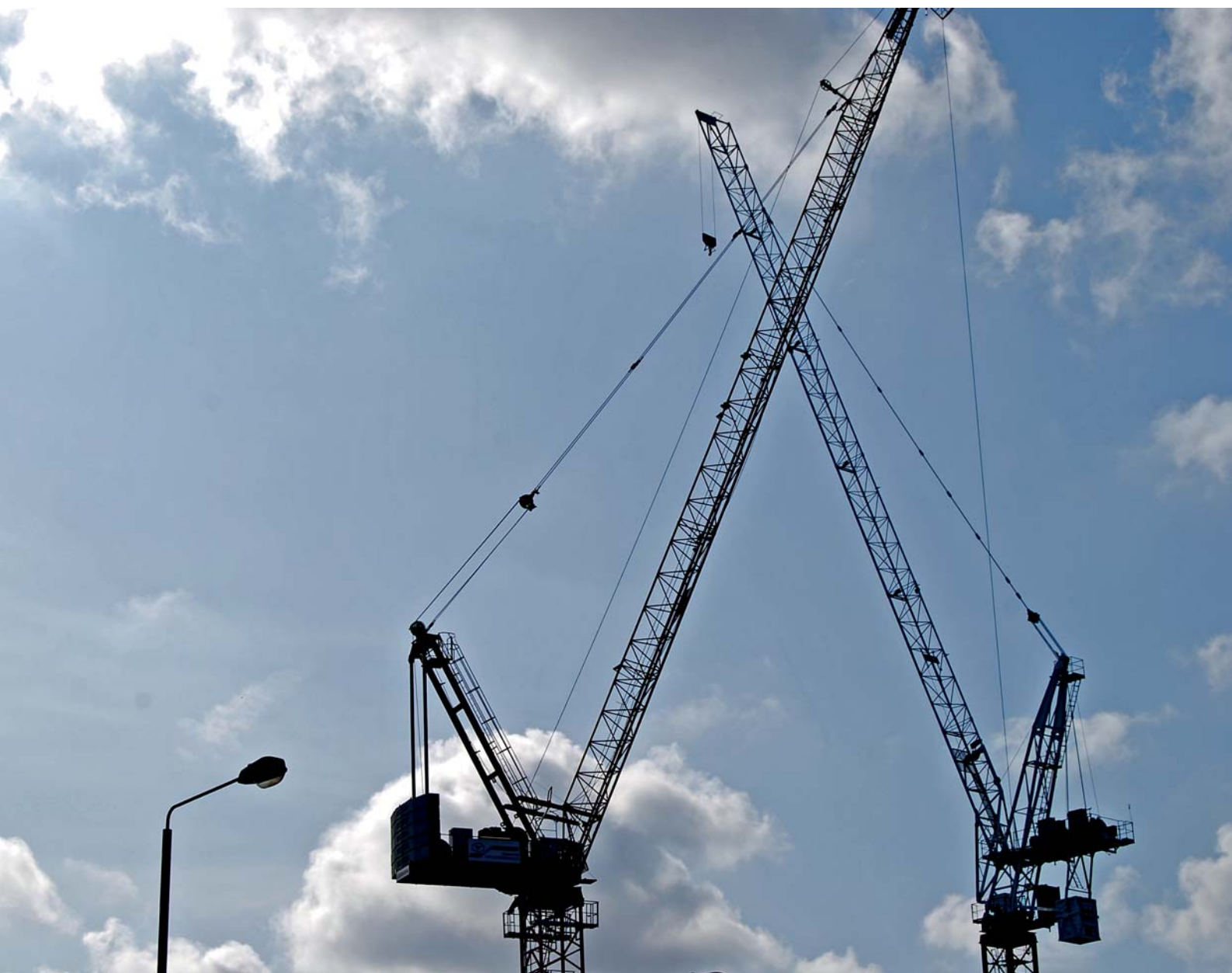


Camden Planning Guidance

# Planning obligations

London Borough of Camden

CPG **8**



July 2015



## CPG8 Planning obligations

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## 1 Introduction

### What is Camden Planning Guidance?

- 1.1 We have prepared this Camden Planning Guidance to support the policies in our Local Plan documents. This guidance is therefore consistent with our adopted Core Strategy and Development Policies, and forms a Supplementary Planning Document (SPD) which is an additional material consideration in planning decisions.
- 1.2 The Council adopted CPG8 Planning obligations on 7 September 2011 following statutory consultation. This document has been subject to two updates:
  - Updated 25 February 2015 to take into account Camden's Community Infrastructure Levy (CIL) Charging Schedule following independent examination. Camden's CIL charging schedule came into effect on 1 April 2015.
  - Updated 17 July 2015 to include revised guidance for employment and business support.

Details on these updates and the consultation process are available at [camden.gov.uk/cpg](http://camden.gov.uk/cpg).

### What does this guidance cover?

- 1.3 The purpose of this guidance is to provide an indication of what may be required when the Council considers that a development proposal needs a planning obligation to be secured through a legal agreement. Planning obligations can be used positively and to address some of the negative impacts of development which would otherwise make a development unacceptable. This guidance also sets out how planning obligations will be operated alongside the Community Infrastructure Levy.

### When will it apply?

- 1.4 This guidance applies to all development where proposals are likely to be subject to planning obligations under Section 106 of the Town and Country Planning Act 1990 (as amended). In dealing with planning applications, local planning authorities consider each proposal on its merits and reach a decision based on whether the application accords with the development plan, unless material considerations indicate otherwise. Where applications do not meet these requirements, they may be refused.
- 1.5 In some instances, however, it may be possible to make development proposals which might otherwise be unacceptable, acceptable through the use of planning conditions or, where this is not possible, through planning obligations. Where there is a choice between imposing conditions or entering into a planning obligation a condition will be used.

- 1.6 The use of planning obligations is an important tool in managing the impacts of development and assisting the delivery of necessary infrastructure to support the London Plan and Camden's Local Plan documents. They will be used to ensure that the strategic objectives of the Core Strategy and Development Policies are met through requirements attached to individual development proposals.
- 1.7 The use of planning obligations is specifically required through policy CS19- Delivering and monitoring the Core Strategy although other Development Policies may be used to justify an obligation, particularly those relating to affordable housing, sustainability and transport. Further site specific requirements are set out in our adopted Site Allocations DPD. This guidance is intended to provide general advice on how planning obligations operate. Large scale developments generally have more significant and complex obligations attached to them, but obligations may also be applied to small scale developments to achieve measures such as car free housing or to manage the impacts of construction.

## 2 Background

### Infrastructure to support new growth

- 2.1 In order to deliver growth and ensure development is implemented in a sustainable way it is essential that the necessary infrastructure is in place to support and enhance this development. This applies both to the direct infrastructure needs of development sites such as highway works and landscaping, but also the cumulative impacts of additional development on infrastructure such as schools, transportation, open spaces and community facilities.

### National planning context

- 2.2 The legislative framework for planning obligations is set out in Section 106 of the Town & Country Planning Act 1990 (as amended).
- 2.3 Further legislation is set out in Regulations 122 and 123 of the Community Infrastructure Levy (CIL) Regulations 2010 (as amended). Government policy on planning obligations is set out in Paragraphs 203 to 205 of the National Planning Policy Framework (NPPF) (March 2012).
- 2.4 Regulation 122 and Paragraph 204 of the NPPF set out the following tests that must be satisfied in order for obligations to be used to allow planning permission to be granted for development proposals:
- the obligation must be necessary to make the development acceptable in planning terms;
  - the obligation must be directly related to the development;
  - the obligation must be fairly and reasonably related in scale and kind to the development.

### The Community Infrastructure Levy

- 2.5 The Community Infrastructure Levy (CIL) is a charge which local authorities will be able to collect on new developments in their area. It is based on a formula relating to the type and size of development and is collected when planning permissions for new developments are implemented. The 2008 Planning Act introduced the power to allow a levy to be charged on property developers to raise funds for infrastructure. For the purposes of the Act infrastructure includes: roads and other transport facilities, flood defences, schools and other educational facilities, medical facilities, sporting and recreational facilities and open spaces. The CIL will generate funding to deliver infrastructure projects that support residential and economic growth, provide certainty for future development, and benefit local communities.
- 2.6 Camden commissioned an Infrastructure study to be carried out by URS planning consultants in 2012. This sets out most of the infrastructure which will be needed to support new growth in Camden.

- 2.7 The study looked at the whole range of infrastructure which may be needed under the general headings of social infrastructure (including education, health, sports/leisure, open spaces, libraries, employment training and community facilities), utilities (water energy, telecommunications, sewerage flood risk, policing ambulance and fire services) and transport (roads, public realm, walking/cycling provision and public transport). Taking into account other funding sources a funding gap of at least £280 million was identified until 2026. This included £55-60M for schools, £22M for community facilities, £60M for health, and £140M for transport. This study was used to as part of the evidence to justify introducing a CIL in Camden. An update to the Infrastructure study has been carried out which was published in February 2015.
- 2.8 The CIL regulations also scale back the scope of section 106 legal agreements so that financial contributions from only 5 obligations entered into after April 2010 can be pooled for the same type of infrastructure or project. This restriction will apply from 1 April 2015 when Camden introduces its CIL charging schedule. Affordable housing contributions are not affected by these changes, but some forms of contributions for local infrastructure such as school places or open space may in future be funded through the CIL.

#### **Development Plan policies supporting planning obligations**

- 2.9 The content and nature of any legal agreements in Camden needs to be considered having regard to the London Plan and Camden's Core Strategy and Development Policies. London Plan Policy 8.2 (Planning Obligations) states:
- '...C. Development proposals should address strategic as well as local priorities in planning obligations.
- D. Affordable housing; supporting the funding of Crossrail (see Policy 6.5) where this is appropriate; and other public transport improvements should be given the highest importance. Where it is appropriate to seek a Crossrail contribution in accordance with Policy 6.5 (of the London Plan), this should generally be given higher priority than other public transport improvements.
- E. Importance should also be given to tackling climate change, learning and skills, health facilities and services, childcare provisions and the provision of small shops....'
- 2.10 The use of planning obligations has an important role to play in meeting the strategic objectives of the Council's Core Strategy and in particular ensuring that the infrastructure is provided to support new growth, meet Camden's needs for new homes jobs and facilities, and to provide an attractive and sustainable environment as in policy CS19 – Delivering and monitoring the Core Strategy.
- 2.11 This states the Council will:



- work with relevant providers to ensure that necessary infrastructure is secured to support Camden's growth and provide the facilities needed for the borough's communities. Information on the key infrastructure programmes and projects in the borough to 2025 are set in Appendix 1;
- use planning obligations, and other suitable mechanisms, where appropriate, to:
  - support sustainable development,
  - secure any necessary and related infrastructure, facilities and services to meet needs generated by development, and
  - mitigate the impact of development ...'

### **Use of planning obligations**

- 2.12 Camden will still use planning obligations where appropriate to mitigate the negative impacts of development which would otherwise not be acceptable through:
- Restricting the development or use of the land in any specified way;
  - Requiring specified operations or activities to be carried out in, on, under or over the land;
  - Requiring the land to be used in any specified way; or
  - Requiring a sum or sums to be paid to the authority on a specified date or dates periodically.
- 2.13 Unless it is stated otherwise, planning obligations run with the land in perpetuity and may be enforced against the original covenantor, and anyone else that acquires an interest in the land, until such time as they are discharged or otherwise modified. A planning obligation must be by a deed and is registered as a local land charge and can only be secured through the following ways:
- Bi-lateral Section 106 agreements between local planning authorities, persons with a legal interest in a piece of land and any other interested parties
  - Unilateral planning obligations, sometimes call "unilateral undertakings" (UUs) signed solely by parties with a legal interest in the land or other interested parties. These are used when only the owner/ mortgagee/ developer (and not the Council) are to be bound by the agreement.
- 2.14 As proposals differ in terms of scale, nature, location and impacts the relative priorities of obligation types will differ on a case-by-case basis. What may be required will be established through the key policies and associated planning guidelines. When assessing the scope of planning obligations the Council will also take into account the range of other benefits provided by a particular development and financial viability issues.

- 2.15 In some cases developers may wish to argue as a background consideration that the economic viability of their development may be compromised by the range and/or scale of any CIL and the obligations being sought. The Council will expect developers to co-operate on an “open book” basis to provide information to demonstrate these circumstances. Developers should always make themselves aware of the Council’s policies at early stage, so that the policy requirements and potential costs of a CIL and obligations are fully factored into any land purchase or development decisions.
- 2.16 Housing is the identified priority land use of the Core Strategy and the delivery of affordable housing will be a high priority in terms of planning obligations. This also accords with the London Plan. The local impacts of individual and cumulative schemes on the local environment and local community infrastructure, and how they are designed and integrated physically and socially with existing neighbourhoods are also very important issues.
- 2.17 Where the impacts of a use and/or a design go beyond the immediate boundary of the site then these will need to be addressed and this may be through the use of planning obligations. The Council encourages developers to initiate and carry out local consultation where appropriate and take into account local issues in drawing up their detailed proposals. The use of forums such as the Development Management Forum can also be useful in presenting potential schemes and identifying local issues. Design and Access Statements will be useful tools for developers to assess how their development integrates with local areas in terms of local streets, public spaces and local facilities.

### **Interaction between CIL and planning obligations**

- 2.18 Many planning obligations will be non-financial. However, Regulation 123 of the CIL Regulations indicates that in the future planning obligations cannot be sought to secure infrastructure projects or types of infrastructure that will be wholly or partly funded by the CIL.
- 2.19 The Council will publish a ‘Regulation 123’ list of infrastructure projects or types of infrastructure that it intends will be, or may be, wholly or partly funded by CIL. When the Camden CIL Charging Schedule and the Regulation 123 list are adopted by the Council, funding for the specific types of infrastructure or projects on the list cannot therefore be sought through section 106 planning obligations.
- 2.20 The provision of affordable housing currently lies outside of the remit of CIL and will continue to be secured through planning obligations. Planning obligations will also continue to be used for local infrastructure requirements directly related to development sites, such as provision of open space and landscaping on or in the immediate vicinity of a site, habitat protection, and highways works to make development acceptable in planning terms.

- 2.21 The principle is that all eligible developments must pay towards CIL as well as – by way of a s106 Agreement – contributing to the costs of any site specific requirements that are necessary to make the development acceptable in planning terms, while adhering to the provisions of Regulations 122 and 123 of the CIL Regulations 2010.

<b>Mechanism</b>	<b>Details</b>	<b>Use</b>
CIL	A standard charge per square metre of all chargeable development as set out in the Charging schedule.	To secure financial contributions for Borough-wide infrastructure as specified in the Regulation 123 list which will be likely to include generic projects for transport, education open space and community facilities
Planning Obligations	Measures required to mitigate the site-specific impacts of development. These could include non-financial obligations and financial contributions.	Affordable Housing Infrastructure to address the site specific and related impacts of development and which is not included in Regulation 123 list  Non-financial obligations such as management plans, or car-free restrictions.

- 2.22 The CIL regulations allow collecting authorities to accept land in lieu of a CIL payment. It is not envisaged that Camden will make use of this provision. The regulations also permit the provision of infrastructure as payment towards a CIL. Camden intends to use this power only sparingly and in genuinely exceptional cases where it can be demonstrated that the payment will secure the delivery of a transformative strategic infrastructure project e.g. though the unlocking of the development potential of a particular area.

## **General procedures**

### **Pre-application stage**

- 2.23 The Council offers a formal pre-application advice service to assist potential applicants when proposals are being drawn up and applicants should familiarise themselves with adopted policies and this

supplementary guidance. The pre-application service will be useful in identifying areas that may be subject of planning obligations prior to submission of a planning application.

- 2.24 Where formally required, supporting documents such as a Design and Access Statement, an Environmental Statement and a Transport Assessment will be expected to consider the relevant range of impacts of the proposed development and set out measures proposed to deal with them. Indeed on larger development applicants will be expected to provide a statement setting out their planning obligations strategy. It is therefore important that local consultation takes place on larger schemes to identify these local impacts and issues and how they will be addressed.

### **Application stage**

- 2.25 The final content and scope of planning obligations will be negotiated through the planning application process which will be carried out by the Council's Development Management Team. Applicants will be expected to enter into an agreement based on the Council's standard agreement and clauses.
- 2.26 Once an application is identified as potentially requiring one or more planning obligations, the Council's legal team will be instructed to produce an early "without prejudice" draft for discussion. Applicants will be required to provide contact details of their advisors as soon as possible in the application process. The Council's legal team will require a legal undertaking from the applicant's advisors to cover the cost of drafting the legal agreement as well as any relevant disbursements, e.g. Land Registry title information.
- 2.27 The Council will take the implementation costs of any obligations into account and will expect there to be a neutral impact on Council expenditure and resources. Obligations may need to include fees or associated costs for delivery of obligations where such costs fall to the Council.

### **After planning permission has been granted**

- 2.28 When planning permission has been granted and the legal agreement issued, copies of the documentation will be forwarded to the Council's Planning Obligations officers. Officers will maintain a record of the planning obligation requirements and will monitor the implementation of the legal agreements signed by developer. It is important that notices of implementation, any plans, payments or other details required through a legal agreement should be sent to the planning obligations officer in the first instance.

### **Costs and charges relating to planning obligations**

- 2.29 In addition to any related fees or contributions owed under specific obligations such as highways works, as a principle the Council will also seek to recover all of its costs in relation to the preparation , monitoring,

administration and processing of planning obligations and the work arising out of them. These charges fall into two categories

- (i) those relating to work undertaken by legal and other officers in preparing the legal agreement containing the obligations (“Legal and Preparation Charges”) and
- (ii) those relating to work undertaken by officers in processing, monitoring and implementing obligations contained in the Agreement (“Processing and Monitoring Charges”).

Charges will be based on a standard Charging Schedule referencing the number of Heads of Terms in an Agreement and have been agreed by Cabinet under its functions agreeing Council fees and charges.

### **Legal and preparation charges**

- 2.30 To facilitate preparation of consistent agreements standard legal templates can be made available to give an indication of the likely format of an agreement, but the final drafting will be carried out by Camden Legal Services and a charge will be levied. Legal and Preparation Charges are contained in a schedule of fees agreed by the Council's Cabinet on an annual basis and available on the Council's website or from Camden Legal Services upon request. All Legal and Preparation Charges will be payable prior to or at the time that a Section 106 agreement is completed.

### **Processing and monitoring charges**

- 2.31 The processing, monitoring and implementation of planning obligations before and after completion of the Agreement requires the input of significant Council resources. This relates to a range of activities which arise directly from the grant of planning permission for development and are necessary to ensure that details of measures required to mitigate the development impacts are submitted and approved, and the measures are properly carried out.
- 2.32 Costs associated with this work are distinct from any costs associated with processing a planning application and legal fees for preparation of the Agreement, and in many cases will be ongoing after a development has been implemented and would not have arisen were it not for the specific planning impacts of the development and related obligations. Hence it is appropriate that Processing and Monitoring charges relating to such obligations are borne by the developer.
- 2.33 Examples of activities carried out by the Council to facilitate planning obligations are:
- Ensuring the details of all agreements are accurately recorded on a database and Monitoring agreements (including site visits to check for implementation, as necessary);
  - Correspondence associated with requirements and payment of financial contributions (including index linked calculations);

- Receipt and monitoring of financial contributions and reminders/enforcement action taken if appropriate; and ensuring that contributions are spent in accordance with the terms of agreements including any expenditure deadlines:
- Coordinating and assessing discharge of both non-technical and technical plans and strategies (e.g. sustainability and energy efficiency plans)
- The assessment, inspection and supervision of related plans and proposals to manage impacts arising during construction and, where necessary, liaising with developers, contractors and neighbours to put in place additional measures to alleviate local resident concerns.
- The project management and delivery of specific obligations for which contributions have been made in lieu of meeting on-site requirements and require Council resources to implement, such as off-site affordable housing.

- 2.34 Current Processing and Monitoring Charges have been established by taking into account financial and non-financial clauses and reflect the size and potential complexity of the agreement. In respect of significant major schemes and the delivery of certain obligations bespoke charges will be negotiated with reference to the scale and complexity of the agreement, the nature of the obligations and the resources likely to be required.
- 2.35 For Minor schemes the Processing and Monitoring Charge per head of term is currently £531 and for Major Schemes the Processing and Monitoring Charge per head of term is £745. These charges will be subject to review and will increase on an annual basis by up to 3%, to be determined by using the relevant indices published by ONS as part of the annual review of Council fees and charges. Any increases in fees and charges over 5% are subject to Cabinet approval. Like legal fees, Processing and Monitoring charges are payable prior to or upon completion of the Section 106 legal agreement. There may be some limited circumstances where the level of monitoring charge may be reviewed if warranted.
- 2.36 Separate fees in the form of contributions payable through section 106 agreements may be negotiated where warranted and are considered necessary in planning terms and directly related to development where further costs of technical verification, inspection and ongoing supervision are likely to be incurred as a direct result of a particular development. Examples of obligations which may necessitate a contribution for implementation include construction management plans and basement construction plans. Further information on construction management plans is available in CPG6 Amenity and further information on basement construction plans is available in CPG 4 Basements and lightwells.

### **Financial obligations**

- 2.37 In most cases, financial obligations are intended to provide infrastructure to serve the occupiers of a development, or to provide for works that will

mitigate the local impacts of development. To ensure that the necessary measures are in place prior to or as soon as possible after occupation, all Section 106 financial obligations related to a development will be payable when implementation of the development commences, when CIL liability also takes effect. This principle will apply unless an alternative arrangement is specified in the legal agreement and is in accordance with other parts of this guidance or is otherwise justified by the particular characteristics of the development or the obligation.

- 2.38 The Council will not normally accept clauses in agreements that place unrealistic time constraints on expenditure of funds. Projects such as transport infrastructure can take many years to deliver. Rather, the Council's usual approach will be for the agreement to specify that monies should be spent on an agreed scope of works and the Council will work with developers and landowners to carry out those works in deliverable time periods.





## **4 Community facilities**

- 4.1 Community facilities include childcare, education and training, healthcare, police stations, fire stations, youth provision, libraries, community halls, meeting spaces, places of worship, public conveniences and other similar uses that provide a service to the local community. Leisure facilities include cinemas, music venues, theatres, leisure centres, indoor and outdoor sports facilities and other similar uses.
- 4.2 Core Strategy policy CS10 – Supporting community facilities and services, sets out the Council’s overarching approach to protecting and providing the community facilities that meet the needs of Camden’s growing population. Development Policy DP15 – Community and leisure uses helps to deliver the Core Strategy by providing information about the detailed approach that will be taken to protect existing community and leisure facilities and the expectation that schemes which create additional demand for community facilities to make an appropriate contribution towards community facilities on-site or close to the development.

### **Education**

- 4.3 Education infrastructure is an integral component of balanced and sustainable communities. CIL funds will generally be used to address the cumulative impacts of developments on school places. The Children, Schools and Families department of the Council (or other appropriate education providers) may as part of infrastructure programming, require funds to expand school places where they are necessary to meet growing population needs and to support new development.
- 4.4 These kind of projects in most cases may be set out the Regulation 123 list. On large scale major sites it may be necessary to provide schools or land for schools directly on site or nearby to address the direct impacts of the development. This type of site specific provision will generally be secured through planning obligations where legitimate.

### **Other community facilities**

- 4.5 There are a number of community centres and recreation facilities including meeting halls and spaces, libraries and indoor sports halls across Camden, and such centres provide an important component of daily life for a significant section of the population. These can help to enhance quality of life, improve personal health and well-being, deliver a sense of community and help to reduce crime.
- 4.6 New residential or commercial development which generates or attracts significant numbers of people to an area may require new provision or lead to an increased demand on existing community facilities near to a site. The provision of these facilities is important in supporting new growth as recognised in planning policies. CIL funds will generally be used to address the cumulative impacts of development on community

facilities. Services providers may as part of infrastructure programming require funds to provide new or improve community facilities where they are necessary to support new growth.

- 4.7 In exceptional cases where a community facility is to be lost as a result of a development, or a development generates the need for increased facilities the Council will normally expect it to be provided on the development site or for alternative provision to be made in the locality.
- 4.8 Where this is not possible the Council may seek a financial contribution based on the cost of provision of a replacement facility. In cases where a community facility is provided the Council will prescribe a specification for the building to facilitate the occupation by community groups, which may include subsidised rents.
- 4.9 On large scale major sites it may be necessary to provide new community facilities or land for such facilities directly on site or nearby to address the direct impacts of the development. This type of site specific provision will generally be secured through planning obligations where legitimate.

### **Contributions to healthcare**

- 4.10 New development can lead to an increase in demand for new health care provision and put pressure on existing facilities and capacity to meet the health care needs of local residents, workers and visitors to the borough. It is appropriate for those carrying out major new development in Camden to make a contribution towards the provision of health care, particularly local primary health care, if development generates or increases pressures on existing facilities.
- 4.11 The Council will consult with statutory healthcare providers in the area to identify the healthcare needs likely to be generated by a development. CIL funds can be used to address the cumulative impacts of development on health facilities. Separate planning obligations and contributions will not generally be sought for developments of less than 50 residential units but local circumstances will need to be assessed, e.g. loss of health facilities.
- 4.12 In schemes of more strategic importance where significant numbers of visitors or workers are going to be generated, in addition to a new residential population, there will be a need for developers to carry out an assessment of the health implications of the development and its impact on local health services.
- 4.13 On large scale major sites it may be necessary to provide health facilities or land for such facilities directly on site or nearby to address the direct impacts of the development. This type of site specific provision will generally be secured through planning obligations where legitimate.

## 10 Transport

### Car free and car capped housing

- 10.1 In order to encourage use of other types of transport and reduce parking stress the Council will use legal agreements to make development car free or car capped. This will limit the number of new residents from being able to obtain on-street parking permits (unless the resident is the holder of a disabled persons badge issued pursuant to Section 21 of the Chronically Sick and Disabled Persons Act 1970.)
- 10.2 Agreements will require the owner of the property to inform the Council's Planning Obligations officer in writing of the official postal address of the property (as issued and agreed by the Council's Street Name and Numbering Department) and to clearly identify the unit number of the car free units specified in the legal agreement before the development is occupied. The owner will also be required to inform any occupants of the property of any car free restrictions (in writing). Please refer to CPG7: Transport on car free and car capped developments for an explanation why the Council imposes these restrictions.
- 10.3 Once planning permission is granted which includes a car free restriction, a copy of the agreement will be passed to the Council's permit issuing team who will maintain a record of properties excluded from obtaining a parking permit. In cases where part of the property is subject to a car free restriction no parking permits will be issued until the owner or developer has clarified in writing with the Council's Planning Obligations officer the official postal address of the property and identified the unit(s) to which the car free restriction applies.

### Travel plans

- 10.4 The Council may use legal agreements to require travel plans to manage the impacts of the development where these measures are deemed necessary to control the impacts of the development. A contribution may be sought to cover the staff costs for overseeing the implementation of these plans. Please refer to CPG7:Transport for further information on Travel Plans and Transport Assessments.

### Public transport contributions

#### a) Contributions towards Crossrail

- 10.5 The collection of funds for Crossrail is required under Policy 6.5 of the London Plan (Funding Crossrail and other strategically important transport infrastructure) which states that:
- 10.6 'In view of the strategic regional importance of Crossrail to London's economic regeneration and development, and in order to bring the project to fruition in a suitably timely and economic manner, contributions will be sought from developments likely to add to, or create, congestion on London's rail network that Crossrail is intended to

mitigate. This will be through planning obligations, arrangements for the use of which will be established at strategic level, in accordance with relevant legislation and policy guidance.'

- 10.7 In April 2013 Supplementary Planning Guidance was published by the Mayor explaining how this system will operate alongside the Mayor's Crossrail CIL. In Camden all office, retail and hotel development schemes in Central London and the Euston and Kings Cross Opportunity area which add more than 500sq m of floorspace will need to will need to pay a charge.

Use	Rate per sq m
Office	£140
Retail	£90
Hotels	£61

- 10.8 Applicants' are recommended to consult the 2013 Supplementary Planning Guidance note on the Use of Planning Obligations in the Funding of Crossrail, and the mayoral community infrastructure levy which can be viewed on the Greater London Authority web site.
- 10.9 In general terms, funds collected under the Mayor's CIL for office, retail and hotel uses (currently £50 per sq m) can be deducted from the section 106 charge. The charge will be collected by Camden on behalf of the Mayor. The negotiation of the contribution towards Crossrail will be carried out having regard to Policy 8.2 (Planning Obligations) in the London Plan.

#### **b) Other public transport contributions**

- 10.10 Where public transport provision is not adequate to serve a development (in terms of capacity, frequency, reliability, boarding points, access to boarding points and vehicles), and the absence of such provision would make a development unacceptable the Council may seek a contribution to public transport provision in accordance with the statutory tests. This will be assessed through the transport assessment. Please see CPG7: Transport on Assessing transport capacity.
- 10.11 The Council will therefore consider mechanisms such as those listed below to reconcile development proposals with the public transport services which will serve them:
- seeking contributions to existing provision so that they can serve the development better (examples could include enhancing pedestrian routes to stops, providing shelters, better seating and real-time information at stops, or increasing service frequencies); and
  - seeking contributions towards pooled funds to be used towards a particular provision or type of provision once accrued funds are adequate (examples could include funds for bus priority measures extending some distance along a route, for an extension to a route, or

for a co-ordinated series of measures across an area to make public transport safer at night).

- 10.12 The pooling of funds will be limited to 5 contributions per infrastructure project or type of infrastructure. The Council will generally consider seeking contributions towards facilities that assist the use of public transport services which have an existing or proposed boarding point within a convenient walking distance of the development. For bus services, a convenient walking distance is generally up to 400 metres. For rail services, a convenient walking distance is generally up to 800 metres. Funds will not be sought for transport projects which are in Camden's CIL funding list.

### **Pedestrian, cyclist and environmental improvements**

- 10.13 New developments also have wider impacts and may increase the demands on a transport network that at certain times already operates above capacity. Traffic problems include congestion, traffic intrusion (e.g. additional traffic on quiet lanes), road safety, air quality and the impact of additional traffic on other, especially vulnerable, highway users. Such development also increases the need to improve transport alternatives such as walking, cycling and public transport; this requires further investment so as to make these modes more attractive. Where these are site specific and necessary works to make a scheme acceptable they may be secured through planning obligations. Wider strategic and area-based network improvements will generally be addressed through the use of CIL funds.



**Figure 4. The financial contributions**

	<b>Capital cost</b>	<b>Maintenance</b>	<b>Design and Project Management</b>
<b>Self-contained homes in Use Class C3</b>			
One bedroom home	£385	£386	£46
Two bedroom home	£663	£561	£80
Three bedroom home	£1,326	£832	£159
Four bedroom home	£1,537	£921	£184
<b>Student housing, hotels and hostels</b>			
Single room	£297	£297	£37
Double room	£593	£594	£71
<b>Commercial/ higher education development in the Central London Area</b>			
Per 1,000 sq m	£1,265	£1,284	£152

- 11.14 Please refer to CPG 6 Amenity for the full explanation and worked examples.





Strategic Planning and Implementation

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