' in appropriate locations across the borough. These are cycle parking facilities available to the public, usually in a secure area with restricted access. Appropriate locations would include town centres, Central London and major transport interchanges. Such stations have already been secured as part of approved schemes at King's Cross (1,000 bicycle spaces) and Regent's Place/Euston Tower (around 70 spaces).
 - improve cycle links across the borough to encourage more cycling. We will seek to ensure that developments contribute to and, where appropriate, provide appropriate links with strategic cycle routes, including the London Cycle Network (a network of radial and orbital routes for cyclists throughout London); and
 - work with Transport for London and other partners, including neighbouring boroughs, to implement the London Cycle Hire Scheme. The scheme was introduced by the Transport for London Business Plan 2009/10-2017/18, and aims to provide places, firstly in Central London, then across the capital, where people can pick up and drop off bicycles. We will seek to ensure that the scheme is extended to key destinations across the borough, including our town centres.

Public transport

- 11.14 Camden will benefit from planned improvements to London Underground, London Overground and Thameslink service capacity, as well as the delivery of Crossrail. Between 2009 and 2020, Transport for London plans to significantly improve capacity on the Jubilee; Victoria; Northern; Piccadilly; and District, Hammersmith and City lines, as well as the London Overground North London Line, all of which pass through the borough. Also, the Thameslink train line serving St Pancras International is planned to benefit from significantly improved capacity and service frequency by 2015. Crossrail will provide a major new east-west train link through London, and help to support growth in the capital by tackling congestion and the lack of capacity on the existing rail network. The Mayor has introduced a policy in the London Plan and prepared Supplementary Planning Guidance - Use of planning obligations in the funding of Crossrail, to seek financial contributions from new developments towards the delivery of Crossrail, which is due to be completed by 2017. Please see Appendix 1 for further details on planned public transport infrastructure improvements (items 39-44).
- 11.15 In partnership with Transport for London, which manages the bus network across London, the Council will seek to ensure that Camden's growth is matched by improvements in bus services, where required. This will include provision of new bus facilities (for example, bus stops) where appropriate. Policies DP16 and DP17 in our Camden Development Policies Local Development Framework document set out the Council's expectations for new development in relation to transport capacity and public transport contributions.

Travel Awareness

- 11.16 The Council also works to encourage more sustainable travel in schools, businesses and communities through its travel awareness programme. We also work with schools and businesses to produce Travel Plans, which provide a package of measures to encourage safe, healthy and sustainable travel options, including through reducing the need to travel and unnecessary car journeys, and promoting active means of transport such as walking and cycling. Camden is part of the North Central Travel Plan Network, a group of north and central London boroughs (supported by Transport for London) that offers advice to businesses to help them to develop travel plans.

Making private transport more sustainable

- 11.17 The Council will continue to limit the amount of parking available for private cars. This represents a key part of our approach to addressing congestion, promoting sustainable transport choices, and facilitating the delivery of pedestrian and cycle improvements by maximising the amount of public space available to provide new walking and cycling facilities. Our approach to car parking will seek car-free development in the most accessible parts of the borough (Central London, town centres (except Hampstead) and other areas that are well-served by public transport). We will also seek car-capped developments where the provision of additional on-street parking would be harmful to parking conditions. Please see policies DP18 and DP19 in Camden’s Development Policies for more on our approach.
- 11.18 For journeys where more sustainable travel options are not practical, car clubs and car pools offer an alternative to privately owned cars. Car clubs are hire schemes that allow households to avoid the costs of car ownership, deter them from using cars for a trip which is convenient without one, and reduce the amount of car parking space needed. For business journeys, car pools have many similar advantages, and can remove the need for business-users to commute by car. The Council will seek to expand the availability of car clubs and car pools by encouraging provision for them as part of proposals involving additional parking (see policy DP18 in Camden Development Policies), as well as working with operators to secure more car club spaces on Camden’s roads where demand is identified.
- 11.19 Another part of the Council’s strategy to promote more sustainable travel options is to allow the loss of existing public car parks, where appropriate. This helps to promote the use of sustainable transport by limiting the availability of parking spaces, and also promotes more efficient use of land in the borough. For further details, please see policy DP19 in Camden Development Policies.
- 11.20 We will also encourage low emission vehicles by increasing the availability of electric charging points across the borough. Although still contributing to congestion, these vehicles do not have the air quality impacts of ordinary cars. Where provision for the use of private cars in new developments is unavoidable, the Council will therefore seek provisions such as electric charging points (see policy DP18 in Camden Development Policies).
- 11.21 The demand for movement, deliveries and car parking on Camden’s roads already exceeds the space available, meaning that effective management of Camden’s road network is essential. The Council will seek to ensure that new development does not cause harm to Camden’s road hierarchy, or to the ability of Council (and for strategic roads, Transport for London) to manage the road network. Policy DP21 in Camden Development Policies sets out our requirements regarding connections to the road network from developments.



- 11.22 A number of Camden's centres, in particular Camden Town and Swiss Cottage, suffer from a poor pedestrian environment due to gyratory systems that hinder movement and create a poor quality public realm. This has a negative impact on local amenity and the quality of life in these centres. While the Council acknowledges that these roads are important to maintaining smooth traffic flow through London, it will work with Transport for London to investigate long-term opportunities to remove or significantly alter these gyratories for the benefit of these centres and the people that use them.

Promoting the sustainable movement of goods

- 11.23 The movement of goods can have a significant impact on the environment, in terms of noise and disturbance, and air pollution. These impacts are particularly severe in an urban, densely populated borough, such as Camden. The Council will therefore seek to minimise the movement of goods and materials by road by:
- promoting alternative forms of freight movement that have lower environmental impacts, such as the use of Regent's Canal, rail freight and the use of cycle-freight as an extension to cycle courier services; and
 - seeking to deliver more efficient goods movement. We will work with our partners to explore the potential for a freight consolidation facility to serve Camden's Central London Area. These facilities are transfer and distribution centres that consolidate loads from a number of vehicles into single loads for delivery to a specific destination or area.
- 11.24 We will work with our partners, including Transport for London, developers, freight operators and businesses to assess how these aims could be achieved, including for the servicing of new developments both during construction and when in use. Camden is part of the Freight Quality Partnership for Central London, which brings together retailers, freight operators, Central London boroughs, and Transport for London to consider ways to achieve more efficient and sustainable movement of freight.
- 11.25 The Council will also seek to ensure that the impact of construction traffic and the servicing of future developments are kept to a minimum. Policy DP20 in Camden Development Policies sets out how we will seek to minimise the impact of freight movement from development. We are working with Transport for London to investigate opportunities to provide charging points for low emission goods vehicles, which can have a lower impact than normal vehicles in terms of both air pollution and noise.

Key evidence and references

- Camden Local Implementation Plan (LIP) 2005/06-2010/11
- Camden Green Transport Strategy 2008-2012
- Camden Walking Plan Second Edition 2006
- Camden Cycling Plan: fourth annual review 2008
- Camden Interim Parking and Enforcement Plan 2005/11
- Camden Road Network Management Plan (2006)
- Camden Streetscape Design Manual 2005
- Camden Sustainability Task Force Report on Transport
- The London Plan (consolidated with Alterations since 2004); Mayor of London; 2008
- Transport for London Business Plan 2009/10-2017/18
- Land for Transport Functions Supplementary Planning Guidance; Mayor of London; 2007
- Planning Policy Guidance (PPG) 13: Transport; ODPM; 2001
- Camden Together – Camden's Sustainable Community Strategy 2007-2012



Section 3

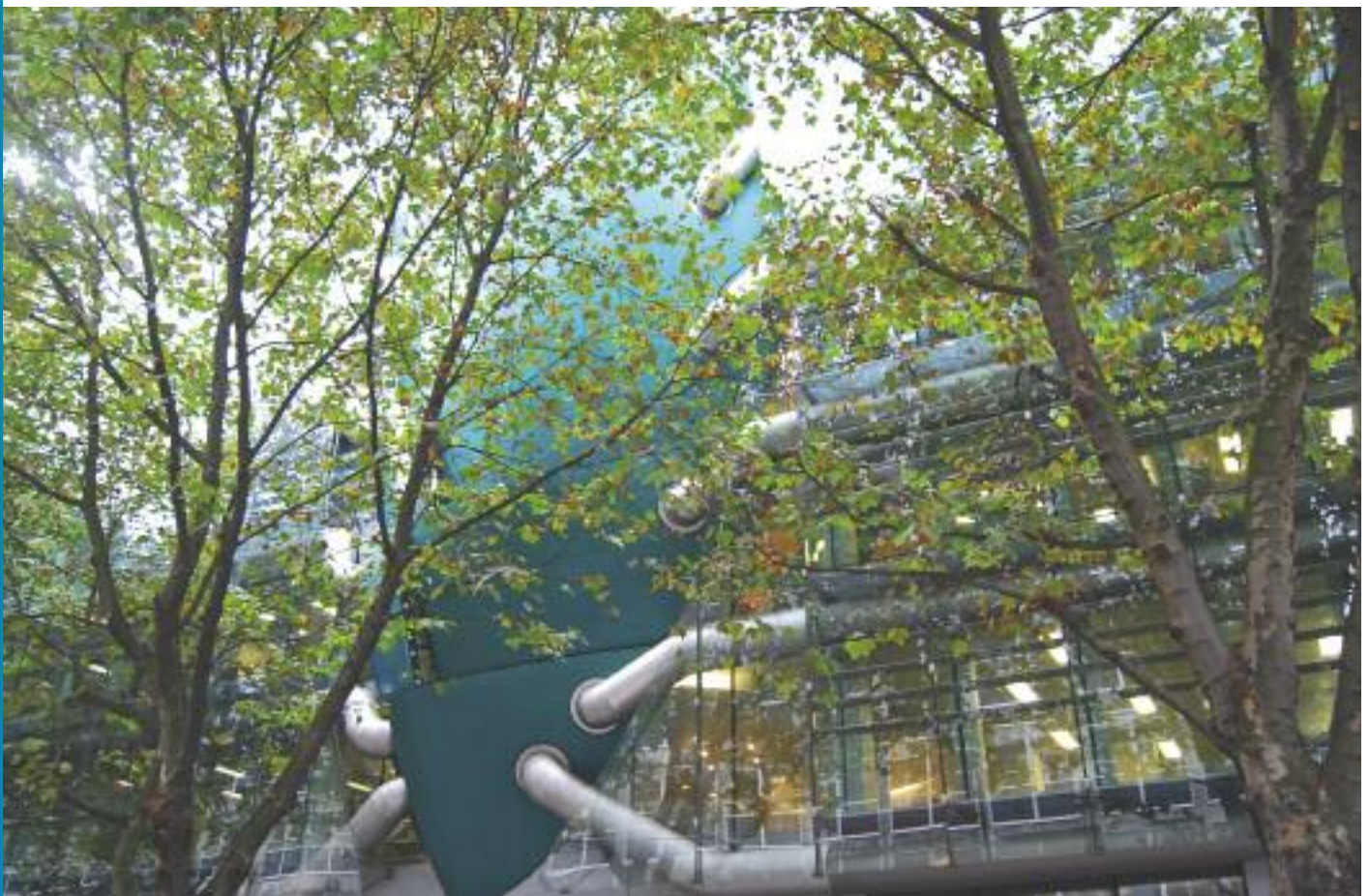
A sustainable and attractive Camden – Tackling climate change and improving and protecting Camden’s environment and quality of life

- 13.1 The Core Strategy sets out the Council’s approach to managing Camden’s growth so that it is sustainable, meets our needs for homes, jobs and services, and protects and enhances quality of life and the borough’s many valued and high quality places. This section focuses on delivering the key elements of our strategy relating to:
- making Camden more sustainable and tackling climate change, in particular improving the environmental performance of buildings, providing decentralised energy and heating networks, and reducing and managing our water use;
 - promoting a more attractive local environment through securing high quality places, conserving our heritage, providing parks and open spaces, and encouraging biodiversity;
 - improving health and well-being;
 - making Camden a safer place while retaining its vibrancy; and
 - dealing with our waste and increasing recycling.
- 13.2 The implications of our actions on the environment are increasingly clear and action is needed at global, national and local levels. The Core Strategy has an important role in reducing Camden’s environmental impact and achieving sustainable development – meeting our social, environmental and economic needs in ways that protect the environment and do not harm our ability to meet our needs in the future. *A Sustainable Camden that adapts to a growing population* is one of the elements in the vision in Camden’s Community Strategy.



CS13. Tackling climate change through promoting higher environmental standards

- 13.3 Camden's Community Strategy commits the Council and our partners to reduce Camden's carbon dioxide emissions in line with the national target of 80% by 2050. To help deliver this, the Council commissioned a study to investigate how we can best cut our carbon dioxide emissions. *Delivering a Low Carbon Camden* (SEA-Renue) found that 30% of Camden's current emissions come from domestic buildings, 58% from non-domestic buildings and 12% from transport. Growth in the borough is expected to increase emissions if they are allowed to grow unconstrained, with emissions from transport expected to see the greatest growth. However, the study found that a 60% reduction can be met through technological means in a financially viable way, with local, decentralised heating systems served by combined heat and power (CHP) being the most cost-effective way for Camden to reduce carbon use. Achieving the 80% target will rely either on alternative technologies and fuels becoming available or on significant behavioural change to reduce energy demand.
- 13.4 Although climate change is not specific to Camden, the borough's highly built-up, inner urban environment means that we face specific environmental issues such as poor air quality and surface water flooding. The measures we can take to minimise the impacts of climate change and adapt to its effects need to consider and be appropriate to the borough's dense and historic character and sensitive environments. Where demonstrated, the Council will have regard to the costs and feasibility of measures to tackle climate change within developments. We will also take into account the cumulative costs of not responding to the need to mitigate and adapt to climate change as well as the long term cost savings such as in energy and water bills to the future occupiers. Measures to tackle climate change are integral in the development process and are a priority of the Council. They should not be seen as 'add-ons'.
- 13.5 The Council can influence environmental performance in the borough through its role in land use and transport planning and also through its own actions and community leadership. *Towards a Sustainable Camden – Camden's Environmental Sustainability Delivery Plan 2008-2012* sets out how we will reduce carbon emissions and improve the environmental performance of activities across the borough to meet national and local targets.



CS13 – Tackling climate change through promoting higher environmental standards

Reducing the effects of and adapting to climate change

The Council will require all development to take measures to minimise the effects of, and adapt to, climate change and encourage all development to meet the highest feasible environmental standards that are financially viable during construction and occupation by:

- a) ensuring patterns of land use that minimise the need to travel by car and help support local energy networks;
- b) promoting the efficient use of land and buildings;
- c) minimising carbon emissions from the redevelopment, construction and occupation of buildings by implementing, in order, all of the elements of the following energy hierarchy:
 1. ensuring developments use less energy,
 2. making use of energy from efficient sources, such as the King's Cross, Gower Street, Bloomsbury and proposed Euston Road decentralised energy networks;
 3. generating renewable energy on-site; and
- d) ensuring buildings and spaces are designed to cope with, and minimise the effects of, climate change.

The Council will have regard to the cost of installing measures to tackle climate change as well as the cumulative future costs of delaying reductions in carbon dioxide emissions

Local energy generation

The Council will promote local energy generation and networks by:

- e) working with our partners and developers to implement local energy networks in the parts of Camden most likely to support them, i.e. in the vicinity of:
 - housing estates with community heating or the potential for community heating and other uses with large heating loads;
 - the growth areas of King's Cross;

Euston; Tottenham Court Road; West Hampstead Interchange and Holborn;

- schools to be redeveloped as part of Building Schools for the Future programme;
- existing or approved combined heat and power/local energy networks (see Map 4);

and other locations where land ownership would facilitate their implementation.

- f) protecting existing local energy networks where possible (e.g. at Gower Street and Bloomsbury) and safeguarding potential network routes (e.g. Euston Road);

Water and surface water flooding

We will make Camden a water efficient borough and minimise the potential for surface water flooding by:

- g) protecting our existing drinking water and foul water infrastructure, including Barrow Hill Reservoir, Hampstead Heath Reservoir, Highgate Reservoir and Kidderpore Reservoir;
- h) making sure development incorporates efficient water and foul water infrastructure;
- i) requiring development to avoid harm to the water environment, water quality or drainage systems and prevents or mitigates local surface water and downstream flooding, especially in areas up-hill from, and in, areas known to be at risk from surface water flooding such as South and West Hampstead, Gospel Oak and King's Cross (see Map 5).

Camden's carbon reduction measures

The Council will take a lead in tackling climate change by:

- j) taking measures to reduce its own carbon emissions;
- k) trialling new energy efficient technologies, where feasible; and
- l) raising awareness on mitigation and adaptation measures.

Reducing the effects of, and adapting to, climate change

Sustainable patterns of development

- 13.6 The location of development and mix of land uses have a significant influence on the amount of energy we use for transport, as well as whether we can generate or supply local energy efficiently. We will make the most efficient use of Camden's limited land and steer growth and uses that will generate a large number of journeys to the most accessible parts of the borough. We will also encourage an appropriate mix of uses to support sustainable modes of travel such as walking and cycling as well as local energy networks. Development will be focussed in Camden's growth areas, with other highly accessible locations, such as central London and most of our town centres, also considered suitable for development that significantly increases travel demand (please see policy CS1 – *Distribution of growth* and the Key Diagram – Map 1).

Efficient use of land and buildings

- 13.7 The efficient use of land and buildings will reduce pressure to develop undeveloped, 'greenfield' sites. Camden's historic and built up nature means most of our greenfield sites are designated open spaces. The Council will encourage higher densities in line with policy CS1 – *Distribution of growth*. To enable buildings to last longer it is important that they are designed and built to a high standard and to accommodate the changing requirements of occupants over time. Buildings can be designed to be adaptable in the future if consideration is given to:
- the design of the structure, to enable expansion;
 - the layout of the internal space;
 - mechanical services, to allow for expansion or changing expectations and technologies; and
 - enabling 'retro-fitting', for example for renewable energy generation.

Energy hierarchy

Ensuring developments use less energy

- 13.8 A building's use, design, choice of materials and other measures can minimise its energy needs during both construction and occupation. The Council will encourage all developments to meet the highest feasible environmental standards taking into account the mix of uses, the possibility of re-using buildings and materials and the size and location of the development. In addition to design and materials, a building's internal heating and cooling design, lighting and source of energy can further reduce energy use. Policy DP22 – *Promoting sustainable design and construction* in Camden Development Policies provides further guidance on what measures can be implemented to achieve an environmentally sustainable building. The Building Research Establishment's Environmental Assessment Method (BREEAM) and the Code for Sustainable Homes provide helpful assessment tools for general sustainability. Further details on these assessment tools can be found in Development Policy DP22 and our Camden Planning Guidance supplementary document.
- 13.9 Camden's existing dense built form with many conservation areas and other heritage assets means that there are often limits to the contribution that orientation, height and footprint can make towards the energy efficiency of a building. This dense character, along with the varying heights of buildings in central London, can also make the installation of various technologies, including renewable energy technologies more difficult. For example, the efficient use of photovoltaics in Central London can be constrained by overshadowing from taller buildings. We will expect high quality and innovative design to help combat these constraints. Energy efficiency measures relating to heritage assets will be welcomed provided that they do not cause harm to the significance of the heritage asset and its setting. The refurbishment of some existing properties in the borough, such as Camden's EcoHouse in Camden Town and a home in Chester Road in Highgate have demonstrated how Victorian properties can be upgraded to meet Level 4 of the Code for Sustainable Homes energy performance standards. Given the large proportion of development in the borough that relates to existing buildings, we will expect proportionate measures to be taken to improve their environmental sustainability, where possible. Further details on this can be found in our Camden Planning Guidance supplementary document.



Making use of energy from efficient sources

- 13.10 Once a development has been designed to minimise its energy consumption in line with the approach above, the development should assess its remaining energy needs and the availability of any local energy networks or its potential to generate its own energy from low carbon technology. The Council's full approach to local energy generation and local energy networks is set out below (paragraphs 13.16 – 13.22).

Generating renewable energy on-site

- 13.11 Buildings can also generate energy, for example, by using photovoltaic panels to produce electricity, or solar thermal panels, which produce hot water. Once a building and its services have been designed to make sure energy consumption will be as low as possible and the use of energy efficient sources has been considered, the Council will expect developments to achieve a reduction in carbon dioxide emissions of 20% from on-site renewable energy generation (which can include sources of site-related decentralised renewable energy) unless it can be demonstrated that such provision is not feasible. Details on ways to generate renewable energy can be found in our Camden Planning Guidance supplementary document.

Adapting to climate change

- 13.12 It is predicted that in the future we will experience warmer, wetter winters and hotter, drier summers. In addition, Camden is likely to experience more intense rainfall and local flooding, more days with especially poor air quality, increased demand for its open spaces and outdoor pools and increased summer demand for electricity for cooling. To minimise the future need for summer cooling we will expect the design of developments to consider anticipated changes to the climate. For further details on what measures should be considered see policy DP22 – *Promoting sustainable design and construction* in Camden Development Policies. The Council is in discussions with the National Grid regarding future infrastructure improvements including, potentially, a new electricity grid supply point. To help ensure there is adequate water in the future we will require developments to be water efficient. Our overall approach to water conservation and run-off is detailed below.
- 13.13 Camden is fortunate that it contains Hampstead Heath, Primrose Hill and a part of Regent's Park which help reduce long term heating of the city, known as the urban heat island effect, and provide cool space in hot weather. We will continue to protect our open spaces and other green spaces, where possible, and seek to create additional open spaces. We will also continue to protect the borough's trees and encourage the creation of green and brown roofs and green walls, which help to keep local air temperatures lower. For more detail on how we are protecting and improving our open spaces and other green spaces please see policy CS15 – *Protecting and improving our parks and open spaces and encouraging biodiversity*. Policy DP24 – *Securing high quality design* in Camden Development Policies sets out how we will protect gardens, where possible.

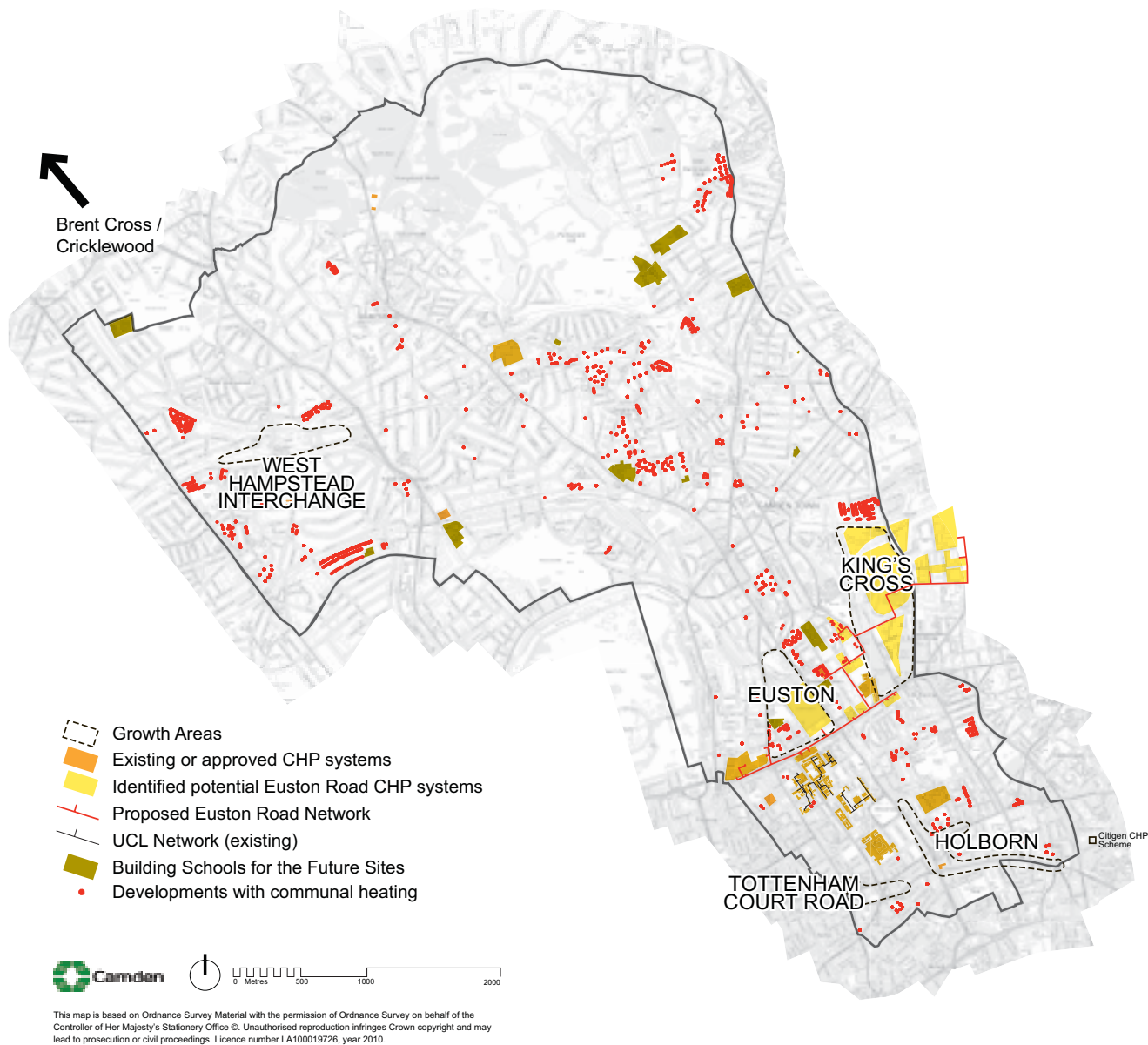
- 13.14 Climatic changes will affect which plant and animal species thrive or decline. The City of London, which is responsible for Hampstead Heath, has identified potential threats to open spaces and biodiversity in its Climate Adaptation Strategy. It will therefore be important for the Council, other owners of open space and developers to consider the adaptation needs of plants and wildlife. The Council is trialling lower maintenance plant species at Waterlow Park and Cumberland Market. For more detail on our approach to biodiversity please see policy CS15.
- 13.15 We will also continue our strong efforts to reduce air pollution through mitigation and reducing traffic. Please see policy CS11 – *Promoting sustainable and efficient travel*. Detail on how we will expect development to take into account climate change is set out in policy DP22 – *Promoting sustainable design and construction* in Camden Development Policies.

Local energy generation and networks

- 13.16 The *Delivering a Low Carbon Camden* report concludes that the most cost-effective way for Camden to meet its carbon reduction targets is through a local energy generation and distribution system served by combined heat and power (CHP). CHP systems typically supply buildings with heat and power (usually electricity) generated on-site or nearby, therefore avoiding the losses which occur in transmitting electricity from plants outside London. CHP is highly efficient and can therefore make a significant contribution to goals to minimise carbon emissions. Cooling can also be incorporated in such systems where there is appropriate demand (known as combined cooling, heating and power or CCHP).
- 13.17 New decentralised energy networks negotiated through the planning system are most likely to begin in, and expand out from, the growth areas of King's Cross, Euston, Tottenham Court Road, West Hampstead Interchange and Holborn due to the expected scale and mix of development. A local energy network fuelled by gas-fired combined heat and power, a fuel cell and renewable sources has been approved as part of the King's Cross redevelopment. There are possibilities to expand this network beyond the border of the site, including into Islington. Camden is also working with the London Development Agency (LDA) and land owners to establish a decentralised energy network along Euston Road and into Islington. Map 4 shows the areas considered most likely to provide development-led decentralised energy networks.
- 13.18 Providing a decentralised energy network in an already built up area is difficult. Although there is currently no extended CHP network in the borough, numerous Council housing estates are already on a community heating system, which can provide a starting point for a wider energy network serviced by CHP. There are also three successful local energy networks in the borough fed by CHP (two serving University College London buildings, one serving two housing developments on Eversholt Street) as well as individual systems at the Swiss Cottage Leisure Centre and the Royal Free Hospital in Gospel Oak and approved schemes at King's Cross, Regent's Place Estate, Southampton Row and Great Ormond Street Hospital. Where decentralised energy networks already exist, development in the area will be required to connect to them, unless it is proven not to be technically feasible or commercially viable.
- 13.19 The Council will require the developers of any large scheme within proximity of a Council housing estate to speak to us about the possibilities of exporting heat to the existing homes. We will also expect developments to export heat to any willing user, where feasible and viable. The largest possible decentralised energy system fed by CHP should be implemented. Where developments in the vicinity of an existing local energy network do not connect to that network or do not include their own CHP system due to feasibility and viability, we will require them to provide the on-site infrastructure for future connection and, where reasonable, a contribution towards laying future connections. The Council is investigating setting up a local energy network fed by CHP for Camden Town Hall, Argyle Street Primary School and two existing housing developments.
- 13.20 We will work with adjoining boroughs to promote connections to new or existing decentralised energy networks and with the Greater London Authority and London Development Agency to provide advice on funding and linking developments and systems. It will be important to provide for future links to decentralised energy networks within developments or across roads and sites where they are likely to be needed, as providing connections later is difficult in built up places like

Camden. See *Community Energy: Urban Planning for a Low Carbon Future* by the Combined Heat and Power Association and the Town and Country Association for more information on community heating, renewable energy and CHP.

Map 4: Combined Heat and Power Network



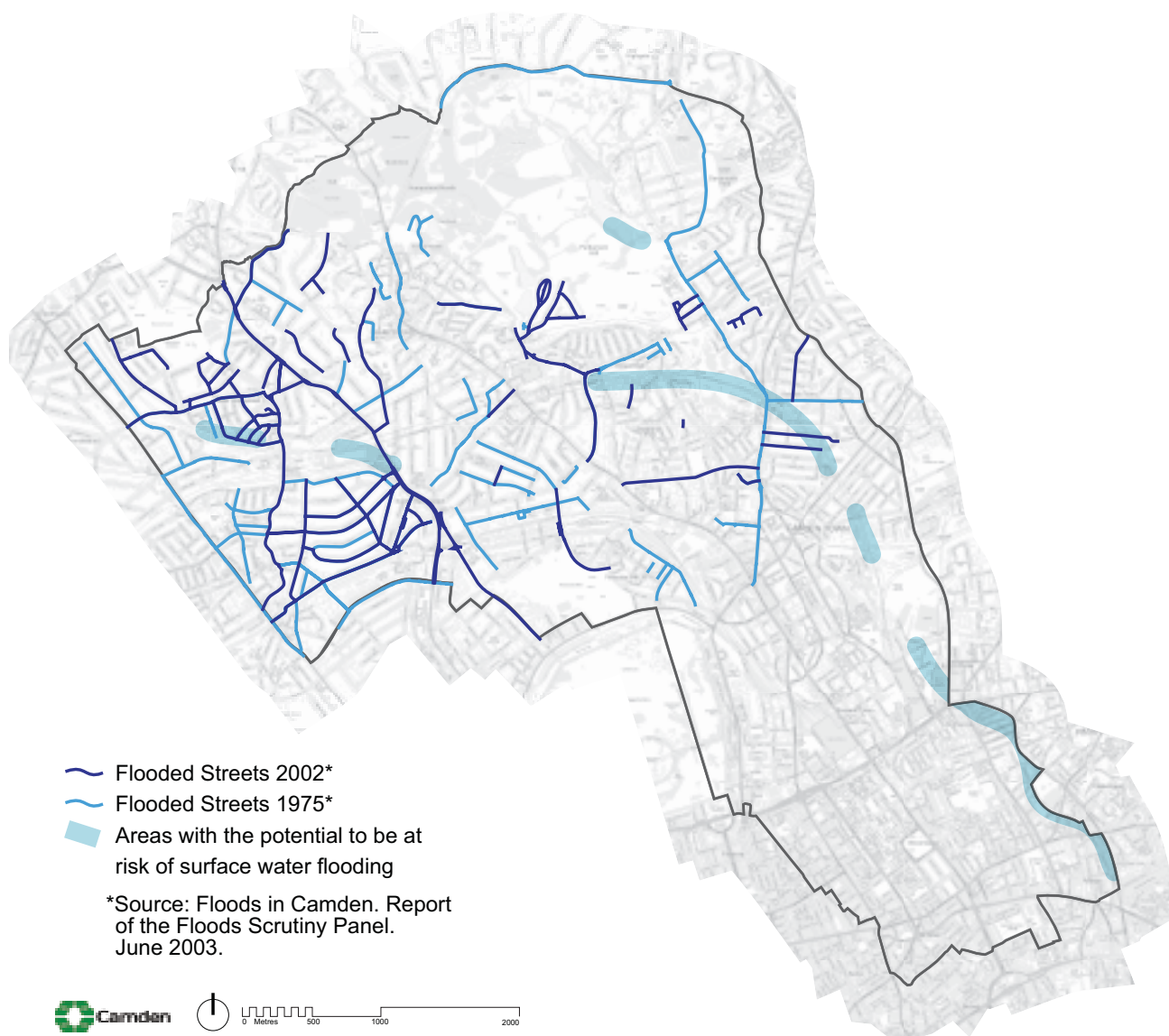
- 13.21 There is growing technical potential to generate heat from waste. The North London Waste Plan will identify future sites for waste facilities in the area (see policy CS18). Given the environmental benefits of using waste for heat, such as less waste going to landfill and turning waste into a resource, the Council will welcome proposals for energy from waste schemes in suitable locations, where they do not cause harm to the amenity of local occupiers.
- 13.22 The Camden Sites Allocations document will identify any areas or sites where we consider zero carbon development can successfully be promoted. These are likely to be areas or sites near one of the likely CHP locations shown on Map 4.



Water and surface water flooding

- 13.23 Water is an important resource which requires energy to clean it to drinking standard and to pump it to every building. Population growth and increased levels of water consumption per person mean that the availability of this resource is under pressure. Our growing population and an increase in hard surfaces also mean there is more foul water and rain water to be dealt with. These issues are predicted to become more important with hotter, drier summers reducing the amount of water available, and wetter winters putting additional pressure on the combined sewer and run-off network. Therefore, the Council will protect the borough's existing water infrastructure to ensure there is adequate water supply, water storage and foul water capability. Camden has five reservoirs, of which four are currently in use for storing drinking water. Thames Water has stated that these sites are likely to require future development and expansion to meet their operational requirements.
- 13.24 Thames Water identified that there will be a shortfall in the water supply for London within the next 30 years if measures are not taken. However, it will seek to ensure an adequate supply through education and metering to reduce consumption, continuing to repair water pipes, the construction of a desalination plant at Beckton and providing a new reservoir, if required (see Appendix 1 – *Key infrastructure programmes and projects* – item 60). To promote responsible consumption, the Council is working with Thames Water to install water meters in homes in Council ownership, as well as requiring all new development to install water efficient devices through the requirements in the Code for Sustainable Homes and BREEAM assessments.
- 13.25 Although Camden has very low risk from flooding from waterways, the North London Strategic Flood Risk Assessment identified several areas in the borough, in particular West Hampstead, that have experienced surface water flooding when existing water infrastructure has not been able to cope with surface and foul water at the same time as the result of heavy rain. The Environment Agency has developed a map showing areas with the potential to flood given the topography and depth of the site. Map 5 shows the parts of the borough that have experienced significant sewer or surface water flooding and the places that are considered to have the potential to be at risk of surface water flooding. The Council will require major developments or development that increases the amount of impervious surfacing to adequately manage the increases in surface water or sewage discharge and take account of known sewer flooding problems by including appropriate mitigation measures to avoid increased drainage problems and flood risk downstream. Our approach to basement/underground development is contained in Camden Development Policies (see policy DP27 – *Basements and lightwells*).

Map 5: Surface Water Flood Risk Potential



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- 13.26 Thames Water's initial modelling indicates that local infrastructure improvements are likely to be required for Camden's growth areas, specifically King's Cross and Euston. As the combined sewer across the borough is a network, it will be important that all developments release as little foul and grey water (water from sinks, showers and washing machines) into the combined sewer system as possible by minimising the amount of water used on site and maximising re-use of grey water. British Waterways has identified the Regent's Canal as a source of grey water. Larger developments in areas already suffering from surface water flooding can provide the opportunity for improvements to be made to local infrastructure. Thames Water has advised the Council that the existing strategic, 'trunk' infrastructure is likely to be able to accommodate growth levels. In addition, it is building the Thames Tideway Scheme to improve the capacity of London's combined sewer network. Further information on planned sewerage/waste water infrastructure and sustainable urban drainage systems is provided in Appendix 1 – *Key infrastructure programmes and projects* (items 60 and 61).
- 13.27 The Council's detailed approach to water use and management within developments is set out in Camden Development Policies (policy DP23 – *Water*).



The Council's carbon reduction measures

13.28 The Council is undertaking a range of measures to reduce its own energy use and energy use throughout the borough. These include:

- fuelling 50% of the Council vehicle fleet by liquefied petroleum gas (LPG), electricity or hybrid means;
- installing energy efficiency measures in Council houses;
- using sustainable timber as standard in housing refurbishment;
- investing in cavity wall and roof insulation for Council homes and private sector housing (over 2,000 dwellings have received cavity wall insulation);
- making 'eco-grants' available for various measures, including the installation of solar panels and green roofs;
- our Small steps, Big difference campaign to raise awareness of climate change and encourage changes to behaviour to reduce the borough's environmental impact; and
- supporting the introduction of energy efficient and carbon saving technology. For example, by investing in our own hydrogen fuel cell which is also used as an education tool and by trialling biomethane in our vehicle fleet.

Further Council initiatives are set out in our Climate Change and Environmental Sustainability Delivery Plan 2008-2012.

Key evidence and references

- Delivering a Low Carbon Camden – Carbon Reduction Scenarios to 2050; SEA-Renue; 2007
- Towards a Sustainable Camden. Camden' Environmental Sustainability Delivery Plan 2008-2012
- Camden Sustainability Task Force Report on Energy and Energy Efficiency; 2007
- Camden Together – Camden's Sustainable Community Strategy; 2007 – 2012
- North London Strategic Flood Risk Assessment, Mouchel; 2008
- The London Plan (consolidated with Alterations since 2004); Mayor of London; 2008
- Action Today to Protect Tomorrow – Mayor's Climate Change Action Plan; 2007
- Planning Policy Statement: Planning and Climate Change – Supplement to Planning Policy Statement 1; CLG; 2007
- Planning Policy Statement (PPS) 22: Renewable energy; ODPM; 2004
- Planning Policy Statement 25: Development and Flood Risk, CLG, 2006
- Community Energy: Urban Planning for a Low Carbon Future; The Combined Heat and Power Association and the Town and Country Association 2008
- Hampstead Heath Management Plan Part 1. Towards a Plan for the Heath 2007-2017; City of London & Land Use consultants; 2007

CS15. Protecting and improving our parks and open spaces and encouraging biodiversity

- 15.1 Camden has over 250 designated parks and open spaces and 36 sites of nature conservation importance. In addition many housing estates include green areas that play a role in meeting the open space needs of local people. Hampstead Heath is the largest open space in the borough, providing nearly half of our total area of open space and many of our outdoor sporting facilities. The openness and semi-rural feel of the Heath and its surrounding green areas is preserved through its designation as Metropolitan Open Land (MOL), broadly equivalent to the green belt.
- 15.2 The south of the borough is characterised by dense development with small enclosed spaces, many of which are preserved as London Squares. There are other small spaces scattered throughout the borough that provide various recreational and amenity opportunities. The most prominent open spaces near the centre of the borough are Regent's Park/Primrose Hill and the Regent's Canal. The Canal and railway sidings have an important role in nature conservation and provide habitat corridors (green chains) across Camden. Residents west of Finchley Road and in Central London have the lowest level of access to open space (not including land around housing estates), followed by Kentish Town, Somers Town and Gospel Oak.
- 15.3 Sites of nature conservation in Camden are generally small and undervalued, with pressure from adjoining sites and limited opportunities for expansion. However, green and brown roofs for both amenity and biodiversity value have been an increasing feature of new developments within Camden. Private gardens in Camden also provide a significant resource for biodiversity and amenity space.
- 15.4 Policy CS15 – *Protecting and improving our parks and open spaces and encouraging biodiversity* seeks to ensure that the growth in the number of residents and visitors to Camden, identified in policy CS1 – *Distribution of growth*, will be supported by increases and improvements in open space provision, including outdoor sport and recreation opportunities, and that development protects and makes provision for biodiversity.

CS POLICY

CS15 – Protecting and improving our parks and open spaces and encouraging biodiversity

The Council will protect and improve Camden's parks and open spaces. We will:

- a) protect open spaces designated in the open space schedule as shown on the Proposals Map, including our Metropolitan Open Land, and other suitable land of 400sqm or more on large estates with the potential to be used as open space;
- b) tackle deficiencies and under-provision and meet increased demand for open space by:
 - providing additional open space at King's Cross;
 - securing additional on-site public open space in the growth areas of Euston, West Hampstead Interchange, Holborn and Tottenham Court Road, and other parts of Central London. Where the provision of on-site public open space is not practical on a particular site in these areas, the Council will require a contribution to the provision of additional public open space on identified sites in the vicinity. If it can be demonstrated to the Council's satisfaction that no such suitable sites are available, we will require improvements to other open spaces in the area;
 - securing improvements to publicly accessible open land on the Council's housing estates; and
 - securing other opportunities for additional public open space.

CS15 – Protecting and improving our parks and open spaces and encouraging biodiversity (*continued*)

c) secure from developments that create an additional demand for open space, where opportunities arise, improvements to open spaces, including to:

- the facilities provided, such as play and sports facilities;
- access arrangements; and
- the connections between spaces.

The Council will protect and improve sites of nature conservation and biodiversity, in particular habitats and biodiversity identified in the Camden and London Biodiversity Plans in the borough by:

- d) designating existing nature conservation sites;
- e) protecting other green areas with nature conservation value, including gardens, where possible;
- f) seeking to improve opportunities to experience nature, in particular in South and West Hampstead, Kentish Town and central London, where such opportunities are lacking;
- g) expecting the provision of new or enhanced habitat, where possible, including through biodiverse green or brown roofs and green walls;
- h) identifying habitat corridors and securing biodiversity improvements along gaps in habitat corridors;
- i) working with The Royal Parks, the London Wildlife Trust, friends of parks groups and local nature conservation groups to protect and improve open spaces and nature conservation in Camden;
- j) protecting trees and promoting the provision of new trees and vegetation, including additional street trees.

The Council will preserve and enhance the historic, open space and nature conservation importance of Hampstead Heath and its surrounding area by:

- k) working with the City of London, English Heritage and Natural England to manage and improve the Heath and its surrounding areas;
- l) protecting the Metropolitan Open Land, public and private open space and the nature conservation designations of sites;
- m) seeking to extend the public open space when possible and appropriate;
- n) taking into account the impact on the Heath when considering relevant planning applications;
- o) protecting views from Hampstead Heath and views across the Heath and its surrounding area;
- p) improving the biodiversity of, and habitats in, Hampstead Heath and its surrounding area, where opportunities arise.

The Council will preserve and enhance the Regent's Canal by:

- q) balancing the differing demands on the Canal, its towpath and adjoining land;
- r) implementing opportunities to make the Canal a safer place;
- s) applying the guidance in the Regent's Canal Conservation Area Management Strategy;
- t) implementing opportunities to provide additional nature conservation areas and improve the role of the Canal and its adjoining land as a habitat corridor (green chain);
- u) working with British Waterways, Natural England, other land owners/developers, users and the local community to improve the Canal and towpath.

Camden's open spaces

Protecting our open spaces

- 15.5 Camden's parks and open spaces are important to the borough in terms of health, sport, recreation and play, the economy, culture, biodiversity, providing a pleasant outlook and providing breaks in the built up area. They also help to reduce flood risk by retaining rain water and some are used for growing food. Camden's growth will increase the demand for our open spaces so it is important that we protect our existing parks and open spaces.
- 15.6 The Council will protect the open spaces designated in the open space schedule shown on the Proposals Map, as well as other suitable land with the potential to be used as open space. Camden has many large housing estates with land originally designed for use as open space, but has never been formally designated as such. The Council will continue to retain suitable land, not formally designated as open space for the use as open space on large estates, whilst providing the flexibility for various land uses to be re-configured across the estate, in conjunction with the re-provision of land for open space use. We will not allow development on these open spaces unless it is for limited development ancillary to a use taking place on the land and for which there is a demonstrable need. Extensions and alterations to existing buildings on open space should be proportionate to the size, including the volume, of the original building. We will only allow development on sites adjacent to an open space that respects the size, form and use of that open space and does not cause harm to its wholeness, appearance or setting, or harm public enjoyment of the space. We will take into account the cumulative impact of developments where appropriate. The poor quality of an open space will generally not be accepted as a reason for its partial development to fund improvements as, once built on, open space is lost to the community for ever.

Metropolitan Open Land

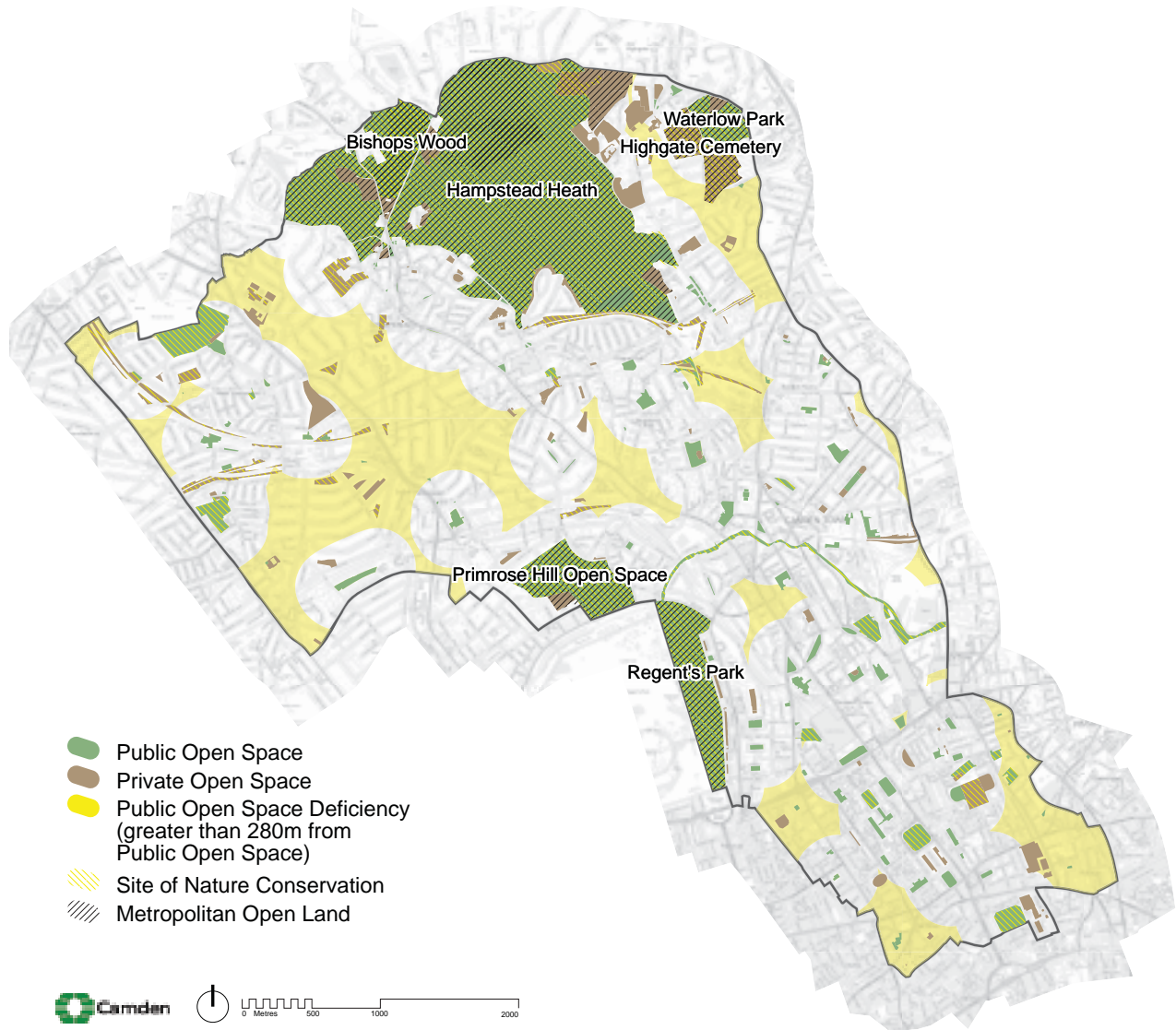
- 15.7 Camden's designated open spaces include Metropolitan Open Land. This is open space of London-wide significance that provides a break in the built up area and receives the same presumption against development as green belt land. There are four main areas of Metropolitan Open Land in Camden, which are of great importance to the borough and its character – Hampstead Heath and adjoining areas; Regent's Park; Primrose Hill/Barrow Hill Reservoir; and Highgate Cemetery/Waterlow Park/Fairseat. These will be protected in accordance with London Plan policy 3D.10. Guidance on Metropolitan Open Land and extensions to existing buildings within it is set out in government Planning Policy Guidance (PPG) 2 – Green Belts.

Tackling open space deficiency and securing additional and improved spaces

- 15.8 Camden's Open Space, Sport and Recreation Study 2004 and the needs assessment in Camden's Open Space Strategy demonstrated that nowhere in Camden had a surplus in open space. The Camden Open Space, Sport and Recreation Study Update 2008 found that there is currently 20sqm of public open space per person in the borough. This would drop to 17sqm by 2026 taking into account projected population increases and assuming no additional public open space is provided. The Study Update 2008 suggests standards for open space and highlights opportunities for improving the quantity and quality of open spaces in the borough, including play facilities and sports provision. These standards form the basis of our detailed policy on open space, sport and recreation in our Camden Development Policies Local Development Framework document (policy DP31 – *Provision of, and improvements to, open space and outdoor sport and recreation facilities*).
- 15.9 Most of Camden's population has reasonable access to a metropolitan or district park (that is Hampstead Heath or Regent's Park and Primrose Hill) but a large proportion of residents do not have reasonable access to local and small parks and open spaces. Camden's Annual Monitoring Report and the Camden Open Space, Sport and Recreation Study Update 2008 show that only a small amount of new public open space has been provided in the borough and therefore in many areas, including South and West Hampstead, Gospel Oak and Kentish Town and parts of central London, there is still poor access to small and local parks and open spaces. These areas are therefore considered to be deficient in public open space (see map 7). Areas deficient in public open space are defined as those without access to a public open space within 280m. The Camden Open Space, Sport and Recreation Study Update 2008 also identified areas where there is 'under-provision' of public open space. Although these areas do have access to open space, this is not adequate to

meet the level of local need due to the number of children, dwelling density, and social disadvantage in the area. These areas are identified in figure 4.4 (Composite Need) in Camden’s Open Space, Sport and Recreation Study Update 2008.

Map 7: Open Space



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15.10 To tackle deficiencies and under-provision of public open space and to ensure adequate new open space is provided in Camden’s growth areas, we will secure additional on-site open space on all appropriately sized and located sites. The Council wants to promote a green network approach to open space, where open spaces are connected by landscaped corridors or habitat corridors. We recognise that the built-up nature of Camden makes it difficult to provide new open space. However, the deficiency areas of West Hampstead, Camden Town and western Central London are near significant development sites that may have the potential to accommodate new public open spaces. The under-provided areas of South Hampstead, Camden Town and Somers Town are also near potential development sites that may be large enough to accommodate new public open space. The growth areas of King’s Cross, Euston, and West Hampstead Interchange contain development sites that have potential to provide on-site open space. For example, two open spaces plus smaller play spaces and sports facilities will be provided as part of the redevelopment of King’s Cross, providing much-needed facilities on the edge of central London and near Somers Town. We will use Camden’s Site Allocations document to promote areas and development sites where the Council will expect new public open space to be incorporated within development proposals.

- 15.11 Where the opportunity arises in Kentish Town or Gospel Oak and other areas that suffer from deficiency or under-provision, the Council will expect the provision of on-site public open space. These areas contain large housing estates which could also provide new public open space as part of any estate regeneration programme. The Council has identified opportunities to improve open land around Alexandra and Ainsworth estate and surrounding sites on Abbey and Belsize Roads, with other open space improvements anticipated at Maiden Lane estate. Further open space improvements on housing sites can be identified as the Council's estate regeneration programme is extended.
- 15.12 The existing built up nature of large potential development sites in the growth areas of Holborn and Tottenham Court Road may make it difficult to secure a significant amount of new public open space at these locations. However, the Council will expect the provision of some public open space on suitable sites to remedy the recognised deficiency.
- 15.13 Where on-site provision of public open space is not possible, the Council will continue to seek other forms of open space provision. These may include the provision of open space off-site, or the payment of a financial contribution towards obtaining land for open space use, improving the quality of existing open spaces or improving access to them. When considering which open space to improve as a result of contributions, the Council will consider nearby deficiencies and under-provision in open space and existing plans for the management of open space. We will also take into account exercise rates and obesity levels in the surrounding area, a priority issue for the Camden Public Health Partnership. Our Camden Development Policies Local Development Framework document (policy DP31 – *Provision of, and improvements to, open space and outdoor sport and recreation facilities*) sets out our detailed approach towards the provision of open space.
- 15.14 The Council will continue to seek to secure public use of open spaces on appropriate sites wherever practical, for example by putting in place suitable public access arrangements or purchasing land. Potential sites include land around housing estates and large private spaces, such as those adjoining Hampstead Heath.

Play facilities

- 15.15 Camden has numerous play facilities within open spaces and on housing estates. We will retain these, where appropriate, and seek to provide additional formal and informal play spaces in areas of deficiency or under provision in open space. The Council is providing and enhancing 28 play facilities as part of its Play Pathfinder project, including a new adventure playground at Kilburn Grange. This will significantly improve access for children and young people, particularly 8-13 year olds. Additional funding is also being provided by the NHS Camden. At least three play facilities for a range of ages will also be provided at King's Cross. Where additional demand for play space is created by development we will expect the provision of play space on the site, broadly in accordance with the Mayor's SPG on Providing for children and young peoples' play and informal recreation. See policy DP31 – *Provision of, and improvements to public open space and outdoor sport and recreation facilities* in Camden Development Policies for further details on the provision of play space expected. The Council's approach to play is set out in its Play Strategy 2007-2012.



Sports facilities

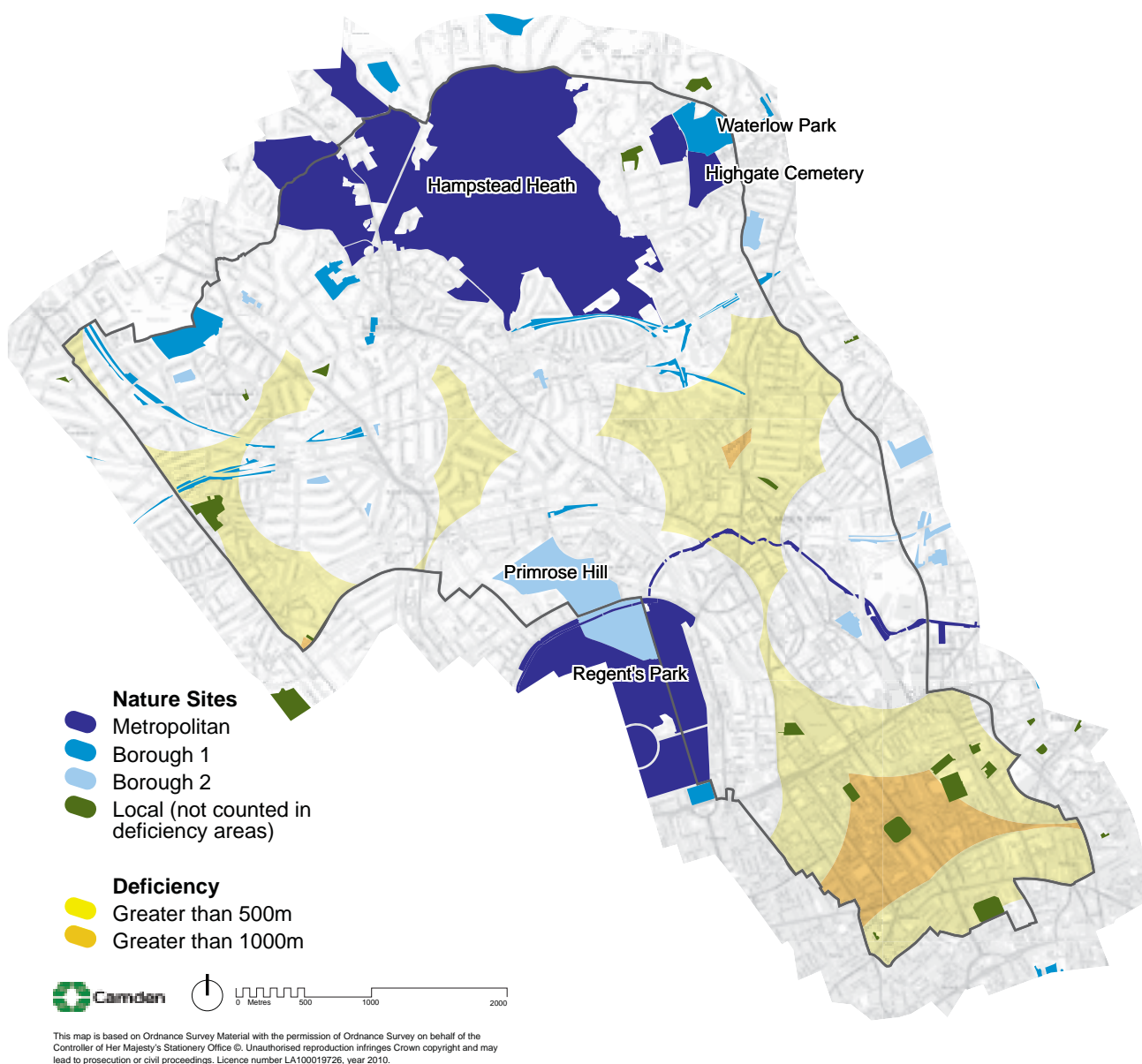
15.16 Camden also contains several full-sized pitches for various sports located on Hampstead Heath and Regent's Park. As the Council does not own these, they are not within our control to retain, maintain or alter to meet the changing needs of the borough. Given the built up nature of Camden, it is unlikely that new full size pitches will be provided. However, we will continue to seek to protect existing outdoor sport facilities by working with the City of London and the Royal Parks, and we will encourage the improvement of existing facilities. We will also seek to retain privately owned playing pitches. The Council owns several tennis courts in Waterlow Park and multi-games areas and smaller pitches on housing estates, in schools and on open spaces, which we will continue to maintain. New facilities have been secured at King's Cross and our Camden Site Allocations document will identify sites where outdoor sports or related facilities may be expected as part of any open space proposals. The Council's approach to sport is set out in its ProActive Sport & Physical Activity Strategy 2008-2012. For details on our approach to indoor sports facilities see CS10 – *Supporting community facilities and services*.

Nature conservation

15.17 Green spaces play a vital role in nature conservation and provision for biodiversity. Camden is fortunate to have Camley Street Nature Park, Kentish Town City Farm and several local nature reserves, which provide educational tools and health benefits for residents. The Council will continue to protect all sites in the borough formally identified as being of nature conservation value (see Map 8). Where possible we will also protect an amount of green space or garden space on a site that reflects the local built form and landscape character. The Council and statutory undertakers, who own some of the designated sites, have a duty to have regard to conserving biodiversity. However, most Sites of Nature Conservation Importance in Camden are not in the Council's control and therefore it is difficult to protect species, habitats and foraging areas other than those formally protected by international and national legislation. To protect our existing sites, we will resist the development of designated sites where the nature conservation value has been diminished or lost, especially where this loss is due to neglect or damage, and we will seek the reinstatement, or an equivalent level, of biodiversity on the site. The Council will be particularly keen to protect habitats and species identified in Camden's Biodiversity Action Plan.



Map 8: Locations Deficient in Access to Nature Conservation Areas



- 15.18 Residents and visitors further than 1km away from a metropolitan or borough Site of Nature Conservation Importance are considered to have poor access to the natural environment. These areas are shown on Map 8. Where opportunities exist in these areas we will explore ways to support biodiversity and nature conservation. We will use the Camden Site Allocations document to identify sites where enhanced or new measures to support biodiversity and nature conservation may be expected as part of any new proposals and new open spaces. Even where no additional open space is being created we will seek other forms of biodiversity such as biodiverse landscaping, habitat creation, green or brown roofs and, where appropriate, green walls. Camden's Biodiversity Action Plan identifies habitats and species that are particularly important in Camden. Our Camden Planning Guidance supplementary document will provide further information on the Council's expectations for improvements in nature conservation.
- 15.19 Developers and landowners should also give consideration to the need for species to move between different types of habitats which will help these species to cope with the effects of climate change. We will continue to retain habitat corridors in the borough, identify 'missing links' in these corridors and seek to secure habitat corridors as part of developments and through street improvements. Habitat corridors and missing links are identified on the Proposals Map. Areas that could provide habitat corridors or contribute to nature conservation include land adjacent to railway lines, where existing vegetation can be enhanced or new vegetation provided, and sites adjoining

existing open spaces. Opportunities for further links include around West Hampstead railway lands and from Kentish Town to Hampstead Heath (as shown on the Proposals Map).

- 15.20 There are limited opportunities to provide new ground-level habitats in the borough due to lack of space. Whilst the provision of habitat at ground level is important, there are opportunities on new and existing buildings to provide habitats in the form of green or brown roofs and green walls. We will expect developments to provide opportunities for biodiversity within the fabric and curtilage of buildings. Where redevelopment occurs on sites adjacent to existing wildlife sites we will expect developers to provide additional habitat of an appropriate scale. We will favour the provision of habitat for species identified in the Camden and London Biodiversity Action Plans. Where we secure additional land for nature conservation we will work with local nature conservation groups and social and corporate volunteers that help protect and enhance these new spaces in addition to the Council's existing Local Nature Reserves. Please see the Council's Camden Planning Guidance supplementary document for information on ways to improve biodiversity and on our areas of nature conservation deficiency.

Trees

- 15.21 Trees are important for their aesthetic value, as habitat, in shading, cooling and filtering the air and in removing carbon dioxide and providing oxygen. They will play an increasingly important role in providing shade and refuge in the hotter summers predicted due to climate change. More guidance on trees and groups of trees can be found in Camden Development Policies and our Camden Planning Guidance supplementary document. There is often pressure for the removal of trees and groups of trees in the borough due to subsidence fears, perceived dangers, locations close to existing underground infrastructure and to facilitate development.
- 15.22 The Council has a Tree Strategy which deals with tree management on its land. This aims to retain trees and provide new trees on Council land. We have a tree planting programme which is increasing the number of trees in the borough, in streets, parks housing estates and schools. We will resist the loss of trees and groups of trees wherever possible and, where this is not possible, require their replacement on development sites or nearby streets and open spaces. The choice of species should consider historic context, availability of space, soil conditions, potential improvements to air and soil quality and reducing the effects of and adapting to climate change. Further information on protected trees and groups of trees, the procedures for seeking their removal and their replacement is set out in the Council's Camden Planning Guidance supplementary document.





Hampstead Heath

- 15.23 Hampstead Heath has been a valuable recreational resource for Londoners since the mid-17th century and is Camden's largest open space. The City of London, who own and manage the Heath, has developed a management plan in consultation with the local interest groups and the wider community. We will work with the City, English Heritage and Natural England on preparing and implementing plans for the Heath.
- 15.24 The Heath and some of its surrounding areas are designated Metropolitan Open Land (see para 15.7 above). It is also important for its ecology being a Metropolitan Site of Nature Conservation, a Site of Special Scientific Interest and containing two areas of Ancient Woodland. There are also numerous large private gardens adjacent to the Heath that are designated open space.
- 15.25 We will continue to use the guidance in the conservation area statements, appraisals and management strategies for Dartmouth Park and Mansfield, Hampstead, Highgate Village, Redington and Frognal and South Hill Park to preserve and enhance the built environment around the Heath and preserve outlooks and views from it. Many views to and from the Heath are protected, for example the views from Kenwood House and Parliament Hill to St Paul's and from Parliament Hill to the Palace of Westminster (see policy CS14).

The Regent's Canal

- 15.26 The Regent's Canal, Camden's only significant open watercourse, winds through the borough from Regents Park through Camden Town and King's Cross, and is undergoing significant regeneration. It serves several purposes, from its open space, leisure and recreational functions and biodiversity importance to its historic significance and commercial and transport role. The Canal forms part of London's Blue Ribbon Network, which has its own set of policies within the London Plan. The Canal is an important historical feature and it is important that development near the Canal reflects its unique character. The Council will therefore take into account the Regent's Canal Conservation Area Appraisal and Management Strategy when assessing applications for sites along and adjacent to the Canal.
- 15.27 The Council has been working with the Metropolitan Police and British Waterways to improve security along the Canal. Its separation from streets and buildings is an important element of the Canal's character but this also makes it susceptible to crime and anti-social behaviour. Any development along the Canal needs to address these challenges.
- 15.28 The Canal is a main east-west pedestrian and cycle route through the borough linking Regents Park, Camden Town and King's Cross. Its role as a connecting route will increase as more activities locate in King's Cross. The Council will seek to improve conditions for users where possible and, where developments are proposed, will investigate opportunities to provide additional access to the Canal.
- 15.29 The Canal is also an important ecological corridor and is designated as a site of metropolitan importance for nature conservation. Camley Street Nature Reserve is located along the Canal and the section at Albert Road near London Zoo is especially important, particularly for foraging bats as an unlit green space at night. The Council will therefore prevent the loss and degradation of habitat including from overshadowing and lighting in especially sensitive areas. We will also work



with British Waterways to improve biodiversity within and along the Canal and with developers to improve biodiversity through planting, provision of green or brown roofs and green walls. The redevelopment of Hawley Wharf provides an opportunity to improve the nature conservation and open space functions of the Canal.

- 15.30 The part of the Canal that runs through Camden is mainly used for leisure boating rather than transportation of goods and waste. A flexible approach to canal-side development that provides for the delivery and removal of material from both the road and canalside will be encouraged to enable future use of the Canal for transportation of goods and materials. The use of the Canal for any energy saving or generation measures and as a water store will be welcomed subject to schemes not harming the Canal’s special qualities.

Key evidence and references

- Camden Open Space, Sport and Recreation Study; KKP; 2004
- Camden Open Space, Sport and Recreation Study Review; Atkins; 2008
- Open Space Strategy for Camden 2006-2011
- Draft Camden Biodiversity Action Plan 2009
- Strategy for managing, maintaining and replacing Council owned trees 2007-2011
- Camden Sustainability Task Force Report on Food, Water, Biodiversity and Open Space; 2008
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- Under Lock and Quay. Reducing criminal opportunity by design; British Waterways and the Metropolitan Police; 2000

CS18. Dealing with our waste and encouraging recycling

- 18.1 The amount of waste we produce is increasing and the traditional ways of dealing with it (for example, exporting it to landfill sites outside London) are becoming increasingly unacceptable, financially and environmentally. Therefore, we need to find better ways of dealing with our waste, taking more responsibility for dealing with it within London. This will include reducing the amount of waste we produce, increasing the re-use and recycling of materials and finding sites for new waste facilities.
- 18.2 We also face specific challenges in dealing with waste in Camden. For example, the borough's ability to be self-sufficient in waste is limited by its built-up character and the lack of sites on which to build waste management facilities. Also, the nature of Camden's housing stock, with a large proportion of flats and a significant number of homes without gardens, means that some homes have limited space for storing recycling containers and reduced opportunities for composting.
- 18.3 The Council recognises that Camden cannot adequately deal with its waste in isolation. Therefore, it is a member of the North London Waste Authority, which is responsible for the disposal of waste collected in the boroughs of Barnet, Camden, Enfield, Haringey, Hackney, Islington and Waltham Forest.

CS POLICY

CS18 – Dealing with our waste and encouraging recycling

The Council will seek to make Camden a low waste borough. We will:

- | | |
|--|--|
| <p>a) aim to reduce the amount of waste produced in the borough and increase recycling and the re-use of materials to meet our targets of 40% of household waste recycled by 2010, 45% by 2015 and 50% by 2020;</p> <p>b) make sure that developments include facilities for the storage and collection of</p> | <p>waste and recycling;</p> <p>c) deal with North London's waste by working with our partner boroughs in the North London Waste Authority to produce a North London Waste Plan, which will ensure that facilities are provided to meet the amount of waste allocated to the area in the London Plan;</p> <p>d) safeguard Camden's existing waste site at Regis Road.</p> |
|--|--|

- 18.4 The Council is committed to reducing the amount of waste produced in the borough, encouraging recycling and managing collected waste in a sustainable way. It fully supports the objectives of sustainable waste management to move the management of waste up the 'waste hierarchy' of reduction, reuse, recycling and composting, to use waste as a source of energy where possible, and to only dispose of it as a last resort.
- 18.5 We believe that communities should take more responsibility for their own waste and will work to meet national and London-wide targets for waste and recycling. The London Plan sets targets for London to become more self sufficient in handling its waste, with facilities sought to manage 75% of London's waste by 2010, rising to 80% by 2015 and 85% by 2020. The London Plan expects Camden to manage 201,000 tonnes of waste in 2010 and 313,000 tonnes in 2020. However, we are pooling our waste with our partner boroughs in North London and working on joint solutions to the area's waste. The North London boroughs are together expected to deal with a total of 1,504,000 tonnes of waste in 2010, rising to 2,342,000 tonnes in 2020.
- 18.6 The North London Waste Authority and the seven boroughs have prepared a Joint Waste Strategy, which plans for managing the waste collected by the boroughs until 2020. This will be used to facilitate the provision of new waste management services, to increase recycling and recovery and divert more waste away from disposal to landfill.

- 18.7 In their role as planning authorities, the boroughs are preparing a joint planning document – the North London Waste Plan – which will sit alongside the North London Joint Waste Strategy to secure the sustainable management of our waste. It will identify appropriate locations, including existing sites, for a range of waste facilities to meet the needs of North London and will aim to ensure that benefits are maximised and the negative aspects minimised. In line with London Plan policy 4A.27, the North London Waste Plan will identify sites to deal with the management of waste collected by local authorities (municipal waste); commercial and industrial waste; construction, demolition and excavation waste; hazardous waste and agricultural waste. It will also contain some detailed policies to ensure that proposals for waste facilities will be dealt with consistently across the North London area.
- 18.8 Camden currently only has one waste site – the recycling and re-use centre at Regis Road – and will continue to safeguard it for waste use. The change of use of this site will only be permitted if a suitable compensatory waste facility is provided that replaces the facilities and services available at Regis Road (see London Plan policy 4A.24).
- 18.9 Camden will seek to increase recycling in the borough to meet the national target of 40% of household waste recycled by 2010, 45% by 2015 and 50% by 2020. Recycling in the borough has been increasing and over 27% of household waste was recycled in 2007/8, up from 16% in 2002/3. We have a number of schemes to encourage more recycling, including mini recycling centres, the reuse and recycling centre at Regis Road, and a weekly door-to-door recycling collection service. *Let's Talk Rubbish*, Camden's Waste Strategy, aims to reduce the amount of waste we produce in coming years and increase the amount we recycle. It contains our overall objectives for managing Camden's waste and sets out what we are doing to encourage recycling and waste reduction and provide recycling facilities and waste collection services.
- 18.10 To make sure that residents and businesses can properly store and sort their waste and to make household recycling as easy as possible, the Council will require developments to provide adequate facilities for recycling and the storage and disposal of waste. Facilities for home composting will be encouraged in appropriate development schemes. We will also seek to secure the re-use of construction waste on development sites to reduce resource use and the need to transport materials. The Council's Camden Planning Guidance supplementary planning document contains further information on the Council's expectations for on-site facilities for waste and recycling and on construction waste.
- 18.11 In 2008, the government made the preparation of Site Waste Management Plans mandatory for all developments worth £300,000 and more. These describe and quantify each waste type expected to be produced in the course of a project and identify the waste management action proposed for each, including re-using, recycling, recovery and disposal. To ensure an integrated approach to waste management and the highest possible re-use and recycling rates, the Council may require, through a planning condition, or as part of a Construction Management Plan, the submission of a site waste management plan prior to construction. Further details on Construction Management Plans can be found in the Camden Planning Guidance supplementary document.

Key evidence and references

- Let's Talk Rubbish – Camden's Waste Strategy 2007 – 2010 (revision 1, 2008)
- Camden Annual Monitoring Report 2007/8
- Camden Sustainability Task Force Report on Waste & Recycling; 2007
- North London Joint Waste Strategy 2004 – 2020; North London Waste Authority.
- The London Plan (consolidated with Alterations since 2004); Mayor of London; 2008
- Waste Strategy for England; Defra; 2007
- Rethinking Rubbish in London – The Mayor's Municipal Waste Strategy; 2003
- Planning Policy Statement (PPS) 10 – Planning for Sustainable Waste Management; 2005



Camden Development Policies 2010-2025

Local Development Framework



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Find out more about this document and the LDF by visiting camden.gov.uk/ldf
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Forward Planning
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Camden's Local Development Framework. Development Policies.

DP3. Contributions to the supply of affordable housing

- 3.1 Core Strategy policy CS6 indicates that the Council will aim to secure high quality affordable housing for Camden households that are unable to access market housing. Policy DP3 supports the delivery of CS6 by setting out our detailed approach to providing affordable housing.
- 3.2 Policy DP3 is concerned primarily with self-contained houses and flats (Use Class C3), including self-contained sheltered housing for older people. Policy DP3 will also be applied to proposals for bedsits or other permanent housing with shared facilities if the development could be occupied lawfully as self-contained dwellings in Use Class C3 without submission of a further planning application (please see paragraphs 9.2 to 9.3 for more details). Affordability may also be a consideration relevant to care homes for older people, accommodation for homeless people and accommodation for vulnerable people, however the model for affordable housing provision established by policy DP3 will not generally be suitable for housing that is not self-contained.
- 3.3 Policy DP3 does not apply to genuine student housing, which has a number of characteristics which distinguish it from other forms of housing:
- during term-time, it is available exclusively to students;
 - most includes some shared facilities or services;
 - rents are not subject to public control or subsidy;
 - accommodation is often not available to residents for the full calendar year;
 - there is no potential to nominate tenants from households in need of affordable housing;
 - no family accommodation is included.

Proposals for student housing will be assessed having regard to policies DP2 and DP9.

- 3.4 The Council seeks to protect existing affordable housing, whether or not it is self contained, through policy DP4.



DP POLICY

DP3 – Contributions to the supply of affordable housing

The Council will expect all residential developments with a capacity for 10 or more additional dwellings to make a contribution to the supply of affordable housing.

The Council will seek to ensure that where two-or-more development sites are adjacent and related, the appropriate affordable housing contribution is comprehensively assessed for all the sites together. Where development sites are split or phased, the Council will seek to use legal agreements to ensure that all parts or phases make an appropriate affordable housing contribution.

The Council will expect the affordable housing contribution to be made on site, but where it cannot practically be achieved on site, the Council may accept off-site affordable housing, or exceptionally a payment-in-lieu.

The Council will negotiate the development of individual sites and related sites to seek the maximum reasonable amount of affordable housing on the basis of an affordable housing target of 50% of the total addition to housing floorspace, but will apply the target with regard to a sliding scale from 10% for developments with capacity for 10 dwellings to 50% for developments with capacity for 50 dwellings.

In considering whether an affordable housing contribution should be sought, whether it can practically be made on site, and the scale and nature of the contribution that would be appropriate, the Council will also take into account:

- a) access to public transport, workplaces, shops, services and community facilities;
- b) the character of the development, the site and the area;
- c) site size, and constraints on including a mix of market and affordable tenures;
- d) the economics and financial viability of the development including any particular costs associated with it;
- e) the impact on creation of mixed and inclusive communities; and
- f) any other planning objectives considered to be a priority for the site.

- 3.5 The government defines two types of affordable housing. **Social rented** housing is managed by affordable housing providers such as the Council and Housing Associations, and rents are set in accordance with government targets. **Intermediate affordable** housing costs more than social rented housing but substantially less than market housing, and caters for other occupiers who are unable to afford market housing. Intermediate affordable housing includes housing for **key workers**, such as teachers, nurses, and staff in the emergency services.
- 3.6 In negotiations related to affordable housing, the Council will proceed on the basis of the detailed definitions and considerations for affordable housing, social rented housing and intermediate affordable housing contained in government guidance, the London Plan, and relevant Mayoral guidance. Where necessary, these will be supported by guidance in our Camden Planning Guidance supplementary document. The Council will seek to negotiate legal agreements to secure:
 - the delivery affordable housing;
 - its continued availability as affordable housing; and
 - access to it by Camden households that are unable to access market housing.

Developments that should make a contribution to the supply of affordable housing

- 3.7 The Council considers that all developments with capacity for 10 or more additional dwellings should contribute to affordable housing in Camden. This is consistent with the site capacity threshold proposed by the London Plan, but supplements this with explicit exclusion of any homes that already exist on the development site. We acknowledge that this threshold should be applied sensitively to avoid deterring development that exceeds the threshold and reducing the overall supply of housing.
- 3.8 The Council considers that a floorspace of 1,000 sq m (gross) is capable of accommodating 10 family dwellings, and will expect all residential developments that would provide additional built residential floorspace of 1,000 sq m (gross) to make a contribution to the supply of affordable housing. The Council may also seek a contribution from developments adding less than 1,000 sq m (gross) residential floorspace if other considerations suggest that the site has capacity for 10 additional dwellings. Our Camden Planning Guidance supplementary document gives further information on assessing site capacity.
- 3.9 As noted in paragraph 2.9 under policy DP2, the parts of the London Plan density matrix that apply to most of Camden provide for densities of 45 to 405 dwellings per hectare – which suggests an average density of 225 dwellings per hectare (or per 10,000 sq m). Given site coverage and building heights typical in Camden, the floorspace threshold is generally consistent with the density matrix. However, in considering whether a specific site has capacity for 10 or more dwellings, the Council will assess which cells in the London Plan density matrix are appropriate to the site.
- 3.10 Sometimes two or more adjacent and related sites come forward for housing development in succession, for example where an existing user relocates in phases or a site is sold in parcels. In these situations, the Council will encourage comprehensive proposals for development of all related sites, and a single assessment of the appropriate affordable housing contribution across all components. A comprehensive treatment will facilitate the involvement of an affordable housing provider, assist efficient transfer and management of the affordable homes, and allow the development to make the best possible contribution to a mixed and inclusive community. Similar considerations will apply where a non-residential building or range of buildings comes forward for housing conversion floor-by-floor or wing-by-wing.
- 3.11 The Council will seek to prevent a succession of related proposals that fall just below the capacity threshold of 10 dwellings or 1,000 sq m (gross). We will seek legal agreements to ensure that each part of a split or phased development makes an appropriate affordable housing contribution, having regard to the contribution that would arise from a single assessment across all components. If appropriate, the Council will use legal agreements to ensure that the affordable housing contribution is triggered by the phase that brings the cumulative housing total to 1,000 sq m (gross), and increases in accordance with the final cumulative housing total after a specified period.
- 3.12 As indicated in paragraph 2.8 under policy DP2, where a mixed-use scheme is appropriate, the Council will seek to maximise the contribution to the supply of housing, taking into account development policy DP1 and other relevant considerations. The Council will seek to ensure that non-residential elements meet a demonstrable need or other planning objectives rather than being included to reduce the housing element below the capacity threshold of 1,000 sq m (gross).

Whether the affordable housing contribution is expected on-site

- 3.13 On-site contributions to affordable housing offer the best prospect for mixed and inclusive communities, offer the best prospect for timely delivery of both the affordable and market elements of the development, and avoid the difficulties of having to identify a second suitable site nearby that can viably be developed for affordable housing. However, the Council accepts that off-site solutions will be necessary where it is not practical to include affordable housing within a market housing development, for example where the development is relatively small (up to 3,500 sq m gross). The Council also accepts that a mix of on-site and off-site contributions may sometimes be appropriate, for example if it is practical to include intermediate affordable housing or social rented housing within the development, but not to include both.

- 3.14 In considering whether an off-site contribution is appropriate, the Council will consider the criteria set out in policy DP3, and will also consider whether:
- physical constraints of the site or premises would make on-site affordable elements impractical for management purposes;
 - the management or service charges of an on-site scheme would be too costly for affordable housing providers or occupiers to meet;
 - particular costs associated with the development would require an excessively high amount of subsidy for on-site provision, but the economics of the development do not preclude making an off-site affordable housing contribution;
 - the necessary affordable housing funding is unlikely to be secured within a reasonable timescale to enable an on-site scheme;
 - an off-site contribution will maximise the overall delivery of housing and affordable housing.
- 3.15 Where the principle of an off-site affordable housing contribution is accepted, the Council will initially seek provision of a specified amount of affordable housing on an identified site or sites. If a site cannot be identified, the Council may alternatively accept a specified amount of affordable housing on an unidentified site or sites, to be brought forward to an agreed timescale. In this situation, the Council will seek to ensure that the affordable housing is developed in reasonable proximity to the proposed market housing and so contributes to a mixed and inclusive community. A financial contribution towards affordable housing may be accepted in exceptional circumstances, for example, if:
- no suitable affordable housing sites are likely to come forward in the short or medium-term; or
 - the appropriate affordable housing contribution is too small to form a stand-alone development and there are no opportunities to link it to an alternative development nearby.
- 3.16 Where off-site development of affordable housing is accepted, the proportion of affordable housing will be considered across all related sites taken together. Where 50% is considered to be the appropriate contribution, the affordable housing should amount to 50% of all housing delivered, and not 50% of the amount of market housing (since an off-site contribution equivalent to 50% of the market housing would amount to only 33% of all housing delivered). However, the appropriate contribution will be considered in the light of all the factors set out in policy DP3. Further guidance on the appropriate affordable housing proportion is given below. Further guidance on calculating off-site contributions, including the appropriate level of financial contributions, is given in our Camden Planning Guidance supplementary document.

Applying the 50% target and the sliding scale

- 3.17 Where a development site has capacity for 10-or-more additional dwellings, the Council will seek the maximum reasonable amount of affordable housing in accordance with Core Strategy policy CS6, taking into account all the site-specific considerations set out in policy DP3. The Council will take positive measures to encourage developers to bring forward schemes that reach and exceed the capacity threshold of 10 dwellings or 1,000 sq m (gross), increasing the total number of homes that can be delivered, and increasing the proportion of schemes that make a contribution to affordable housing supply:
- Affordable housing targets will not apply to residential floorspace already on site (whether retained or replaced as part of a redevelopment), although all existing housing floorspace and affordable housing floorspace will be protected by policies DP2 and DP4.
 - The 50% target will operate on a sliding scale for housing developments, subject to the financial viability of the development, with a norm of 10% for 1,000 sq m (gross) of additional housing and 50% for 5,000 sq m (gross) of additional housing, considered to be sites with capacity of 10 dwellings and 50 dwellings respectively. A scheme of 2,000 sq m would normally provide 20% affordable housing, a scheme of 4,000 sq m would normally provide 40% affordable housing.
 - The Council will take a flexible approach to provision of off-site affordable housing for schemes close to the affordable housing threshold, that is between 1,000 sq m (gross) and approximately 3,500 sq m (gross) of additional housing.

- 3.18 The sliding scale cannot be applied to mixed use developments in the same way as residential development given the need to take account of the non-residential floorspace and its influence on the economics of the development. Calculating on the basis of a sliding scale would also become very complex in tandem with the flexibility for off-site housing contributions that is provided by mixed use development policy DP1. Therefore, the sliding scale approach will not be applied to mixed use schemes involving 1,000 sq m (gross) or more of additional non-residential floorspace. However, when considering the appropriateness of any affordable housing contribution in the context of a mixed use development, the Council will take into account the other criteria included in policy DP3, with particular regard to the economics and financial viability of the development.
- 3.19 We believe that a flexible approach is needed towards housing developments with capacity for 50 or fewer dwellings because:
- a 50% target implies that a scheme with 20 dwellings in total would be needed to produce more than 9 market dwellings;
 - for market housing development in Camden from 2001 to 2008 there have been a disproportionate number of proposals immediately below the affordable housing threshold (in this period, the threshold was 15 dwellings or more);
 - for market housing development in Camden from 2005 to 2008 the 50% target has generally not been viable for schemes that provide less than 3,500 sq m (gross) of housing (approx 35 dwellings) (Camden Development Monitoring).
- 3.20 As is indicated by Core Strategy policy CS6, and paragraph 6.23 in particular, when seeking affordable housing contributions on each development site, we will calculate on the basis of floorspace when negotiating the overall percentage of affordable housing, and the proportion of social rented and intermediate affordable housing. A scheme for 10 or more dwellings with less than 1,000 sq m floorspace (gross) would be below the scope of the sliding scale, and any proportion of affordable housing sought would be considered on the basis of the criteria included in policy DP3, with particular regard to the economics and financial viability of the development. Camden Planning Guidance gives further details of how the Council will operate the capacity threshold, the sliding scale and the 50% affordable housing target to ensure that sites make the maximum contribution possible to the overall supply of housing as well as affordable housing.
- 3.21 Paragraphs 6.54 and 6.57 under Core Strategy policy CS6 indicate that the Council intends to be flexible in pursuit of its policy objectives to take into account our monitoring of overall housing supply in the light of economic circumstances. These paragraphs note that the Council may vary the proportion of market housing and affordable housing. We will monitor the operation of the sliding scale closely to assess its impact on the supply of affordable housing and market housing. As set out in section 4 – *Delivery and Monitoring*, we will identify the need to reassess or review any policies or approaches in our Annual Monitoring Report.





Varying the proportion of social rented housing and intermediate housing

- 3.22 Core Strategy policy CS6 sets guidelines of 60% social rented and 40% intermediate affordable housing for negotiations on the nature of affordable housing on individual and related development sites. These guidelines will be applied flexibly, taking into account all the set of criteria given in development policy DP3. We recognise that high land costs and residential values on a number of sites in Camden will make intermediate affordable housing too expensive for households who would otherwise seek homes that cost more than social rent and less than market housing. Taking this into account alongside other criteria in policy DP3, the Council may prioritise social rented housing above intermediate affordable housing where a development is unable to provide more than 30% affordable housing floorspace in total.
- 3.23 The Council welcomes proposals for development led by affordable housing which will make a major contribution towards our borough-wide 50% affordable housing target. Schemes are considered to be affordable housing-led if they provide substantially more than 50% affordable housing. Although the guidelines in Core Strategy policy CS6 of 60% social rented and 40% intermediate affordable housing will generally apply, schemes led by affordable housing may exclude social rented or intermediate housing where this is warranted by the considerations set out in policy DP3, subject to the impact of the proposal on the creation of mixed and inclusive communities. Some forms of intermediate affordable housing require limited or no public subsidy, but are still offered for rent or sale at prices that are affordable compared with self-contained flats for the general market. The Council recognises that proposals providing 100% intermediate affordable homes of this type may be financially viable on some sites, and be acceptable in terms of the criteria in policy DP3.

Other factors affecting the scale, nature and location of the affordable housing

- 3.24 **Access to public transport, workplaces, shops, services and community facilities** – Generally, sites within the borough have a sufficient level of access to local amenities and public transport to support on-site provision of affordable housing. We will not exempt a site from on-site provision on these grounds unless it is demonstrated to the Council's satisfaction that there is a lack of essential services accessible from the site.

- 3.25 **The character of the development, the site and the area** – In some cases, existing development on or near a housing proposal may limit the potential for inclusion of affordable housing. For example, the retention and conversion of an existing building on-site (especially a listed building or a building that makes a positive contribution to a conservation area) may prevent the creation of the stair cores necessary to accommodate more than one tenure, or the creation of dwelling sizes appropriate for affordable housing. Existing buildings adjacent or nearby may prevent the inclusion of dual aspect accommodation, which is an important consideration where social rented accommodation is sought, as tenants may often be in their homes during the day. In these circumstances, the Council may be prepared to consider accepting an off-site contribution to affordable housing. The character of the area may have an impact on the nature of affordable housing sought if there is an existing concentration of housing in a single tenure. The creation of mixed and inclusive communities is discussed more fully in paragraph 3.29.
- 3.26 **Site size, and constraints on including a mix of market and affordable tenures** – The Council acknowledges that it is not usually possible for social rented housing and market housing to share the same stair/lift arrangements and communal inside spaces. This is due to the higher costs and maintenance requirements associated with the management, materials and finishes that are favoured for market housing, and the legal provisions that prevent a different service charge between market housing and affordable housing that share common service arrangements. Introducing additional entrances and stair/lift areas for affordable housing will be difficult on constrained sites, and can reduce the viability of development. As indicated in paragraph 3.17, we will take a flexible approach to off-site affordable contributions for schemes close to the affordable housing threshold, considered to be those of less than 3,500 sq m housing (gross). These factors will be particularly relevant when negotiating the mix of housing tenures and the appropriateness of an off-site contribution to affordable housing.
- 3.27 **Development economics, financial viability, and particular costs** – In negotiating an affordable housing contribution, the Council will consider the full range of costs associated with a development. These may include costs associated with contaminated land, heritage considerations (such as the restoration of a listed building), and environmental considerations (such as physical improvements for the regeneration of an area). Where a proposed development would not meet the Council's affordable housing target, we will expect submission of a financial viability appraisal to justify the proportion of affordable housing proposed. In appropriate circumstances, the Council may also seek an independent verification of the appraisal funded by the developer. Further details of financial viability appraisal mechanisms are provided in our Camden Planning Guidance supplementary document.
- 3.28 The Council recognises that achieving the affordable housing target on most sites will require public subsidy. We will therefore occasionally review our supplementary planning documents to indicate how we will negotiate provision in the light of government funding, the extent of the Council's own affordable housing fund, and prevailing land values and construction costs.





- 3.29 **The creation of mixed and inclusive communities, and other planning objectives considered to be a priority for the site** – Existing affordable housing is spread across most of the borough, some of it in clusters or small blocks, some on larger estates. The presence of an affordable housing estate near a proposed housing development will not generally be considered a reason for the Council to seek a lower proportion of affordable housing. However, we will have regard to the benefits of having a mixture of tenures in each part of the borough, and any social problems arising from existing concentrations of a single tenure. In some circumstances, the presence of an existing concentration of social rented housing may justify the development of a higher proportion of intermediate affordable homes or a lower proportion of large affordable homes.
- 3.30 The Council recognises that where it seeks other planning benefits from a development or seeks to meet other planning objectives, this may limit the potential of a site to provide affordable housing. Examples may include a requirement to contribute to funding for transport infrastructure or the inclusion of flexible space for businesses within a development. When negotiating the proportion of affordable housing, the Council will have regard to other benefits arising from a proposal. The Council will expect costs associated with all aspects of a proposal to be included in any financial viability appraisal, including the costs and returns associated with non-residential spaces, and any expenditure required to meet the terms of a legal agreement.

Car parking for affordable housing

- 3.31 Many of those in need of affordable housing, particularly existing social housing tenants, already own a car. In some cases, affordable housing residents may need a car in association with their job. So that new affordable housing is able to meet the housing needs of such residents, it will sometimes be appropriate to provide parking spaces for residents of affordable homes. Where development involves market housing in conjunction with social and/or intermediate affordable housing, the Council will seek a proportion of any off-street car-parking spaces for households occupying each housing type. In negotiating the proportion of car-parking spaces for occupiers of social rented and intermediate affordable housing, the Council will have regard to:
- the needs of any disabled people likely to occupy the housing;
 - the prevailing level of car ownership for each housing type;
 - the impact of the car parking spaces on the economics and financial viability of the development and the affordable housing; and
 - the practicalities of allocating a limited number of parking spaces to occupiers of affordable housing.

Key evidence and references

- Camden Housing Needs Study Update 2008
- Camden Affordable Housing Viability Study 2009
- The London Plan (consolidated with Alterations since 2004); Mayor of London; 2008
- Planning Policy Statement (PPS) 3 – Housing

DP6. Lifetime homes and wheelchair housing

- 6.1 Core Strategy policy CS6 indicates that Council will seek a variety of housing types suitable for people with mobility difficulties. Policy DP6 helps to deliver this by setting out our approach to lifetime homes and wheelchair housing.
- 6.2 Although mobility difficulties should be considered in the design of all forms of housing, the standards for lifetime homes and wheelchair accessibility relate primarily to the layout of self-contained homes. As occupants of student housing will only stay for a limited period, student housing is not expected to meet lifetime homes standards. The proportion of students who are wheelchair users should reflect the general population, therefore the Council expects 10% of student flats or study-bedrooms (together with supporting communal spaces) to meet wheelchair standards.

DP POLICY

DP6 – Lifetime homes and wheelchair housing

All housing development should meet lifetime homes standards. 10% of homes developed should either meet wheelchair housing standards, or be easily adapted to meet them.

- 6.3 The Council considers that people with mobility difficulties, including disabled people, should have access to a range of housing types that match the range available to those without mobility constraints. Mobility difficulties can affect children, young people, adults and older people. They can affect people who live in large families, small households and people living alone. Where people have support needs related entirely to a physical disability, the Council will seek to provide them with support in their own home.
- 6.4 A lifetime home supports the changing needs of a family's lifecycle, from raising children through to mobility issues in old age, essentially allowing people to live in their home for as much of their life as possible. Lifetime homes involve design features that have been tailored to foster accessible living, helping to accommodate old age, injury, disability, pregnancy and pushchairs. These features also allow a dwelling to be easily adapted for even higher levels of accessibility in the future, if the need arises. Lifetime homes exceed the requirements of Part M of the Building Regulations.
- 6.5 Lifetime homes standards will be applied to all developments of self-contained housing, including conversions, reconfigurations and changes of use (the standards do not apply to student housing). The standards will also be applied to proposals for bedsits or other permanent housing with shared facilities if the development could be occupied lawfully as self-contained dwellings in Use Class C3 without submission of a further planning application (please see paragraphs 9.2 to 9.3 for more details). The Council acknowledges that the design or nature of some existing properties means that it will not be possible to meet every element of the lifetime homes standard, for example in listed buildings, but considers that each scheme should achieve as many features as possible. All housing proposals should be accompanied by a submission showing how each of the lifetime homes standards will be met, with a full justification why any individual element will not be met. New build schemes are expected to incorporate all lifetime homes features. Further information on lifetime homes can be found in our Camden Planning Guidance supplementary planning document.
- 6.6 To provide independence and quality of life for wheelchair users, the Council will expect 10% of dwellings either to meet wheelchair housing standards, or be designed so a future occupier can easily adapt the dwelling to meet wheelchair housing standards. The percentage will be applied to all developments providing 10 or more self-contained homes, including conversions, reconfigurations and changes of use, and will also be applied to student housing. The percentage



will also be applied to proposals for bedsits or other permanent housing with shared facilities if the development could be lawfully occupied as 10 or more self-contained dwellings in Use Class C3 without submission of a further planning application (please see paragraphs 9.2 to 9.3 for more details). However, where proposals involve re-use of an existing building (particularly a listed building), the percentage will be applied flexibly taking into account of any constraints that limit adaptation to provide entrances and circulation spaces that are level and wide enough for a wheelchair user.

- 6.7 Ideally, wheelchair housing should be tailored to the specific needs of an individual wheelchair user and their household. Although tailoring housing to the occupier is rarely possible in proposals for speculative market housing, it can be achieved for affordable housing, where future occupiers can be identified by local housing managers, from the Housing Register (waiting list), and from transfer lists.
- 6.8 The Council will apply the wheelchair housing percentage across each affordability category in a scheme, generally seeking 10% of market housing, 10% of social housing and 10% of intermediate housing. For the 10% of market housing, future occupiers will often be unknown until after the homes have been fitted out. Where the 10% market housing is not fully fitted-out to meet the standards, it should be laid out to provide all the necessary circulation space within and between rooms, including bathrooms and toilets, as subsequent changes to these arrangements can be costly and difficult.
- 6.9 For social rented housing and intermediate housing, each type should include 10% of homes designed, built and fitted-out to meet wheelchair housing standards. The Council may use its affordable housing fund to support the creation of fully-fitted out affordable wheelchair accessible housing. We may seek to increase the percentage of affordable wheelchair accessible homes and reduce the percentage of market wheelchair accessible homes where this will enable us to meet the needs of identified future affordable housing occupiers. We may also agree to increase the percentage of social rented wheelchair homes and reduce the percentage of intermediate affordable wheelchair homes (or vice versa) where this will better enable us to meet the needs of identified future occupiers. More detailed information is included in our Camden Planning Guidance supplementary development document.

Key evidence and references

- Camden Housing Needs Study Update 2008
- The London Plan (consolidated with Alterations since 2004); Mayor of London; 2008
- Accessible London: achieving an inclusive environment – London Plan Supplementary Planning Guidance; Mayor of London; 2004

Promoting sustainable and efficient transport

16.1 Camden faces significant challenges relating to transport and travel, in particular air pollution and the congestion experienced on its road and public transport networks, as well as the need to address the wider issue of carbon dioxide emissions associated with travel. These issues have significant implications on the health and well being of the community. Camden's Core Strategy aims to promote sustainable and efficient travel (see policy CS11) by supporting strategic infrastructure projects in support of growth, promoting sustainable forms of transport, and making private transport more sustainable. This will support social cohesion and help to address health inequalities by providing better access for all to employment, education, facilities and encouraging more physical activity. In order to meet the challenges we face and to deliver Core Strategy aims, Camden Development Policies includes six policies on transport, covering:

- the transport implications of development (DP16);
- walking, cycling and public transport (DP17);
- parking standards and limiting the availability of car parking (DP18);
- managing the impact of parking (DP19);
- the movement of goods (DP20);
- development connecting to the highway network (DP21).

16.2 Almost every development that affects the transport network will have impacts in more than one of these areas. Therefore there is a need to refer to all relevant policies.



DP16. The transport implications of development

- 16.3 It is essential that new development is supported by adequate transport infrastructure. Camden Core Strategy policy CS11 states that the Council will pursue the delivery of additional transport infrastructure and promote sustainable transport in order to support growth in the borough, and will manage the impact of growth on the road network. Policy DP16 seeks to help deliver the Core Strategy by ensuring that the transport implications of development are managed, and additional transport infrastructure is delivered where needed, in order to ensure that growth in the borough is integrated with existing places and transport networks, and does not generate excessive demands on transport infrastructure. It should be read in conjunction with Core Strategy Policy CS11 as well as policies DP17 to DP21 below.
- 16.4 Transport considerations should be integral to a development. Developments should be planned taking into consideration the movement of people and goods, both within the development site and outside it.

DP POLICY

DP16 – The transport implications of development

The Council will seek to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links. We will resist development that fails to assess and address any need for:

- a) movements to, from and within the site, including links to existing transport networks. We will expect proposals to make appropriate connections to highways and street spaces, in accordance with Camden’s road hierarchy, and to public transport networks;
- b) additional transport capacity off-site (such as improved infrastructure and services) where existing or committed capacity cannot meet the additional need generated by the development. Where appropriate, the Council will expect proposals to provide information to indicate the likely impacts of the development and the steps that will be taken to mitigate those impacts, for example using transport assessments and travel plans;
- c) safe pick-up, drop-off and waiting areas for taxis, private cars and coaches, where this activity is likely to be associated with the development.

Movements to, from and within a site

- 16.5 Developments should link in well with their surroundings by allowing for movement to and through development sites, in order to contribute to improved accessibility across the borough. Some developments may need to be designed to accommodate public routes across a site, for example because they straddle an existing road or footpath. Designs for large sites should be permeable so that linkages and public through routes are created and the development is integrated into the wider street pattern. Developments should generally be designed to accommodate movements into and across the site rather than as closed blocks with a single entrance/ exit point. The Council expects design of new developments to be safe and accessible to all (see Core Strategy Policy CS17 – *Making Camden a safer place*), and will resist new development designed as a ‘gated community’ (see also our Camden Planning Guidance supplementary document).

- 16.6 Creating motor vehicle access from the road network is not sufficient to integrate a development with walking, cycling and public transport networks. To ensure integration into wider networks, development is expected to contribute to off-site measures where existing connections are not appropriate to serve a development. The networks that are relevant, including the Camden road hierarchy, and the measures that may be needed are considered further in policy DP21 – *Development connecting to the highway network* and our Camden Planning Guidance document).

Transport capacity

- 16.7 It is essential that there is sufficient transport capacity available to allow for travel demands generated by new development, including cumulative demand. Where necessary, proposals should include on-site measures as well as off-site contributions to increase capacity, including contributions towards the delivery of strategic transport infrastructure (see Core Strategy Policy CS11) in accordance with the London Plan. The enhancement of off-site capacity will usually only arise from developments that generate significant travel demand, and for these a formal Transport Assessment and Travel Plan will be required to indicate the measures needed in association with development (see paragraphs 16.9 to 16.19 below). In addition, the Mayor has introduced a policy in the London Plan, and prepared Supplementary Planning Guidance – *Use of planning obligations in the funding of Crossrail*, to seek financial contributions from new development towards the delivery of Crossrail. Crossrail will help to support growth in London by tackling congestion and the lack of capacity on the existing rail network.
- 16.8 Development proposals will need to be accompanied by an indication of their implications for the transport network unless they involve minimal trip generation. It will often be possible to address basic issues (movement on and around the site and linkages to transport networks) through the Design and Access Statement, which is a nationally required submission with most planning applications.

Transport assessments

- 16.9 Where the transport implications of proposals are significant, the Council will require a Transport Assessment to examine the impact on transport movements arising from the development. An indicative threshold for developments that will require a Transport Assessment is set out in Appendix 1.
- 16.10 The purposes of an assessment are to ensure that a proposal will not cause harm to the transport network or to highway safety, to show that the development will be properly integrated into the network, and indicate the extent to which there is additional capacity available to accommodate new travel patterns.
- 16.11 Transport assessments should:
- consider all types of movement associated with a proposal, both during construction and after completion, including an analysis of existing and proposed trips generated by the existing site and the proposed development for all transport modes and the impact these trips will have on the transport network;
 - identify specific routes over which existing and proposed trips are taking place;
 - address the movement of goods and materials, including the removal of spoil and demolition waste, delivery of construction equipment and materials, and servicing the completed development with refuse and goods vehicles;
 - consider the cumulative impact of the proposal with any others that will affect the same infrastructure, and whether the existing or committed capacity will be able to accommodate all of them; and
 - indicate the steps that a developer will need to take to ensure that a proposal will be connected to existing transport infrastructure and will not have a negative impact on the capacity of existing infrastructure. These steps should include the provision of both on- and off-site measures, as necessary. The enhancements involved are considered further in connection with policy DP17 – *Walking, cycling and public transport*.

- 16.12 An assessment should only take account of planned transport provision where this has fully secured funding and has a firm start date (see policy CS11 and Appendix 1 in the Camden Core Strategy for further information regarding key planned transport infrastructure projects in the borough). Where existing and proposed public transport provision will not have sufficient capacity to serve the development, the Council will expect to secure funding towards the enhancement of public transport capacity.
- 16.13 The depth of analysis for a transport assessment will reflect the scale and kind of a development and the nature and capacity of the transport network in the area. Further information about transport assessments is given in our Camden Planning Guidance supplementary document. Transport for London's *Transport Assessment Best Practice Guidance* (May 2006) also provides guidance on the submission of transport assessments: all applications that are referred to the Mayor should comply with this guidance.
- 16.14 Applicants for developments that are close to London Underground assets should also contact Transport for London's London Underground Infrastructure Protection team at an early stage before the commencement of design work to ensure that any constraints are addressed.
- 16.15 The concentration of schools in some parts of Camden, including the Hampstead and Belsize Park areas, has led to traffic congestion, road safety and parking problems related to the 'school run'. As part of transport assessments, applications for new schools and for the expansion of existing schools will be expected to provide details of the projected growth in student numbers, how students are likely to travel, their impact on the transport system and any measures to offset transport problems. In areas with an existing problem with the school run, it is unlikely that the Council will grant planning permission for educational facilities that are likely to exacerbate the problem.
- 16.16 For larger developments that would have implications for transport, but fall below the threshold for transport assessments, the following information will be required from applicants:
- an indication of the scale, mode, type and frequency of all trips associated with the development on a daily basis;
 - a description of how this transport demand can be accommodated by walking, cycling, public transport, and any other sustainable alternative modes of travel, as set out in policy DP17 below;
 - an overview of how potential highway impacts associated with the construction of the proposed development will be remedied or mitigated, and how local amenity will be preserved during the construction period; and
 - an overview of the servicing requirements of the development after occupation and of the servicing provision made to accommodate this.



- 16.17 The indicative scale of development schemes where this information will be required is set out in Appendix 1.

Travel Plans

- 16.18 Wherever a Transport Assessment is needed, submission of a travel plan is also expected as one way of mitigating the transport impact of the development. However, travel plans may also be sought from smaller developments if the impacts on transport are considered significant.
- 16.19 The Transport for London *Guidance for Workplace Travel Planning for Development* (2008) states that a simplified travel plan (an Enterprise Scale Travel Plan) should be provided for businesses and establishments below the Travel Plan thresholds where 20 or more staff will be employed. Transport for London also provides guidance on the production and use of travel plans for residential development in its *Guidance for Residential Travel Planning in London* (2008). Further information is also provided within our Camden Planning Guidance supplementary document, and in *Making residential travel plans work: guidelines for new development* (Department of Transport, 2005).

Other management plans

- 16.20 Where appropriate, Delivery and Servicing Management Plans, Visitor Management Plans and Construction Management Plans may be required to be submitted alongside planning applications. If these are not required in assessing a planning application but are still considered necessary to mitigate associated impacts, their submission will be secured through legal agreements. Please see policy DP20 for further details regarding the Council's approach to the movement of goods and materials, including the use of Delivery and Servicing Management Plans and Construction Management Plans.

Safe pick-up, drop-off and waiting areas

- 16.21 Developers will be expected to assess fully the impact of vehicle movements associated with pick-up, drop-off and waiting. Development that is likely to attract significant numbers of taxis, minicabs and coaches should be designed with appropriate passenger pick-up and drop-off points, each providing appropriate spaces and management arrangements to prevent harm to highway safety, pedestrian movements or amenity. Facilities should allow people with disabilities to get safely in and out of taxis and minicabs. Where possible, developments should include the pick-up and drop-off facilities they need on-site, but off-site arrangements will sometimes be necessary. Where it is not possible to provide for a suitable set down point for coaches, the Council may negotiate planning obligations with developers to prevent coach access to these sites.
- 16.22 Visitor attractions and accommodation can generate significant vehicle movements, particularly by taxi and coach. Further information on the Council's approach to proposals for tourism development and visitor accommodation is set out in policy DP14.

Key evidence and references

- Camden Local Implementation Plan (LIP) 2005/06 – 2010/11
- Draft Camden Green Transport Strategy 2008 – 2012
- Camden Walking Plan Second Edition 2006
- The London Plan (consolidated with Alterations since 2004); Mayor of London; 2008
- Planning Policy Guidance (PPG) 13: Transport; ODPM; 2001
- Transport Assessment Best Practice Guidance; Transport for London; May 2006
- Guidance for Workplace Travel Planning for Development; Transport for London; March 2008
- Guidance for Residential Travel Planning in London; Transport for London; March 2008
- Making residential travel plans work: guidelines for new development; Department of Transport; 2005.

DP17. Walking, cycling and public transport

- 17.1 The provision of sustainable travel options is essential in order to reduce the environmental impact of travel, to support future growth, to relieve pressure on Camden’s existing transport network, and to provide alternatives to the private car. Core Strategy policy CS11 sets out at a strategic level how the Council will promote sustainable transport modes. Policy DP17 sets out in more detail the Council’s requirements for new development in terms of provision for walking, cycling and public transport, in conjunction with CS11 and policies DP16 and DP18 – DP21.

DP POLICY

DP17 – Walking, cycling and public transport

The Council will promote walking, cycling and public transport use. Development should make suitable provision for pedestrians, cyclists and public transport and, where appropriate, will also be required to provide for interchanging between different modes of transport. Provision may include:

- a) convenient, safe and well-signalled routes including footways and cycleways designed to appropriate widths;
- b) other features associated with pedestrian and cycling access to the development, where needed, for example seating for pedestrians, signage, high quality cycle parking, workplace showers and lockers;
- c) safe road crossings where needed;
- d) bus stops, shelters, passenger seating and waiting areas, signage and timetable information.

The Council will resist development that would be dependent on travel by private motor vehicles.

The Council will seek to secure travel interchange facilities in locations that maximise travel benefits and minimise environmental harm. Passenger transport interchanges should provide for the co-ordination of arrival and departure timetabling on different services as far as possible. Interchanges catering for longer distance journeys should include toilets, baby changing facilities and facilities to provide refreshment for travellers.

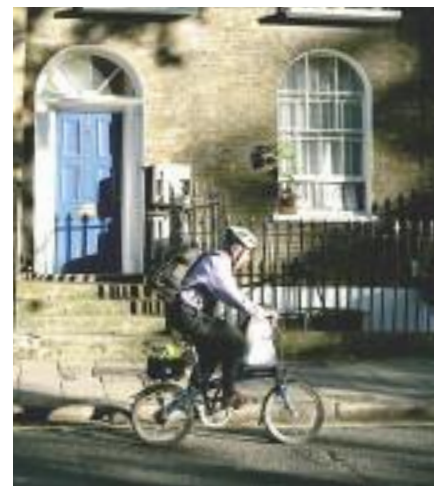
- 17.2 Accessibility in Camden is generally good, with the majority of the borough already served by frequent public transport services through London Underground, London Overground, rail and bus links. There are few areas in the borough where development would have relatively limited accessibility to public transport (for example at the fringes of Hampstead Heath). In such areas, private cars may be the only practical option for some journeys. However, it is possible throughout Camden to provide for some journeys to be made in more sustainable ways. Developments will be dependent on travel by private motor vehicles if they are designed without a safe means of access to footways, nearby bus-stops, and a road or other route appropriate for cyclists. These will therefore be minimum requirements for all development.
- 17.3 The design of a development and the way it relates to transport networks will be major factors influencing the transport choices of future occupiers and visitors. To encourage people to make sustainable transport choices, the options available will need to form a continuous network of convenient and pleasant routes that make people feel safe, link to all parts of the borough, are easy to use by people with mobility difficulties, and be integrated by facilities to make it easy to change between one form of transport and another.

Footpaths and cycle routes

- 17.4 The Council will expect new developments to provide appropriate, safe pedestrian and cycle links as part of schemes in order to promote sustainable travel and enhance accessibility, including for vulnerable users. The provision of pedestrian and cycle links also helps to promote more active, healthy lifestyles. In order to maintain pedestrian and cyclist safety, links should be designed to prevent conflict between motor vehicles, cyclists and pedestrians. Footpaths need to be wide enough for the number of people who will use them so they do not spill onto roads. They should also include features to assist vulnerable road users, including the provision of dropped kerbs and textured paving where appropriate.
- 17.5 Safe facilities for cyclists, either fully segregated or on the road, offer the best prospect for reducing the level of cycling on pavements. Measures for walking and cycling will often need to extend beyond the site if development will increase flows nearby, for example, footway widening, new pedestrian crossing facilities, and improved sightlines for cyclists. Our Camden Planning Guidance supplementary document and Streetscape Design Manual include guidance on designing spaces for pedestrians and cyclists. Where appropriate, developments will be expected to contribute towards the walking and cycling initiatives set out in Core Strategy policy CS11.
- 17.6 We will seek shared surfaces in appropriate circumstances, and where it will be safe for all users, for example at locations with high levels of pedestrian activity and where traffic speeds and volumes are low. Shared surfaces are unlikely to be appropriate on through-routes for cyclists.
- 17.7 Transport for London's *Walking Plan (2004)* and *Improving Walkability (2005)* good practice guidance documents set out strategic guidance and objectives to improve the pedestrian environment and encourage walking in the capital.

Other features for pedestrians and cyclists

- 17.8 The availability of routes alone is not sufficient to provide access to a development for pedestrians and cyclists, and many developments will need to make other provisions.
- 17.9 The nature and quality of features for pedestrians and cyclists is also highly important in order to create pleasant public spaces that are accessible to all, including people with mobility difficulties. Developments should provide features for pedestrians and cyclists that contribute towards the Council's objectives for promoting walking and cycling (see Core Strategy policy CS11 – *Promoting sustainable and efficient travel*), and to the creation of high quality public spaces, as required in Core Strategy policy CS14 – *Promoting high quality places and conserving our heritage* (see also policy DP21 – *Development connecting to the highway network* below).
- 17.10 At origins and destinations, cyclists will need storage for bicycles, equipment and protective clothing, and will often need to shower. High quality cycle parking is required in accordance with policy DP18 – *Parking standards and limiting the availability of car parking* and guidance in our Camden Planning Guidance supplementary document.
- 17.11 Contributions towards wider cycle initiatives may also be sought from new developments. See Core Strategy Policy CS11 for further information on cycle hire and cycle stations, which are integral elements of the Council's approach to promoting cycling.





Buses

- 17.12 In most developments, measures to enable use of buses will focus on provision of information within the development, improving the route to a stop, and enhancing bus-stop facilities: possible measures include signing the route, seating and shelters. There may be occasions when there is no spare capacity on existing bus services, and to enable a development to benefit from public transport services, a financial contribution to increase capacity would be necessary (for example, additional bus lane provision, or priority for buses at traffic lights). It may sometimes be necessary to pool contributions, particularly where there are cumulative impacts from nearby developments and an increase in capacity is needed.

Provision for interchange between transport modes

- 17.13 Most journeys involve changing between one form of travel and another and developments will sometimes need to cater for this. The creation of convenient and pleasant interchanges will encourage people to use alternatives to the car. A number of existing interchange points in the borough are likely to be developed in conjunction with the borough's growth areas (see Camden Core Strategy policy CS2) and with programmed transport investment. Interchanges around which additional development is expected to come forward include Euston Station, Tottenham Court Road Station, West Hampstead and Camden Town Underground Station.
- 17.14 Where development is proposed at an interchange between public transport services, the Council will expect the inclusion of facilities to make interchange easy and convenient for all users, and maintain passenger comfort. In line with Camden Core Strategy policies CS14 – *Promoting high quality places and conserving our heritage* and CS17 – *Making Camden a safer place*, works affecting interchanges should seek to provide high quality spaces that are safe for all users, and encourage people to use public transport and walk and cycle to destinations.

Key evidence and references

- Draft Camden Green Transport Strategy 2008 – 2012
- Camden Walking Plan Second Edition 2006
- Camden Cycling Plan: fourth annual review (2008)
- Camden Local Implementation Plan (LIP) 2005/06 – 2010/11
- Camden Interim Parking and Enforcement Plan 2005/11
- Camden Road Network Management Plan
- Camden Streetscape Design Manual 2005
- The London Plan (consolidated with Alterations since 2004); Mayor of London; 2008
- Planning Policy Guidance (PPG) 13: Transport; ODPM; 2001

DP18. Parking standards and limiting the availability of car parking

- 18.1 Limiting the supply of car-parking is a key factor for addressing congestion in the borough and encouraging people to use more sustainable ways to travel (see Core Strategy policy CS11 – *Sustainable and efficient travel* for our overall approach to this). Policy DP18 sets out the Council's approach to parking in new development. It seeks to minimise the level of car parking provision in new developments, as well as promoting cycle parking, and the provision of spaces for car clubs and electric charging points. This policy should be read in conjunction with policy DP19, which sets out how the Council will address the potential negative impacts of parking associated with new development, and Core Strategy policy CS11.

DP POLICY

DP18 – Parking standards and limiting the availability of car parking

The Council will seek to ensure that developments provide the minimum necessary car parking provision. The Council will expect development to be car free in the Central London Area, the town centres of Camden Town, Finchley Road/Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead, and other areas within Controlled Parking Zones that are easily accessible by public transport.

Development should comply with the Council's parking standards, as set out in Appendix 2 to this document. Where the Council accepts the need for car parking provision, development should not exceed the maximum standard for the area in which it is located (excluding spaces designated for disabled people). Developments in areas of on-street parking stress should be 'car capped'.

For car free and car capped developments, the Council will:

- a) limit on-site car parking to:
 - spaces designated for disabled people,
 - any operational or servicing needs, and
 - spaces designated for the occupiers of development specified as car capped;
- b) not issue on-street parking permits; and
- c) use a legal agreement to ensure that future occupants are aware they are not entitled to on-street parking permits.

Developments will also be expected to meet the Council's minimum standards for cycle parking set out in Appendix 2.

The Council will:

- d) strongly encourage contributions to car clubs and pool car schemes in place of private parking in new developments across the borough; and
- e) seek the provision of electric charging points as part of any car parking provision.

Car-free development

- 18.2 The Council generally expect development in Low Parking Provision Areas (i.e. the Central London area, our town centres and other areas with high public transport accessibility) to be car-free. Camden has been successfully securing car-free housing since 1997 as a way of encouraging car-free lifestyles, promoting sustainable ways of travelling, and helping to reduce the impact of traffic. Policy DP18 extends the car-free concept to non-residential development, which has the potential to reduce commuting by car and promote car-free work-related journeys. Car-free development can facilitate sustainability and wider objectives, including:
- freeing space on a site from car-parking, to allow additional housing, community facilities, play areas, amenity spaces and cycle parking;
 - enabling additional development where parking provision would not be acceptable due to congestion problems and on-street parking stress;
 - helping to promote alternative, more sustainable forms of transport.
- 18.3 Car-free development has no car parking within the site and occupiers are not issued with on-street parking permits. (People with disabilities who are Blue Badge holders may park in on-street spaces without a parking permit.) Car-free development should meet the Council's cycle parking standards and may, where required, include on-site space for people with disabilities, servicing, coach and taxi activity. The Central London Area and our town centres, other than Hampstead, are well-equipped to support car-free households and businesses as they have high levels of public transport accessibility, and provide opportunities to access a range of goods, services, workplaces and homes. Camden will expect development in these areas to be car-free, and will resist the inclusion of general car parking unless supported by a Transport Assessment or other compelling justification. See also paragraphs 18.8 and 18.9 below, which set out the Council's approach to removing rights to on-street parking.
- 18.4 Much of the rest of the borough has public transport accessibility levels that are moderate to excellent. Provided that parking controls are in force, the Council will expect car-free development where public transport accessibility is equivalent to levels in our town centres, and will strongly encourage it elsewhere.

Parking standards

- 18.5 Developments throughout the borough will be expected to comply with the parking standards set out in Appendix 2. The standards include:
- maximum parking standards for general car parking provision, to encourage people to consider all alternatives to private car travel;
 - minimum cycle parking standards , to encourage people to meet their travel needs by cycling;
 - minimum parking standards for people with disabilities to meet their needs; and
 - minimum standards for servicing, taxi and coach activity, to provide an alternative to on-street provision.





- 18.6 The maximum car parking standards include separate figures for Low Parking Provision Areas and for the rest of the borough. As we generally seek car free development in the Low Parking Provision Areas, we will only apply the car parking standards for these areas where a developer can demonstrate to the Council's satisfaction that such parking should be provided on a site.
- 18.7 The maximum car parking standards for employment generating uses are intended to limit the potential for commuting by private car (other than by disabled people). A workplace's operational needs are only considered to include journeys to work if travel is at times when public transport services are severely limited or if employees need continuous access to a car for work purposes whether or not they are at the workplace.
- 18.8 The Council will expect new developments in areas of high on-street parking stress to be car-capped. Car-capped development has a limited amount of on-site car parking, but no access to on-street parking permits in order to avoid any impact on on-street parking. The level of on-site provision must meet the car and cycle parking standards in Appendix 2 for the area in which a development is located, and may, where required, include on-site space for people with disabilities, servicing, coach and taxi activity. Policy DP19 below addresses in more detail the impact of parking associated with new development, including on on-street parking conditions.
- 18.9 To implement car-free and car-capped development, the Council needs to remove entitlements for parking permits from future occupiers. This will be achieved through seeking a legal agreement with the developer, as it is the only way of ensuring that all incoming occupiers are aware that they are not eligible for a permit to park on the street.
- 18.10 The Council's Parking Standards apply to all development, whether involving new construction or a change in the use of an existing building. The Council accepts the need for a flexible approach to some aspects of the minimum parking standards, for example where the nature of the street frontages preclude access to on-site car parking, and may consider the potential for designating disabled parking bays on-street. The Council will also consider the parking requirements from premises that are used by the emergency services.
- 18.11 Details of parking arrangements should be submitted with planning applications, showing how car, servicing and cycle parking requirements will be met. Guidance on the space requirements for car and cycle parking are included in Camden's Planning Guidance and Streetscape Design Manual.

Cycle parking

- 18.12 All developments will be expected to meet the Council’s cycle parking standards, as set out in Appendix 2 to this document, as a minimum. The provision of cycle parking in new developments encourages a healthy and more sustainable alternative to the use of the private car.
- 18.13 Cycle parking provision should be provided with convenient access to street level and must be secure and easy for everyone to use. Cycle parking for residents and employees cannot usually be met off-site due to the security and shelter necessary for long stays. Where applicants demonstrate that cycling provision according to these standards is not feasible on a development site, the Council may seek a contribution to off-site provision in lieu of provision within the site. Please also see policy DP17 for further guidance relating to the provision of facilities for cyclists in new developments. Further guidance on cycle parking and storage is contained in the Camden Planning Guidance supplementary document.

Car clubs and pool cars

- 18.14 Camden Core Strategy policy CS11 states that the Council will expand the availability of car clubs and business pool cars as an alternative to the private car. Car clubs and pool cars offer the benefit of removing the need for car ownership for many households and discourage the use of the car for journeys, including commuting and business trips that could be made by more sustainable modes, thus reducing the use of cars and the need for car parking spaces.
- 18.15 The Council will strongly encourage developers to provide or contribute towards car club or pool car spaces in as an alternative private parking. Provision of new spaces within developments will be encouraged in locations where they can be made available to car-club members.

Low emission vehicles

- 18.16 Camden Core Strategy policy CS11 promotes the use of low emission vehicles, including through expanding the availability of electric charging points. The Council will encourage the provision of electric vehicle charging spaces in new developments, including for electric pool cars or electric car-club cars. For general car parking, such spaces should be provided within the maximum standards set out in Appendix 2 – *Parking Standards*. The emerging draft replacement London Plan also supports the provision of electric charging points in new developments, and the Mayor’s Electric Vehicle Delivery Plan for London sets out a range of measures to encourage the use of electric vehicles and increase the number of charging points across the capital, including through provision as part of new developments.
- 18.17 The Council will encourage the provision of electric vehicle charging spaces in new developments, including for electric pool cars or electric car-club cars. For general car parking, such spaces should be provided within the maximum standards set out in Appendix 2 – *Parking Standards*.

Key evidence and references

- Camden Green Transport Strategy 2008 – 2012
- Camden Local Implementation Plan (LIP) 2005/06 – 2010/The London Plan (consolidated with Alterations since 2004); Mayor of London; 2008
- The London Plan (consolidated with Alterations since 2004); Mayor of London; 2008
- Let’s talk rubbish! Camden’s waste strategy 2007-2010 (revision 1, 2008)
- Planning Policy Guidance (PPG) 13: Transport; ODPM; 2001

DP19. Managing the impact of parking

- 19.1 Policy DP18 above sets out our approach to parking standards. Developments that add to the supply of car parking, or relocate car parking, can have an impact on parking conditions in the borough. They can also affect the environment, for example through loss of landscape features and increased surface run-off through additional hard surfacing.
- 19.2 Policy DP19 builds on the approach set out in Policy DP18 above by addressing the potential impacts of parking associated with development in terms of on-street parking conditions and wider environmental considerations. It should be read in conjunction with Core Strategy Policy CS11 and policies DP16 – DP18 and DP20 – DP21 in this document.

DP POLICY

DP19 – Managing the impact of parking

The Council will seek to ensure that the creation of additional car parking spaces will not have negative impacts on parking, highways or the environment, and will encourage the removal of surplus car parking spaces. We will resist development that would:

- a) harm highway safety or hinder pedestrian movement;
- b) provide inadequate sightlines for vehicles leaving the site;
- c) add to on-street parking demand where on-street parking spaces cannot meet existing demand, or otherwise harm existing on-street parking conditions;
- d) require detrimental amendment to existing or proposed Controlled Parking Zones;
- e) create a shortfall of parking provision in terms of the Council's Parking Standards for bicycles, people with disabilities, service vehicles, coaches and taxis;
- f) create a shortfall of public car parking, operational business parking or residents' parking;
- g) create, or add to, an area of car parking that has a harmful visual impact.

The Council will require off-street parking to:

- h) preserve a building's setting and the character of the surrounding area;
- i) preserve any means of enclosure, trees or other features of a forecourt or garden that make a significant contribution to the visual appearance of the area; and
- j) provide adequate soft landscaping, permeable surfaces, boundary treatment and other treatments to offset adverse visual impacts and increases in surface run-off.

The Council will only permit public off-street parking where it is supported by a transport assessment and is shown to meet a need that cannot be met by public transport. The Council will expect new public off-street parking to be subject to a legal agreement to control the layout of the parking spaces, the nature of the users and the pricing structure. We will also seek a legal agreement to secure removal of parking spaces in response to any improvement to public transport capacity in the area.

Where parking is created or reallocated, Camden will encourage the allocation of spaces for low emission vehicles, car clubs, pool cars, cycle hire and parking, and electric vehicle charging equipment.



On-street car parking

- 19.3 On-street car parking spaces are a limited resource, and demand exceeds supply in much of the borough. They cater for residents who do not have off-street spaces at home as well as for people visiting businesses and services. The Council manages on-street parking on the basis of designated Controlled Parking Zones, in which regulations control how parking may be used on different sections of the street and at different times. There is a particularly high demand for on-street parking by residents in areas with a low availability of drives or garages.
- 19.4 Development that will reduce the amount of on-street parking or add to on-street parking demand will be resisted where it would cause unacceptable parking pressure, particularly in areas of identified parking stress. Policy DP18 states that, where the need for parking is accepted, developments in areas of high on-street parking stress should be 'car capped'. Our Camden Planning Guidance supplementary document gives details of areas where there is parking stress in the borough.
- 19.5 The following paragraphs set out the Council's approach to development where the creation of off-street private parking would reduce the number of on-street parking spaces.

Creating private off-street car parking

- 19.6 On-street spaces can be used by many different people with different trip purposes throughout the day. On the other hand, private spaces will generally only be used for one purpose, often by a specific vehicle, and will remain unused at other times. For example, a resident's private parking space will often be unused for most of the daytime if the car is used for the journey to work.
- 19.7 Creating private off-street parking frequently involves the loss of on-street spaces, for example where kerbside parking is removed to enable vehicles to cross over the pavement to a garden or forecourt. This can cause or worsen problems where there is already significant on-street parking demand. Providing off-street parking necessarily involves creating a link to the highway network or intensifying the use of an existing link, which can have implications for highway safety, ease of pedestrian movement and the adequacy of sightlines.
- 19.8 Off-street parking can cause environmental damage in a number of ways. Trees, hedgerows, boundary walls and fences are often the traditional form of enclosure in Camden's streets, especially in its conservation areas. This form can be broken by the removal of garden features and the imposition of extensive areas of paving and parked cars to the front of buildings, damaging the setting of individual buildings and the character of the wider area. Large areas of paving can also increase the volume and speed of water run-off (especially when formerly porous surfaces such as front garden planting areas are paved), which adds to the pressure on the drainage system and increases the risk of flooding from surface water. Policy DP23 sets out in further detail how the Council will address surface water issues associated with development.
- 19.9 Development of off-street parking will be resisted where it would cause unacceptable parking pressure, particularly in identified areas of parking stress. Off-street parking may also be resisted to protect the environment, highway safety and pedestrian movement. Our Camden Planning Guidance supplementary document gives details of areas of parking stress, the necessary dimensions for off-street parking spaces, visibility requirements at access points, and environmental concerns that arise from garden and forecourt parking.



Public off-street car parking

- 19.10 Camden does not support the creation of additional public off-street car-parking in the borough. Camden contains a large amount of private off-street car parking and a significant amount of public off-street car parking that was developed before car parking restraint was introduced and is beyond the Council's control. Established public off-street car parks in Camden are generally commercially operated and offer contract spaces to commuters. The Council is therefore unable to control their charges to effectively deter unnecessary car use.
- 19.11 Any proposal for additional public car-parking would need to be supported by a Transport Assessment, and by a submission detailing hours of operation, proposed means of entry control, access arrangements and layout of spaces. The submissions would need to show that the proposal would not be harmful in terms highway safety and on-street parking conditions, in accordance with criteria set out in Policy DP19. It would also need to show that the proposal would meet a need generated by a particular land-use or user group, for example hospitals, which could not be met by public transport. The Council would strongly resist creation of speculative public-car parking targeted at general demand.
- 19.12 The Council will seek a legal agreement to ensure that an appropriate pricing structure applies to any additional public car-parking. The pricing structure should:
- preclude free parking, as this would encourage unnecessary car journeys;
 - favour short stay parking (up to two hours), which is appropriate for collecting bulky goods or picking-up travellers with heavy luggage;
 - levy a punitive charge on long stay parking (over four hours) to deter commuting by car.
- 19.13 Where the Council accepts the case for a proposal for additional public car parking because it meets a travel need that cannot be met by public transport, we will seek a legal agreement to provide for the removal of that car parking if, in the future, improvements to public transport are made that would undermine the original case for the proposal. The agreement should arrange for removed spaces to be designated for people with disabilities or for more sustainable types of travel. Examples are car-clubs, electric vehicle charging points, and cycle hire and cycle parking (see paragraph 19.17 below and DP18 – *Parking standards and limiting the availability of car parking*).

Removing off-street car parking

- 19.14 In order to promote more sustainable modes of travel, the Council generally welcomes proposals to reduce the amount of off-street parking in the borough, provided that the removal of spaces would not:
- lead to a shortfall against minimum parking standards relating to bicycles, people with disabilities, service vehicles, coaches and taxis (see Appendix 2);
 - cause difficulties for existing users, particularly if the spaces are used by shoppers, by nearby residents, or for the operational needs of a business; or
 - displace parking to controlled parking zones, particularly in identified areas of parking stress.

- 19.15 The Council particularly welcomes proposals which include conversion of general car parking spaces to provide:
- designated spaces for people with disabilities, cycle parking, and any needs for off-street servicing, coach and taxis in accordance with the Parking Standards in Appendix 2; or
 - designated spaces for more sustainable forms of transport, such as car-clubs, cycle hire schemes and low emission vehicles.
- 19.16 Where car parking spaces are currently well-used or are associated with a significant generator of travel demand, the Council will expect submission of a transport assessment to show that the removal of spaces can be accommodated without harmful impact (see paragraphs 16.9 to 16.15 above). A travel plan may also be sought to help existing users switch to sustainable ways of travelling.

Low emission vehicles, pool cars, car-clubs, and cycle hire schemes

- 19.17 The Core Strategy promotes the use of walking, cycling, low emission vehicles, car clubs and pool cars as alternatives to the use of private cars. In dealing with proposals involving provision of additional parking or finding new uses for parking spaces, the Council will promote facilities for sustainable transport, including provision for cycle parking and cycle hire, low emission vehicles, pool cars and car clubs, as an alternative to creating general car parking spaces.

Key evidence and references

- Draft Camden Green Transport Strategy 2008 – 2012
- Camden Local Implementation Plan (LIP) 2005/06 – 2010/11
- The London Plan (consolidated with Alterations since 2004); Mayor of London; 2008
- Planning Policy Guidance (PPG) 13: Transport; ODPM; 2001



DP20. Movement of goods and materials

- 20.1 Transport of goods and materials is essential to the economy, but if not managed sustainably it can be harmful to the environment, and cause congestion. As a dense, urban inner London borough the movement of goods in Camden can have particularly strong impacts in terms of traffic movement, noise and air pollution and, in some circumstances, impact on the quality of life of residents. Core Strategy Policy CS11 – Sustainable and efficient travel states that the Council will seek to minimise the movement of goods and materials by road, encourage the use of more sustainable modes of freight movement, and to minimise the impact of the movement of goods and materials on local amenity, traffic and the environment.
- 20.2 Policy DP20 builds on this by setting out the Council's requirements for new developments in relation to the movement of goods and materials both during construction and when in operation. It should be read in conjunction with policy DP16 – Development and transport implications and Core Strategy policy CS11.

DP POLICY

DP20 – Movement of goods and materials

Minimising the movement of goods and materials by road

In order to minimise the movement of goods and materials by road the Council will:

- a) expect development that would generate significant movement of goods or materials both during construction and in operation to minimise the movement of goods and materials by road, and consider the use of more sustainable alternatives such as rail and canal links;
- b) promote the development and use of freight consolidation facilities and other initiatives with potential to reduce the impact of goods vehicles, and encourage the use of cycle courier services for local deliveries; and
- c) seek to promote and protect facilities for the movement of goods by rail and water, including facilities for transfer between road, rail and canal.

Minimising the impact of the movement of goods and materials by road

The Council will expect development that would generate significant movement of goods or materials by road, both during construction and in operation, to:

- d) be located close to the Transport for London Road Network or other Major Roads;
- e) avoid any additional need for movement of vehicles over 7.5 tonnes in predominantly residential areas;
- f) accommodate goods vehicles on site; and
- g) seek opportunities to minimise disruption for local communities through effective management, including through the optimisation of collection and delivery timings and the use of low emission vehicles for deliveries.



Minimising the movement of goods and materials by road

Movement of goods by rail and water

- 20.3 The Council recognises the problems that are caused by long distance movement of goods by road, and the potential advantages of using rail and water as an alternative. The North London Line, the Gospel Oak to Barking Line and the West Coast Mainline are already used for significant volumes of rail freight. The Regent's Canal provides the potential for more sustainable, lower impact water borne movement of freight. It is the only navigable waterway in Camden, and is not currently used for any significant volume of freight movement.
- 20.4 Per tonne carried, rail freight produces nearly 90% fewer emissions than HGVs (London Rail Freight Strategy 2007). No equivalent figures are available for canal freight, but canal movement has minimal social and environmental costs compared with the noise/vibration, air pollution and visual intrusion that can be created by heavy goods vehicles.
- 20.5 Regent's Canal is thought to be an economically viable route for some freight movements, notably the removal of demolition waste from canal-side sites. The Council will expect new developments along or close to the Canal to consider its use for the movement of goods and materials, and to contribute to the improvement of the Canal towpath, where appropriate. Developers should also make the most of opportunities to use rail links to move goods and materials.
- 20.6 We will protect the existing aggregate handling facility at King's Cross, which is a modern facility re-engineered in association with works for the Channel Tunnel Rail Link. We will also protect other track-side and canal-side sites that are brought forward for transfer use or processing rail and canal freight if their benefits outweigh any harm.

Efficient freight movement

- 20.7 The Camden Core Strategy promotes the use of freight consolidation as a key measure in reducing the number of trips made by goods vehicles, and indicates that there may be potential for a freight consolidation facility serving Camden's Central London Area (Core Strategy paragraph 11.23). The Council will expect developments to take advantage of existing freight consolidation facilities for service deliveries, where they exist. The Council will support proposals for freight consolidation facilities, subject to the other policy measures set out in our Local Development Framework.
- 20.8 As part of its approach to minimising road freight, the Council will discourage frequent deliveries of biomass fuel associated the sustainability and renewable energy requirements set out in policy DP22 and Core Strategy policy CS13 and in relation to climate change and sustainable design and construction. Paragraph 32.6 below addresses the air quality impacts associated with the burning of biomass fuel.

Cycle freight

- 20.8 The Council will promote the use of cycle-freight as an extension to cycle courier services by encouraging developers to make provision for cycle freight as part of Delivery and Servicing Management Plans. This provides the potential to manage deliveries in a way that is zero carbon, has little or no noise or air pollution implications, and has a minimal impact on congestion.

Minimising the impact of the movement of goods and materials by road

- 20.9 Goods vehicles, particularly heavy goods vehicles, can have negative impacts on local amenity and traffic movement in certain areas. Examples are areas suffering from poor air quality, areas where many delivery points are located close together (such as town centres), residential areas and narrow roads. Goods vehicles manoeuvring, loading and unloading add to pollution, and may cause obstructions and congestion, inconvenience and danger to pedestrians and other road users, and damage to pavements. The Council actively encourages a number of measures with potential to mitigate these impacts.

Moving goods and materials on appropriate roads

- 20.10 Policy DP21 – *Development connecting to the highway network* seeks to guide all forms of transport to the appropriate parts of Camden’s road hierarchy. The roads considered to be most suitable for use by lorries and other heavy goods vehicles are those in the Transport for London Road Network and others designated as Major Roads. It will not usually be possible for development to directly access or be loaded from the Transport for London Road Network, but new development that will be served by heavy goods vehicles should be located to minimise the use of district and local roads for the movement of goods, particularly roads which provide primarily for access to residential properties.
- 20.11 The majority of service trips in central and inner London are made by freight vehicles of less than 7.5 tonnes gross vehicle weight, and this is the maximum size of vehicle that should be accommodated in residential areas on a daily basis. A number of weight limits have been introduced across largely residential parts of the borough, the largest of which covers an area between Camden Road and Kentish Town Road, and between Fortess Road and Highgate Road, extending up to Highgate. In this area, goods vehicles exceeding 7.5 tonnes are not permitted except for access.



Accommodating goods vehicles on site

- 20.12 The impact of goods vehicles can be reduced where a loading and unloading bay is included within a development, particularly where the bay can be enclosed. Developments that will need to be serviced by vehicles other than bicycles or cars should incorporate space within the site for goods vehicles wherever it is feasible to do so. The space required for service vehicles is set out in the Council's Parking Standards at Appendix 2.

Construction management plans

- 20.13 Where appropriate, the Council will ensure that applicants provide Construction Management Plans to demonstrate how a development will minimise impacts from the movement of goods and materials during the construction process. Construction Management Plans should deal with the hours of site activity; pick-up and delivery times for materials and equipment; limits on construction vehicle size; trip numbers and routes; the safety of road users during construction; and any temporary use of the highway for siting of construction plant. They should also deal with any temporary disruption or severance of highway links needed during the development process, as well as any other relevant measures needed to manage the construction phase.
- 20.14 Our Camden Planning Guidance supplementary document sets out further details regarding the Council's requirements for Construction Management Plans. See also policy DP26 for information regarding the Council's approach to managing the impact of the construction process on local amenity.

Effective management of servicing and deliveries

- 20.15 The Council will seek Delivery and Servicing Management Plans for developments that are likely to generate a significant need for the movement of goods and materials when occupied, in order to ensure that potential impacts are minimised.
- 20.16 The way that trips are managed will influence their impact on local communities, traffic movement and the environment. Delivery timings can also have a significant influence on the impact of goods movement, both on the highway network (including site specific and cumulative impacts), and on residential amenity from deliveries made out of working hours. The Council will therefore ensure that delivery timings are managed to optimal effect through the use of Delivery and Servicing Management Plans. We will also control the impact of goods vehicles through waiting and loading restrictions.
- 20.17 The Council will promote the use of quiet and low-pollution vehicles such as electric vehicles by encouraging developers to make provision for the use of such vehicles as part of Delivery and Servicing Management Plans. Low emission vehicles can significantly reduce noise and air pollution, and therefore offer the opportunities for necessary freight trips to be undertaken using vehicles that have a much lower impacts than standard freight vehicles.
- 20.18 Our Camden Planning Guidance supplementary document sets out further details regarding the Council's requirements for Delivery and Servicing Management Plans.

Key evidence and references

- Camden Local Implementation Plan (LIP) 2005/06 – 2010/11
- Camden Green Transport Strategy 2008 – 2012
- The London Plan (consolidated with Alterations since 2004); Mayor of London; 2008
- Planning Policy Guidance (PPG) 13: Transport; ODPM; 2001
- West London Canal Network Study – Phase 1 & 2: Developing Water Borne Freight on the West London Canal Network; Transport for London/ British Waterways London; September 2005

DP21. Development connecting to the highway network

- 21.1 Core Strategy policy CS11 states that the Council will ensure that growth and development has regard to Camden's road hierarchy and does not cause harm to the management of the road network. Policy DP21 sets out the Council's expectations for development linking directly to the highway network, and also to the Council's own highway management works. The term highway includes all footpaths and cycleways in the borough (including those not alongside roads) that are managed by the Council or Transport for London as Highway Authority. Policy DP21 should be read in conjunction with policies DP16, DP17 and DP19 and Core Strategy policy CS11.
- 21.2 The Council has a duty to provide for the efficient movement of vehicles and pedestrians on the road network. We do this by enabling and promoting walking, cycling and public transport, which have potential to limit the pressure on existing network capacity and allow the best use to be made of existing road space. The balance struck between different users on each link in the network will depend on the link's character and its role in the road network. To enable the network to operate efficiently and safely, connections from new developments need to reflect the nature of the link that they connect to.

DP POLICY

DP21 – Development connecting to the highway network

The Council will expect developments connecting to the highway network to:

- a) ensure the use of the most appropriate roads by each form of transport and purpose of journey, in accordance with Camden's road hierarchy;
- b) avoid direct vehicular access to the Transport for London Road Network (TLRN) and other Major Roads; and
- c) avoid the use of local roads by through traffic.
- d) avoid disruption to the highway network and its function, particularly use of appropriate routes by emergency vehicles;
- e) avoid harm to on-street parking conditions or require detrimental amendment to Controlled Parking Zones;
- f) ensure adequate sightlines for vehicles leaving the site;
- g) address the needs of wheelchair users and other people with mobility difficulties, people with sight impairments, children, elderly people and other vulnerable users;
- h) avoid causing harm to highway safety or hinder pedestrian movement and avoid unnecessary street clutter;
- i) contribute to the creation of high quality streets and public spaces; and
- j) repair any construction damage to transport infrastructure or landscaping and reinstate all affected transport network links and road and footway surfaces following development.

Where development will be connected to the highway network, the Council will require all new public highways to be constructed to a standard it considers to be appropriate for adoption, and expect the routes to be adopted, owned and managed by the relevant Highway Authority.

- 21.3 The Council has prepared a Road Network Management Plan, which sets out how it will manage the use of streets and street spaces and the considerations it will apply when designing and laying out street spaces and controlling traffic flows. This helps the Council to fulfil its network management duty, under which we aim to provide for efficient movement of vehicles and pedestrians and to reduce disruption and congestion.

- 21.4 The main routes in Camden’s road hierarchy are shown on Map 1, and discussed briefly in paragraph 21.6 below. In managing future development, the Council uses the hierarchy to pursue the following aims:
- to limit the number of routes available to through traffic;
 - to remove goods vehicles from unsuitable routes;
 - to improve conditions for pedestrians and cyclists;
 - to reduce the risk of long delays to bus services;
 - to reduce accidents; and
 - to reduce the adverse environmental impact of traffic.
- 21.5 The Road Network Management Plan commits the Council to making the best use of the limited network capacity available. Within the road hierarchy, it is the upper tier designations that impose the greatest constraints on developments. The long-distance and London-wide traffic role of the Transport for London Road Network and major roads in the Strategic Road Network should take precedence over access requirements for individual development sites and premises.
- 21.6 The Council will have regard to the following hierarchy of roads when assessing proposals for developments connecting to the highway network:
- Transport for London Road Network (TLRN): creating new accesses from these key arterial routes will not usually be acceptable. Use for on-street servicing will also generally not be acceptable. Transport for London is the Highway Authority for these roads;
 - Strategic Road Network: proposals that would be likely to lead to delays to road traffic are unlikely to be acceptable. Although Camden is the Highway Authority for the roads on this network, Transport for London has powers of veto over any proposals that would lead to delays in the movement of traffic;
 - Other major roads: traffic flow, including for buses and emergency services, is also very important along these roads. Use of these roads for on-street servicing will be limited. Camden is the Highway Authority for these, and all other lower order roads;
 - District Roads: although locally important distributor roads, these roads should not be used by heavy goods vehicles except for essential deliveries. District roads provide direct access to many properties, and on-street servicing may be acceptable subject to its impact on safety and the environment.
 - Local roads: providing direct access to properties, these roads are not appropriate for bus or emergency routes. On-street servicing may be acceptable subject to impact on safety and the environment. The Council will prioritise pedestrians in treatment of local roads, and may use measures such as road closures and lorry bans to prevent use by vehicular through-traffic.
- 21.7 Further information on Camden’s approach to managing roads on its network is set out in the Camden Planning Guidance Supplementary Document and the Camden Road Network Management Plan.



Map 1: Road Hierarchy



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Works affecting highways

- 21.8 In assessing proposed works affecting highways, the Council takes into account a variety of issues, including the function of the highway network (see above), on-street parking conditions, safety, the needs of different road users, and the need for proper integration with the wider road network.
- 21.9 Given the high level of parking stress experienced in much of Camden, the creation of new links to access development should not involve overall loss of one or more on-street parking spaces, particularly in areas of parking stress. The Council will consider relocating kerbside parking spaces to allow access to development, but only provided that any necessary amendment to the road layout and the Controlled Parking Zone will be funded by the development and can be achieved without harming other road users or highway safety.
- 21.10 In order to protect the safety of pedestrians, cyclists and motor vehicles, connections to the highway network should be designed with appropriate sightlines, visibility splays and queuing distances to reflect the character of the development, local highway conditions, traffic speeds and pedestrian activity. Guidance is included in the Department for Transport's Manual for Streets, the Camden Streetscape Design Manual and our Camden Planning Guidance supplementary document.

- 21.11 The Council will promote transport facilities, services and street space arrangements that accommodate the needs of all users, including vulnerable users such as disabled people. We will expect balanced use of street space that provides for all transport users and accommodates sustainable transport measures, including facilities for pedestrians, cyclists and buses. The Camden Local Implementation Plan sets out the Council's hierarchy of road users. The priority given to different users will vary from one road to another depending on its role, however, the Council places pedestrians at the top of the hierarchy of road users over the network as a whole.
- 21.12 We are particularly concerned to ensure that new routes are designed and constructed to be safe for all users, in accordance with the criteria for works affecting highways. Any history of traffic-related accidents in the vicinity of proposals will be taken into account when assessing proposals. As part of our approach to promoting road safety, the Council will use formal safety audits at the planning, design and implementation stages of highway works, to independently review the implications of proposed works. It is also important that development does not hinder pedestrian movement, and the Council will not support proposals that involve the provision of additional street furniture that is not of benefit to highway users.
- 21.13 Core Strategy policy CS14 *Promoting high quality places and conserving our heritage* underlines the need for high quality landscaping and works to streets and public spaces. To achieve integration into the network and the public realm, design and construction should also reflect the style and materials used in local public spaces and their surrounding buildings. Considerations include planting, landscaping, paving materials and street furniture, and avoiding a confusing variety of signs, surfaces and materials. The quality of design, landscaping, materials and construction should reflect Camden's Streetscape Design Manual. Transport for London's Streetscape Guidance will also be relevant to any public realm improvements on the Transport for London Route Network. Materials should be durable, and the Highway Authority should not incur disproportionate maintenance costs in the future. The Council will expect any damage to public or private land (such as grass verges and any landscaped areas) caused by works to highways to be repaired.

Adoption of highways

- 21.14 It is important that the best use is made of new links to the highway network (whether roads, footpaths, cycle routes). The Council will therefore seek to ensure that access routes are available to the public as rights of way, maximising levels of activity and permeability and contributing to natural surveillance. The Council considers that this can best be achieved where the relevant Highway Authority adopts access routes as part of the public realm. In most cases, the new links will be managed by the Council as the Highway Authority, but Transport for London is the Highway Authority for the Transport for London Road Network.
- 21.15 This can only be achieved if new links are built to an appropriate standard for the role that they will fulfil in the network, and are subsequently managed as part of the highway network. The Council will expect any links built by a developer to provide the same quality of design, materials and construction as works commissioned by the relevant Highway Authority.

Key evidence and references

- Camden Local Implementation Plan (LIP) 2005/06 – 2010/11
- Camden Green Transport Strategy 2008 – 2012
- Camden Streetscape Design Manual March 2005
- The London Plan (consolidated with Alterations since 2004); Mayor of London; 2008
- Planning Policy Guidance (PPG) 13: Transport; ODPM; 2001



Section 3

A sustainable and attractive Camden – Tackling climate change and improving and protecting Camden’s environment and quality of life

- 2.1 The Core Strategy sets out our overall approach to managing Camden’s growth so that it is sustainable, meets our needs for homes, jobs and services, and protects and enhances quality of life and the borough’s many valued and high quality places. This helps to achieve *A Sustainable Camden that adapts to a growing population* – one of the elements in the vision in the Camden Community Strategy.
- 2.2 This section of Camden Development Policies contributes to delivering the Core Strategy by providing detailed policies that we will use when determining applications for planning permission to ensure that development contributes towards a sustainable and attractive Camden. In particular, it supports the Core Strategy by focussing on:
- promoting sustainable design and construction;
 - reducing our water consumption and the risk of surface water flooding;
 - securing high quality design and conserving our heritage;
 - managing the impact of development and noise and vibration;
 - providing and improving open space, sport and recreation; and
 - our approach to basements and lightwells, improving access, shopfront design and air quality and Camden’s Clear Zone.



Promoting sustainability and tackling climate change

DP22. Promoting sustainable design and construction

- 22.3 Promoting a sustainable Camden is an integral element of our Local Development Framework strategy. Core Strategy policy CS13 – *Tackling climate change through promoting higher environmental standards* sets out a key part of our overall approach to tackling climate change, which includes promoting higher environmental standards in design and construction. Policy DP22 – *Promoting sustainable design and construction* contributes towards delivering the strategy in policy CS13 by providing detail of the sustainability standards we will expect development to meet. DP22 should be read in conjunction with Core Strategy policy CS13 and policy DP23 – *Water*. Core Strategy policy CS11 and policies DP16 to DP21 in this document set out our approach to sustainable transport.
- 22.4 Although the need for sustainable design and construction is not specific to Camden, the borough’s highly built-up, inner urban environment means that we face specific environmental issues such as poor air quality and surface water flooding but have fewer options on how we can implement sustainable development and minimise our carbon emissions. The measures we can take to minimise the impacts of climate change and adapt to its effects need to consider, and be appropriate to, Camden’s dense and historic character and sensitive environments. They should also take opportunities to build on the borough’s past high performance on requiring sustainable measures within developments.
- 22.5 Core Strategy policy CS13 states that the Council will have regard to the costs and feasibility of measures to tackle climate change within developments (paragraph 13.4). This approach also applies to policy DP22. We will also take into account the cumulative costs of not responding to the need to mitigate and adapt to climate change as well as the long term cost savings, such as on energy and water bills, to future occupiers. Measures to tackle climate change are integral in the development process and are a priority of the Council. Therefore they should not be seen as ‘add-ons’.



DP POLICY

DP22 – Promoting sustainable design and construction

The Council will require development to incorporate sustainable design and construction measures. Schemes must:

- a) demonstrate how sustainable development principles, including the relevant measures set out in paragraph 22.5 below, have been incorporated into the design and proposed implementation; and
- b) incorporate green or brown roofs and green walls wherever suitable.

The Council will promote and measure sustainable design and construction by:

- c) expecting new build housing to meet Code for Sustainable Homes Level 3 by 2010 and Code Level 4 by 2013 and encouraging Code Level 6 (zero carbon) by 2016.;
- d) expecting developments (except new build) of 500 sq m of residential floorspace or above or 5 or more dwellings to achieve “very good” in EcoHomes assessments prior to 2013 and encouraging “excellent” from 2013;

- e) expecting non-domestic developments of 500sqm of floorspace or above to achieve “very good” in BREEAM assessments and “excellent” from 2016 and encouraging zero carbon from 2019.

The Council will require development to be resilient to climate change by ensuring schemes include appropriate climate change adaptation measures, such as:

- f) summer shading and planting;
- g) limiting run-off;
- h) reducing water consumption;
- i) reducing air pollution; and
- j) not locating vulnerable uses in basements in flood-prone areas.

Sustainable design and construction measures

- 22.6 The construction and occupation of buildings are major consumers of resources and can produce large quantities of waste and carbon emissions. The possibility of sensitively altering or retro-fitting buildings should always be strongly considered before demolition is proposed. All proposals for demolition and reconstruction should be fully justified in terms of the use of resources and energy, and the energy and water efficiency of the existing and proposed buildings. Where the demolition of a building cannot be avoided we will expect either the re-use of materials on-site or the salvage of appropriate materials to enable their re-use off-site. Where materials cannot be salvaged whole and where aggregate is required on-site, this demolished material should be crushed on-site for re-use, with measures taken to minimise dust and noise. Policy DP26 – *Managing the impact of development on occupiers and neighbours* sets out how we will expect development to limit the disturbance from dust due to demolition.
- 22.7 When a building is constructed, the accessibility of its location; its density and mix of uses; its detailed design taking into account the orientation of the site; and the mechanical services and materials chosen can all have a major impact on its energy efficiency. The Council will require all schemes to consider these general sustainable development principles, along with the detailed elements identified in the table below, from the start of the design process. Developments of 5 or more dwellings or 500sqm of any floorspace should address sustainable development principles in their Design and Access statements or in a separate Energy Efficiency Statement, including how these principles have contributed to reductions in carbon dioxide emissions. When justifying the chosen design with regards to sustainability the following appropriate points must be considered:



Design	Fabric/Services
<ul style="list-style-type: none"> • the layout of uses • floorplates size/depth • floor to ceiling heights • location, size and depth of windows • limiting excessive solar gain • reducing the need for artificial lighting • shading methods, both on or around the building • optimising natural ventilation • design for and inclusion of renewable energy technology • impact on existing renewable and low carbon technologies in the area • sustainable urban drainage, including provision of a green or brown roof • adequate storage space for recyclable material, composting where possible • bicycle storage • measures to adapt to climate change (see below) • impact on microclimate 	<ul style="list-style-type: none"> • level of insulation • choice of materials, including - responsible sourcing, re-use and recycled content • air tightness • efficient heating, cooling and lighting systems • effective building management system • the source of energy used • metering • counteracting the heat expelled from plant equipment • enhancement of/provision for biodiversity • efficient water use • re-use of water • educational elements, for example visible meters • on-going management and review

22.8 Our Camden Planning Guidance supplementary document contains detailed guidance on further elements of sustainable design and construction. Please also see Core Strategy policies CS16 – *Improving Camden’s health and well-being* and CS18 – *Dealing with our waste and encouraging recycling*, and policies DP32 – *Air quality and Camden’s Clear Zone* and DP28 – *Noise and vibration* in this document.

Green and brown roofs and green walls

- 22.9 Green and brown roofs and green walls play important roles in achieving a sustainable development. They retain rainfall and slow its movement, provide additional insulation, provide valuable habitat to promote biodiversity, provide opportunities for growing food, reduce the heating up of buildings and the wider city and provide valuable amenity space. They should be designed to enable the benefits that are most suitable for the site. This will include ensuring a sufficient soil depth is provided and selecting the correct substrate and vegetation. The design of green walls should ensure sufficient irrigation for plants without the need for excessive energy consumption for pumping water.
- 22.10 Green and brown roofs can be easily incorporated into a flat roof and, where carefully designed, on a pitched roof. Therefore, it is important that the inclusion of a green or brown roof is considered at the initial design stage. In historic areas where a specific roof form dominates, it may be possible to incorporate a green or brown roof at the rear of buildings where they would not be visible from the street. Further details on our expectation for green and brown roofs and green walls can be found in our Camden Planning Guidance supplementary document.

Sustainable design and construction assessment tools

- 22.11 The government has set environmental targets for all new build dwellings, in *Building a Greener Future: Towards Zero Carbon*, and produced the Code for Sustainable Homes as the tool to assess these targets. BREEAM (Building Research Establishment Environmental Assessment Method) and EcoHomes assessments, which apply to non-residential developments and residential development arising from conversions and changes of use respectively, are other tools which enable us to assess the environmental sustainability of a development.
- 22.12 These assessment tools contain several categories (such as Energy, Water, Materials, Waste, Surface Water, Management, Transport, Land use, Ecology, Health and Well-being, and Pollution). Each category contains credits that can be obtained by implementing a sustainable design or construction measure. All the credits obtained are weighted and added together to achieve the overall score, which relates to a rating of either Pass, Good, Very Good, Excellent or Outstanding.
- 22.13 For developments in Camden it is generally easy to obtain the transport credits in BREEAM and EcoHomes assessments as the borough is well served by public transport and services. The credits in the management category are also reasonably easy to obtain. Therefore, in recent years we have been successfully applying sub-targets, which we developed in consultation with the Building Research Establishment in 2006, within the assessment categories of Energy, Water and Materials. The securing of the credits in these categories is considered to have the greatest environmental benefits. These sub-targets ensure that developments have fully addressed the main issues of sustainable design and construction and climate change relevant to the borough. They can be found in our Camden Planning Guidance supplementary document. The Council will also expect developments to achieve any higher energy/carbon reduction, water and environmental sustainability targets set by the government in the future.
- 22.14 We have been successfully applying a minimum standard of Level 3 for the Code for Sustainable Homes and Very Good for EcoHomes for residential developments of 5 dwellings or more in the borough. As Camden receives some applications for particularly large dwellings with a relatively higher energy and water use, we will apply this approach to developments of 500sqm or more of residential floorspace. For new build housing we will continue to require developments to achieve Level 3 of Code for Sustainable Homes and encourage improvements in environmental sustainability performance in line with the government's timetable towards zero carbon housing. For EcoHomes assessments (for dwellings resulting from conversions and changes of use) we will continue to expect the existing target of Very Good. The government is consulting on ways to improve energy use in existing buildings and, therefore, we will encourage homes resulting from conversions and changes of use to meet a higher EcoHomes target in 2013, in line with the next stage of the government's timetable towards zero carbon for new housing. Works to listed buildings and development within conservation areas should also consider the policies set out in Core Strategy policy CS14 – *Securing high quality design* and DP25 – *Conserving Camden's heritage*.

22.15 We will also apply the 500sqm threshold to non-residential developments to ensure all developments of the same size make a minimum contribution to environmental sustainability. If feasible at the time, we will expect non-residential development to achieve a BREEAM rating of 'excellent' from 2016 so that such schemes make an increasing contribution to environmental sustainability, in line with that expected from housing development.

22.16 BREEAM and EcoHomes assessments and the Code for Sustainable Homes provide a good overall guide to the environmental sustainability of a development. However, the largest group of credits in the Energy category of these assessments do not consider the energy efficiency of the initial design. To ensure that developments firstly incorporate energy efficient design, we will require schemes to adopt appropriate energy efficiency principles as highlighted in paragraph 22.7 above. An example of energy efficiency principles are the Passivhaus standards. PassivHaus includes:

- very good levels of insulation with minimal thermal bridges;
- good utilisation of solar and internal heat gains;
- an excellent level of air tightness; and
- good indoor air quality, provided by a whole house mechanical ventilation system with highly efficient heat recovery.

The Council will strongly encourage schemes to meet Passivhaus standards. Further details on energy efficient design and principles and PassivHaus are set out in our Camden Planning Guidance supplementary document.

Designing to adapt to climate change

22.17 It is predicted that in the future we will experience warmer and wetter winters and hotter and drier summers. These changes could lead to more intense rainfall and local flooding; subsidence due to increased shrinking and expanding of Camden's clay base; poorer air quality; a hotter micro-climate; and increased summer electricity use due to increased demand for cooling. Alongside the measures to reduce the effects of climate change set out above, we will require developments to incorporate appropriate measures to enable occupants to adapt and cope with climatic changes. Measures include:

- natural ventilation;
- summer shading;
- planting trees and vegetation;
- openable windows;
- the provision of external space; and
- the inclusion of pervious surfaces to enable water to infiltrate the ground to reduce clay shrinking and flooding.





- 22.18 The Council will discourage the use of air conditioning and excessive plant equipment. In addition to increasing the demand for energy, air conditioning and plant equipment expel heat from a building making the local climate (microclimate) hotter. Where the use of this equipment is considered acceptable by the Council, for example where sterile internal air is required, we will expect development to make a contribution towards cooling the local environment. This could be through the provision of green or brown roofs, green walls and the planting of trees and vegetation, on or off-site. For further details on the methods that can be incorporated within a development to enable it and its occupants to adapt to climate change and on green and brown roofs and green walls, please refer to our Camden Planning Guidance supplementary document. For further details on how to consider microclimate see policy DP26 – *Managing the impact of development on occupiers and neighbours* and Camden Planning Guidance.
- 22.19 Our expectations on designing for water efficiency and addressing extreme rainfall can be found in policy DP23 – *Water*. Policy DP27 – *Basements and lightwells* sets out our expectations for basement development. Our approach to improving Camden’s air quality is set out in policy DP26 – *Air quality and Camden’s Clear Zone* and Core Strategy policy CS16 – *Improving Camden’s health and well-being*. Please see policy DP24 – *Securing high quality design* for further details on other aspects of design.

Key evidence and references

- Towards a Sustainable Camden. Camden’ Environmental Sustainability Delivery Plan 2008-2012
- Camden Sustainability Task Force Report on Energy and Energy Efficiency; 2007
- Planning Policy Statement: Planning and Climate Change – Supplement to Planning Policy Statement 1; Communities and Local Government; 2007
- Building A Greener Future; Communities and Local Government; 2006
- Sustainable Design and Construction – Supplementary Planning Guidance; Mayor of London; 2006
- Building A Brighter Future. A Guide to Low Carbon Building Design; Carbon Trust; 2005
- Building Research Establishment Environmental Assessment Method (BREEAM); Building Research Establishment; 2006 and 2008
- Strategy for Sustainable Construction; BERR; 2008
- Definition of Zero Carbon Homes and Non-domestic Buildings Consultation; CLG; 2008
- Heat and energy saving strategy Consultation; Department of Communities and Local Government & Department of Energy and Climate Change; 2009

DP23. Water

- 23.1 Our built environment plays a large role in the way water is consumed, distributed and disposed of. The way water is used in a building and the pollutants it picks up running across a site affect the quality of the water that reaches our combined storm water and sewer system. In addition, the location of a development, and any flood mitigation measures used, can have an impact on local and downstream surface water flooding. For example, by capturing surface water on-site so that the flood risk to downstream properties is reduced or, in poorly located and designed schemes, by diverting surface water onto adjoining sites, increasing the risk of flooding on those sites.
- 23.2 As noted in paragraph 22.4 above, although the need for sustainable design and construction is not specific to Camden, our dense built-up environment limits the ways sustainability can be addressed. The efficient use and disposal of water and the minimisation of surface water run-off are elements of sustainable design and construction that need to be addressed sensitively taking into account Camden's specific characteristics.
- 23.3 Core Strategy policy CS13 – *Tackling climate change through promoting higher environmental standards* sets out our overall approach to tackling climate change which includes reducing our water consumption and reducing the risk of surface water flooding. Map 2 and policy CS13 identify areas of the borough that have been affected by sewer or surface water flooding in the past as well as areas identified as being at risk of surface water flooding.
- 23.4 Policy DP23 contributes to the implementation of the strategy set out in policy CS13 by seeking to reduce water consumption and limit the amount of waste water entering the combined storm water and sewer network. Policy DP23 should be read in conjunction with policy Core Strategy CS13, policy DP22 – *Sustainable design and construction* above and the North London Strategic Flood Risk Assessment.

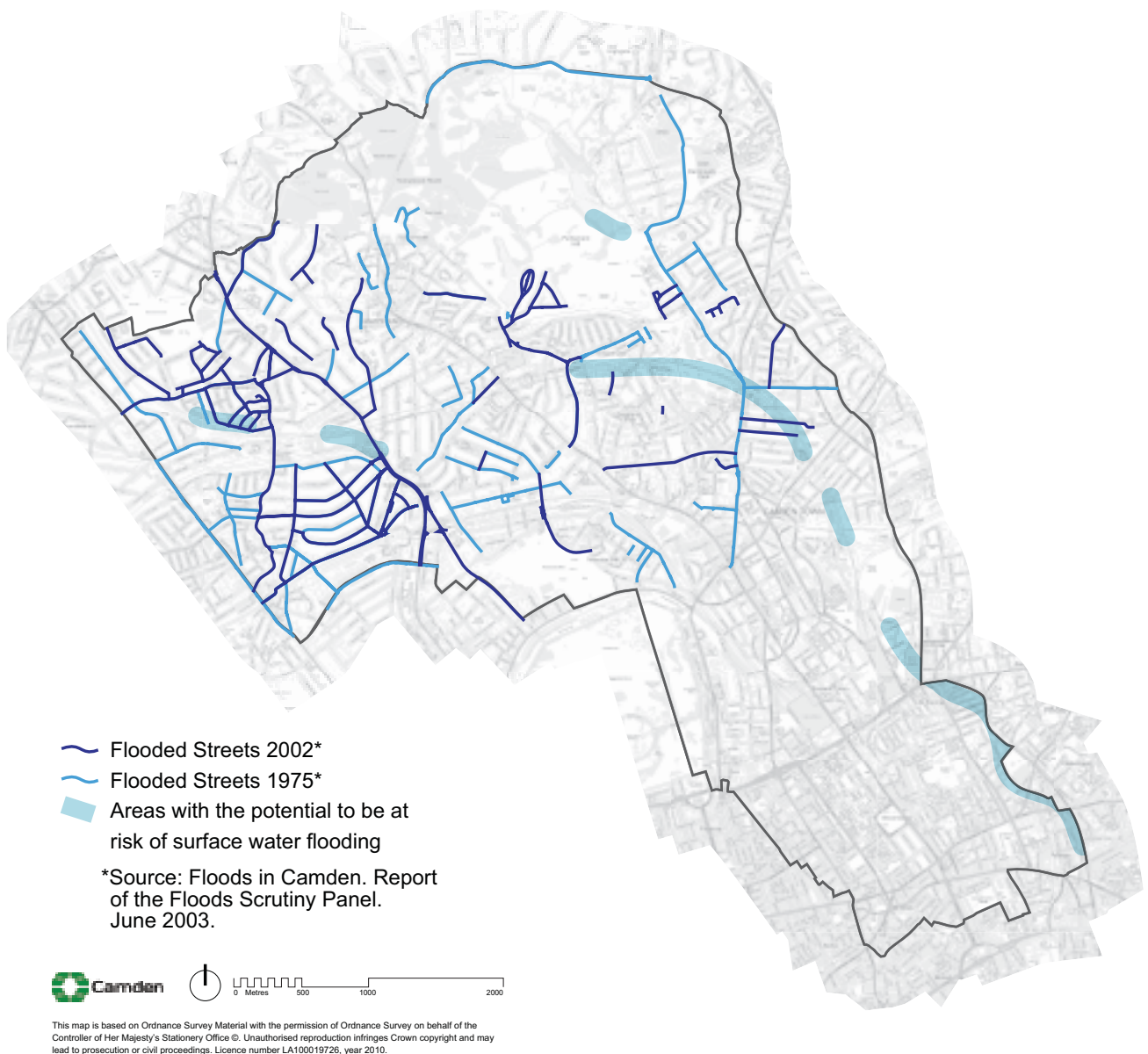
DP POLICY

DP23 – Water

The Council will require developments to reduce their water consumption, the pressure on the combined sewer network and the risk of flooding by:

- a) incorporating water efficient features and equipment and capturing, retaining and re-using surface water and grey water on-site;
- b) limiting the amount and rate of run-off and waste water entering the combined storm water and sewer network through the methods outlined in part a) and other sustainable urban drainage methods to reduce the risk of flooding;
- c) reducing the pressure placed on the combined storm water and sewer network from foul water and surface water run-off and ensuring developments in the areas identified by the North London Strategic Flood Risk Assessment and shown on Map 2 as being at risk of surface water flooding are designed to cope with the potential flooding;
- d) ensuring that developments are assessed for upstream and downstream groundwater flood risks in areas where historic underground streams are known to have been present; and
- d) encouraging the provision of attractive and efficient water features.

Map 2: Flood Risk



- 23.5 We only consume a small proportion of water that enters a building. Most of the water we use is for washing and flushing the toilet and therefore leaves the site again. The pumping and cleaning of water to drinking level consumes energy. In order to save energy and drinking water, water should be consumed efficiently and, where possible, treated and consumed close to source. Most of the water we do not consume, including rainfall, ends up in the combined storm water and sewer system. Our increased use of water, along with a growing population and increasing use of impervious surfaces, means more waste water is entering the combined storm water and sewer system, putting pressure on it.

Efficient use of water

- 23.6 Developments must be designed to be water efficient to minimise the need for further water infrastructure. This can be through the installation of water efficient appliances and by capturing and re-using rain water and grey water on-site. Rainwater harvesting systems are discussed in paragraph 23.8 below. Grey water use captures water from sinks, showers and washing machines for its re-use. Major developments and high or intense water use developments, such as hotels, hostels and student housing, should include a grey water harvesting system. Where such a system is not feasible or practical, developers must demonstrate to the Council's satisfaction that this is the

case. We will assess the performance of water-saving measures against the Water category in BREEAM, EcoHomes or the Code for Sustainable Homes assessments (see our Camden Planning Guidance supplementary document for further details).

Reducing surface water run-off

- 23.7 The water efficient methods expected above will help reduce the overall amount of waste water entering the combined storm water and sewer system so it retains some capacity to deal with heavy rainfall. The volume and rate of run-off from heavy rainfall can be reduced through the use of sustainable urban drainage systems (SUDS), including green and brown roofs, pervious paving and detention ponds or tanks. We will seek to achieve the most sustainable methods of SUDS wherever possible. The Council's expectations for the design and location of green and brown roofs are set out in policy DP22 – *Promoting sustainable design and construction*. Where green or brown roofs are provided we will expect them to be designed to reduce run-off.
- 23.8 Some sustainable urban drainage methods enable captured water to be re-used, and are generally known as 'rainwater harvesting systems'. These systems capture water falling on a site, in particular on roofs and impervious paved areas, and use the water for irrigation, flushing of toilets and, where the water is clean enough, washing clothes. With appropriate filtration, the capture of rainwater can also be incorporated into a grey water system.
- 23.9 It is important that water is captured from the top of the water catchment area, which generally starts at the top of a hill, to prevent flooding of more susceptible sites below. We will require all new build developments where run-off is likely to have an impact on buildings downstream (see Map 2) to include a green or brown roof and/or a rainwater harvesting system, with the aim of achieving a 'greenfield' rate of run-off. A greenfield run-off rate is one that reflects the natural rate of water run-off from a site before it was developed. All other development that increases the amount of impervious surface will be expected to minimise the amount and rate of run-off from the site to at least the existing rate. The size of a rainwater harvesting system should take into account annual rain yield, consumption rates and the need for on-site detention to prevent flooding. Information on sizing based on annual yield and consumption rates can be obtained from the Environment Agency.



Minimising flood risk

- 23.10 All sites over one hectare are required by government Planning Policy Statement (PPS) 25 – *Development and Flood Risk* to produce a site specific Flood Risk Assessment. In Camden these assessments should focus on the management of surface water run-off and should address the amount of impermeable surfaces resulting from the development and the potential for increased flood risk both on site and elsewhere within the catchment.
- 23.11 The area shown on Map 2 is known to be at risk from local surface water flooding. It is especially important for development within this area to be designed to cope with being flooded without placing additional pressure on adjoining sites and on the combined sewer system. For example, development should not prevent the flow of water across its site where this would lead to water build up or divert water onto an adjoining site. Instead, water should be captured and stored for re-use or for slow release to the combined sewer. Where a site is known to have a particular drainage issue, development should not place additional strain on the existing drainage infrastructure. Within the areas shown on Map 2 we will expect water infrastructure to be designed to cope with a 1 in 100 year storm event (including an appropriate allowance for climate change) in order to limit the flooding of, and damage to, property. Please see Planning Policy Statement 25 and its Practice Guide for further guidance on managing flood risk. The Council’s Camden Planning Guidance supplementary document also contains further information on water and sustainable design and construction.
- 23.12 Development can have an impact on the water environment beyond the site where it takes place by altering the flow of water above and below ground and changing where water is absorbed or rises to the surface. For example, the construction of a basement could cause surface water flooding if its location forces water to the surface or could cause flooding elsewhere if the movement of water below ground is altered. Changing water movements can alter soil conditions in the wider area. Applications for developments in areas where historic underground streams are known to have been present will be required to include assessments of the potential for, and management of, groundwater flood risk (see our Camden Planning Guidance supplementary document for further information). Basements also affect the ability of the ground to absorb rain when soil is replaced by an impervious structure and can be particularly susceptible to flooding due to their underground location. In certain circumstances the use of basements may be restricted to non-habitable uses. For further detail on our approach to basements please see policy DP27-*Basements and lightwells*.

Water features

- 23.13 Water features can celebrate the importance of water and can be used as an educational tool. We will expect any water feature provided to be of a high quality and, where possible, provide some interpretation of the local environment or community. For example, any water feature provided along the route of the old Fleet River, which used to run from Hampstead Heath to the City of London, could take the opportunity to provide an interpretation of this lost watercourse. Any proposed water feature should also be water and energy efficient.

Key evidence and references

- Camden Sustainability Task Force Report on Food, Biodiversity and Water; 2008
- Towards a Sustainable Camden – Camden’s Environmental Sustainability Delivery Plan 2008-2012
- Sustainable Design and Construction Supplementary Planning Guidance; Mayor of London; 2006
- Planning Policy Statement 25 – Development and Flood Risk; CLG, 2006
- Planning Policy Statement 25 – Development and Flood Risk – Practice Guide; CLG, 2008
- North London Strategic Flood Risk Assessment; Mouchel; 2008
- Greywater: An information guide; Environment Agency; 2008
- Harvesting Rainwater for domestic uses; Environment Agency; 2008

DP26. Managing the impact of development on occupiers and neighbours

- 26.1 Camden's Core Strategy seeks to sustainably manage growth so that it takes place in the most appropriate locations and meets our needs while continuing to conserve and enhance the features that make Camden such an attractive place to live, work and visit (see policy CS1). Promoting and protecting high standards of amenity is a key element in this and will be a major consideration when the Council assesses development proposals. Core Strategy policies CS5 – *Managing the impact of growth and development* and CS14 – *Promoting high quality places and conserving our heritage* set out our overall approach to protecting the amenity of Camden's residents, workers and visitors, a major factor in people's quality of life. Policy DP26 contributes to the implementation of the Core Strategy by making sure that the impact of a development on occupiers and neighbours is fully considered.

DP POLICY

DP26 – Managing the impact of development on occupiers and neighbours

The Council will protect the quality of life of occupiers and neighbours by only granting permission for development that does not cause harm to amenity. The factors we will consider include:

- a) visual privacy and overlooking;
- b) overshadowing and outlook;
- c) sunlight, daylight and artificial light levels;
- d) noise and vibration levels;
- e) odour, fumes and dust;
- f) microclimate;
- g) the inclusion of appropriate attenuation measures.

We will also require developments to provide:

- h) an acceptable standard of accommodation in terms of internal arrangements, dwelling and room sizes and amenity space;
- i) facilities for the storage, recycling and disposal of waste;
- j) facilities for bicycle storage; and
- k) outdoor space for private or communal amenity space, wherever practical.

- 26.2 Development should avoid harmful effects on the amenity of existing and future occupiers and to nearby properties. When assessing proposals the Council will take account the considerations set out in policy DP26. The Council's Camden Planning Guidance supplementary document contains detailed guidance on the elements of amenity.

Visual privacy, overlooking, overshadowing, outlook, sunlight and daylight

- 26.3 A development's impact on visual privacy, overlooking, overshadowing, outlook, access to daylight and sunlight and disturbance from artificial light can be influenced by its design and layout, the distance between properties, the vertical levels of onlookers or occupiers and the angle of views. These issues will also affect the amenity of the new occupiers. We will expect that these elements are considered at the design stage of a scheme to prevent potential negative impacts of the development on occupiers and neighbours. To assess whether acceptable levels of daylight and sunlight are available to habitable spaces, the Council will take into account the standards recommended in the British Research Establishment's *Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice (1991)*.

Artificial lighting levels

- 26.4 Lighting creates a sense of safety and can enable activities in the evenings and at night. It can be used to highlight landmark buildings and add vitality to our streets. Lighting can increase the potential for natural surveillance and, where used correctly, can reduce the opportunity for criminal activity and increase the likelihood of it being challenged and/or reported. However, poorly designed internal and external lighting or lighting that operates for an excessive period of time is a form of pollution that can harm the quality of life for those living nearby, affect wildlife and waste energy. Camden's dense character means that light pollution can be a bigger problem in the borough than in lower density areas where uses are not so close together. For example, lighting from conservatories can affect neighbours living above, as well as to the sides and rear, and the lighting of advertisements can affect people living nearby. Glare and light spillage from poorly designed lighting can make it less easy to see things at night and effect wildlife as well as people. Lighting should only illuminate the intended area and not affect or impact on its surroundings. Schemes involving floodlighting and developments in sensitive areas, such as adjacent to sites of nature conservation importance, should employ a specialist lighting engineer accredited by the Institute of Lighting Engineers to ensure that artificial lighting causes minimal disturbance to occupiers and wildlife. For further details on lighting and occupiers and biodiversity please see our Camden Planning Guidance supplementary document.

Noise and vibration

- 26.5 Noise/vibration pollution has a major effect on amenity and health and can be a particularly significant issue in Camden given the borough's dense urban nature. More detail on how to prevent disturbance from noise and vibration, including the requirement for mitigation measures can be found in policy DP28.

Odours, fumes and dust

- 26.6 Camden suffers from extremely poor air quality which has a harmful impact on health and the environment. More detail on how the Council is tackling poor air quality can be found in policy DP32. Camden Planning Guidance provides information on how developments should be designed to prevent occupants from being exposed to air pollution, including mitigation measures.





26.7 Odours, fumes and dust can be generated from commercial cooking, industrial process and construction and demolition. We will require all development likely to generate odours to prevent them from being a nuisance by installing appropriate extraction equipment and other mitigation measures. Further details on mitigation measures and where extraction equipment should be located can be found in Camden Planning Guidance. Further details on limiting noise from extraction equipment can be found in DP28. The Council will limit the disturbance from dust due to construction and demolition by expecting developers and their contractors to follow the London Councils' Best Practise Guidance *The control of dust and emissions from construction and demolition*. We will also expect developers to sign up to the Considerate Constructors Scheme. Details of how these will be implemented should be provided in a Construction Management Plan. Please see below for further details on Construction Management Plans.

Microclimate

26.8 Developments, especially when large, can alter the local climate. For example, a light coloured building that reflects heat will stay cool on the inside and the outside, whereas a dark building will absorb heat during the day to raise internal temperatures and slowly release this heat as the temperature cools, keeping the local air temperature warmer. Buildings can also affect the flow of air and cause wind tunnels. All developments should consider local topography and the local microclimate in their design. Developments large enough to alter the local climate will be required to submit a statement demonstrating how the design has considered local conditions. Detail of what is expected in such a statement can be found in the Camden Planning Guidance.

Attenuation measures and Construction Management Plans

26.9 Most potential negative effects of a development can be designed out or prevented through mitigation measures. For example, appropriately located and insulated extraction equipment can prevent nuisance caused by strong odours and fumes. An air tight building with mechanical ventilation and good insulation can make living adjacent to railways and busy roads acceptable with regards to noise, vibration and internal air quality. We will require any attenuation measures to be identified prior to planning permission being granted and secured for the lifetime of the development.

26.10 Disturbance from development can also occur during the construction phase. Measures required to reduce the impact of demolition, excavation and construction works must be outlined in a Construction Management Plan. We will require Construction Management Plans to identify the potential impacts of the construction phase of the development and state how any potential negative impacts will be mitigated. Construction Management Plans may be sought for:

- major developments;
- basement developments;
- developments involving listed buildings or adjacent to listed buildings;
- developments that could affect wildlife;
- developments on sites with poor or limited access; and
- developments that could cause significant disturbance due to their location or the anticipated length of the, demolition, excavation or construction period.

For further details on construction management plans please refer to our Camden Planning Guidance supplementary. Please see policy DP27 for more on our approach to basements.

Standards of accommodation

26.11 The size of a dwelling and its rooms, as well as its layout, will have an impact on the amenity of its occupiers. Residential standards and guidance are contained in our Camden Planning Guidance supplementary document. Policy DP6 outlines our approach to Lifetime Homes and further detail can be found in Camden Planning Guidance. Details on our approach to providing facilities for waste and for bicycle storage can also be found in Camden Planning Guidance. Details on our requirements for the provision of cycle parking can be found in DP18 – *Parking standards and limiting the availability of car parking*.

26.12 Outdoor amenity space provides an important resource for residents, which is particularly important in Camden given the borough's dense urban environment. It can include private provision such as gardens, courtyards and balconies, as well as communal gardens and roof terraces. The Council will expect the provision of gardens in appropriate developments, and particularly in schemes providing larger homes suitable for families. However, we recognise that in many parts of the borough this will not be realistic or appropriate. In these locations, the provision of alternative outdoor amenity space, for example, balconies, roof gardens or communal space will be expected. These amenity spaces should be designed to limit noise and disturbance of other occupiers and so not to unacceptably reduce the privacy of other occupiers and neighbours.

Key evidence and references

- Air Quality Action Plan 2009-13
- Camden's Noise Strategy, 2002
- Planning Policy Guidance (PPG) 24: Planning and Noise
- The London Plan (consolidated with alterations since 2004); Mayor of London; 2008
- Cleaning London's Air: The Mayor's Air Quality Strategy (2002)
- Souder City – The Mayor's Ambient Noise Strategy; Mayor of London; 2004
- Institution of Lighting Engineers web-site, <http://www.ile.org.uk>

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

- 31.1 Public open space and outdoor sport and recreation facilities are of great importance in Camden in terms of health, play, culture, social interaction, biodiversity, growing food and in providing breaks in our built-up area. The borough has over 250 designated parks and open spaces, ranging from local play areas to Hampstead Heath. Our open spaces include parks, natural green spaces, play spaces, outdoor sport and recreation facilities, community gardens and allotments; while sports and recreation facilities include sports halls, swimming pools and tennis courts. There are large discrepancies across the borough with regards to open space provision. Some areas have low levels of open space with limited opportunities for additional spaces to be provided, while other areas have large metropolitan or regional parks, which provide for a range of open space uses.
- 31.2 Camden Core Strategy policy CS15 – *Protecting and improving our parks and open spaces and encouraging biodiversity* protects Camden’s limited open space and seeks to secure additional open space as well as improvements to existing open spaces. Core Strategy policy CS10 – *Supporting community facilities and services* promotes the provision of community facilities including open space and outdoor sports and leisure facilities. Policy DP31 helps to deliver the strategy set out in Core Strategy policy CS15 – *Protecting and improving our parks and open spaces and encouraging biodiversity* by giving further detail on how we will secure the provision and improvements to open space, sport and recreation facilities. Policy DP31 should be read in conjunction with Core Strategy policies CS15 and CS10. We will use Camden’s Site Allocations document to promote areas and development sites where the Council will expect new public open space to be incorporated within development proposals.

DP POLICY

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

To ensure the quantity and quality of open space and outdoor sport and recreation facilities in Camden are increased and deficiencies and under provision are not made worse, the Council will only grant planning permission for development that is likely to lead to an increased use of public open space where an appropriate contribution to the supply of open space is made. Priority will be given to the provision of publicly accessible open space.

Open space standard

- 31.3 The Camden Open Space, Sport and Recreation Study Update 2008 found that Camden has 17sqm of open space per person, applying the assessment method outlined in Planning Policy Guidance 17: Planning for open space, sport and recreation. In accordance with PPG17, parts of the borough that do not have access to 17sqm of open space are considered to be deficient in open space. However, there are large discrepancies in the provision of open space across Camden due to the presence of Hampstead Heath, Regent’s Park and Primrose Hill. For example, Kentish Town and the western part of Camden have an average of 2sqm of open space per person living in the area, while the residents and occupiers of the Hampstead and Highgate areas have 85sqm of open space per person. Given these large discrepancies, the Core Strategy outlines and identified areas that are considered to have an under-provision of open space. When

the amount of open space is averaged out for the areas without one of the large parks mentioned above, there is approximately 9sqm of open space per person in the borough. The Council will therefore apply a standard of 9 sqm per person when assessing the appropriate contributions to open space from residential developments.

- 31.4 Camden's Central London area experiences additional pressure on its limited open space from the substantial number of people who work in the area. The Camden Open Space, Sport and Recreation Study Update 2008 found that there is 0.74sqm of open space per worker within Central London. To ensure that this situation is not made worse, the Council will apply a standard of 0.74sqm of open space per person when assessing appropriate contributions to open space from commercial developments in Central London. In accordance with the Camden Open Space, Sport and Recreation Study Update 2008 we will consider 19sqm of commercial floorspace as catering for one worker.
- 31.5 When assessing the amount of open space to be provided, the Council will take account of a development's contribution towards other policy aims and priorities. Our priority for open space provision is for on-site public open space provision. Where on-site open space is provided we will take into account the characteristics of the site and its relationship with adjoining development when negotiating the level of open space provision.

Developments considered to increase demand for open space

- 31.6 All developments that increase the demand for public open space facilities will be expected to make an appropriate contribution to meeting that additional demand. Schemes considered to increase the demand for public open space are:
- schemes of 5 or more additional dwellings;
 - student housing schemes creating 10 or more units/rooms or occupiers; and
 - developments of 500sqm or more of floorspace that are likely to increase the resident, worker or visitor populations of the borough.

Open space priorities and thresholds for types of open space provision

- 31.7 Camden's Core Strategy identifies areas with an under-provision of open space as well as areas deficient in open space (see policy CS15). In these areas, the priority will be for the provision of open space on development sites. Our Site Allocations Local Development Framework document will identify development sites considered suitable to provide open space on the site. Any other sites that would result in an increased demand for open space and meet the thresholds in the Table 1 below will also be expected to provide open space on site. We will expect on-site open space to be incorporated from the initial layout and design stage to ensure its inclusion in development proposals. The Council's priority for on-site provision will be play and informal recreation facilities for children and young people and provision for residents, especially allotment or community garden space where these are appropriate. Further details on the type of open space sought is set out in our Camden Planning Guidance supplementary document.





Table 1. Thresholds for open space provision on-site

Type	Threshold
Public open space	100 dwellings or 30,000sqm of any floorspace
Children’s play space – ‘Doorstep’ ‘Local’ ‘Neighbourhood’	60 dwellings 100 dwellings 150 dwellings
Natural and semi-natural greenspace	60 dwellings
Allotments	200 dwellings

(Camden Open Space, Sport and Recreation Study Update 2008)

- 31.8 The Camden Open Space, Sport and Recreation Study Update 2008 also identifies needs and recommends approaches for play space, natural and semi-natural green space and allotments. As a guide, 2.5sqm of the 9sqm of open space provision expected should be in the form of child play space. In addition, no more than 4.5sqm of the 9sqm should be provided as natural green space, except where the improvement is to a Site of Nature Conservation Importance or a local nature reserve where it may be appropriate for all open space provision to be for natural green space improvements. The Council will seek open space that is predominantly soft landscaping and not substantially paved. Areas that need to be paved because of the number of anticipated pedestrians may not be considered to contribute towards the open space provision; for example where the paved area is narrow and does not form part of a wider open space so there would be no opportunity for it to be used for amenity purposes. Due to the very high demand and limited possibilities to provide new allotments or community gardens, they should be provided, wherever possible.
- 31.9 Many development sites will be too small to provide open space on-site. Where this is the case, developments should provide an appropriate financial contribution towards improving existing open space. When assessing the level of contribution, the Council will also take into account any contribution made by private amenity space, private open space and other land (although these types of provision are not considered a substitute for public open space). Please see Camden Planning Guidance for further details on the types of open space and our approach to open space contributions.

- 31.10 The Council will seek opportunities to bring private open space into public use and for development sites adjacent to existing open space to increase the size of the open space, where practicable. We are especially keen to secure vacant land as open space for nature conservation use.
- 31.11 The Camden Open Space, Sport and Recreation Study Update 2008 also includes recommendations on how to best meet our open space needs and priorities. We will use these recommendations when negotiating open space provision, as well as the Council's Open Space Strategy for Camden 2006-2011, existing plans for the management of open space, and the site's proximity to deficiencies and under provision in open space. We will also take into account exercise rates and obesity levels in the surrounding area. Our Camden Planning Guidance supplementary document provides further details on how open space should be provided and how it will be secured by the Council.

Key evidence and references

- Camden Open Space, Sport and Recreation Study Update; Atkins; 2008
- Planning Policy Guidance (PPG) 17 : Planning for open space, sport and recreation; ODPM; 2004
- The London Plan (consolidated with Alterations since 2004); Mayor of London; 2008
- Supplementary Planning Guidance: Providing for Children and Young People's Play and Informal Recreation; Mayor of London; 2008.
- Open space strategy for Camden 2006-2011

