Planning, Design & Access Statement

In support of a planning application for the installation of a Rapid Charging Point(s) on the footway adjacent to 2 Lidlington Place, Bloomsbury, London NW1:

London Borough of Camden

Date: September 2017

TfL Reference:RCP299

Image is for information only and is not site specific

MAYOR OF LONDON

Transport for London

Contents

1. Background to the Proposal

1.1 Introduction

This planning application seeks planning permission under the Town and Country Planning Act (TCPA) 1990 for the installation of a Rapid Charging Point (RCP), feeder pillar and associated works on the footway adjacent to 2 Lidlington Road. It is required to meet the Mayor's targets for cleaner air in London.

1.2 The Mayor's Clean Air Action Plan

Air quality is a major concern of the UK Government who have recently consulted on a draft plan to improve air quality by reducing nitrogen dioxide levels.

Air pollution is one of the most significant challenges facing London, potentially affecting the health of everyone working, living or visiting the capital.

The Mayor's Clean Air Action Plan, announced in July 2016, outlines the Mayor's commitment to addressing London's poor air quality. This includes the introduction of the Ultra Low Emission Zone (ULEZ) and other measures, including the development of a detailed proposal for a national diesel scrappage fund and proposals for Low Emission Bus Zones (previously called 'clean bus corridors').

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1.3 The Ultra Low Emission Zone (ULEZ) and Ultra Low Emission Vehicles (ULEVs)

To help achieve this reduction in the transport sector, the Mayor has set a target to introduce the ULEZ in Central London in 2019. All vehicles in central London will be required to comply with stringent environmental standards or pay a daily charge. The introduction of ULEZ will support TfL's Ultra Low Emission Vehicles (ULEV) Delivery Plan, which has an overarching aim to make London the ULEV capital of Europe. ULEVs include battery electric vehicles (BEVs), plug-in hybrid vehicles (PHEVs), range-extended electric vehicles (RE-EVs) and hydrogen fuel cell electric vehicles (FCEVs).

Increasing the uptake of ULEVs will be an important component of TfL's work to bring forward compliance with EU limit values for nitrogen dioxide (NO_2) and to meet targets for carbon dioxide (CO_2) emission reduction.

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1.4 Low Emission Taxis

In October 2015 the Mayor of London and TfL confirmed new licensing requirements for taxis and Private Hire Vehicles (PHV) which are aimed at reducing emissions from these fleets. The measures are designed to complement plans for the ULEZ in central London in 2019.

From 1 January 2018, all vehicles licensed for the first time as taxis in London must be Zero Emission Capable (ZEC). This is defined as a vehicle that emits ≤50g/km of CO_2, with a minimum zero emission range of 30 miles. A ZEC taxi must also be petrol fuelled and meet the Euro 6 standard if it has an internal combustion engine.

To facilitate the transition to ZEC taxis, TfL is establishing a voluntary decommissioning scheme for taxis over 10 years old. Payments will be available to owners who give up their right to re-license their vehicles as taxis in London before they meet the 15-year age limit.

In addition, grants will be provided for the purchase of new ZEC taxis. The Office for Low Emission Vehicles (OLEV) provides a grant for the purchase of eligible vehicles which is currently set at a maximum of £4.5k. TfL is proposing a 'top-up' grant of £3k in addition to the OLEV scheme for ZEC taxis, bringing the total assistance available for the purchase of a ZEC taxi to £7.5k.

From 1 January 2020, a ZEC licensing requirement will also be introduced for new vehicles being licensed as PHVs. New vehicles are defined as being up to 18 months old from the date of first registration with the DVLA. From 1 January 2023, all vehicles licensed for the first time as PHVs must meet the approved ZEC requirement.

1.5 The Rapid Charging Points Scheme

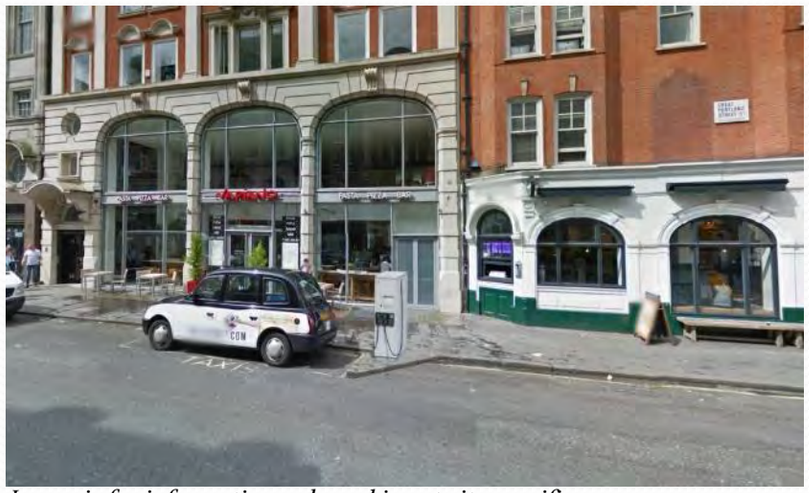
To help support the introduction of ULEZ and the requirement for low emission taxis, TfL has been tasked with implementing a network of Rapid Charging Points for electric vehicles in London. The Rapid Charging scheme will allow electric taxis, PHVs and commercial vehicles the possibility to recharge in as little as 20 minutes (as opposed to 3-7 hours with existing charge points). Thereby minimising operational downtime and ensuring that vehicles operate in zero emission mode for as long as possible.

The scheme is currently being launched and TfL aims for 75 Rapid Charge Points (RCPs) to be operational in London by the end of 2017, in order to meet the requirements of the first phase of the new Zero Emission Capable (ZEC) taxis. The ULEV Delivery Plan sets out TfL's further ambition for 150 new RCPs operational by the end of 2018, rising to 300 by the end of 2020**.**

The Proposal for an RCP at Lidlington Place is one of the first RCPs to be delivered as part of the wider project and one of those that is required to be operational by the end of 2017.

1.6 Scheme Benefits

- Increased visibility of charge point infrastructure will reduce 'range anxiety', which acts as a barrier to uptake of electric vehicles.
- Rapid Charge Points deliver an 80 per cent charge in 20-30 minutes (compared with 3-7 hours for standard charging).
- Convenient sites will mean operators can charge during the day without having to travel out of their way.
- Speed: operators can charge their vehicles quickly without having to sacrifice productive working time.
- Maximise emission savings from plug-in hybrid vehicles.
- Wider benefits of lower noise pollution introduced by larger uptake of electric vehicles as there is minimal engine and transmission noise.
- Electric Vehicles receive a 100% discount on the Congestion Charge worth up to £1,700 a year.
- Unlock ULEV growth in Greater London, maximising zero emission operation.
- Enable the switch to the new ZEC taxis, helping achieve the calculated NOx emissions savings from the new ZEC taxis.
- Facilitate the uptake of ULEVs by other commercial fleets and private owners.
- Help London grow as a sustainable city.



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1.7 Criteria for Site Selection

RCPs can be installed at the road side or in off-street locations. A detailed site search to select appropriate sites for RCPs in central London has been undertaken by TfL.

TfL have developed site selection criteria, which take into account relevant local planning policies and supplementary design guidance, and TfL's own standards and design guidance. The key criteria include:

- Footway width - TfL streetscape guidance recommends that the charge point should be 450mm from the kerb edge and should leave minimum of 2000 mm footway clearance.
- Where an on-street charge point is desirable but footway clearance is insufficient it may be possible to provide a build-out into the bay to facilitate charge point installation
- Carriageway width - this must be sufficient for vehicles to get into and out of charging bays without causing significant impacts on traffic flow.
- Footfall - streets with high footfall need to have sufficient footway width to ensure that charging points do not affect pedestrian flows.
- Speed of road - lower speed roads are more suitable as they are easier and safer for drivers to exit and enter the vehicle to use the charging points .
- Traffic volumes - traffic should usually be relatively free flowing to allow entry and exit to charging bays.
- Parking provision for charging bays must be free to the user.
- Street furniture - need to ensure no conflicts between existing street furniture and charging infrastructure.
- Stats covers - need to ensure that charging infrastructure and parking spaces do not obscure access to utilities.
- Trees - need to ensure no conflicts with the root protection zones of nearby trees.
- Access to the site is needed 24/7
- Location of power supply – this needs to be nearby in order for the feeder pillar to be connected.

The Application Site has been selected in accordance with this criteria.

2. The Application Site

2.1 The Site

The Application Site is located on the pedestrian footpath adjacent to 2 Lidlington Place. Adjoining the Application Site are existing, designated and marked red route parking bays. Stopping is not permitted between the hours of 8am to 7pm Monday to Saturday except for loading and unloading which is permitted for a maximum of 20 minutes. Outside of 7pm to 8am and at any time on Sundays parking is unrestricted. The approximate location of the site is shown in Figure 2.1.

The surrounding area comprises primarily of residential tower blocks and terraced dwellings. A single storey sports bar lies adjacent to the site at no. 2 Lidlington Place. Harrington Square Gardens, an area of public open space is to the west of the site.

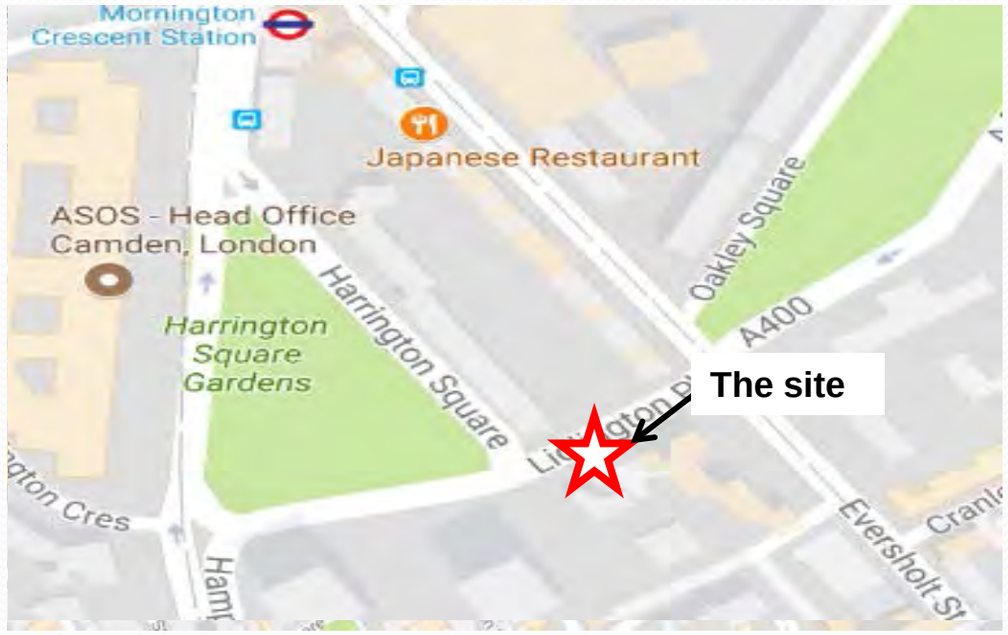


Figure 2.1: Map showing general location of site

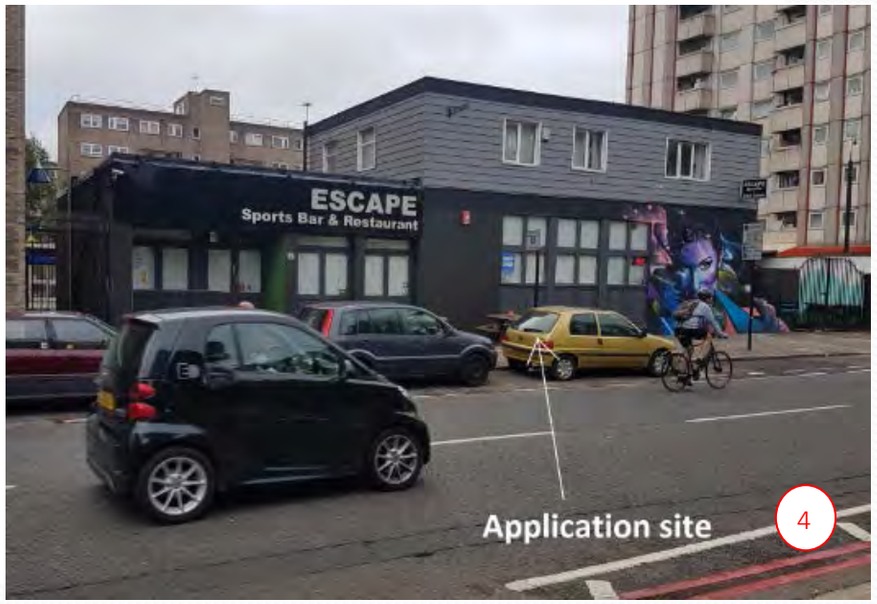
2.2 Transport Links and Access

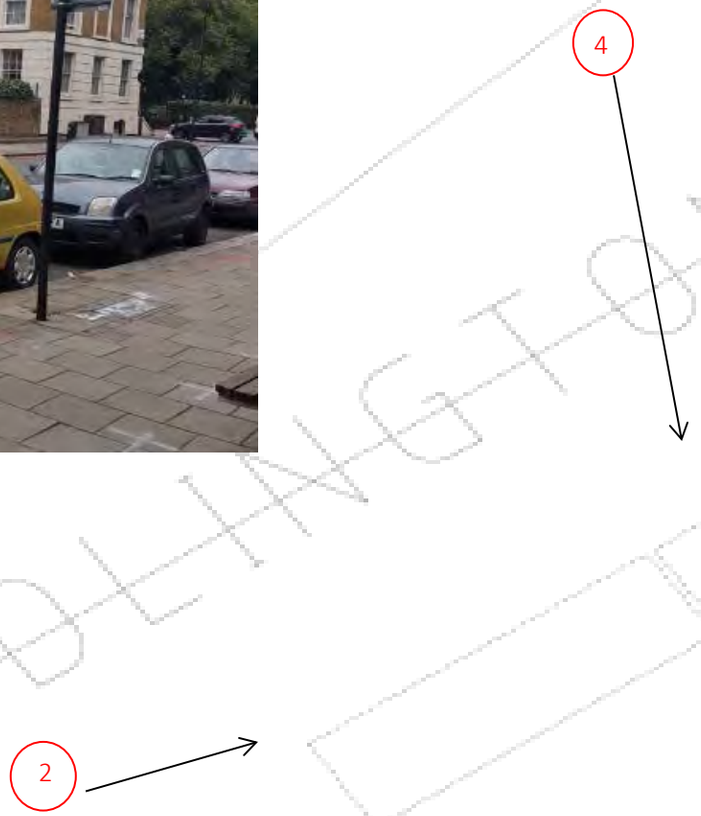
The Application Site is located along the A400 Lidlington Road. Lidlington Road is an Strategic road in Central London and joins Harrington Square at its western end which runs into Hampstead Road. To the east, the A400 joins to Eversholt Street. The Application Site is situated adjacent to existing designated and marked red route parking bays, which provide easy access for vehicles to access and egress the site.

2.3 Planning and Environmental Designations

The whole of the London Borough of Camden has been designated an Air Quality Management Area (AQMA). The Application Site is not located within a Conservation Area (CA) or an Archaeological Priority Zone and is designated within Flood Zone 1 according to the Environment Agency. The site lies within the Central London Area and within the Euston Growth Area as set out in the Camden Planning Policy map.

2.4 Site Photos





3. The Proposal

3.1 The Proposal

The Proposal is to install one RCP and an associated feeder pillar within the area shown on drawing 299 C2017_0147P _001 which forms part of the application submission. Underground ducting will connect the feeder pillar to the charging point. A new road sign will be attached to the existing lamp column located between the RCP and the feeder pillar. Two steel bollards will be installed in front of the RCP to protect it from any vehicle impacts.

The proposed general arrangement of the RCP and associated infrastructure is shown on drawing 299 C2017_0147P_003.

There is no existing street furniture that will require removal or relocation as part of the Proposal.

3.2 The Design

Rapid Charge Points

The design of the RCPs has evolved to meet the scheme requirements for rapid charging and yet to be compact enough to sit on the street or within a parking space.

The RCP will be sited on a concrete plinth that is flush with the existing, adjacent paving. The foundations would extend to a maximum depth below the existing ground level of approximately 300mm. The RCP will measure 0.80cm x 0.64cm by 1.5m high. It will comprise galvanized mild steel coated in a protective paint.

The proposed RCP design details are illustrated in drawings TfL-001 and ESB-001-011-000 which forms part of the application submission.

Feeder Pillar Design

The feeder pillar is required to provide the power supply to the RCP. The feeder pillar would measure 0.9m x 0.22m by 1.02m high (above existing ground level). Excavations will be required to a maximum depth of approximately 300mm to install foundations. The feeder pillar will be stainless steel finished in black anti-graffiti leatherette. The feeder pillar details are illustrated on drawing S9840 which also forms part of the application submission.

3.3 Operation and Maintenance

The RCP will be straight forward for users to operate, with payment by card. Payment systems are required to be compliant with Payment Card Industry Data Security Standard (PCI DSS).

In the event of any problems all RCPs will provide a phone number for drivers to call if they have a problem or to report a fault. The operator call centre will be available 24/7. The operators will be responsible for maintenance of the charge points but this will be in line with service levels set out by TfL. RCPs will have a CE mark in accordance with EC Directive 768/2008/EC and will comply with all relevant electrical safety standards.

3.4 Justification for the Selection of this Site

This site location has been chosen as it meets the site selection criteria prescribed in section 1.7. It is located on the Transport for London Road Network (TLRN) and is located on a main travel route into central London from the east to the centre of London. The Proposal will allow taxis to recharge quickly without having to stray far from their intended route. The surrounding area would also benefit from the conversion of vehicles to electric and the associated reduction in vehicle emissions which will contribute to the improvement of air quality within the AQMA.

4. Planning Policy and Guidance

4.1 Introduction

In making a decision on whether to grant planning permission, Section 38(6) of the Planning and Compulsory Purchase Act 2004 (the 2004 Act) requires that a decision accords with policy within the Development Plan, unless there are other material considerations that would prevail.

This section provides an overview of the relevant policies within The London Plan (consolidated with alterations since 2011 (2016), followed by the Camden Local Plan, the National Planning Policy Framework (NPPF) and other guidance.

At the national level the assessment of policy compliance focuses on sustainability, transport and design policies. At the local level the proposal is assessed against relevant policies within the Camden Local Plan.

4.2 The Development Plan

The London Plan

The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years.

Policy 5.1 (Climate change mitigation) states that the GLA Group, London boroughs and other organisations will contribute to meeting the Mayor's strategic reduction target of a 60 per cent reduction in London's carbon dioxide emissions (below 1990 levels) by 2025.

The Mayor is dedicated to ensuring that all Londoners have a high quality of life, through supporting requirements to achieving high quality urban living spaces and built environments. **Policy 7.5** (Public Realm) states that development should make public spaces comprehensive at a human scale, where street furniture and infrastructure incorporates the highest quality design, has a clear purpose and maintains uncluttered spaces.

The Mayor is particularly committed to improving the environment through encouraging more sustainable means of transport. **Policy 6.1** (Integrating transport and development) states that the mayor will work to encourage the closer integration of transport and development through supporting measures that encourage shifts to more sustainable modes of transport. It promotes greater use of low carbon technology so that carbon dioxide levels, and other contributors to global warming, are reduced. Table 6.1, of The London Plan, notes that the Greener Streets Scheme is to be expanded through provision of infrastructure to support low emission road vehicles in London. Increasing provision of charging points for electric vehicles in London is a recognised sustainable transport initiative in the Mayor's Transport Strategy.

The Mayor's Parking Standards **Policy 6.13** (Parking) states that developments in all parts of London must ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles.

Policy 7.14 (Improving air quality) seeks to improve air quality in London through tackling air pollution. The policy recognises that reducing emissions from transport is central to achieving reduction in air pollution, with specific reference to promoting technological change and cleaner vehicles.

Local Planning Policy: Camden Local Plan

The London Borough of Camden formally adopted their Local Plan on the 3rd July 2017. The Local Plan provides the basis for planning decisions and future development in the Borough.

Policy C5 (Safety and Security) seeks to make Camden a safer place by promoting safer streets and public areas, promoting the development of pedestrian-friendly spaces and requiring development to demonstrate that it incorporates design principles which contribute to community safety and security.

Policy A1 (Managing the impact of Development) seeks to protect the quality of life of occupiers and neighbours and to protect their amenity from new development.

Policy D1 (Design) seeks high quality design in new development and emphasises the need for development to respect local context and character, sustainability in design and construction, including the incorporation of best practice in resource management and climate change mitigation and adaptation, use of high quality materials, integration with its surroundings, and security with a design that minimises crime and anti-social behaviour.

Paragraph 8.1 confirms that the:

"Council aims to tackle the causes of climate change in the Borough by ensuring developments use less energy and assess the feasibility of decentralised energy and renewable energy technologies".

Policy CC1 (Climate Change Mitigation) requires all developments to minimise the effects of climate change and to meet the highest feasible environmental standards, including by promoting zero carbon development and requiring all development to reduce carbon dioxide emissions following the steps in the energy hierarchy.

Policy CC2 (Climate Change Mitigation) requires all development to be resilient to the impacts of climate change.

Policy CC3 (Water and Flooding) seeks to ensure development does not increase flood risk and reduces the risk of flooding where possible.

Policy CC4 (Air Quality) seeks to ensure that any impact of development on air quality is mitigated and that exposure to poor air quality in the borough is minimised. Impacts on air quality will be taken into account in decision making and consideration will be given to the actions identified in the Council's Air Quality Action Plan.

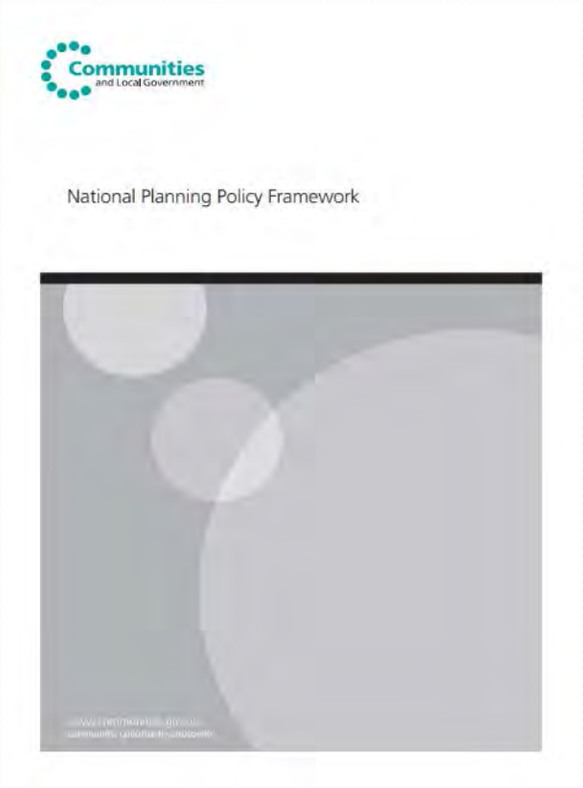
Paragraph 10.1 acknowledges that Camden's population is set to grow by nearly 2,000 per year until 2031 with the challenge being to ensure that growth is supported by healthy and sustainable choices.

Policy T2 (Parking and car-free development) asserts that the Council will limit the availability of parking and will support the redevelopment of existing car parks for alternative uses.

4.3 Other Relevant Policy Documents

National Planning Policy Framework

The National Planning Policy Framework (NPPF) was published in March 2012 and sets out the Government's planning policies for England.



The NPPF includes 12 principles for sustainable development.

Principle 4 'Promoting sustainable transport' seeks to highlight the importance of sustainable modes of transport. Paragraph 30 states that solutions which support reductions in greenhouse gas emissions should be encouraged by local planning authorities.

It supports low emission vehicles and the provision of charging points. Paragraph 35 states that developments should incorporate facilities for charging plug-in and other ultra-low emission vehicles in order to exploit opportunities for sustainable transport modes. Paragraph 39 states that local parking standards should take into account the overall need to reduce the use of high-emission vehicles in residential and non-residential areas.

Principle 10 'Meeting the challenge of climate change, flooding and coastal change' outlines the importance of the planning system in helping to secure significant reductions in greenhouse gas emissions, providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and infrastructure

Principle 11 'Conserving the natural environment' seeks to minimise impacts on the natural environment by preventing adverse effects from air pollution levels. Paragraph 124 highlights the need to contribute towards EU limit values and national objectives for pollutants, especially within Air Quality Management Areas, by following local air quality action plans.

Mayor’s Transport Strategy

The Mayor’s Transport Strategy, published in May 2010 under the previous Mayor, sets policies to improve transport within Greater London. The strategy sets out the Mayor's transport vision, which requires a transport system which achieves the highest environmental standards; enhances the quality of life for all Londoners; encourages a shift to less polluting modes, speeding up the introduction of low carbon road vehicles, and offers improved opportunities for all Londoners.

Proposal 91 in Chapter 5 (Improving Air Quality) seeks to reduce vehicle emissions through encouraging behavioural changes, such as the promotion of fuel-efficient vehicle usage, and Proposal 93 which directly seeks to reduce private vehicle emissions through supporting the uptake of low emission vehicles such as electric cars and vans.

Proposal 105 in Chapter (Reducing Carbon Dioxide Emissions) states that the Mayor recognises the crucial role that the provision of EV charging points plays in the transformation towards electric-powered road vehicles and seeks to support initiatives to streamline the planning process, enabling the implementation of EV charging points.

The draft Mayor’s Transport Strategy was published for consultation in June 2017. This seeks a zero emission transport system by 2050 and as part of plans to improve air quality it pledges to deliver a major expansion in electric vehicle charging points.

Mayor’s Air Quality Strategy

‘Clearing the Air’ was published in December 2010 following public consultation. This sets out the Mayor’s plans to improve air quality in the capital, including the reduction of air pollution from London’s transport.

The uptake of ULEVs is included in the strategy as one way to reduce carbon dioxide emissions in the city, (Policy 2: promoting technological change and cleaner vehicles). The strategy also notes that the Mayor is aware that the mass-market uptake of electric vehicles is dependent on the delivery of a network of publicly accessible charging points. The Mayor’s aim is for no Londoner to be, on average, more than one mile from a publicly accessible charge point.

Mayor’s Climate change mitigation and energy strategy

Delivering London’s Energy Future was adopted in October 2011. The strategy sets out a strategic approach to reduce carbon emissions from a range of sources, including London’s transport. Action 12.2 under Policy 12 (Minimising CO_2 emissions from transport through the use of low carbon vehicles, technologies and fuels) promotes the delivery of a network of publicly accessible charge points for electric vehicles as part of a shift to more carbon efficient transport.

Mayor’s Electric Vehicle Delivery Plan

The Electric Vehicle Delivery Plan, published in 2009, sets out a strategic approach to stimulating London’s market for electric vehicles through strategies based on infrastructure, vehicles and incentives. Implementing a comprehensive network of electric charge points and specifically rapid electric charge points is included as a key method in the delivery of electric vehicles in London.

Mayor’s Ultra Low Emission Vehicle Delivery Plan

Cleaner Vehicles for Cleaner Streets was published in July 2015 following significant progress made since the 2009 Electric Vehicle Delivery Plan. The strategy sets out the steps to be taken in order to realise the Mayor's vision of making London a city where ULEVs are the preferred option for all vehicle travel. This includes specific reference to the need for implementation of rapid charging points in London. Action 6 of the Plan (Deploy a rapid charge point network) seeks to work with suppliers to deliver a network of 150 rapid charge points by 2018.

5. Key Planning Policy Considerations

5.1 Principle of Sustainable Development

The proposal is to install a RCP and associated infrastructure including a feeder pillar, underground ducting and associated signage. The Proposal is in line with the overall objectives of encouraging sustainable modes of transport, and adapting to climate change which is set out in planning policies at national and local level. The scheme will help to reduce pollution by encouraging use of electric and hybrid vehicles. The Proposal is in accordance with the NPPF and the principles of sustainable development in the London Plan, Policy 5.1 (Climate change mitigation) 6.1 (Integrating transport and development) 6.13 (Parking) and the Camden Local Plan Policies CC1 (Climate Change Mitigation), CC2 (Climate Change Mitigation) and CC4 (Air Quality).

5.2 Designing Out Crime

Measures to discourage crime and ensure public safety have been built into the design. The RCPs are installed on a sturdy concrete plinth with J-bolts set into the concrete prior to installation. The charger cannot be dismounted from its fixings without gaining access to the inside of the unit. Without gaining access to the unit, heavy machinery (e.g. a forklift or other substantial vehicle) would need to be used to forcefully extract it. Standard installations include the mounting of two steel bollards in front of the unit to protect against vehicle impacts or close vehicle access to the charger in order to attempt to wrench it from its foundations.

Access to the inside of the rapid charger unit is prevented by thick powder-coated steel plate construction. The unit can only be accessed from the front maintenance door which is secured with a standard EMKA swing-handle infrastructure lock.

The EMKA locking system on the Efacec charger engages with the door at three points making it highly secure. The door cannot be removed from the charger due to the use of security hinges that prevent tampering from the outside. The rest of the shell is not designed to be taken apart and is welded from the inside with no externally exposed bolts, rivets or screws.

The RCPs will be payment by card only therefore there will be no cash stored inside the terminal.

Anti-graffiti measures
The unit will be painted with a thick layer of powder coating which is graffiti resistant. The coating is easily cleaned with appropriate cleaning materials without removal of the powder coating. In the event that graffiti affects any stickers on the unit, new stickers will be provided to replace the damaged ones. Light scratch damage to the screen can be polished out. Heavy scratching will require a quick screen cover replacement. These items will be dealt with at regular maintenance visits.

The Proposal will therefore accord with Camden Local Plan policy C5 (Safety and Security).

5.3 Traffic, Access and Parking

The Application Site is located on the pedestrian footpath adjacent to 2 Lidlington Road the A400, just east of Harrington Square. Adjoining the Application Site are existing, designated and marked red route parking bays. Stopping is not permitted between the hours of 8am to 7pm Monday to Saturday except for loading and unloading which is permitted for a maximum of 20 minutes. Outside of 7pm to 8am and at any time on Sundays parking is unrestricted.

The charging point and feeder pillar will be placed in a position that will not disrupt existing pedestrian flow. The charging point and feeder pillar will be located close to the road edge and a minimum width of 2.8m will be maintained between the infrastructure and the inner edge of the footpath to ensure sufficient width for the navigation of people, pushchairs, wheelchairs etc. The charging point will also be set back from the kerb by approximately 0.45m to ensure it does not impede vehicle sightlines. Signage will also be attached to the existing lamp column which will also ensure vehicle sightlines are not impeded.

The site accords with the selection criteria set out in section 1.7 of this Statement. Overall, this is an ideal site within the immediate area to provide a rapid charging point whilst maintaining clear traffic paths and avoiding areas of pedestrian congestion. It also accords with Camden Local Plan Policy T2 by converting an existing parking bay into an alternative use for the purpose of encouraging sustainable development.

5.4 Townscape and Heritage

The Application Site is not located within a Conservation Area or in close proximity to any nationally or locally listed buildings. The site is also not within Camden's Archaeological Priority Area.

In terms of townscape, the proposal would not affect pedestrian flow as both the feeder pillar and the charging point would be located out of the way. In selection of the site, consideration has been given to the existing function of the footway, and the context of the surrounding buildings. The least sensitive and least interrupting location from a design perspective has been chosen. The proposed charging point will be viewed in the setting of the footway and will strengthen transport and public function of this space. Given the size, scale and location of the charging point, it is considered that it will integrate well with the buildings in the immediate vicinity and not detract from openness of the streetscape.

As such, the charging point is considered to be compatible with the character and appearance of Lidlington Place and the surrounding area and will protect the amenity of existing residents and occupiers. The Proposal therefore does not conflict with Core Strategy Policy 12.

5.5 Trees

There are trees near to the Application Site but they will not be affected by the Proposal.

5.6 Flood Risk

The Application Site is located in Environment Agency Flood Zone 1 where land and property has a low probability of flooding. A Flood Risk Assessment is therefore not required and the proposal will accord with Camden Local Plan Policy CC3.

6. Application Summary

This Proposal for a RCP at 2 Lidlington Place is a fundamental element to the transformation of London into an exemplar sustainable city with a large uptake of ULEVs, and with public transport increasingly replacing the use of private vehicles.

The Proposal will fully support national and local planning policies and will contribute to the delivery of infrastructure required to implement the Mayor's new licensing requirements for taxis and Private Hire Vehicles (PHV) that are coming into force in January 2018. The Proposal will enable electric taxis to recharge in as little as 20 minutes (as opposed to 3-7 hours with the existing charge points), thereby minimising operational downtime and ensuring that vehicles operate in zero emission mode for as long as possible. At present this infrastructure is not available and without it, the uptake of ULEVs on London roads will be limited which will delay the UK's compliance with EU limit values for nitrogen dioxide (NO_2) and the UK's compliance with targets for carbon dioxide (CO_2) emission reduction.

The Proposal is in an easily accessible and convenient location for commercial vehicles utilising this part of the TLRN. Lidlington Place provides a main thoroughfare from central London out to the east and beyond. A number of firms are also located nearby and will greatly benefit from having an RCP in this location. The Application Site itself is not located in an environmentally sensitive area and there will be no impact on any street trees. The Proposal does not require the removal or relocation of any existing street furniture, rather the existing lamp post will be incorporated into the Proposal and used to mount the required signage.

Overall, the Proposal at 2 Lidlington Place will as part of the wider RCP project, accord with the overarching Government objective of sustainable development through:

- Improving the air quality of London through a reduction in vehicle emissions which is one of the Government's key concerns at present;
- Meeting the challenges of climate change through the aforementioned reduction in vehicle emissions;
- Promoting and facilitating the use of more sustainable modes of transport;
- Providing a design that preserves the amenity and value of the existing street scene;
- Providing a design that is compatible with the surrounding area and preserves residential amenity;
- Providing a design which ensures that the development is compatible with the function of the street and which will not affect the safety of highway users or affect the flow of pedestrian or vehicular traffic in the area. The design will also incorporate anti-graffiti measures and have careful considered for the principals of designing out crime; and
- Ensuring there are no adverse effects on the environment.