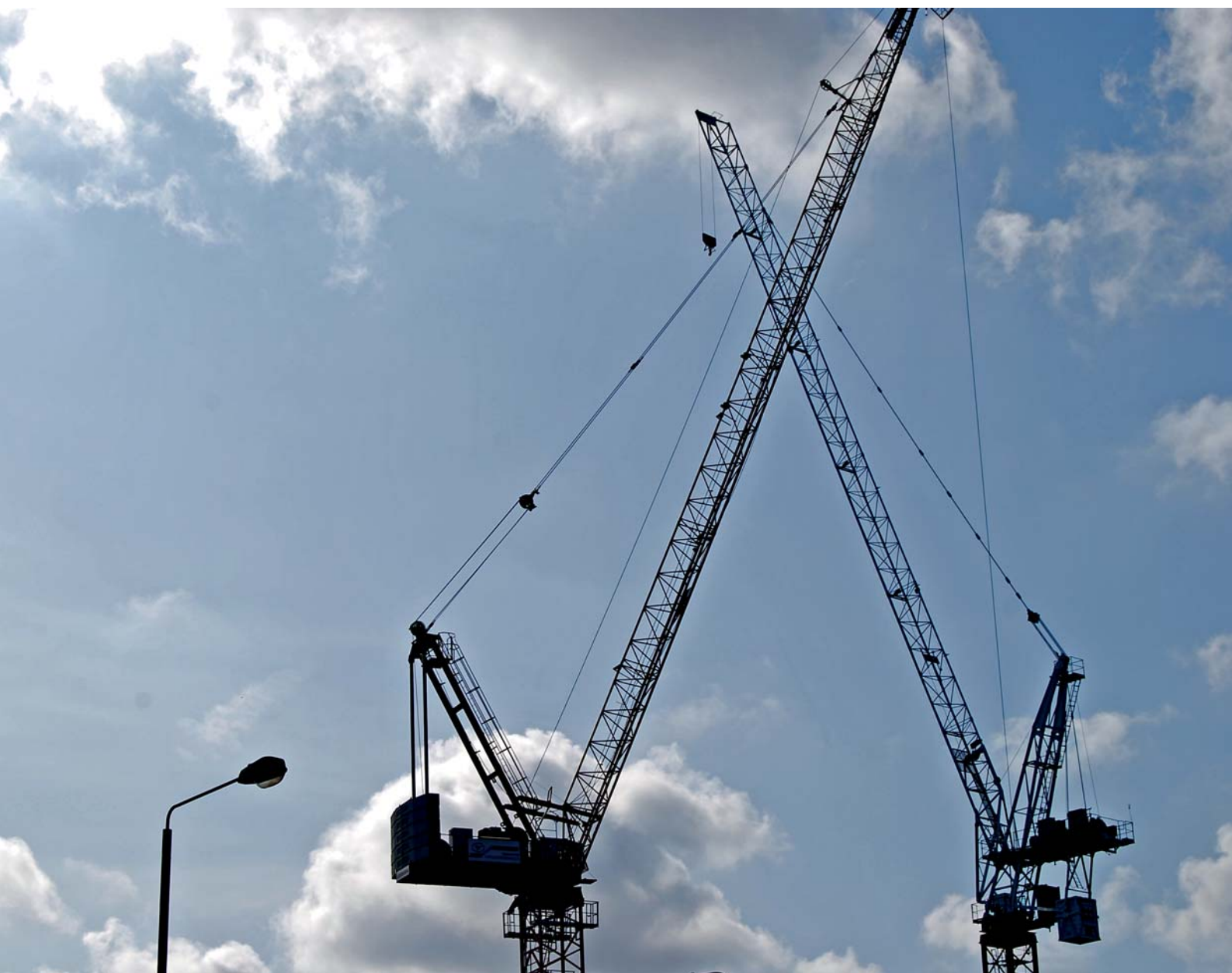


Camden Planning Guidance

Planning obligations

London Borough of Camden

CPG **8**



July 2015

CPG8 Planning obligations

1	Introduction.....	5
2	Background	7
3	Amenity	17
4	Community facilities.....	23
5	Design.....	25
6	Affordable housing and housing in mixed-use development ..	33
7	Sustainability	39
8	Employment and business support.....	43
9	Provision of flexible shops and business space	51
10	Transport.....	53
11	Provision of public open space	57

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.

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.

3 Amenity

- 3.1 Development can be positive, but it can also have a significant environmental impact on the amenity of those who live near the development site. It can sometimes cause general nuisance and disturbance, vibration, noise pollution and dust pollution. Development can also have an impact on the surrounding landscape and biodiversity.
- 3.2 The negative impacts of development on amenity can be short term and connected to the construction phase of the development, or they can be long term and connected to the day to day operation of the development. The negative impact of a development on the amenity of the surrounding area can normally be offset by good design, planning conditions and controls covered by other legislation.
- 3.3 Where these measures are not adequate to deal with the potential negative environmental impacts of a proposed development which is deemed generally acceptable, a Section 106 Agreement can be drawn up between the Council and the developer, requiring the developer to undertake certain actions to offset those impacts.
- 3.4 The Council will seek to manage the impact of development when considering a development proposal in line with Development Plan policies DP26 and DP28. However, certain aspects of demolition and construction have specific planning implications and may need to be addressed through planning conditions or planning obligations entered into through a Section 106 Agreement.
- 3.5 Depending on the complexity and potential impact of the proposal costs may be sought from the applicant to cover the additional costs to the Council of resourcing the necessary assessment and supervision of these plans and requirements.

Construction

- 3.6 Where demolition and construction is likely to affect local amenity, it is better to consider the environmental impacts at the planning stage and seek ways to minimise them. Many concerns can be addressed through adoption of a co-operative stance between all parties involved and developers should refer to and utilise the Considerate Constructors Scheme.
- 3.7 Many of the environmental impacts of construction works are covered by specific legislation to control pollution, maintain clean air and minimise disturbance. Because of this and other controls small construction projects cause relatively minor amounts of local disturbance and in most cases will not require a section 106 agreement to deal with construction management. However, in the case of large construction and demolition works, planning obligations may be used to minimise the environmental impacts and address the consequences of construction (e.g. to manage construction traffic and/or reinstate surfaces to a condition that existed prior to construction).

- 3.8 In most cases planning obligations will involve a demolition and/or construction management plan. Please refer to Camden Planning Guidance 6 Amenity, Section 8 for further detail on Construction Management Plans (CMPs). In these plans the developer undertakes to carry out the demolition or construction works in strict accordance with a plan approved by the Council. The plan may include provisions for phasing, sequential development, management of waste, controlling noise and access during construction. When drawing up the construction or demolition management plan the developer will be required to consult with officers of the Council, the police and local residents and businesses as relevant. Local businesses could also be used to supply materials and services in relation to development and construction in order to minimise travel distances and transport costs.
- 3.9 As outlined also in CPG4: Basements and lightwells measures to alleviate impacts may be secured through condition and/or section 106 agreement as appropriate. As many impacts occur beyond the application sites section 106 agreements will need to be used.
- 3.10 This may require the submission and approval of further plans and methodologies in advance of works starting. These will need to be submitted as soon as logistically possible e.g. on appointment of a contractor (who should be informed of and familiar with these type of requirements as part of a selection process), but well in advance of any works on site taking place. If the Council cannot approve the submitted material because it is inadequate or not enough time has been given then works cannot commence.
- 3.11 **All related plans must be prepared and submitted well in advance of works taking place and must be approved before any related works commence.**
- 3.12 The Council may require the developer to set up a Construction Working or Liaison Group in order to discuss, advise and, where appropriate, make recommendations to the developer in relation to construction management. The Working Group should be made up of an appropriate number of representatives from local residents and/or business associations, a nominee of the Council, and a project manager and/or Liaison Officer who will act as a point of contact between the local community and the developer.
- 3.13 A Construction Working Group can have an input into the Construction or Demolition Plan or Method Statement for Construction, which the developer must submit for the approval of the Council before implementation. The plan or statement should normally cover the following:
- the programme for construction works;
 - site conditions;
 - erection of hoardings and scaffolding;
 - time of operations;

- noisy activities;
- time of deliveries;
- dealing with construction traffic, vehicles and other likely traffic and parking issues;
- temporary road and footway closures and surfacing reinstatement/repair proposals; and
- consideration of complaints from the business and residential community.

- 3.14 Construction should proceed at all times in accordance with this plan or Method Statement and updated where appropriate to respond to changing circumstances. A pro-forma CMP is available on the Council's website at <http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-applications/making-an-application/supporting-documentation/planning-agreements.en>

Construction waste

- 3.15 The Council will seek to minimise the amount of waste generated by a development and to maximise the amount of waste that is reused or recycled. Developers should try to ensure that construction waste is minimised. Recycling of demolition waste can help reduce the amount of aggregates that have to be transported through London and contribute to the saving of resources.
- 3.16 Construction waste needs to be disposed of safely and the vicinity of the construction site should be kept in a clean and safe condition. The Council may require the developer to submit for approval a Construction Waste Management Plan separately, or as part of an overall Construction and Demolition Plan, which the Developer will be obliged to follow during the period of construction.

Noise

- 3.17 Noise pollution has a major effect on amenity and on quality of life in general. The Council will not grant permission for noise sensitive development in locations where there is noise pollution, unless appropriate attenuation measures are taken. Policy DP28 Noise and vibration sets out the acceptable thresholds for noise in relation to sensitive uses. If suitable separation cannot be achieved the Council will consider whether it is practical to control or reduce noise levels through the use of conditions, planning obligations or other environmental legislation.
- 3.18 Whilst design measures and planning conditions will often be sufficient to address noise impacts within the development site, planning obligations may require (including a financial contribution where legitimate):
- noise mapping;

- noise monitoring to identify the number of people adversely affected by noise from road traffic and railways, and to validate noise levels calculated by noise mapping; and/or
 - a post development survey to confirm that requisite measures have been implemented successfully.
- 3.19 In addition the Council may require a noise management plan through a legal agreement, which may require a developer to:
- put in place a scheme for the sound insulation of affected dwellings in order to safeguard amenity;
 - reduce noise at source, e.g. by vehicle fleet selection to minimise noise generated by individual vehicles such as delivery lorries, cars and railway vehicles;
 - implement off-site noise mitigation measures against traffic noise and vibration such as noise barriers and sound insulation of residential properties and other noise sensitive receivers;
 - provide and maintain off-site tree and landscape buffers;
 - put into operation a traffic management scheme to reduce road traffic noise; and/or
 - work with the local highways authority to implement requisite highways works and a maintenance programme incorporating provision of quieter road surfaces, such as porous asphalt.

Contaminated land

- 3.20 Contamination of the ground and underground water can affect human health, cause harm to the natural environment and damage buildings and underground services. The Council will require measures to remove unacceptable risk from contaminated land and thus make the site suitable for its new use by way of planning conditions.
- 3.21 Where a development includes any potentially contaminative uses the Council will expect proposals to be submitted to prevent future contamination of land or groundwater and may impose planning conditions to that effect. Land contamination issues must be fully addressed in any environmental assessment or statement to accompany a planning application.
- 3.22 For those developments in or adjacent to areas where objectives for land contamination are unlikely to be met by condition (i.e. where there is still a residual impact), the Council will require a section 106 planning obligation. The planning obligation will be directed towards measures designed to deal with the contamination, including during construction works, and to make the site suitable for its intended use.
- 3.23 The Council may require a financial contribution for:
- site investigation and remediation works which would include any measures to prevent hazards arising from future use of the site and the disposal or containment of any contaminants;

- for monitoring work following the completion of the development, e.g. measuring gas or water contamination in boreholes or installing permanent monitoring equipment; and/or
- a post-development survey to confirm that requisite measures have been implemented successfully.

3.24 A management plan may also be necessary requiring the maintenance of remedial works such as landscaping or water treatment facilities, or imposing restrictions on the land to minimise and control future potentially hazardous or contaminating development or use of the site.

Microclimate

3.25 Large developments have the potential to change the microclimatic conditions in the surrounding area, for example by overshadowing a public space for large parts of the day, or by causing windy conditions around the development. The Council will expect that in the case of a development that has the potential to have an adverse effect on the environmental conditions in a nearby street or public space relevant attenuation measures should be integrated into the proposals.

3.26 On-site attenuation measures can also be specified in the planning conditions attached to a planning permission. The Council may require a developer to undertake an assessment (e.g. a wind assessment) of the development as part of the planning application submission. The developer may be required to integrate any findings or recommendations into the finished development. The Council may also require the developer to manage and maintain a development in accordance with an environmental plan, which may need to be approved as part of an application.

3.27 In certain cases the adverse effects of a development on the environmental conditions of the public spaces around and within the development may be attenuated by off-site measures such as planting trees as a windbreak. Other off-site shading or shielding devices may be required to control or improve the environmental conditions in public and semi-public spaces around the proposed development. The Council may require the developer to pay a financial contribution to secure these site related works.

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.

7 Sustainability

- 7.1 Promoting a sustainable Camden is an integral element of our Local Plan documents strategy. Core Strategy policy CS13 – Tackling climate change through promoting higher environmental standards sets out a key part of our overall approach to tackling climate change, which includes promoting higher environmental standards in design and construction.
- 7.2 Core Strategy policy CS13 states that the Council will have regard to the costs and feasibility of measures to tackle climate change within developments (paragraph 13.4). This approach also applies to policy DP22. We will also take into account the cumulative costs of not responding to the need to mitigate and adapt to climate change as well as the long term cost savings, such as on energy and water bills, to future occupiers. Measures to tackle climate change are integral in the development process and are a priority of the Council, therefore, they should not be seen as ‘add-ons’. They are an essential element of sustainable development. For further information on ways to achieve carbon reductions and more sustainable developments please refer to Camden Planning Guidance note 3 – Sustainability.

Biodiversity and habitats

- 7.3 Planning obligations may be used to require developers to carry out works to secure or reinstate existing habitat features, enhance existing features, create new features or to undertake habitat creation schemes. In those very exceptional cases where a developer cannot protect an ecological habitat adjacent to or within the boundaries of the site and in other respects the development is acceptable they will be required to provide an alternative compensatory measure of equal or greater value.
- 7.4 These measures could be land off-site on which the Council or other responsible agency can carry out works and recover the reasonable costs from the developer, or assistance in enlarging or enhancing existing nature conservation assets and habitats and make provision for maintenance of the site.
- 7.5 A planning obligation may also be appropriate where additional monitoring or survey work is considered necessary to confirm that relevant environmental measures have been implemented successfully. Some developments may result in increased activity and affect the value of areas of nature conservation merit adjacent to or within the site.
- 7.6 In certain circumstances legal agreements may be appropriate to restrict types and hours of activities and development rights. They may also be used to control access so as not to damage or harm existing features and to make proper provision for the long-term maintenance of directly affected sites.

Sustainable design and construction

- 7.7 Policy DP22 – Promoting sustainable design and construction contributes towards delivering the strategy in policy CS13 by providing detail of the sustainability standards we will expect development to meet. Meeting the requirements for sustainable design and construction is often achieved in the detailed design or construction phases. Normally, requirements for environmental design will be dealt with using conditions, but in some circumstances, a Section 106 agreement may be required to secure an environmental assessment of the proposed development carried out by an impartial assessment body or a sustainability plan to provide and maintain the highest environmental standards of development.
- 7.8 If they cannot be implemented through the approved design or satisfactorily secured through conditions, the following design features may be specified through a sustainability plan required to be submitted as part of a section 106 Agreement:
- energy efficient design measures;
 - renewable energy facilities;
 - waste and recycling storage facilities;
 - water retention and recycling facilities;
 - heating or cooling systems;
 - internal water consumption levels; and
 - materials sourcing proportions.
- 7.9 Other specific management plans may normally be required through a condition of a planning approval. However, some proposals or aspects of a proposal might generate a requirement for a management plan to deal with some of the following issues, depending on the scale, nature and location of the scheme:
- waste management;
 - energy including renewable energy on site and energy efficiency;
 - facilities management;
 - construction and demolition;
 - water efficiency;
 - Sustainable Drainage Systems (SUDs)
 - community safety;
 - contamination;
 - hazardous substances; and
 - biodiversity.
- 7.10 This list is not exhaustive, and the requirements will be relevant, proportionate and related to the specific nature and potential impacts of the development proposed.

- 7.11 Camden Planning Guidance 3, Sustainability provides further detail on the appropriate standards for different types of development – BREEAM, Ecohomes or the Code for Sustainable Homes. A Section 106 Agreement may be used by the Council to require the developer to carry out and submit a post-construction review to ensure that the development has met the criteria which were approved earlier as part of the estimate and design stage assessments. The Council will not permit occupation of the development until a satisfactory post-construction review has been provided and any issues identified in that review have been satisfactorily addressed

Decentralised energy networks

- 7.12 Developments are expected to connect to a decentralised energy network unless it can be demonstrated that it is not technically feasible or financially viable. Developers should use guidance in CPG3 – Sustainability chapter 5, to determine whether connection to a decentralised energy network, a combined heat and power plant or a contribution towards a decentralised energy network will be expected.
- 7.13 Where justified and clearly related to the development of a site section 106 agreements will be used to secure:
- the installation of CHP/CCHP and the generation and use of energy;
 - details that ensure the plant and its operation is carbon dioxide efficient with regards to operating hours, compatibility with the need (amount and timing) for heat, and requirements for a heat store;
 - details that ensure the design of the heating system is compatible with any nearby decentralised energy network; the export of heat, cooling and/or electricity;
 - developments use heat, cooling and or electricity from a decentralised energy network;
 - sufficient space is provided for future plant, heat exchanges, connection points to either generate, export and take heat, cooling and/or electricity; and
 - a financial contribution towards future decentralised energy networks in the immediate vicinity of the site.

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

	Capital cost	Maintenance	Design and Project Management
Self-contained homes in Use Class C3			
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
Student housing, hotels and hostels			
Single room	£297	£297	£37
Double room	£593	£594	£71
Commercial/ higher education development in the Central London Area			
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

planningpolicy@camden.gov.uk

London Borough of Camden

5 Pancras Square

London N1C 4AG

© 2015 LB Camden

