

Camden Development Policies 2010-2025

Local Development Framework



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Section 2

Meeting Camden's needs

– Providing homes, jobs and facilities

2.1 The section on Meeting Camden's needs in Camden's Core Strategy provides our overall approach to making sure we provide the homes, jobs, facilities and infrastructure needed to support the growth in the number of people living in, working in and visiting the borough. This section of Camden Development Policies sets out our detailed planning policies to help to implement this part of the Core Strategy. It is divided into three parts:

- **Meeting our need for homes** – this provides policies that seek to maximise overall housing supply, provide affordable housing and prevent the loss of housing. It also covers providing homes of different sizes; lifetime and wheelchair homes; sheltered housing and care homes for older people; accommodation for homeless people and vulnerable people; hostels and other housing with shared facilities.
- **Providing jobs and facilities** – this contains our policies on small and independent shops, markets, managing the impact of town centre uses, employment sites and premises, tourism and visitor accommodation, and community and leisure uses.
- **Promoting sustainable and efficient transport** – this sets out our detailed policies on transport, in particular on the transport implications of development; walking, cycling and public transport; parking; the movement of goods; and development that connects to the highway network.



Meeting our need for homes

- 2.2 The Core Strategy seeks to manage growth so that it works positively for Camden. Core Strategy policy CS6 – *Providing quality homes* aims to:
- make full use of Camden’s capacity for housing, to meet or exceed targets for the supply of homes in the borough;
 - secure high quality affordable housing, by seeking an appropriate proportion of, and different types of, affordable homes; regenerating Camden’s housing estates; and bringing existing Council homes up to Decent Homes standard;
 - minimise social polarisation and secure mixed and inclusive communities, by securing a broad range of housing of different sizes and types to meet the needs of different groups and households in different circumstances.
- 2.3 This sub-section of Camden Development Policies sets out in more detail how we will make planning decisions to deliver the aims of policy CS6. However, housing schemes will also need to satisfy other relevant policies, particularly those concerned with the environment, quality of life, sustainability, climate change and transport. These policy concerns correspond well with the Building for Life criteria that form the national standard for well-designed homes and neighbourhoods.
- 2.4 Amenity, in terms of a house’s relationship with neighbouring properties and its internal space standards, is key aspect of housing quality. The Council will protect the amenity of Camden’s residents by making sure that the impact of developments on their occupiers and neighbours is fully considered, in accordance with development policy DP26 and Core Strategy policy CS5. Further information regarding factors that affect residential amenity is included in our Camden Planning Guidance supplementary planning document. In particular, Camden Planning Guidance contains our internal space standards for residential development. To provide high quality housing, proposals will need to address all aspects of residential amenity in accordance with relevant policies and Camden Planning Guidance.
- 2.5 The policies in this sub-section relate to the same forms of housing as Core Strategy policy CS6, namely:
- self-contained houses and flats (Use Class C3) (the predominant form);
 - live/work units, which are self-contained homes that include a dedicated work area (they are outside any planning use class, but we will treat them in the same way as Use Class C3 for the operation of our Local Development Framework policies);
 - bedsit rooms that share facilities such as toilets, bathrooms and kitchens (often known as houses in multiple occupation or HMOs, some with 3 to 6 occupiers fall within Use Class C4, but most are outside any planning use class);
 - hostels where shared accommodation is managed for a particular group of people (e.g. students) and occupiers may stay for several months (also outside any planning use class);
 - those nursing homes, care homes and parts of hospitals where people live permanently, such as nurses’ accommodation (parts of Use Class C2);
 - residential accommodation that is ancillary to another use, such as living areas for managers, caretakers and other staff.

DP2. Making full use of Camden’s capacity for housing

- 2.6 Core Strategy policy CS6 indicates that the Council seeks to maximise the supply of homes and minimise their loss, with housing regarded as the priority land-use of the Camden Local Development Framework. Key aspects of policy CS6 that inform our approach to maximising housing supply and minimising loss of homes in the case of an individual site include:
- the overall Camden target for supply of additional homes from 2010/11 to 2024/25;
 - the separate elements of the target for self-contained homes, homes that are not self-contained (such as hostels and grouped bedsit rooms) and vacant homes returning to use;
 - the overall expected delivery of additional homes based on Camden’s 15-year housing trajectory, which is significantly above the housing target for 2010/11 to 2024/25, but falls significantly short of the projected household growth rate up to 2026; and
 - the Council’s aim to give priority to households unable to access market housing and to vulnerable people in planning decisions relating to new homes.
- 2.7 Policy DP2 protects housing against development for a non-residential use. It relates to all forms of housing for long-term residents (see paragraph 2.5). The first part of the policy is concerned with making the best use of sites for additional homes, particularly homes for people who are unable to access general needs market housing. This part relates primarily to self-contained houses and flats (Use Class C3). The second part is concerned with the loss of housing floorspace in all forms; proposals to change permanent housing into short-stay accommodation; and with the loss of self-contained homes through proposals to combine them into larger dwellings. More detailed guidance is given in policies DP7, DP8 and DP9 with respect to the loss of sheltered housing and care homes for older people; loss of housing for vulnerable people and homeless people; and loss of student housing, bedsits, and other housing with shared facilities. Through policy DP4, the Council seeks to protect existing affordable housing, whether or not it is self contained.



DP POLICY

DP2 – Making full use of Camden’s capacity for housing

The Council will seek to maximise the supply of additional homes in the borough, especially homes for people unable to access market housing, by:

- a) expecting the maximum appropriate contribution to supply of housing on sites that are underused or vacant, taking into account any other uses that are needed on the site;
- b) resisting alternative development of sites considered particularly suitable for housing; and
- c) resisting alternative development of sites or parts of sites considered particularly suitable for affordable housing, homes for older people or homes for vulnerable people.

The Council will seek to minimise the loss of housing in the borough by:

- d) protecting residential uses from development that would involve a net loss of residential floorspace, including any residential floorspace provided:
 - within hostels or other housing with shared facilities; or
 - as an ancillary element of another use, wherever the development involves changing the main use or separating the housing floorspace from the main use.

- e) protecting permanent housing from conversion to short-stay accommodation intended for occupation for periods of less than 90 days;
- f) resisting developments that would involve the net loss of two or more homes, unless they:
 - create large homes in a part of the borough with a relatively low proportion of large dwellings,
 - enable sub-standard units to be enlarged to meet residential space standards, or
 - enable existing affordable homes to be adapted to provide the affordable dwelling-sizes that are most needed.

As an exception to the general protection of residential floorspace, where no alternative site is available, the Council will favourably consider development that necessitates a limited loss of residential floorspace in order to provide small-scale healthcare practices meeting local needs.





Maximising the supply of additional homes

- 2.8 Housing is regarded as the priority land-use of the Local Development Framework, and the Council will make housing its top priority when considering the future of unused and underused land and buildings (see Core Strategy policy CS6). However, this priority does not override, but will be considered alongside, the need to protect some non-residential uses; to promote the national and international roles of Central London; and the need for development to respect the characteristics of the area and the site or property. Taking these considerations into account, a mix of uses or an alternative use will be appropriate for some sites. Where a mixed-use scheme including housing would be appropriate, the Council will seek to maximise the contribution to the supply of housing within the mix, taking into account policy DP1 and the criteria set out in paragraph 2.12.
- 2.9 High development densities are one way of making the maximum use of a site (in the context of housing, this means more homes or rooms in a given area). In accordance with policy CS1 of the Camden Core Strategy, the Council will expect the density of housing development to take account of the density matrix in the London Plan (Table 3A.2), and to be towards the higher end of the appropriate density range. However, the appropriate density will also depend on accessibility, the character and built form of the surroundings, and protecting the amenity of occupiers and neighbours. Given that the majority of the borough has relatively high public transport accessibility and is suitable for development of flats, densities should generally fall within the cells towards the right and bottom of the matrix, i.e. 45 to 405 dwellings per hectare.
- 2.10 There is a significant market in Camden for very large homes that have many more rooms than occupiers. The London Plan density matrix assumes that the number of habitable rooms per dwelling will average between 2.7 and 4.6. Developments including dwellings with significantly more habitable rooms may give inconsistent results against the density matrix, showing an appropriate density in terms of habitable rooms, but an inappropriately low density in terms of dwellings. In the interests of mixed and inclusive communities, the Council seeks a range of dwelling sizes, and does not favour concentrations of very large homes. Therefore, when using the London Plan density matrix, the Council will refer primarily to dwelling densities, measured in units per hectare.



- 2.11 Where possible, we have identified underused sites that are suitable for additional housing in our Site Allocations Local Development Framework document, and will resist an alternative use of allocated sites. However, a high proportion of the housing developments that come forward in Camden are not identified in advance because they are small sites, or were in use when sites were assessed for allocation. Given the high proportion of potential housing sites in the borough that cannot be identified in the Sites Allocations document, the Council may also resist non-housing development on other sites that:
- have a valid consent for housing; or
 - are suitable for housing in terms accessibility and amenity, and are free of physical and environmental constraints that would prevent residential use.
- 2.12 In seeking to maximise the proportion of a site used for housing and deciding whether to resist a non-housing development, the Council will take into account:
- the need and potential to re-provide on site existing uses protected by other policies, such as industry, warehousing, community uses and shops;
 - other uses that are needed in the area, particularly in Central London, and the extent to which alternative sites or provision is available;
 - policy DP1, and whether a mixed-use development would be appropriate;
 - whether the supply of additional housing falls short of the overall target of 595 additional homes per year and the target of 437 additional self-contained homes per year; and
 - the financial viability of the proposal and the financial viability of housing development.
- 2.13 The Council will generally treat live/work units in the same way as housing for the operation of development policies. Such premises contribute to the range of homes and the range of business premises in the borough, and the Council will not resist the development of live – work premises on sites that are considered suitable for housing, subject to the inclusion of an appropriate mix of dwelling-sizes and types (in accordance with other policies including DP3, DP5 and DP6). Further information on our approach to live-work premises is provided by policy DP13 and accompanying paragraphs.

Sites particularly suitable for affordable housing and housing for vulnerable people

- 2.14 The capital return and rental income of developments that provides affordable housing, housing for older people or housing for vulnerable people is limited. Therefore there is a danger that other more profitable forms of housing, such as student housing, will take-up potential sites and limit the supply of affordable housing and homes for vulnerable people.
- 2.15 As far as possible, the suitability of housing sites for affordable housing is identified in our Camden Site Allocations Local Development Framework document. However, a high proportion of the affordable housing provided in the borough is on sites that that have not been identified in advance. Where a site has been allocated for affordable housing or a proportion of affordable housing, or has a valid consent for a development including affordable housing, the Council will resist development that fails to include appropriate affordable housing provision. The appropriateness of an affordable

housing contribution will be considered in terms of the criteria set out in policy DP3, including the financial viability of the development. The Council will also resist the loss of any existing affordable housing, as set out in policy DP4.

- 2.16 Most additional housing for older people and vulnerable people is likely to be delivered by independent providers such as registered social landlords or charities. Where a site has been allocated to provide housing for older people or vulnerable people, the Council will resist housing development that fails to include these uses. The Council will also resist the loss of any existing housing for older people or for vulnerable people, as set out in policies DP7 and DP8.

Loss of residential floorspace

- 2.17 As set out in Core Strategy section CS6 and paragraph 2.6 above, the expected delivery of additional homes from 2010/11 to 2024/25 falls significantly short of the projected growth in the number of households up to 2026. Any loss of residential floorspace that could potentially house an individual or household would worsen this shortfall, and will be therefore be resisted by the Council. As noted in paragraph 2.5, housing takes a wide variety of forms capable of providing permanent residential accommodation. Policy DP2 relates to all of these forms, (although more detailed guidance is given in policies DP4, DP7, DP8 and DP9 on loss of affordable housing, sheltered housing and care homes for older people, accommodation for homeless people and vulnerable people, student housing, bedsits and other housing with shared facilities).
- 2.18 In some cases, residential accommodation is ancillary to another use, such as a caretaker's flat at a school, a staff flat above a shop or pub, or a nurses' home at a hospital. Alterations between the proportion of floorspace in the main use and the ancillary use will generally be outside planning control. However, where the development involves changing the main use or separating the housing floorspace from the main use, it will generally be subject to planning control, and we will seek to protect the residential floorspace.
- 2.19 In some circumstances, it may be appropriate for residential floorspace to be re-provided on an alternative site. We will have regard to policy DP1 (mixed-use development) when considering whether housing should be retained on-site or re-provided off-site. For the purposes of policy DP2, the Council will regard losses of residential floorspace as material if they reduce the number of people who can occupy a home or property. For the purposes of applying policy DP2 to hospitals and care homes (within Use Class C2), protection will apply only to the floorspace previously in permanent residential use, including staff housing, dormitories, permanent accommodation for people needing residential care, and any communal or circulation space associated with these. Additional guidance on protection of key-worker affordable housing for healthcare staff is included in Policy DP4.

Conversion to short-stay accommodation

- 2.20 There is a demand for short term and temporary accommodation in the borough, primarily to provide for visitors. This accommodation falls outside the Council's land-use priority for housing, and new demand should be met from appropriate sites in non-residential use, rather than sites used for permanent housing. In London, a switch from permanent housing to properties let for less than 90 days is considered to be a material change of use (under the amended Greater London Council (General Powers) Act 1973). The Council will resist development that changes permanent housing into such accommodation. Proposals to provide short-term accommodation for vulnerable people (such as people at risk from domestic violence) will be assessed in accordance with policy DP8.
- 2.21 Proposals for new short-term and temporary accommodation will be considered taking into account policies that seek to protect existing uses. Where a proposal involves accommodation for short-term visitors to Camden, the Council will take into account policy DP14 relating to tourism development and visitor accommodation.

Net loss of two or more homes

- 2.22 The expected shortfall in the delivery of homes up to 2024/25 is potentially worsened by the loss of dwellings in small schemes for housing conversion and redevelopment. In each of the 5 years

up to 2007/08, planning permission was granted for the loss of more than 80 dwellings in small conversion and redevelopment schemes, which, when implemented, will add to Camden's (net) annual target of 595 additional homes per year. As a result, there is considered to be little scope for the loss of existing homes in the borough, even where this does not involve loss of floorspace. Where development involves the demolition or other loss of homes, the Council will generally expect it to provide a similar or greater number of replacement dwellings, to an equivalent or better standard than the homes removed.

- 2.23 The majority of permissions granted for the loss of homes involved schemes to combine 2 or more homes into a single large dwelling. Within the affordable housing stock, these changes are justified by the severe problems of overcrowding and the high proportion of existing one-bed dwellings. However, there is no comparable mismatch across the borough's market sector, and typical layouts suggest that merger of existing market homes is largely geared to a demand for high value housing rather than the creation of additional bedrooms for large families. Therefore, schemes that would create a loss of more than one residential property will generally be resisted. The Council does not seek to resist schemes combining dwellings that involve the loss of a single home.
- 2.24 The nature of the stock of market housing varies across the borough, and some areas have a much higher proportion of large dwellings than others. A mix of large and small units in an area can help to create more balanced communities (as different size dwellings meet the housing needs of different parts of the community) and increase housing choice. To achieve a more varied mix of housing, the Council will favourably consider proposals that create large homes out of smaller homes in parts of the borough where there is a relatively low proportion of large dwellings (that is, the wards of Bloomsbury, Holborn and Covent Garden, King's Cross, Kilburn, Regent's Park and St Pancras and Somers Town).
- 2.25 Some housing in the borough does not conform to current residential space standards. These are usually homes that were built before the standards were introduced or without the benefit of planning consent. Where existing homes fall substantially below the residential space standards set out in our Camden Planning Guidance supplementary document, the Council may consider proposals involving the loss dwellings in order to meet the standards. We will consider proposals favourably if existing homes are 20% or more below the space standards and the loss of dwellings is no greater than is necessary to meet the standard.
- 2.26 There is a particular shortage of affordable homes for large families in the borough (see Core Strategy section CS6 and policy DP5 below). Opportunities to reduce this shortage and reduce overcrowding could arise by reconfiguring or redeveloping existing housing, especially the stock of Council housing, which contains a disproportionate number of one-bedroom dwellings. The Council will favourably consider proposals that create large affordable housing for families by combining or redeveloping smaller affordable dwellings provided that there is no overall loss of residential floorspace.

Small-scale healthcare practices

- 2.27 Small-scale healthcare practices (such clinics for osteopathy and physiotherapy) may appropriately be provided in residential areas to ensure they are easily accessible to the people that need them, sometimes in association with the homes of the practitioners. The Council may support the loss of residential floorspace to provide these and similar small-scale healthcare facilities provided that the loss will not exceed one dwelling; no alternative non-residential premises are available nearby; and the proposal will meet needs in a local catchment. If there is no longer a need for these healthcare practices, the Council will expect the floorspace to return to residential use.

Key evidence and references

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

DP3. Contributions to the supply of affordable housing

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

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

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



DP POLICY

DP3 – Contributions to the supply of affordable housing

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

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

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

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

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

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

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

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

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

Whether the affordable housing contribution is expected on-site

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

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

Applying the 50% target and the sliding scale

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

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





Varying the proportion of social rented housing and intermediate housing

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

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

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

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





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

Car parking for affordable housing

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

Key evidence and references

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

DP5. Homes of different sizes

- 5.1 Core Strategy policy CS6 seeks to secure mixed and inclusive communities and a range of self-contained homes of different sizes. Our approach is informed by:
- the over-representation of small dwellings among Camden’s existing homes;
 - existing and projected household sizes in the borough;
 - the Council’s identified dwelling size priorities;
 - the need for a range of homes accessible across the spectrum of incomes; and
 - the housing needs of different groups.

Policy DP5 helps to implement this element of policy CS6 by setting out more detail on our approach to providing homes of different sizes.

- 5.2 Policy DP5 relates primarily to developments of self-contained houses and flats for general needs (Use Class C3). It will be used when assessing new build housing schemes, schemes to reconfigure or subdivide residential properties and to all changes of use to housing (in Use Class C3) from other uses. It will also be used when assessing development that creates self-contained homes from residential accommodation that is ancillary to another use. Policy DP5 will be applied to proposals for bedsits or other permanent housing with shared facilities if the development could be occupied lawfully as self-contained dwellings in Use Class C3 without submission of a further planning application (please see paragraphs 9.2 to 9.3 for more details).
- 5.3 Policy DP5 does not relate to developments that provide homes exclusively for older people, homeless people, vulnerable people or students (these are covered by policies DP7, DP8 and DP9). In such developments, the appropriateness of the proposed mix of dwelling sizes will be assessed in terms of the needs of the intended occupiers. However, all housing developments should contribute to the creation of mixed and inclusive communities. Therefore, it will often be appropriate for these dedicated housing types to be integrated into larger schemes that include general needs housing.

DP POLICY

DP5 – Homes of different sizes

The Council will contribute to the creation of mixed and inclusive communities by securing a range of self-contained homes of different sizes. We will:

- a) seek to ensure that all residential development contributes to meeting the priorities set out in the Dwelling Size Priorities Table, including conversion of existing residential and non-residential floorspace;
- b) expect a mix of large and small homes in all residential developments.

In considering the mix of dwelling sizes appropriate to a development, the Council will have regard to the different dwelling size priorities for social rented, intermediate affordable and market homes, and will take into account:

- c) the character of the development, the site and the area, including the impact of the mix on child density;
- d) site size, and any constraints on including homes of different sizes; and
- e) the economics and financial viability of the site, including the demand for homes of different sizes.

- 5.4 The Council has identified different dwelling size priorities for social rented housing, intermediate affordable housing and market housing on the basis of the factors noted in paragraph 5.1. These priorities are set out in Core Strategy paragraph 6.39, and also set out in the Dwelling Size Priorities Table below, with dwelling sizes expressed in terms of number of bedrooms. The Council's particular aims for the size of each of these housing types form the final column of the table, and also provide the basis for monitoring policy DP5. When assessing a proposal against policy DP5, the Council will consider small homes to be studio flats, one bedroom and two-bedroom homes (the need for self-contained studio flats has not been assessed separately from the need for 1-bedroom homes). The Council will consider large homes to be homes with 3-bedrooms or more.

Dwelling Size Priorities Table					
	1-bedroom (or studio)	2-bedrooms	3-bedrooms	4-bedrooms or more	Aim
Social rented	lower	medium	high	very high	50% large
Intermediate affordable	medium	high	high	high	10% large
Market	lower	very high	medium	medium	40% 2-bed

- 5.5 The Council acknowledges that there is a need and/ or demand for dwellings of every size shown in the Priorities Table. We expect most developments to include some homes that have not been given a priority level, and some homes that are identified as medium priority. However, the Council has prioritised some sizes as high or very high priority (primarily on the basis of a high level of need relative to supply). We will expect proposals to include some dwellings that meet the very high priorities wherever it is practicable to do so. We will seek to focus provision around the very high and high priority sizes by assessing dwelling mixes against the aims in the Priorities Table. The Council will aim for at least 50% of social rented dwellings and 10% of intermediate affordable dwellings in each scheme to be large homes with 3-bedrooms or more, and for at least 40% of market homes to contain 2-bedrooms (in each case, proportions will be calculated in terms of numbers of dwellings rather than floorspace).
- 5.6 Having regard to criteria (c), (d) and (e) in policy DP5, the Council acknowledges that it will not be appropriate for every development to meet the aims set out in the Priorities Table. However, we consider that each development should contribute to the creation of mixed and inclusive communities by containing a mix of large and small homes overall, in accordance with criterion (b). Where possible a mix of large and small homes should be included within each category of housing provided (social rented, intermediate affordable and market). This will help ensure that each development provides some dwelling sizes that are high priorities and some that are not. The Council will resist development proposals for self-contained general needs housing that contain only one-bedroom and studio flats.
- 5.7 The Council will be flexible when assessing development against policy DP5, the dwelling size priority table, and the aims set out in paragraph 5.5. The mix of dwelling sizes appropriate in a specific development will be considered taking into account the character of the development, the site and the area. The following paragraphs set out a number of the relevant considerations.

Character of the development, the site and the area, and child density

- 5.8 Where a development involves re-use of an existing building, this may limit the potential to provide a range of dwelling sizes. Issues that can arise include the creation of access via an existing staircase or lift; respect for the integrity of existing structural walls and patterns of windows; changes in floor level; and heritage designations (listed building and conservation area status) that



may restrict alterations. The Council will have regard to these issues, alongside the expectations arising from development size, and other issues considered below.

- 5.9 Where a development is for the conversion of existing homes (including the creation of self-contained homes from residential accommodation that is ancillary to another use), the Council will seek to minimise the loss of dwelling sizes that are given a priority of medium or above in the dwelling size priorities table. In particular, conversions involving affordable housing should retain or re-provide any existing large affordable homes unless the creation of small homes will allow the release of other large affordable homes that are currently under-occupied. Conversion of market housing should also generally retain or re-provide existing 2-bedroom homes and should also include large homes. Conversions that involve the loss of existing homes should also comply with policy DP2.
- 5.10 When considering the proportion of large homes appropriate within a specific development, we will take account of any features that make the development particularly suitable for families with children. We will also take into account the flexibility that larger dwellings create for other types of households, allowing for arrangements such as shared households and adults caring for elderly or infirm relatives. Developments are particularly suitable for children to live in if they have:
- the potential to provide space on site where children can play (open space or private amenity space);
 - dedicated children's play space available nearby;
 - a number of homes with direct access to the street, private amenity space or open space;
 - no direct access to a major road;
 - a limited number of homes served from each internal corridor and each communal staircase or lift;
 - potential to provide a broad range of dwelling sizes in the development appropriate for new families with very young children and established families with older children.
- 5.11 Where some or all of the features listed in paragraph 5.10 are present, the Council will expect provision of a high proportion of large affordable homes, and expect inclusion of social-rented homes with 4-bedrooms or more (subject to policy DP3 on affordable housing). However, there are relatively few opportunities in Camden for housing development that will provide most of these features. Other ground floor uses often prevent direct access to the street, there are many major roads in the borough, and the cost of lifts is too high to share among a small number of homes. However, the Council does not consider that the absence of any or all of these features justifies the omission of large homes from a development. Developments should be arranged to provide access as directly as possible from large homes to the street entrance, external amenity space or open space. To provide for the minority ethnic mix in Camden, a proportion of large homes should have kitchens and food preparation areas that are physically separated from living areas. Please see our Camden Planning Guidance supplementary planning document for further details.

- 5.12 Child density is a measure of the number of children occupying a specific development or area. High child densities tend to arise where there is a high proportion of large affordable homes in a development, especially when these are social rented. In some circumstances, high child densities are associated with problems such as the use of communal areas as informal playgrounds, noise disturbance, graffiti and vandalism. When considering the proportion of large homes appropriate within a particular development, we will have regard to the child density in the surrounding area and the child density likely to arise in the development. We will also take account of the potential to use a management mechanism to control child densities, such as a sensitive lettings policy (these generally prevent all homes being occupied to their maximum capacity when they are first let).
- 5.13 A number of elements of good design are particularly relevant to considering the mix of dwelling sizes appropriate to a specific development proposal. The mix selected should achieve efficient layouts, in terms of the ratio of internal dwelling space to communal circulation space, and in terms of the proportion of the internal dwelling space that is usable. Where schemes include a number of floors, homes should be arranged to minimise noise disturbance, avoiding situations where bathrooms, living rooms and kitchens are directly above or below bedrooms. Homes where all windows face a single direction should also be avoided, especially in the case of large homes.

Development economics, financial viability, and demand

- 5.14 As set out in paragraphs 6.56 and 6.57 under Camden Core Strategy section CS6, the Council intends to be flexible in pursuit of its policy objectives, and will take into account the findings of our monitoring of housing supply in the light of economic circumstances. These paragraphs note specifically that the Council may vary the range of home sizes sought in order to maximise housing delivery.
- 5.15 At some times, and in some parts of the borough, the demand for large market homes may be higher than the demand for small ones, and vice versa. Market homes of some sizes can therefore generate a premium in terms of their value per square metre. The value of affordable housing may also vary depending on its size. Large affordable homes may have a lower value per square metre than small ones if grant from the Homes and Communities Agency or rental payments by the occupiers do not reflect the higher costs of providing them. The Council recognises that the rigid application of dwelling size priorities can prejudice the financial viability of a development in these cases, and will consider the appropriate mix of dwellings having regard to their value and the potential to maximise the proportion of affordable housing on the site.
- 5.16 The Council also recognises market housing and intermediate affordable housing will often be too expensive for many households who need large homes. Average house prices in Camden were well over twice the national average in 2007 (Camden Housing Needs Survey Update 2008). The affordability issues affecting large market and intermediate affordable homes have been considered in setting our dwelling size priorities, but will they will also be taken into account when considering the mix of homes appropriate for individual schemes.





- 5.17 Affordability and funding concerns may sometimes be resolved by adapting the tenure of intermediate or market housing (subject to the limits on Council control over tenure). In the intermediate sector, large homes for shared-ownership may be more appropriate where property values are relatively low, and large homes for rent may be more appropriate where development costs are relatively high. In the market sector, 3-bedroom homes may be accessible to a wider range of households if they are made available to rent. The Council will take account of affordability, funding concerns, and the impact of different tenures when seeking its priority dwelling sizes in particular schemes.
- 5.18 More detailed guidance on the preferred affordable housing mix is contained in our Camden Planning Guidance supplementary planning document. The Council produces residential space standards that indicate the amount of internal space appropriate for dwellings intended to accommodate different numbers of occupiers. These are also set out in Camden Planning Guidance.

Key evidence and references

- Camden Housing Needs Study Update 2008
- Greater London Strategic Housing Market Assessment 2008
- The London Plan (consolidated with Alterations since 2004); Mayor of London; 2008
- Planning Policy Statement (PPS) 3 – Housing

DP6. Lifetime homes and wheelchair housing

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

DP POLICY

DP6 – Lifetime homes and wheelchair housing

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

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



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

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

Key evidence and references

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

DP13. Employment premises and sites

- 13.1 Having a range of sites and premises across the borough to suit the different needs of businesses for space, location and accessibility is vital to maintaining and developing Camden's economy. An increase in the number and diversity of employment opportunities is fundamental to improving the competitiveness of Camden and of London. The Council wants to encourage the development of a broad economic base in the borough to help meet the varied employment needs, skills and qualifications of Camden's workforce.
- 13.2 Camden Core Strategy Policy CS8 – *Promoting a successful and inclusive Camden economy* sets out our overall strategy for Camden's economy. It aims to make sure that the borough's economy will be stronger and more diverse while helping more residents to have the skills, education and training to take up local job opportunities and bridge Camden's skills gap. It identifies the locations for major office development, protects Camden's main Industry Area and industrial premises, as well as supporting business growth and employment initiatives and encouraging training schemes. Policy DP13 supports the delivery of the Core Strategy by ensuring that sufficient sites are retained to enable a variety of commercial and industrial business to find premises and continue to operate. It is therefore important to refer to Core Strategy policy CS8 alongside this policy.

DP POLICY

DP13 – Employment premises and sites

The Council will retain land and buildings that are suitable for continued business use and will resist a change to non-business unless:

- a) it can be demonstrated to the Council's satisfaction that a site or building is no longer suitable for its existing business use; and
- b) there is evidence that the possibility of retaining, reusing or redeveloping the site or building for similar or alternative business use has been fully explored over an appropriate period of time.

Where a change of use has been justified to the Council's satisfaction, we will seek to maintain some business use on site, with a higher priority for retaining flexible space that is suitable for a variety of business uses.

When it can be demonstrated that a site is not suitable for any business use other than B1(a) offices, the Council may allow a change to permanent residential uses or community uses, except in Hatton Garden where we will expect mixed use developments that include light industrial premises suitable for use as jewellery workshops.

Where premises or sites are suitable for continued business use, the Council will consider redevelopment proposals for mixed use schemes provided that:

- c) the level of employment floorspace is maintained or increased;
- d) they include other priority uses, such as housing and affordable housing;
- e) premises suitable for new, small or medium enterprises are provided;
- f) floorspace suitable for either light industrial, industry or warehousing uses is re-provided where the site has been used for these uses or for offices in premises that are suitable for other business uses;
- g) the proposed non-employment uses will not prejudice continued industrial use in the surrounding area.

The Council will support the provision of live/work premises provided they do not:

- h) result in the loss of any permanent residential units; or
- i) result in the loss of sites in business or employment use where there is potential for that use to continue.

- 13.3 When assessing proposals that involve the loss of a business use we will consider whether there is potential for that use to continue, taking into account whether the site:
- is located in or adjacent to the Industry Area, or other locations suitable for large scale general industry and warehousing;
 - is in a location suitable for a mix of uses including light industry and local distribution warehousing;
 - is easily accessible to the Transport for London Road Network and/or London Distributor Roads;
 - is, or will be, accessible by means other than the car and has the potential to be serviced by rail or water;
 - has adequate on-site vehicle space for servicing;
 - is well related to nearby land uses;
 - is in a reasonable condition to allow the use to continue;
 - is near to other industry and warehousing, noise/vibration generating uses, pollution and hazards;
 - provides a range of unit sizes, particularly those suitable for small businesses (under 100sqm).
- 13.4 Where it is proposed to redevelop employment land for another business use, including offices, the Council will seek to retain physical features that will enable the flexible use of the premises for a range of business purposes. This will help to maintain the range of employment premises available and is especially important given the limited supply of non-office premises. The typical design features that enable flexible use are:
- clear and flexible space with few supporting columns;
 - adequate floor to ceiling heights;
 - wide doors/corridors;
 - loading facilities;
 - large amounts of natural light;
 - availability of a range of units sizes; and
 - space for servicing by/parking of commercial vehicles.
- More information on the demand for different types and specification of business premises can be found in Camden Planning Guidance.
- 13.5 In addition to the considerations above, where a change of use to a non-business use is proposed, the applicant must demonstrate to the Council's satisfaction that there is no realistic prospect of demand to use the site for an employment use. The applicant must submit evidence of a thorough marketing exercise, sustained over at least two years. The property should be marketed at realistic prices, include a consideration of alternative business uses and layouts and marketing strategies, including management of the space by specialist third party providers. More information on our approach to changes of use involving employment sites and premises can be found in Camden Planning Guidance.
- 13.6 Where premises or sites are suitable for continued business use, the Council will consider redevelopment schemes which maintain the employment floorspace and provide other priority uses, such as housing. The re-provision of employment floorspace should be able to accommodate a range of business types and sizes (e.g. new businesses, small and medium sized enterprises¹ (SMEs) and creative businesses). Applicants must demonstrate to the Council's satisfaction that the commercial element is appropriate to meet the likely needs of the end user. The provision of inappropriate business space (e.g. inappropriate floor to ceiling height or poor access arrangements) will not be acceptable as this often fails to attract an occupier, which can lead to vacancy. Clear separation of the residential element and effective management of the business space will also be important. This is in line with the approach to flexible and affordable workspace that is taken in the Core Strategy policy CS8 – *Promoting a successful and inclusive Camden economy*. Further information on new workspace can be found in Camden Planning Guidance.

REFERENCES

¹ SMEs are business employing less than 50 people (small) and or less than 250 (medium) (ref: European Commission Recommendation 2003/361/EC: SME Definition)



Hatton Garden

- 13.7 In the Hatton Garden area, the conversion of office premises will only be permitted where it can be demonstrated that they have been vacant and marketed for at least two years (see para 13.5 above) and they are replaced by a mixed use development that includes light industrial premises suitable for use as jewellery workshops and residential uses, where appropriate. We will use planning obligations and conditions to ensure that premises are suitable for jewellery uses in terms of design, layout and affordability.
- 13.8 Where proposals would increase total gross floorspace by more than 200 sq m, we will seek to negotiate up to 50% of the additional floorspace as affordable premises suitable for the jewellery sector and housing, in accordance with policy DP1 on mixed use development. When the provision of workspace is not possible due to the nature of the site or the development, we will seek a financial contribution towards support for the jewellery industry. The requirement to provide workspace will be determined by the supply of such space in the area. Where considered appropriate, contributions towards training and support activities for industry in Hatton Garden may be sought in lieu of workshop provision. The level of contribution will be related to the area of workspace that would otherwise have been expected.

Live/work premises

- 13.9 It is recognised that combined live/work units can provide a valuable contribution to the range of business premises and may enable certain sites to remain in employment use. The Council will allow live/work developments where they do not result in the loss of sites that are suitable for continued business use or where they would involve the loss of permanent housing. The circumstances where continued business use would be required are detailed above in para 13.3. Planning conditions or obligations will be used to secure an element of workspace within live/work premises to ensure that a suitable working environment is provided and retained. Live/work units will be treated in the same way as housing for the operation of all other policies in this document and Camden's Core Strategy, including those on the provision of affordable housing and parking.
- 13.10 Developments of multiple live/work units will require careful management to ensure that they can become economically successful. Management could be provided by a housing association, a business support enterprise, academic/research institution or a private management company. Applicants should provide details of management arrangements for proposed live/work premises.

Definitions

13.11 Throughout this section the terms ‘business’ and ‘employment’ are used to refer collectively to the following uses:

- offices, research and development, and light industry (Use Class B1);
- general industrial uses (Use Class B2);
- storage and distribution (warehousing) (Use Class B8);
- other unclassified uses of similar nature to those above, such as depots or live/work (classed as sui generis).

Key evidence and references

- Camden Employment Land Review 2008
- Camden Business Survey (within the Employment Land Demand Study) 2004
- Camden Jewellery Sector Investment Plan 2005
- Camden Economic Development Strategy 2009
- Demand for premises of London’s SMEs; LDA 2006
- European Commission Recommendation 2003/361/EC: SME Definition
- Industrial Capacity Supplementary Planning Guidance to the London Plan; March 2008
- Planning Policy Statement (PPS) 4 – Planning for Sustainable Economic Growth; CLG; 2009



DP15. Community and leisure uses

- 15.1 Camden’s Core Strategy policy CS10 – *Supporting community facilities and services*, sets out our overarching approach to protecting and providing the community facilities that meet the needs of Camden’s growing population. Policy DP15 helps to deliver the Core Strategy by providing our detailed approach to the protection of existing community and leisure facilities and on contributions towards the provision of new facilities. This policy should be read alongside Core Strategy policy CS10.
- 15.2 Community facilities include childcare facilities, all educational and training facilities, healthcare facilities, policing facilities, youth facilities, libraries, community halls, meeting spaces, places of worship, public conveniences and other use in Use Class D1 that provide a service to the local community. Leisure facilities include cinemas, music venues, theatres, leisure centres, indoor and outdoor sports facilities and other relevant uses. Please see policy DP31 for our detailed approach to the provision of open space.

DP POLICY

DP15 – Community and leisure uses

To help to meet increased demand for facilities, the Council will expect:

- a) developments that result in any additional need for community or leisure facilities to contribute towards supporting existing facilities or providing for new facilities; and
- b) suitable developments to make rooms available for local community groups to use or hire at a discounted rate, particularly where a development displaces or replaces a community facility.

The Council will protect existing community facilities by resisting their loss unless:

- c) a replacement facility that meets the needs of the local population is provided; or,
- d) the specific community facility is no longer required in its current use. Where this is the case, evidence will be required to show that the loss would not create, or add to, a shortfall in provision for the specific community use and demonstrate that there is no demand for any other suitable community use on the site. Where this is successfully demonstrated, the Council’s preferred new use will be affordable housing.

The Council will protect existing leisure facilities by resisting their loss unless:

- e) adequate alternative facilities are already available in the area, and therefore no shortfall in provision will be created by the loss; or
- f) the leisure facility is no longer required and it can be demonstrated that there is no demand for an alternative leisure use of the site that would be suitable.

The Council will resist the loss of premises that are suitable for continued theatre use.

New community and leisure uses must be:

- g) close or accessible to the community they serve;
- h) accessible by a range of transport modes, in particular walking, cycling and public transport;
- i) located in the Central London Area or in the Town Centres of Camden Town, Swiss Cottage/Finchley Road, Kilburn, West Hampstead or Kentish Town if they are expected to attract larger numbers of visitors.

New community facilities must be provided in buildings which are flexible and sited to maximise the shared use of premises.

Providing new community and leisure facilities to meet the needs of a growing population

- 15.3 Developments can lead to increased pressure on Camden’s existing community facilities and infrastructure, either cumulatively or individually. The Council will expect schemes that create additional demand for community facilities to make an appropriate contribution to the provision of community facilities on-site or close to the development. When assessing the impact of new development the Council will consider:
- existing community facilities accessible to the development and their available capacity;
 - the likely number of future occupants;
 - the needs of community service providers operating in the area (public and community) and their accommodation requirements;
 - whether community or leisure facilities are proposed within the new development.

- 15.4 To ensure any short-fall in provision created by the development is addressed, we will seek, as appropriate:

- the provision of a new facility on the development site;
- improvements to an existing facility close to the development;
- contributions towards the running costs and maintenance of nearby facilities.

For more information on our approach to planning obligations please see our Camden Planning Guidance supplementary document.

- 15.5 Some uses, in particular serviced offices, hotels and educational premises, can be suitable for occasional use by a range of local community groups. Where a community or leisure facility has been redeveloped to provide any of the above uses, the resulting development will be expected to allow community groups to access rooms or facilities at a discounted rate.

Protecting community uses

- 15.6 Community facilities provide opportunities for residents to meet, share their interests and access services such as education, health care and family support. We will protect existing community facilities to ensure that Camden’s residents have access to a range of buildings and facilities for community use. Proposals involving the loss of a community facility will need to:
- provide a replacement facility that meets the needs of the local population in an appropriate location; or
 - show that the loss would not create, or add to, a shortfall in provision for the specific community use; and
 - provide marketing evidence to show that the premises have been offered at a reasonable charge to community groups or voluntary organisations over a 12 month period. Existing community facilities should be offered to potential new users on the same financial basis as that of the previous occupant. If there were no recent users, the space should be offered at an appropriate rate for community groups/voluntary sector organisations.
- 15.7 We will also resist the loss of local pubs that serve a community role (for example by providing space for evening classes, clubs, meetings or performances) unless alternative provision is available nearby or it can be demonstrated to the Council’s satisfaction that the premises are no longer economically viable for pub use.
- 15.8 Sites in community use generally have a relatively low capital value compared with housing sites. In cases where a community use ceases and it has been successfully demonstrated that there is no local need or demand for its continued community use, the Council’s preferred use will be affordable housing. We will seek the maximum reasonable amount of affordable housing in accordance with Development Policy DP3, having regard to financial viability. We will expect the proportion of affordable housing to reflect the value of the development site in its former community use.



Protecting leisure uses

- 15.9 The Council is opposed to any reduction in the provision of leisure facilities because of their contribution to our quality of life and to Camden's cultural character. Where a replacement leisure facility is to be provided, the applicant should demonstrate to the Council's satisfaction that the replacement facilities are at the same standard or better than those lost, and that the new location will be easily reached by the users of the facility. Proposals involving the loss of a leisure facility should demonstrate that adequate alternative facilities are already available in the area, and therefore that no shortfall in provision will be created by the loss. They should also show that the site cannot be used for an alternative leisure use, either because there is no demand, or because the location is no longer suitable for leisure uses.
- 15.10 We recognise the contribution that theatres make to Camden's character both in Central London and in our town centres, where they have important cultural and leisure roles. Therefore, we will protect theatres that are suitable for continued theatre use from being converted to another leisure use or any other use.

Location and impact of new community and leisure uses

- 15.11 It is important that Camden's community and leisure facilities are located close to the people who use them. Locating these facilities where they are easily reached by a choice of means of transport, particularly walking, cycling and public transport will enable as many people as possible to have access to them. Central London and our town centres are appropriate locations for community and leisure uses, particularly those that may attract large numbers of people, as they are generally easily reached by a range of means of transport. Smaller facilities which will attract people from a local area should be located within their catchment area or in other locations where they are easily reached by the community they serve.
- 15.12 New community and/or leisure uses should not harm residential amenity, the environment or transport networks in line with all the policies in this document. They must also be consistent with their surroundings in terms of scale, character and mix of uses.

Key evidence and references

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

Promoting sustainable and efficient transport

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

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

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



DP16. The transport implications of development

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

DP POLICY

DP16 – The transport implications of development

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

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

Movements to, from and within a site

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

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

Transport capacity

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

Transport assessments

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

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



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

Travel Plans

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

Other management plans

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

Safe pick-up, drop-off and waiting areas

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

Key evidence and references

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

DP17. Walking, cycling and public transport

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

DP POLICY

DP17 – Walking, cycling and public transport

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

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

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

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

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

Footpaths and cycle routes

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

Other features for pedestrians and cyclists

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





Buses

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

Provision for interchange between transport modes

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

Key evidence and references

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

DP18. Parking standards and limiting the availability of car parking

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

DP POLICY

DP18 – Parking standards and limiting the availability of car parking

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

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

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

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

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

The Council will:

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

Car-free development

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

Parking standards

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





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

Cycle parking

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

Car clubs and pool cars

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

Low emission vehicles

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

Key evidence and references

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

DP19. Managing the impact of parking

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

DP POLICY

DP19 – Managing the impact of parking

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

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

The Council will require off-street parking to:

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

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

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



On-street car parking

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

Creating private off-street car parking

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



Public off-street car parking

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

Removing off-street car parking

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

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

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

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

Key evidence and references

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



DP20. Movement of goods and materials

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

DP POLICY

DP20 – Movement of goods and materials

Minimising the movement of goods and materials by road

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

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

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

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

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



Minimising the movement of goods and materials by road

Movement of goods by rail and water

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

Efficient freight movement

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

Cycle freight

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

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

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

Moving goods and materials on appropriate roads

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



Accommodating goods vehicles on site

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

Construction management plans

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

Effective management of servicing and deliveries

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

Key evidence and references

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

DP21. Development connecting to the highway network

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

DP POLICY

DP21 – Development connecting to the highway network

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

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

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

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

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



Map 1: Road Hierarchy



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Works affecting highways

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

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

Adoption of highways

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

Key evidence and references

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