

Camden Core Strategy 2010-2025

Local Development Framework



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Camden's Local Development Framework. Core Strategy 2010.

CS16. Improving Camden’s health and well-being

- 16.1 Improving our health and well-being requires more than improving access to medical treatment and services. There is an important link between the environment in which we live and how healthy we are, both physically and mentally. Factors such as age, gender and ethnicity influence our health and well-being, as well as wider factors such as education, employment, income, housing, social networks, air and water quality, nutrition, and access to social and public services. One of the key aims of Camden’s Community Strategy is to ensure that the health and well-being of all Camden residents improves by tackling the key health issues.
- 16.2 The Council, NHS Camden (formally known as the Primary Care Trust or PCT) and the local community (through the Local Strategic Partnership) have a number of key, shared priorities which are set out in Camden’s Joint Strategic Needs Assessment. These priorities include tackling smoking, alcohol misuse, obesity, drug misuse, as well as addressing mental health needs.
- 16.3 Policy CS16 contributes towards the overall aim of the Core Strategy to manage the impact of Camden’s future growth by setting out our approach to improving health and well-being in the borough. It should be read alongside Policy CS10 which sets out how this strategy protects community facilities, including health care facilities. Many measures set out in other parts of the Core Strategy also play a part in promoting good health and addressing health inequalities, for example:
- Protecting and improving our parks, play areas (see CS15) and leisure facilities (see CS10) which can encourage Camden’s residents to choose healthier and more active lifestyles, help to improve mental well-being and encourage social interaction;
 - improving housing standards and affordability (see CS6);
 - encouraging walking and cycling (see CS11);
 - providing job, training and educational opportunities (see CS8);
 - promoting community safety (see CS17); and
 - managing the impact of development on amenity (DP26).

CS POLICY

CS16 – Improving Camden’s health and well-being

The Council will seek to improve health and well-being in Camden. We will:

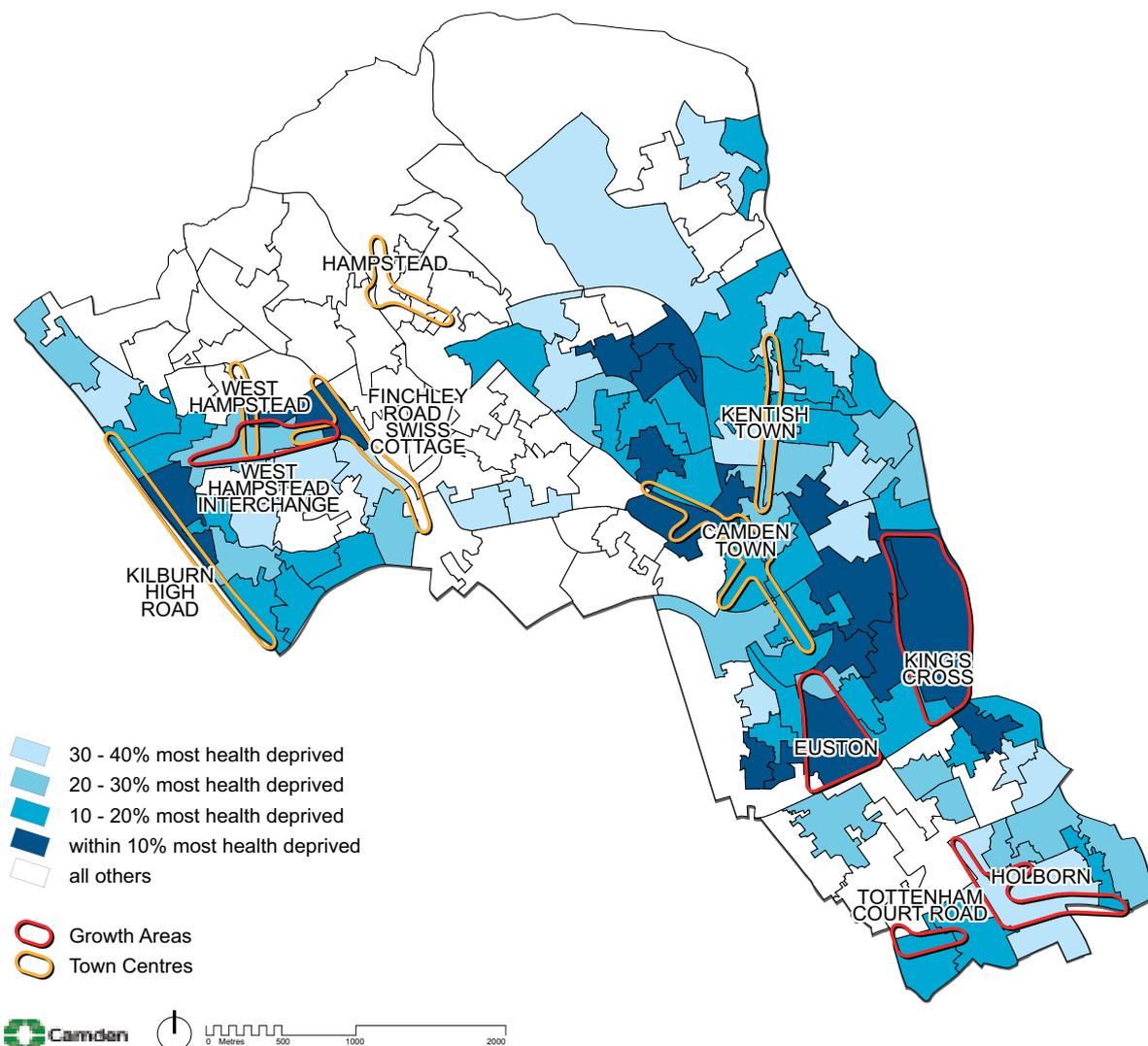
- a) support NHS Camden in its goal to reduce health inequalities by targeting measures to improve health in the areas with poorest health, including King’s Cross, St Pancras & Somers Town, Gospel Oak and Kilburn;
- b) protect existing health facilities in line with preferred approach CS10 – *Supporting community facilities and services*;
- c) support the provision of new or improved health facilities, in line with NHS London’s plans to consolidate and modernise its facilities;
- d) recognise and support the borough’s concentration of centres of medical excellence and their contribution to health-related research, clinical expertise, employment and training provision;
- e) recognise the impact of poor air quality on health and implement Camden’s Air Quality Action Plan which aims to reduce air pollution levels.

Health inequalities

- 16.4 NHS Camden recognises that one of its biggest challenges is addressing variations in health across its area. It is committed to addressing health inequalities particularly in Camden’s deprived areas where health care requirements are greater and where residents are less likely to access the health services that are available.
- 16.5 Map 9 shows health inequalities across the borough using the Indices of Deprivation 2007, which measured rates of poor health, mortality and disability, across all ages. The wards with the poorest levels of health are represented by the darker shading. Residents living in the most deprived wards are more likely to suffer from diet-related diseases, such as heart disease, cancers and strokes, which can contribute to higher mortality rates. For example, in St Pancras and Somers Town ward the mortality rate from heart disease is 98% higher than the national rate.²⁶ There is also a stark contrast between the most affluent ward (Hampstead) and most deprived ward (St Pancras and Somers Town) where there is a 10 year gap in male life expectancy.²⁷
- 16.6 The map also shows that the wards with the poorest health are located close to our growth areas. This provides us with the opportunity to ensure that new development in the growth areas will work alongside the initiatives discussed in this policy and throughout the Core Strategy to deliver improvements to the health and well-being of residents, particularly in the most deprived wards and Areas for Regeneration identified in the London Plan. For example, the King’s Cross growth area will include a new health centre and additional public open space.
- 16.7 In order to reduce health inequalities, the Council and NHS Camden are concentrating on reducing mortality rates in the wards suffering the highest rates, which currently include St Pancras and Somers Town, King’s Cross, Kilburn and Gospel Oak. Initiatives to improve premature mortality will be varied and include improving access to primary care (see section below on health facilities) as well as a range of health improvement and health promotion initiatives.
- 16.8 Projects and initiatives to improve resident’s health include:
- targeting people at risk of cardio vascular disease within the four most deprived wards, where it is the main cause of death;
 - enhancing GP services in the most deprived wards to provide more detailed advice and individual support to promote exercise and healthy eating and to reduce smoking and alcohol consumption;
 - promoting better access to healthy and nutritious food in the four most deprived wards through more local food growing opportunities. The Council is committed to providing 80 new growing spaces of varying sizes by 2012 and will provide support to individuals and organisations who wish to start growing their own food;
 - to reduce obesity in primary school age children in year 6 (Local Area Agreement target);
 - Camden Healthy Communities Action Group which works in the wards suffering the greatest health inequalities;
 - a Green Gym project, which allows residents to get fit by helping to improve seven of Camden’s open spaces, including Westbere Copse, Belsize Wood and Waterlow Park; and
 - the opening of eight free ‘Outdoor Gyms’ in or close to areas of open space to encourage the community to improve their health by taking more regular exercise.



Map 9: Health Deprivation



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Providing and protecting health facilities

16.9 Camden has a wide range of health facilities, with four major hospitals, around 40 GP practices, and over 150 other facilities, such as dentists, optometrists, and pharmacists. Map 10 shows the distribution of health facilities across the borough. Camden's local and community health facilities are perceived to be difficult to access by local residents.²⁸ NHS Camden is therefore changing the way it delivers primary health care over the next five to ten years. The improvements are set out in the NHS Camden Strategy Plan 2008-2013 and will include the consolidation and modernisation of its facilities to develop fewer, larger health facilities.

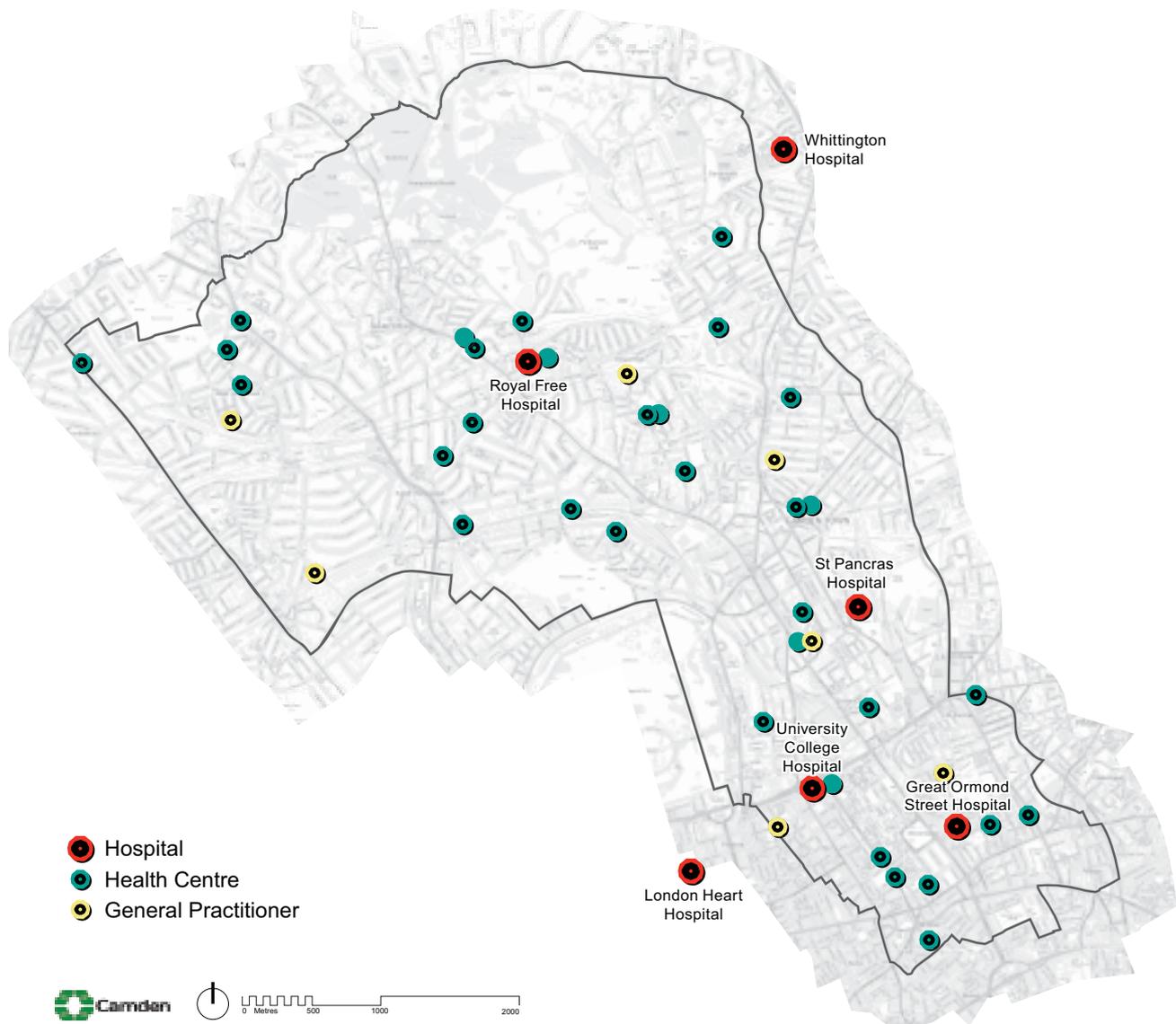
REFERENCES

²⁶ London Health Observatory Profile Report

²⁷ Camden's Annual Public Health Report 2007/08

²⁸ Camden NHS PCT Strategy Plan 2008-2013

Map 10: Health Facilities



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16.10 After consultation with local residents, NHS Camden have established that ‘polyclinics’ in Camden will not be in individual buildings or health centres; but instead will involve linking the network of practices and health related facilities across the borough. By 2013, all practices in Camden will be linked to one of four of the following polyclinic networks:

- North Camden: this will involve 11 practices providing a range of additional services alongside a pilot urgent care service at the Royal Free Hospital in Hampstead;
- Kentish Town: this polyclinic network will cover two large GP practices, one of which has been redeveloped and now provides a range of services including nursing, dental access, out-patient and diagnostic services and a range of healthy living activities;
- South Camden: this will link all the practices in south Camden. NHS Camden will commission an urgent care centre and a new practice for this polyclinic. The location of the new facilities is subject to a site search and further public consultation;
- West Camden: this polyclinic network will be based around the Belsize Priory area in Kilburn.

NHS Camden will also commission a new health centre close to King’s Cross station, in the King’s Cross growth area.

- 16.11 As well as Camden's network of GP surgeries, health centres and dentists, we also have a significant concentration of secondary health facilities in the borough. These include four general hospitals, six specialist hospitals and a range of centres that provide care and support for the elderly, children and families, for people with mental health needs, for the mentally ill and many other groups. Policy CS6 contains more information on residential care facilities.
- 16.12 The Council will support the provision of additional health care facilities and will work with NHS Camden and other service providers to make sure the borough has a necessary supply and distribution of premises to meet Camden's health care needs. (see Appendix 1 – *Key infrastructure programmes and projects* – items 13-20). Existing health care facilities are protected by policy CS10 – *Supporting community facilities and services*.

Centres of medical excellence

- 16.13 Camden has an internationally important concentration of medical education, research and care institutions. These make a significant contribution to the borough and the nation by providing healthcare facilities, specialist research, employment and education opportunities, and by encouraging innovation. We will seek to support these institutions, which include the University College London Hospital (UCLH), the Royal Free Hospital, Great Ormond Street Hospital and the Wellcome Trust, and balance their requirements with those of other sectors and the local community.

Air quality

- 16.14 Camden suffers from poor air quality which impacts on human health, particularly the very young, older people and those with existing heart and lung conditions. The avoidance of localised air pollution is therefore very important in avoiding a potential negative impact on health and on the environment. The Council has declared the whole borough an Air Quality Management Area (AQMA) for failing to meet the government's health based air quality objectives for nitrogen dioxide and particulate matter. An Air Quality Action Plan has been produced setting out measures to reduce air pollution emissions from a variety of sources including new developments. Policy DP32 in our Camden Development Policies Local Development Framework document sets out how we will expect developments to reduce their impact on air quality. Please also see CS11 – *Promoting sustainable and efficient travel* for more on our approach to improving air quality through transport measures.

Contaminated land

- 16.15 In order to protect the health and well-being of local residents, workers and visitors, the Council will expect proposals for the redevelopment of sites that are known to be contaminated, have the potential to be contaminated, or are located in proximity to such sites to take appropriate remedial action to the Council's satisfaction. For example, sites that have been used for vehicle repair, industrial processes and petrol stations could have land contamination issues. Remedial action is particularly important in developments where people will have access to the ground for gardening, play or planting food for consumption. Please refer to Planning Policy Guidance 23 – Planning and Pollution Control, the Council's Contaminated Land Strategy and our Camden Planning Guidance supplementary document for more information.

Key evidence and references

- Camden Joint Strategic Needs Assessment
- Camden's Air Quality Action Plan
- Good food for Camden: The healthy and sustainable food strategy (2009-2012)
- NHS Camden Strategy Plan 2008-2013
- Camden PCT Commissioning Strategy Plan 2007
- Camden PCT Annual Public Health reports 1998 to 2007
- Camden PCT Estates Strategy 2006
- Health Issues in Planning: Best Practice Guidance, Mayor of London 2007

Section 4

Delivery and monitoring

- 19.1 This section provides an overview of the ways the Council will deliver the Core Strategy's vision and objectives, focussing on how we will:
- work with our partners;
 - ensure necessary infrastructure is provided;
 - make use of planning obligations; and
 - monitor how effective we are in delivering the Core Strategy.

The supporting text to each of the policies in this Core Strategy includes material on how that policy will be implemented and on the provision of infrastructure relevant to the delivery of that policy.

- 19.2 A key mechanism for delivering the Core Strategy will be the Council's decisions on planning applications. The policies in the Core Strategy, our Development Policies document and, for relevant locations, the designations in our Site Allocations document will provide the framework for these decisions. We will also take account of the Council's supplementary planning documents (including Camden Planning Guidance, planning briefs and frameworks and conservation area statements, appraisals and management strategies) when determining planning applications.



CS19 – Delivering and monitoring the Core Strategy

The Council will work with Camden's Local Strategic Partnership and its other partners to deliver the vision, objectives and policies of this Core Strategy. We will:

- a) work with relevant providers to ensure that necessary infrastructure is secured to support Camden's growth and provide the facilities needed for the borough's communities. Information on the key infrastructure programmes and projects in the borough to 2025 are set in Appendix 1;
- b) use planning obligations, and other suitable mechanisms, where appropriate, to:
 - support sustainable development,
 - secure any necessary and related infrastructure, facilities and services to meet needs generated by development, and
 - mitigate the impact of development;
- c) work with neighbouring boroughs to co-ordinate delivery across boundaries; and
- d) monitor the implementation of the Core Strategy against the indicators set out in Appendix 4 and publish the results in our Annual Monitoring Report.

Working with our partners

- 19.3 Central to the delivery of the Core Strategy will be working with our partners. During the preparation of this Core Strategy the Council has secured the involvement and commitment of Camden's Local Strategic Partnership. We have also worked with other key delivery partners, such as Transport for London, to reflect their plans and spending programmes.
- 19.4 The Local Strategic Partnership recognises that it has an important role to play in relation to the delivery of this Core Strategy, in particular in bringing forward the key infrastructure programmes and projects identified in Appendix 1. The Council and the LSP are currently considering ways to achieve this, such as a Local Delivery Vehicle or Infrastructure Board to take forward the delivery of infrastructure and ensure that opportunities for partnership working and the joint delivery of services are optimised to achieve the Core Strategy's objectives.
- 19.5 The Council, its partners and central government have agreed Camden's Local Area Agreement (LAA), which contains a range of goals and targets to improve our services. The Core Strategy will contribute to delivering a number of these outcomes. The indicators we will use to monitor the success of the Core Strategy have been aligned with those in the Local Area Agreement where possible. The preparation of the Core Strategy also involved local community groups and residents, for example through stakeholder workshops, meetings and other consultation and engagement events and processes (see the Core Strategy Proposed Submission Consultation Statement for more details). The Council's Statement of Community Involvement sets out how we intend to involve the local community and other stakeholders in the preparation and implementation of our planning policy documents and in the consideration of planning applications.

Place shaping

- 19.6 The Council, acting as a service provider and property owner and manager, has a key role to play in the delivery of the Core Strategy. We have set up a 'Place Shaping Board' which brings together key Council service providers to consider how best to maximise assets and resources in particular areas of focus within Camden including King's Cross, Euston, Camden Town, Swiss Cottage, West Hampstead, Kentish Town, Kilburn and Gospel Oak. These are places where significant public and private investment and development is expected and, with the exception of Gospel Oak, all are growth areas or other highly accessible areas identified in this Core Strategy (see policy CS1). Gospel Oak has been selected due to the considerable investment being made in the area through Camden's housing estate regeneration programme and the provision of youth and play facilities.

- 19.7 Within the identified areas of focus, the Place Shaping Board makes strategic recommendations on the use of resources and how best to meet the identified needs of the priority areas, based on shared evidence with the Local Development Framework. It will seek to ensure the most efficient implementation of the Council's strategies, including this Core Strategy, which is a key document in guiding the work of the Board. The Board will identify ways to help deliver the Core Strategy in the priority areas through guiding Council decisions on:
- the use of resources;
 - bids for funding; and
 - opportunities to maximise benefits through co-ordinating assets, capital programmes and service provision.

Infrastructure

- 19.8 It is vital that the transport facilities and services, utilities and social infrastructure needed to make development work and support local communities is provided, particularly in the parts of the borough that will experience most growth in future years. Therefore, the Council has engaged with infrastructure providers, delivery partners and other relevant organisations to ensure that necessary infrastructure is planned and will continue to do so to ensure that the infrastructure to support growth is delivered.
- 19.9 To help to ensure that infrastructure is provided to support Camden's growth, the Council commissioned The Camden Infrastructure Study 2009 to provide information on infrastructure needs and provision in the borough. This had four main components:
- identifying the infrastructure needs of Camden over the lifespan of the Core Strategy (to 2025/6);
 - establishing the relative importance and priorities of infrastructure needs;
 - producing a strategic infrastructure plan, which sets out how infrastructure should be provided, by whom and with indicative costs; and
 - developing a robust methodology on how a viable Community Infrastructure Levy (CIL) might be established, should the Council may choose to implement one.
- 19.10 The Study's findings have helped to identify the transport, social and utility infrastructure required to enable delivery of the Core Strategy, which is set out in Appendix 1 – *Key Infrastructure Programmes and Projects*. Although comprehensive, this is not an exhaustive list of all infrastructure likely to be needed in Camden in the period covered by this Core Strategy and other items will be required, as appropriate, in response to new development in the borough. Where relevant, the individual sections in the Core Strategy also contain details of required infrastructure and mechanisms for its delivery.





- 19.11 Appendix 1 also sets out the anticipated timing and phasing of infrastructure provision. Timing and phasing will depend on a variety of factors, including when the development envisaged by this Core Strategy takes place, the availability of funding and the timing of major investment. In many cases the confirmation of funding for infrastructure is limited to the short term. Nevertheless, it is important to identify medium to long term infrastructure priorities even where funding has not yet been confirmed as the Core Strategy will guide future decision making of the Council and its partners in relation to infrastructure provision. The Council has worked with key partners to inform The Camden Infrastructure Study 2009 and the resulting key infrastructure programmes and projects which are identified in Appendix 1 to ensure that the expectations which are set out are realistic and deliverable.
- 19.12 The Camden Sites Allocations document will contain further information about the infrastructure requirements of the sites and areas in the borough that area expected to experience significant development
- 19.13 Where a development generates the need for new or upgraded infrastructure, on- or off- site, either to support the development or mitigate its effects, the Council will expect contributions towards provision to meet this need. Necessary infrastructure may include facilities for walking, cycling and public transport, and community facilities, such as schools and other educational establishments, health facilities, places of worship and open spaces.

Planning obligations

- 19.14 The Council will use planning obligations,²⁹ in appropriate circumstances and in accordance with Circular 05/05 – Planning Obligations, to influence the nature of a development or mitigate or compensate for its potential effects. Where existing and planned provision of infrastructure, facilities and services are not adequate to meet the needs generated by a proposal, the Council will negotiate planning obligations to secure measures to meet those needs.
- 19.15 Planning obligations (sometimes known as legal agreements or section 106 agreements) can help to contribute to the success of a development and achieving the Council's aims for a site, its local area and the borough as a whole. They can enhance the quality of a development and enable proposals to go ahead that might otherwise be refused. Planning obligations will only be sought where it is not possible to deal with the matter through the imposition of a condition on a planning permission.

NOTE

²⁹ The term planning obligations is used here to refer to all legal agreements necessary to make a development acceptable in planning terms, including those for the transfer of land and work to highways.

19.16 The measures sought through a planning obligation will vary depending on the nature and scale of a development scheme, its location and impacts. The main matters that the Council considers are likely to be addressed through such agreements are:

- affordable housing;
- tackling climate change and environmental impacts;
- transport and other infrastructure;
- works to streets and public spaces;
- community facilities and services, including education, health and open space;
- training, skills and regeneration;
- community safety.

This list is not exhaustive and development schemes can individually or cumulatively introduce a range of issues, requirements and impacts that may justify the use of planning obligations.

19.17 Obligations can take different forms and can involve financial contributions (including revenue and maintenance support) or the provision of certain requirements ‘in kind’. In considering planning obligations, the Council will take into account economic viability, the full range of benefits provided by a development and the extent to which it contributes towards delivering the objectives of this Core Strategy and other planning policies. The Council will expect developers to provide information on viability through an “open-book” approach. The extent to which a development is publicly funded will also be taken into account and policy may be applied flexibly in such cases. Planning obligations that reduce some negative impacts of a development or otherwise contribute to the Core Strategy’s objectives will not in themselves justify accepting development that conflicts with planning policy. Pooled contributions will be used when the combined impact of a number of schemes creates the need for related infrastructure or works. Additional detail on the Council’s approach to planning obligations is set out in our Camden Planning Guidance supplementary planning document.

19.18 The government has published details of its intention to enable local authorities to set a Community Infrastructure Levy (CIL). This is a standard charge to be decided upon by authorities which will contribute to the costs of infrastructure arising from new development. The government intends to produce further regulations and information on how the CIL will operate but has signalled that it intends the definition of infrastructure to be covered by CIL to be as wide as possible to encompass social and environmental infrastructure such as schools and parks. Initial guidance suggests that CIL should apply to most forms of development including residential and commercial development. Negotiated planning obligations will still be possible for site specific issues and to allow for affordable housing to be delivered.

19.19 Providing the government takes these proposals forward, the Council will investigate the appropriateness of developing a Camden CIL and whether this represents the most appropriate way of delivering the aims of this Core Strategy. Such an approach would build upon the Council’s current approach of using standard formulae to calculate contributions towards a range of issues such as providing school places. The Camden Infrastructure Study 2009 has developed a robust methodology on how to set a viable CIL should the Council chose to introduce one. If the Council chooses not to implement a CIL, the evidence can still inform the use of other mechanisms for securing contributions and support ongoing section 106 negotiations.



Cross-boundary working

19.20 The Council is working with neighbouring boroughs, the wider North London sub-region and other Central London local authorities to ensure that Camden's Core Strategy takes account of their plans and programmes as well as the spending and delivery plans of regional bodies such as Transport for London.

Central Activities Zone

19.21 London's Central Activities Zone (CAZ), with its unique range and concentration of uses/activities, falls within a number of boroughs, including the southern part of Camden (see Map 1 – Key Diagram). The Council will continue to work with these boroughs and Central London Forward to consider matters such as planning policy, the quality of public areas and pedestrian environment, traffic management/congestion and the infrastructure requirements of the Central London.

19.22 Camden has worked in partnership with Central London Forward and the other Central London boroughs to assess infrastructure needs of the sub-region over the next 15-20 years. The Central London Infrastructure Study 2009 considered:

- basic utilities infrastructure, including water and sewerage, flood defences, power and telecommunications, waste management facilities;
- large scale transport infrastructure, such as proposals for mainline rail termini; and
- social infrastructure, including that which is provided on a London-wide or sub-regional level such as facilities for adult learning, further education, higher education, primary and secondary health care, and emergency services.

19.23 The results of this assessment, including funding sources and the expected timing of infrastructure provision have been included in the key infrastructure programmes and projects identified in Appendix 1.

North London – Luton – Bedford co-ordination corridor

19.24 The Council will also continue to work with the North London Strategic Alliance (NLSA), Transport for London, Brent, Barnet and Harrow councils to develop a strategic approach to the management of locations with major growth potential along the London section of the London-Luton-Bedford co-ordination corridor. This focuses on the co-ordination of infrastructure (including transport) to support and co-ordinate the growth potential of areas such as Brent Cross, Cricklewood, West Hampstead, Mill Hill and Colindale (see Map 1 – Key Diagram).

19.25 It is projected that by 2026 over 133,000 additional residents will live in the four boroughs. NLSA in conjunction with the four boroughs have prepared a prospectus for the corridor which shows that this growth is supported by considerable planned increases in infrastructure capacity, such as the £5.5 billion investment in Thameslink services. The prospectus therefore identifies the main challenges and opportunities for the corridor to provide the basis for discussions with key funding partners and the private sector to deliver the investment that will be needed to provide the services required to support local communities.

19.26 NLSA along with the four councils are working on developing the corridor concept further, starting with more detailed work on transport infrastructure and through engaging key partners to the north of London, such as Luton and Watford councils and the East of England Development Agency. This work will help build the case for investment in transport and social infrastructure to support growth (including that set out in this Core Strategy) by providing a basis for discussions with national providers as well as Transport for London.

Co-ordinating with neighbouring boroughs

19.27 The Council also works closely with neighbouring boroughs to ensure that a consistent approach is taken in relation to growth areas and town centres which straddle borough boundaries. To this end, discussions with Westminster, in relation to the Tottenham Court Road area, and with Brent, in relation to Kilburn High Road town centre, have informed and shaped the direction taken on these locations in the Core Strategy.

19.28 We have prepared some of our key evidence studies for this Core Strategy in conjunction with our neighbouring authorities:

- an Affordable Housing Viability Study has been produced jointly with the City of Westminster, reflecting shared issues in relation to affordable housing provision including high alternative use values and prevalence of mixed used schemes in Central London; and
- the Central London Infrastructure Study (see above).

19.29 We are also preparing a joint Waste Plan with the six other boroughs in the North London Waste Authority (Barnet, Enfield, Hackney, Haringey, Islington and Waltham Forest). Please see policy CS18 – *Dealing with our waste and encouraging recycling* for further details.

Transport projects

19.30 Camden is the lead authority in the Clear Zones Partnership with the City of London and City of Westminster. This aims to reduce congestion, air and noise pollution and improve the urban realm through partnership working, sustainable transport measures and the use of innovative technologies. Cross border working occurs on a number of public consultations and measures, in particular in the Covent Garden and Holborn areas.

19.31 We are also working with Westminster to pilot a Legible London scheme in Covent Garden and Bloomsbury to encourage people to walk more through better public information and signage. In addition, the Council is one of eight boroughs working in partnership to implement the London Cycle Hire Scheme and also works in partnership with all other London boroughs to promote innovative technologies, for example through the London Electric Vehicle Working Group and the London Hydrogen Partnership.

Farringdon/Smithfield

19.32 The Council is working with Islington, City of London, Transport for London and Urban Design London to devise a joint strategy which will help to guide how the boroughs manage change and growth in the Farringdon/Smithfield area and respond to the impact of a new Crossrail station and improvements to Thameslink services. The strategy will consider how the scale and massing of development can accommodate London Plan homes and jobs targets for the area and ensure that key public realm objectives can be met, having regard to heritage and conservation, key views, local character, social history and archaeology.





Flexible implementation of the Core Strategy

- 19.33 Our Local Development Framework documents need to be flexible enough to ensure that the Council's vision and objectives for Camden can be delivered in future years despite changing circumstances. This is particularly important for the Core Strategy, which sets out our overall approach to managing Camden's growth and meeting the borough's needs for homes, jobs, services and infrastructure.
- 19.34 The current economic situation creates a particular need for sensitive and flexible implementation. However, while our plans must be suitably flexible, it is vital that the level of flexibility does not create uncertainty or harm the overall delivery of the Core Strategy. This Core Strategy has therefore been prepared to be flexible enough to cope with a changing world, while ensuring our vision and objectives for the borough are delivered.
- 19.35 A fundamental element of the Core Strategy is to maximise housing within the borough. Our 15-year housing trajectory (see the Camden Annual Monitoring Report) suggests that the supply of housing in the borough over this period will comfortably exceed our current annual housing target unless completion rates drop significantly below expectations. This means that we can meet our housing targets even if some identified sites do not come forward for development as envisaged. Future housing provision in the borough does not depend on a small number of sites, rather a large number of sites of a variety of sizes will contribute. The redevelopment of King's Cross, which will provide the largest number of homes, as well as the largest concentration of additional office and retail floorspace, is underway.
- 19.36 In recognition of its importance and current uncertainties in the housing market, CS6 – Providing quality homes includes a section setting out how the Council will incorporate flexibility into our approach to providing housing which will allow us to react to specific circumstances with a view to maximising delivery.
- 19.37 A comprehensive package of transport measures is included in the Core Strategy to support growth in jobs and homes. Physical transport infrastructure is complemented by a range of initiatives to increase walking and cycling and other public transport initiatives, such as substantial Underground line capacity improvements (see CS11 – *Promoting sustainable and efficient travel* and Appendix 1 – *Key infrastructure programmes and projects* items 39-56). These, coupled with existing high levels of public transport accessibility, mean that no one element of transport infrastructure is critical to the delivery of the overall strategy, and that even if any individual scheme does not come forward, sufficient provision will be made to support growth.
- 19.38 In addition, individual policies in this Core Strategy, and in Camden Development Policies, include an element of flexibility where appropriate, in particular in relation to the consideration of the viability of development schemes, the feasibility of particular measures, and site specific issues.
- 19.39 Regular monitoring will be a key tool in providing flexibility. This will measure progress in delivering the Core Strategy, and identify any aspects that are not being achieved as planned and any changing circumstances that may affect implementation. This will allow us to adjust the application of policies where appropriate and, if necessary, bring forward alternative approaches or policies. (See below for more on monitoring.)

19.40 We will also work closely with our partners in the delivery of the Core Strategy (see the section *Working with our partners* above). This will help us to identify, as early as possible, matters and situations that may effect delivery. This, in turn, will allow us to explore appropriate alternative or amended approaches to deal with emerging issues and changing circumstances to ensure the Core Strategy's successful implementation. This will include working with the Local Strategic Partnership to work towards delivering the key infrastructure programmes and projects identified in Appendix 1 and, through our Annual Monitoring Report, reviewing what is required to deal with changing circumstances, such changes to service provision.

Monitoring

19.41 The Council will monitor the effectiveness of the Core Strategy in delivering its objectives by regularly assessing its performance against a series of indicators. These are set out in Camden's Core Strategy Monitoring Indicators document, and include core indicators, set by the government, and local, Camden-specific indicators.

19.42 Each year we will publish an Annual Monitoring Report, which will:

- assess the performance of the Core Strategy and other Local Development Framework documents by considering progress against the indicators in Camden's *Core Strategy Monitoring Indicators* document;
- set out the Council's updated housing trajectory (see policy CS6);
- identify the need to reassess or review any policies or approaches;
- make sure the context and assumptions behind our strategy and policies are still relevant; and
- identify trends in the wider social, economic and environmental issues facing Camden.

Key evidence and references

- Camden Infrastructure Study 2009
- Central London Infrastructure Study 2009
- Camden/Westminster Affordable Housing Viability Study 2009
- Camden Annual Monitoring Report 2007/08
- Camden Core Strategy Monitoring Indicators
- Camden Statement of Community Involvement 2009



Camden Development Policies 2010-2025

Local Development Framework



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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





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’.





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.

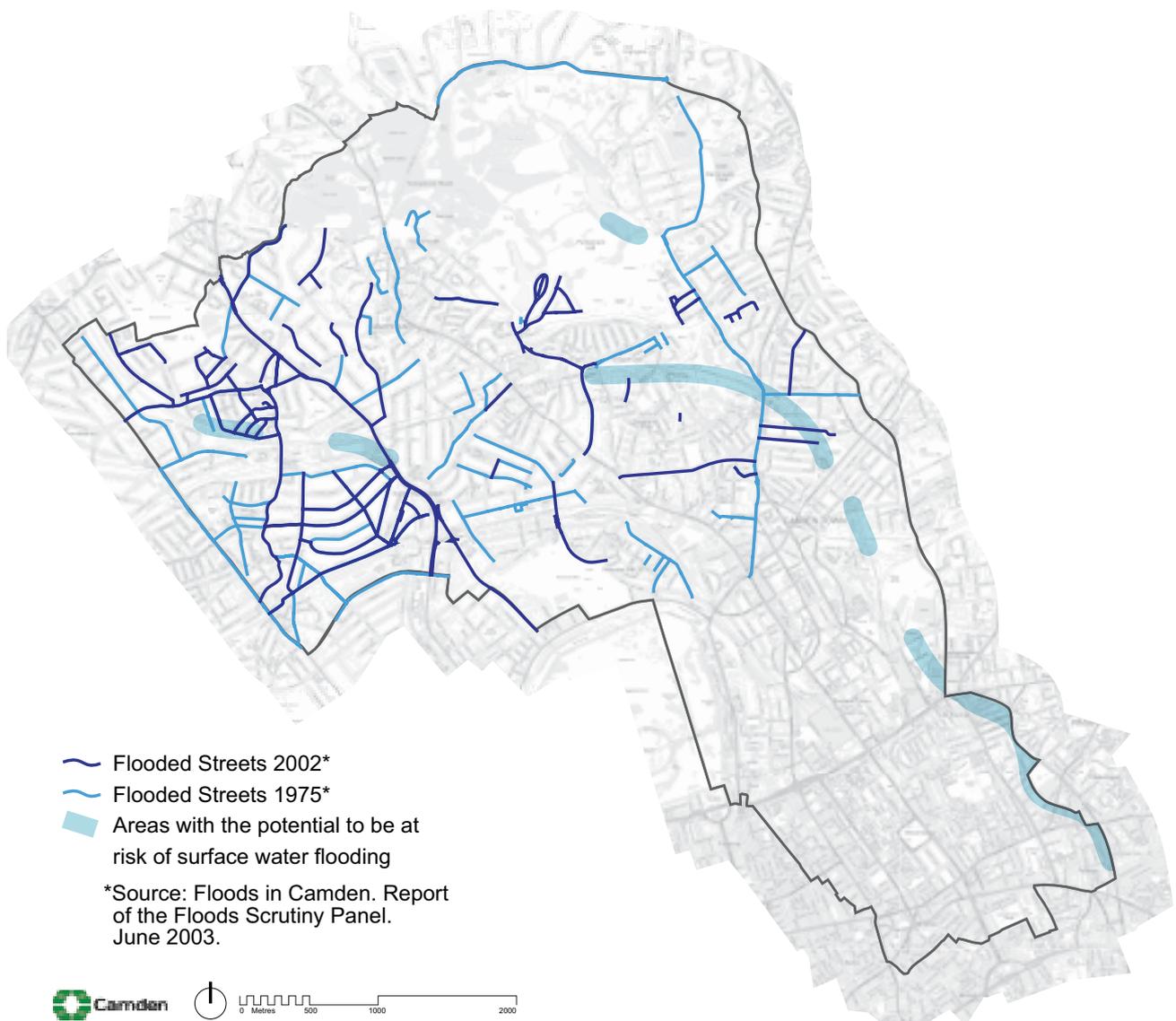
DP POLICY

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



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- 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

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



DP32. Air quality and Camden’s Clear Zone

- 32.1 The Core Strategy highlights the need to promote higher standards of air quality within the borough. It is recognised that parts of Camden have some of the poorest air quality levels in London and consequently the whole of the borough has been declared an Air Quality Management Area. The Council has produced an Air Quality Action Plan that identifies actions and mitigating measures necessary to improve air quality in the borough.
- 32.2 A key challenge therefore is to make our local environment better by reducing air pollution. This underpins many of the Core Strategy policies, including CS9 – *Achieving a successful Central London*, CS11 – *Promoting sustainable and efficient travel*, CS13 – *Tackling climate change through promoting higher environmental standards* and CS16 – *Improving Camden’s health and well-being*.
- 32.3 The designation of Central London as a Clear Zone region is a key way to reduce congestion and promote walking and cycling as a way of improving the borough’s air quality.

DP POLICY

DP32 – Air quality and Camden’s Clear Zone

The Council will require air quality assessments where development could potentially cause significant harm to air quality. Mitigation measures will be expected in developments that are located in areas of poor air quality.

The Council will also only grant planning permission for development in the Clear Zone region that significantly increases travel demand where it considers that appropriate measures to minimise the transport impact of development are incorporated. We will use planning conditions and legal agreements to secure Clear Zone measures to avoid, remedy or mitigate the impacts of development schemes in the Central London Area.

Air Quality

- 32.4 The Council will take into account impact on air quality when assessing development proposals. Regard will be paid to Camden’s Air Quality Action Plan and to *Cleaning London’s Air: The Mayor’s Air Quality Strategy*. Where development could potentially cause significant harm to air quality, we require an air quality assessment. Where the assessment shows that a development would cause significant harm to air quality, planning permission will be refused unless mitigation measures are adopted to reduce the impact to acceptable levels. Further guidance on air quality and when assessments will be required is provided in the Council’s Camden Planning Guidance supplementary planning document.
- 32.5 Our growth areas of Euston, Kings Cross, Holborn, Tottenham Court Road and West Hampstead (see Core Strategy policy CS2) are located along busy roads and currently experience poor levels of air quality and disturbance from noise. Developments in these areas will need to be well protected against air and noise pollution to ensure they are suitable for occupation. Where mechanical ventilation is required due to poor environmental conditions we will expect developments to incorporate high standards of energy efficient design, for example ‘Passivhaus’ principles. Policy DP22 – *Promoting sustainable design and construction* gives more guidance on energy efficient design and Passivhaus. Our Camden Planning Guidance supplementary document gives more information on mitigating against poor air quality and Passivhaus principles.

32.6 Core Strategy policy CS13 promotes the use of renewable energy technologies to reduce carbon emissions and tackle climate change. The burning of biomass in a boiler is identified as a renewable energy resource in the Mayor's Energy Strategy. Boilers can burn solid biomass or liquid biofuels and are popular on high density sites with small footprints as their use can be the only way for development to reduce their carbon emissions by 20%. However, in central London there are air quality implications for the use of biomass as higher levels of nitrogen oxides (NOx) and particulates are released than conventional gas boilers or gas-fired community heating facilities. Given the existing poor air quality in Camden, the use of biomass as a renewable energy source will be the Council's least preferred option for the provision of renewable energy. We will expect developments to focus on energy efficiency and an efficient energy supply. Details on potential low carbon and renewable energy technologies can be found in the Camden Planning Guidance and also within policy DP22 – *Promoting sustainable design and construction*.

Camden's Clear Zone

32.7 Camden has been a leading council in the development of policies and initiatives to reduce the impact of transport on the environment. We are the lead borough in the Clear Zone Partnership, which covers the Central London part of Camden, with the City of Westminster and the Corporation of London. The Clear Zone Partnership aims to reduce congestion, noise and air pollution; encourage a shift to walking, cycling and public transport; and improve the urban realm. It uses partnership working, innovative technologies and sustainable transport measures to achieve these aims. The Council will expect development schemes to contribute to Clear Zone measures where appropriate.

32.8 The objectives of the Clear Zone region are to:

- reduce congestion and pollution through piloting sustainable transport measures and innovative technologies;
- improve air quality;
- reduce noise pollution;
- improve accessibility and mobility for walking, cycling and public transport;
- improve our streets, places and open spaces;
- make it easier for people to find their way around through installing pedestrian and cycling signage systems;
- encourage cycling by promoting secure cycle stations and city bike hire schemes;
- promote car-free and traffic reduced areas and developments, complemented by car clubs;
- reduce the amount of through traffic;
- promote good management in development schemes through construction, servicing and waste management plans; and
- promote alternatively fuelled and low emission vehicles for freight distribution and servicing.

32.9 More detail on the Clear Zone and the types of measures we will promote within it, such as travel plans, car clubs, construction, servicing and waste management plans, pedestrian and cycle facilities, is set out in the Council's Camden Planning Guidance supplementary document.

Key evidence and references

- Camden's Noise Strategy, 2002
- The London Plan (Consolidated with Alterations since 2004), 2008
- Planning Policy Guidance 24: Planning and noise
- Camden's Air Quality Action Plan
- Cleaning London's Air: The Mayor's Air Quality Strategy

