

Managing the impact of development

- 6.1 Standards of amenity (the features of a place that contribute to its attractiveness and comfort) are major factors in the health and quality of life of the borough's residents, workers and visitors and fundamental to Camden's attractiveness and success. Camden's Inner London location, the close proximity of various uses and the presence of major roads and railways means that amenity is a particularly important issue within the borough.
- 6.2 Policy A1 therefore seeks to ensure that standards of amenity are protected. Other policies within the Plan also contribute towards protecting amenity by setting out our approach to specific issues, such as the impact of food, drink and entertainment uses in "Policy TC4 Town centres uses", "Policy A4 Noise and vibration", and "Policy CC4 Air quality".

Policy A1 Managing the impact of development

The Council will seek to protect the quality of life of occupiers and neighbours. We will grant permission for development unless this causes unacceptable harm to amenity.

We will:

- a. seek to ensure that the amenity of communities, occupiers and neighbours is protected;
- b. seek to ensure development contributes towards strong and successful communities by balancing the needs of development with the needs and characteristics of local areas and communities;
- c. resist development that fails to adequately assess and address transport impacts affecting communities, occupiers, neighbours and the existing transport network; and
- d. require mitigation measures where necessary.

The factors we will consider include:

- e. visual privacy, outlook;
- f. sunlight, daylight and overshadowing;
- g. artificial lighting levels;
- h. transport impacts, including the use of Transport Assessments, Travel Plans and Delivery and Servicing Management Plans;
- i. impacts of the construction phase, including the use of Construction Management Plans;
- j. noise and vibration levels;
- k. odour, fumes and dust;
- l. microclimate;
- m. contaminated land; and
- n. impact upon water and wastewater infrastructure.

Protecting amenity

- 6.3 Protecting amenity is a key part of successfully managing Camden's growth and ensuring its benefits are properly harnessed. The Council will expect development to avoid harmful effects on the amenity of existing and future occupiers and nearby properties or, where this is not possible, to take appropriate measures to minimise potential negative impacts.

Visual privacy and outlook

- 6.4 A development's impact upon visual privacy, outlook and disturbance from artificial light can be influenced by its design and layout. These issues can affect the amenity of existing and future occupiers. The Council will expect that these elements are considered at the design stage of a scheme to prevent potential harmful effects of the development on occupiers and neighbours. Further detail can be found within our supplementary planning document Camden Planning Guidance on amenity.

Sunlight, daylight and overshadowing

- 6.5 Loss of daylight and sunlight can be caused if spaces are overshadowed by development. To assess whether acceptable levels of daylight and sunlight are available to habitable, outdoor amenity and open spaces, the Council will take into account the most recent guidance published by the Building Research Establishment (currently the Building Research Establishment's Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice 2011). Further detail can be found within our supplementary planning document Camden Planning Guidance on amenity.

Artificial lighting levels

- 6.6 Camden's dense character means that light pollution can be a bigger problem in the borough than in lower density areas where uses are not so close together. Artificial lighting should only illuminate the intended area and not affect or impact on the amenity of neighbours.
- 6.7 Developments in sensitive areas, such as those adjacent to sites of nature conservation, should employ a specialist lighting engineer accredited by the Institute of Lighting Engineers to ensure that artificial lighting causes minimal disturbance to occupiers and wildlife. For further information please see our supplementary planning document Camden Planning Guidance on amenity.

Transport impacts

- 6.8 The Council will consider information received within Transport Assessments, Travel Plans and Delivery and Servicing Management Plans to assess the transport impacts of development. Guidance regarding these documents is available within our supplementary planning document Camden Planning Guidance on transport. In instances where existing or committed capacity cannot meet the additional need generated by the development, we will expect proposals to provide information to indicate the likely impacts of the development and the steps that will be taken to mitigate those impacts.

- 6.9 Proposals should make appropriate connections to highways and street spaces, in accordance with Camden's road hierarchy, Transport for London's Street Type Framework and to public transport networks. Any development or works affecting the highway will also be expected to avoid disruption to the highway network, particularly emergency vehicle routes and avoid creating a shortfall to existing on-street parking conditions or amendments to Controlled Parking Zones. To avoid congestion and protect residential amenity, developments will be expected to provide on-site servicing facilities wherever possible. Major developments dependent upon large goods vehicle deliveries will also be resisted in predominantly residential areas. Further details regarding the movement of goods and materials is available within "Policy T4 Sustainable movement of goods and materials".
- 6.10 Highway safety, with a focus on vulnerable road users should also be considered, including provision of adequate sightlines for vehicles leaving the site. Development should also address the needs of vulnerable or disabled road users.
- 6.11 Highway works connected to development proposals will be undertaken by the Council at the developer's expense. This ensures that highway works, maintenance and materials adopted by the Council are constructed to an appropriate standard. This includes highway works that form part of a planning approval appropriate for adoption, including design and implementation of new routes to be adopted, owned and managed by the relevant Highway Authority. Development requiring works to the highway following development will be secured through planning obligation with the Council to repair any construction damage to transport infrastructure or landscaping and reinstate all affected transport network links and road and footway surfaces. Separate arrangements will apply for any works on roads managed by Transport for London.

Construction Management Plans

- 6.12 Disturbance from development can occur during the construction phase. Measures required to reduce the impact of demolition, excavation and construction works must be outlined in a Construction Management Plan.
- 6.13 Construction Management Plans may be sought for:
- major developments;
 - basement developments;
 - developments involving listed buildings or adjacent to listed buildings;
 - developments that could affect wildlife;
 - developments with poor or limited access on site;
 - developments that are accessed via narrow residential streets;
 - developments in areas with a high number of existing active construction sites; and;
 - developments that could cause significant disturbance due to their location or the anticipated length of the demolition, excavation or construction period.
- 6.14 We will require Construction Management Plans to identify the potential impacts of the construction phase and state how any potential negative impacts will be mitigated.
- 6.15 Whether a Construction Management Plan is required for a particular scheme will be assessed on a case by case basis. Construction Management Plans will

usually be sought for major developments, however there are many instances where smaller schemes can have very significant impacts, particularly within predominantly residential areas.

- 6.16 A Construction Management Plan will usually be secured via planning obligations between the developer and the Council after an application is approved. We will expect developers to sign up to the Considerate Constructors Scheme and follow guidance within Camden's Considerate Contractors Manual. Financial contributions and monitoring fees may also be sought if necessary.
- 6.17 The level of detail contained within a Construction Management Plan should be proportionate to the scale and/or complexity of the development. To assist developers in providing the right information, the Council has created a Construction Management Plan Pro-forma which is tailored towards the specific needs of the borough. The criterion in the Pro-forma are drawn from relevant aspects of Transport for London's (TfL) Construction Logistics Plans and follows TfL's construction safety best practice guidelines. Construction Logistics and Cyclist Safety scheme (CLOCS) standards and Camden's Minimum Requirements for Building Construction also form the basis for the Pro-forma criterion. The Pro-forma is available on the Council's website.
- 6.18 The Council seeks to minimise the movement of goods and materials by road through the use of consolidation facilities and rail and water freight where possible. Please see "Policy T4 Sustainable movement of goods and materials" on the movement of goods and materials for further detail. For further details regarding Construction Management Plans please refer to our supplementary planning documents Camden Planning Guidance on amenity and Camden Planning Guidance on planning obligations.

Noise and vibration

- 6.19 Noise and vibration can have a major effect on amenity. The World Health Organisation (WHO) for example states that excessive noise can seriously harm human health, disturb sleep and have cardiovascular and behavioural effects. Camden's high density and mixed-use nature means that disturbance from noise and vibration is a particularly important issue in the borough.
- 6.20 Where uses sensitive to noise are proposed close to an existing source of noise or when development that is likely to generate noise is proposed, the Council will require an acoustic report to accompany the application. Further detail can be found in "Policy A4 Noise and vibration" and our supplementary planning document Camden Planning Guidance on amenity.

Odours, fumes and dust

- 6.21 Odours, fumes and dust can be generated from commercial cooking, industrial process and construction and demolition which have the potential to cause a range of health problems, including respiratory diseases.
- 6.22 We will require all development likely to generate nuisance odours to install appropriate extraction equipment and other mitigation measures. These should be incorporated within the building where possible. External extraction equipment and ducting should be sited sensitively, particularly on listed buildings and within conservation areas. Further details can be found in our

supplementary planning documents Camden Planning Guidance on design and Camden Planning Guidance on amenity.

- 6.23 The Council will limit the disturbance from dust due to construction and demolition by expecting developers and their contractors to follow the Greater London Authority and London Councils' Best Practice Guidance: The control of dust and emissions from construction and demolition. Details of how these measures will be implemented should be provided in a Construction Management Plan. Further information regarding the management of dust can be found within "Policy CC4 Air quality".

Microclimate

- 6.24 Large developments can alter the local climate. Buildings can affect the flow of air and cause wind tunnels which can potentially affect the enjoyment of public spaces. A building's colour can affect how much heat it absorbs and therefore impact upon local air temperatures. Developments should therefore consider local topography and the local microclimate in their design. Developments large enough to alter the local climate will be required to submit a statement demonstrating how the design has considered local conditions. Further detail can be found in our supplementary planning documents Camden Planning Guidance on sustainability and Camden Planning Guidance on amenity.

Contaminated Land

- 6.25 Development on contaminated land can expose people to a wide range of potential health risks. Examples of sites that may have contaminated land include those that have been used for vehicle repair, industrial processes and petrol stations. The Council will expect proposals for the redevelopment of sites that are known to be contaminated, have the potential to be contaminated, or are located in close proximity to such sites to submit relevant assessments and take appropriate remedial action to the Council's satisfaction if required. Remedial action is particularly important in developments where people will have access to the ground for gardening, play or planting food for consumption. Please refer to our Contaminated Land team and our supplementary planning document Camden Planning Guidance on amenity for further information.

Water and wastewater infrastructure

- 6.26 The Council will work with water providers to ensure that there is adequate water and wastewater infrastructure serving developments likely to put pressure on existing water infrastructure. Developers may be required to demonstrate that there is adequate infrastructure capacity both on and off the site to serve the development and that it would not lead to reductions in water pressure, sewer flooding or overloading of existing water and wastewater infrastructure. Where there is a infrastructure capacity constraint and no improvements are programmed by the water provider, we will use planning conditions and/or obligations requiring developers to provide secure mitigation and compensatory measures which must be completed prior to occupation of the development. Further information regarding flood risk, drainage and water supply can be found within "Policy CC3 Water and flooding" and further detail regarding obligations can be found within our supplementary planning document Camden Planning

Guidance on planning obligations.

Waste

- 8.88 The amount of waste we produce is increasing and the traditional ways of dealing with it (for example, exporting it to landfill sites outside London) are becoming increasingly unacceptable, financially and environmentally. Therefore, we need to find better ways of dealing with our waste and taking more responsibility for dealing with it within London. One of the aims of London Plan is to see London manage the equivalent amount of local authority collected waste (LACW) and commercial and industrial (CandI) waste it produces by 2026. This could be achieved by reducing the amount of waste we produce, increasing the reuse and recycling of materials, reducing the proportion of waste exported out from London and finding sites for new waste facilities.
- 8.89 We also face specific challenges in dealing with waste in Camden. For example, the borough's ability to be self-sufficient in waste is limited by its built-up character and the lack of sites on which to build waste management facilities. Also, the nature of Camden's housing stock, with a large proportion of flats and a significant number of homes without gardens, means that some homes have limited space for storing recycling containers and reduced opportunities for composting.
- 8.90 The Council recognises that Camden cannot adequately deal with its waste in isolation. Therefore, it is a member of the North London Waste Authority, which is responsible for the disposal of waste collected in the boroughs of Barnet, Camden, Enfield, Haringey, Hackney, Islington and Waltham Forest and is working in partnership with these authorities in order to prepare a joint North London Waste Plan (NLWP).

Policy CC5 Waste

The Council will seek to make Camden a low waste borough.

We will:

- a. aim to reduce the amount of waste produced in the borough and increase recycling and the reuse of materials to meet the London Plan targets of 50% of household waste recycled/composted by 2020 and aspiring to achieve 60% by 2031;
- b. deal with North London's waste by working with our partner boroughs in North London to produce a Waste Plan, which will ensure that sufficient land is allocated to manage the amount of waste apportioned to the area in the London Plan;
- c. safeguard Camden's existing waste site at Regis Road unless a suitable compensatory waste site is provided that replaces the maximum throughput achievable at the existing site; and
- d. make sure that developments include facilities for the storage and collection of waste and recycling.

Waste production and recycling

- 8.91 The Council is committed to reducing the amount of waste produced in the borough, encouraging recycling and managing collected waste in a sustainable way. It fully supports the objectives of sustainable waste management to move the management of waste up the 'waste hierarchy' of prevention, preparing for reuse, recycling, other recovery, and to only consider disposal as a last resort.
- 8.92 We believe that communities should take more responsibility for their own waste and we will work to meet national and London-wide targets for waste and recycling. The London Plan expects Camden to manage 152,000 tonnes of waste in 2021, and 186,000 tonnes in 2031. However, we are pooling our waste with our partner boroughs in North London and working on joint solutions to the area's waste. The North London boroughs are together expected to deal with a total of 1,211,000 tonnes of waste in 2021, rising to 1,479,000 tonnes in 2031.
- 8.93 Camden will seek to increase recycling/composting in the borough to meet the London Plan target of 50% of household waste recycled by 2020 and 60% by 2031. Recycling in the borough has been increasing and over 30% of household waste was recycled in 2012/13, up from 16% in 2002/3. We have a number of schemes to encourage more recycling, including mini recycling centres, the reuse and recycling centre at Regis Road, and a weekly door-to-door recycling collection service. Green Action for Change, Camden's Environmental Sustainability Plan (2011-2020), aims to reduce the amount of waste we produce in coming years and increase the amount we recycle. It contains our overall objectives for managing Camden's waste and sets out what we are doing to encourage recycling and waste reduction and provide recycling facilities and waste collection services.

Waste partnership

- 8.94 The North London Waste Authority (NLWA) and the seven boroughs have prepared a Joint Waste Strategy, which plans for managing the waste collected by the boroughs until 2020. This will be used to facilitate the provision of new waste management services, to increase recycling and recovery and divert more waste away from disposal to landfill.
- 8.95 In their role as planning authorities, the boroughs are preparing a joint planning document - the North London Waste Plan (NLWP) - which will form part of borough Local Plans. It will identify appropriate locations, including existing sites, for a range of waste facilities to meet the waste management needs of North London and will aim to ensure that benefits are maximised and the negative aspects minimised. In line with London Plan policy 5.17, the North London Waste Plan will identify sites to deal with the management of local authority collected waste and commercial and industrial waste. In addition, the NLWP will plan for construction, demolition and excavation waste; hazardous waste and agricultural waste. It will also contain some detailed policies to ensure that proposals for waste facilities will be dealt with consistently across the North London area.
- 8.96 Camden currently only has one waste site - the recycling and reuse centre at Regis Road - and will continue to safeguard it for waste use. The change of use or redevelopment of this site will only be permitted if a suitable compensatory

waste site is provided that replaces the facilities and services available at Regis Road. The proposed site will be expected to normally meet the maximum achievable throughput of the Regis Road site (see London Plan policy 5.17).

Facilities for storage and collection

- 8.97 To make sure that residents and businesses can properly store and sort their waste and to make household recycling as easy as possible, the Council will require developments to provide adequate facilities for recycling and the storage and disposal of waste. Facilities for home composting will be encouraged in appropriate development schemes. We will also seek to secure the reuse of construction waste on development sites to reduce resource use and the need to transport materials. Our supplementary planning document Camden Planning Guidance on design contains further information on the Council's expectations for on-site facilities for waste and recycling and on construction waste.

Waste Management Plan

- 8.98 To ensure an integrated approach to waste management and the highest possible reuse and recycling rates, the Council will encourage the submission of a site waste management plan prior to construction. For further details please refer to our supplementary planning document Camden Planning Guidance on sustainability

Delivery and monitoring

- 11.1 This section provides an overview of the ways the Council will deliver the Local Plan's vision, objectives and policies, focussing on how we will:
- work with our partners to deliver our plans;
 - ensure necessary infrastructure is provided;
 - make use of planning obligations and the Community Infrastructure Levy (CIL);
 - monitor the delivery of the Local Plan.
- 11.2 A key mechanism for delivering the Local Plan will be the Council's decisions on planning applications. The policies in the Local Plan and, for relevant locations, the Site Allocations document, Area Action Plans, the forthcoming North London Waste Plan and neighbourhood plans will provide the framework for these decisions. We will also take account of the Council's supplementary planning documents (including Camden Planning Guidance, planning briefs and frameworks and conservation area statements, appraisals and management strategies) when determining planning applications.

Policy DM1 Delivery and monitoring

The Council will deliver the vision, objectives and policies of the Local Plan by:

- a. working with a range of partners to ensure that opportunities for creating the conditions for growth and harnessing its benefits for the borough are fully explored;
- b. working 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 key infrastructure programmes and projects in the borough up to 2031 are set out in Appendix 1;
- c. working proactively in its actions as a landowner and by facilitating land assembly where considered appropriate;
- d. using planning contributions where appropriate to;
 - i. support sustainable development;
 - ii. secure the infrastructure, facilities and services to meet the needs generated by development;
 - iii. mitigate the impact of development;
- e. secure appropriate scheme implementation (including multi-site developments) and control phasing where necessary;
- f. working with neighbouring boroughs to coordinate delivery across boundaries; and
- g. monitoring the implementation of the Local Plan policies and infrastructure provision on a regular basis.

Working with our partners

- 11.3 Central to the delivery of the Local Plan will be working with our partners and developing new solutions to deliver the Camden Plan. During the preparation of this Local Plan and as part of our duty to cooperate the Council has worked with key delivery partners to ensure the strategy and policies also reflect their aspirations, plans and spending programmes where appropriate.
- 11.4 Camden has a range of distinctive neighbourhoods that are integral to its character which the Local Plan seeks to protect. Our visions and objectives for areas such as Euston and Fitzrovia are set out in Area Action Plans, which have been developed in conjunction with our partners and the communities and business stakeholders.

Neighbourhood forums

- 11.5 In some parts of Camden, community led neighbourhood plans are being developed by neighbourhood forums to provide additional locally specific policy. The Local Plan sets the strategic context for neighbourhood plans, and these will play an important role in assisting in delivering Camden's growth, as they should not promote less development than set out in the Local Plan. The Council is supporting and advising neighbourhood forums with this work. The Fortune Green and West Hampstead Neighbourhood Plan was the first in Camden to be adopted in September 2015. Once neighbourhood plans are approved they form part of the statutory Development Plan and so will be used alongside other Council adopted planning documents when making decisions on planning applications in the neighbourhood area. Please see our website for more information on the areas in Camden where neighbourhood planning is taking place.

Central London partners

- 11.6 London's Central Activity Zone (CAZ), with its unique range and concentration of uses/activities, falls within a number of boroughs, including the southern part of Camden (see "Map 1: Key Diagram" on page 21). The Council will continue to work with Central London boroughs, Central London Forward and the West End Partnership to consider matters such as planning policy, the quality of public areas and pedestrian environment, traffic management / congestion and the infrastructure requirements of Central London, as well as more innovative ways of delivering growth and the objectives for the area.

Business partners

- 11.7 The Council supports business-led initiatives, including Business Improvement Districts such as Camden Town Unlimited, Inmidtown and Fitzrovia Partnership, that bring together businesses, community groups, third sector partnerships and residents to deliver real change in local areas

Community

- 11.8 The preparation of the Local Plan has also involved local community groups, residents and businesses as part of the consultation and engagement processes. The Council's Statement of Community Involvement sets out how

we involve the local community and other stakeholders in the preparation and implementation of our planning policy documents and in the consideration of planning applications.

Ensuring necessary infrastructure is provided to support growth

- 11.9 It is vital that the transport facilities and services, utilities and social infrastructure needed to make development work and support local communities are provided, particularly in the parts of the borough that will experience most growth in future years.
- 11.10 In order to support growth in the borough, the Council will safeguard and improve essential social, physical and green infrastructure and work with service providers to ensure the timely delivery of the new and enhanced infrastructure needed to ensure that the quality of life of Camden's residents and workers is not harmed.

Infrastructure Study Update 2015

- 11.11 The Council updated the borough's Infrastructure Study in 2015. This shows the strategic items of infrastructure needed to support growth over the lifespan of the Local Plan. It reviewed relevant infrastructure providers' plans and strategies and was informed by consultation with infrastructure providers. A schedule of key infrastructure programmes and projects likely to be required to support the delivery of new homes, business growth and the creation of sustainable, healthy communities are listed by infrastructure type in Appendix 1. This is not an exhaustive list and other items will be required, as appropriate, in response to new development in the borough.

Delivery of infrastructure

- 11.12 Appendix 1 sets out the anticipated timing or phasing of infrastructure provision where known. This will depend on many factors, including when development takes place, the availability of funding, the timing of major investment (and ability to undertake detailed feasibility studies) and in some cases planning consent for the infrastructure project itself.
- 11.13 Some of the items on the Appendix 1: Infrastructure Table list are already in the process of being delivered. In other cases, they have been identified in service provider strategies and business plans as likely to be required. These investment plans take into account forecast changes in population and household numbers to identify where future capacity issues may occur. There is more scope for certainty in the next 3-5 years than the longer term as major items of infrastructure have been programmed, costs and means of fundraising are at least in outline form and the broad locations of development are well understood.
- 11.14 Where relevant, the individual sections in the Local Plan also contain details of required infrastructure and mechanisms for its delivery.

Working with developers and providers

- 11.15 The Council will encourage dialogue between developers and service providers, including the services provided by the Council itself, to ensure that new infrastructure provision properly acknowledges the opportunities and constraints of the specific development site and its surroundings. For example, it will be important that developers take account of the opportunities to link their schemes with surrounding green infrastructure or consider what infrastructure such as water, waste water, digital or utilities infrastructure need to be in place ahead of development.
- 11.16 Where necessary, development will be phased to ensure it comes forward at the same time as, or following the provision of infrastructure. Growth which is poorly programmed can lead to infrastructure problems and negative impacts on the local population.

Council's role in delivery

- 11.17 Securing development in accordance with the Council's planning policies through the planning application process is the key mechanism for achieving many of the objectives of the Local Plan, together with appropriate enforcement of planning law. Key policies include (but are not limited to) the housing and employment policies, ensuring suitable infrastructure is in place whilst protecting amenity.
- 11.18 Camden Site Allocations (2013) contains information about expected development and the specific infrastructure requirements of the sites and areas in the borough that area expected to experience significant development. The Council will update this document following adoption of this Local Plan.

Council as landowner

- 11.19 The Council as a landowner can promote and encourage specific development on its land, for example through the Community Investment Programme (CIP). Please see section 1 Delivery and location of growth for more details. The Council may also look to promote or encourage uses on land adjacent to Council land by entering into partnership agreements.

Land assembly

- 11.20 The Council can play a positive role in implementation of the Plan by facilitating development through use of its land assembly powers, where considered appropriate. Land assembly can be a complex and time consuming process. As a result, the Council will use its powers sparingly, concentrating on priority sites. Council involvement in land assembly is likely to be particularly important at locations where land ownership issues act as a constraint on development and on large sites that offer significant regeneration opportunities. The Council's preferred approach to land assembly will be through negotiation; therefore use of formal land assembly powers will be a last resort. On sites where land assembly is required, the Council will work in partnership with developers and other relevant parties to achieve a mutually beneficial outcome.

Planning contributions

- 11.21 New development proposals should be sufficiently supported by infrastructure. Both Camden and the Mayor of London have the powers to raise a Community Infrastructure Levy (CIL) to help address this issue. The Council will also use planning obligations, in appropriate circumstances and in accordance with paragraphs 203-205 of the National Planning Policy Framework, to mitigate or compensate for the potential effects of new development.

Community Infrastructure Levy (CIL)

- 11.22 The Community Infrastructure Levy (CIL) enables local authorities to raise funds for infrastructure to meet the needs arising from new developments. 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. Negotiated planning obligations will still be possible for site specific issues and to allow for affordable housing to be delivered.
- 11.23 Camden began collecting the Camden CIL on 1 April 2015, with a charging schedule for different parts of the Borough. The CIL Regulation 123 list was approved in February 2015 and can be found on the Camden website and will be updated as necessary. This defines infrastructure projects or types of infrastructure project to which CIL funding will be applied and in respect of which, by default, Section 106 planning obligations would not normally be sought. CIL will only be charged on the additional floorspace (or 'uplift') in a development.
- 11.24 The infrastructure projects identified for funding through the CIL include improvements to schools, community infrastructure, parks and sports pitches, health projects and transport infrastructure.
- 11.25 The use of CIL limits the use of pooled funding to a maximum of five Section 106 agreements, even where infrastructure is not included in Regulation 123 list.

Local element of CIL

- 11.26 A meaningful proportion of CIL funding should be spent in the neighbourhood where development arises. Camden has decided to spend 25% of the funding in the relevant local ward, with ward Councillors having a lead role in establishing priorities for and applying to use local CIL monies, in consultation with local communities and neighbourhood forums where these exist. Neighbourhood forums should establish infrastructure priorities (providing detailed projects where possible) in their neighbourhood plan. Where a Neighbourhood Plan has been approved at referendum the priorities contained in the plan that are applicable to the ward should be carried across into the local priorities unless there is a clear reason for doing otherwise agreed by the Cabinet Member.
- 11.27 Additional detail on the Council's approach to CIL is set out in our supplementary planning document Camden Planning Guidance on planning obligations.

Mayor's CIL

- 11.28 The Mayor of London introduced a CIL in April 2012 with the aim of raising £300m of funding to contribute towards Crossrail, due to open by the end of

2018/19. The Mayor's CIL is charged at £50 per square metre in Camden on all uses except schools/colleges and medical/health services and is collected by Camden.

Planning obligations

- 11.29 The Council will use planning obligations, in appropriate circumstances and in accordance with paragraphs 203-205 of the National Planning Policy Framework to mitigate or compensate for the potential effects of developments. This will be where existing and planned infrastructure provisions are not adequate to meet the needs generated by a development proposal.
- 11.30 Planning obligations (sometimes called Section 106 agreements) can help to contribute to the success of a development and achieving the Council's aims for a site, its local area and the borough as a whole. They can enhance the quality of a development and ensure it does not give rise to unacceptable planning impacts. Planning obligations will only be sought where it is not possible to deal with the matter through the imposition of a condition on a planning permission. It is not possible to use planning obligations for items that are to be funded by the Community Infrastructure Levy (CIL).
- 11.31 The measures sought through a planning obligation will vary depending on the nature and scale of a development scheme, its location and impacts. The main matters that the Council considers are likely to be addressed through such agreements are:
- on-site provision of:
 - infrastructure to mitigate the direct impacts of development, such as landscaping, servicing and direct access (these may also be addressed through S278 agreements), particularly for major developments (where not CIL funded);
 - affordable housing;
 - open space and its maintenance (particularly in larger schemes)
 - tackling climate change and environmental impacts;
 - training, skills and regeneration;
 - phasing of development; and
 - other obligations necessary to making a development acceptable.
- 11.32 This list is not exhaustive and development schemes can individually or cumulatively introduce a range of issues, requirements and impacts that may justify the use of planning obligations alongside the Camden Community Infrastructure Levy.
- 11.33 Planning obligations that reduce some negative impacts of a development or otherwise contribute to the Local Plan objectives will not in themselves justify accepting development that conflicts with planning policy

Viability

- 11.34 Planning obligations can take different forms and can involve the provision of certain requirements 'in kind' or financial contributions. In considering planning obligations, the Council will take into account economic viability, the full range of benefits provided by a development, the extent to which it contributes towards delivering the objectives of this Local Plan and other planning policies and whether a development is publicly funded.

- 11.35 Where during the negotiation of a proposed scheme, it is argued that the Council's request for contributions would render development unviable, we will expect developers to provide information on viability through an open-book approach. The Council supports transparency in decision making and will seek the maximum reasonable disclosure of information in viability appraisals having regard to any elements that are commercially sensitive. However, because the provision of certain infrastructure is necessary to make development acceptable in planning terms, there will be instances where reducing contributions on viability grounds would make development unacceptable, either because development cannot come forward without it in physical or safety terms or because it is necessary to mitigate the impacts of growth.

Pooled contributions

- 11.36 Pooled contributions will be used when the combined impact of up to five schemes create the need for related infrastructure or works that will not be funded by CIL. Additional detail on the Council's approach to planning obligations is set out in the supplementary planning document Camden Planning Guidance on planning obligations.

Co-ordinating with neighbouring boroughs

- 11.37 Under the Localism Act 2011 and the tests of soundness in the National Planning Policy Framework local authorities have a duty to co-operate on planning issues that cross administrative boundaries, particularly those which relate to strategic priorities
- 11.38 The Council has worked with neighbouring boroughs, the wider North London sub-region and other Central London local authorities to ensure that Camden's Local Plan takes account of their plans and programmes, as well as the spending and delivery plans of regional bodies such as Transport for London.
- 11.39 The Council has worked closely with neighbouring boroughs to ensure that a consistent approach is taken in relation to growth areas and town centres which straddle borough boundaries. To this end, discussions with Westminster, in relation to the Tottenham Court Road area, and with Brent, in relation to Kilburn High Road town centre, have informed and shaped the direction taken on these locations in the Local Plan. In addition, we have prepared our housing market evidence for this Local Plan in conjunction with the London Borough of Islington.
- 11.40 We are also preparing a joint Waste Plan with the six other North London Boroughs (Barnet, Enfield, Hackney, Haringey, Islington and Waltham Forest). This will show how the authorities will meet their apportionment of waste in the London Plan. It will also contain a suite of development management policies. See "Policy CC5 Waste" for further details.
- 11.41 Working closely with our partners in the delivery of the Local Plan will help in the identification, as early as possible, of matters and situations that may affect delivery.

Flexible implementation of the Local Plan

- 11.42 The Local Plan needs to be flexible enough to ensure that the Council's vision and objectives for Camden can be delivered in future years despite changing

circumstances. This is particularly important with regards to delivering our approach to Camden's growth and meeting the borough's needs for homes, jobs, services and infrastructure.

- 11.43 There is a need for sensitive and flexible implementation. However, while our plans must be suitably flexible, it is vital that the level of flexibility does not create uncertainty or harm the overall delivery of the Local Plan. This Local Plan has therefore been prepared to be flexible enough to cope with a changing world, while ensuring our vision and objectives for the borough are delivered.
- 11.44 Sometimes the Local Plan's implementation will rely upon appropriate alternative or amended approaches to deal with emerging issues and changing circumstances.
- 11.45 Individual policies in this Local Plan include an element of flexibility where appropriate, in particular in relation to the consideration of the viability of development schemes, the feasibility of particular measures and site specific issues. Given the plan's priority for housing provision it will be important to closely monitor the supply of housing and make adjustments to the way we implement our Local Plan policies to ensure that targets are met. There are a number of areas of flexibility in the council's policy approach to ensure that our targets for additional homes are met. See the Housing policies for more detail.
- 11.46 Within the Plan period, efficiency savings in the public and voluntary sector will require the need to find more effective ways of delivering services. This may entail the greater consolidation of sites in order to cluster and maximise the impact of local services. The Local Plan takes account of changing forms of delivery in its policies relating to the retention and re-provision of services. It is also anticipated that the demand for some physical assets will continue to decline as more services become accessible online.

Monitoring

- 11.47 The Council will monitor the effectiveness of the Local Plan in delivering its objectives by regularly assessing its performance against a series of indicators. We will publish authority monitoring reports annually, which will:
- assess the performance of the Local Plan policies;
 - set out the Council's updated housing trajectory;
 - identify the need to reassess or review any policies or approaches;
 - make sure the context and assumptions behind our strategy and policies are still relevant; and
 - identify trends in the wider social, economic and environmental issues facing Camden.
- 11.48 Regular monitoring will be a key tool in providing flexibility. This will measure progress in delivering the Local Plan, and identify any aspects that are not being achieved as planned and any changing circumstances that may affect implementation. This will allow us to adjust the application of policies where appropriate and, if necessary, bring forward alternative approaches or policies.

12. Appendices

Large and small homes

- 3.183 Policy H7 seeks a mix of dwelling sizes where the following types of housing are proposed:
- self-contained houses and flats (Use Class C3);
 - houses and flats shared by 3-6 occupiers who do not live as a family but are long-term residents sharing some rooms and/ or facilities (small houses in multiple occupation or HMOs, Use Class C4); and
 - live/ work units, which are self-contained homes that include a dedicated work area (not in any planning use class, we will treat them as Use Class C3 when we apply Local Plan policies).
- 3.184 Policy H7 applies wherever there is development that affects the mix of dwelling sizes for these housing types, whether the development involves construction of new buildings, extensions, alterations, conversions or changes of use, or includes the creation of separate homes from ancillary residential accommodation. Other policies in this section provide more specific provisions relating to particular types of housing as follows:
- housing designated for occupation by older people, homeless people or vulnerable people – see Policy H8; and
 - housing that is generally restricted to occupation by students during term-time - see Policy H9.
- 3.185 Large and small homes are defined as follows:
- large homes are homes with 3 bedrooms or more; and
 - small homes are studio flats, 1-bedroom and 2-bedroom homes.
- (note – evidence on the need for homes of different sizes generally does not distinguish between studio and one-bedroom homes).

Policy H7 Large and small homes

The Council will aim to secure a range of homes of different sizes that will contribute to creation of mixed, inclusive and sustainable communities and reduce mismatches between housing needs and existing supply.

We will seek to ensure that all housing development, including conversion of existing homes and non-residential properties:

- a. contributes to meeting the priorities set out in the Dwelling Size Priorities Table; and
- b. includes a mix of large and small homes.

We will take a flexible approach to assessing the mix of dwelling sizes proposed in each development having regard to:

- c. the different dwelling size priorities for social-affordable rented, intermediate and market homes;
- d. any evidence of local needs that differ from borough wide priorities;
- e. the character of the development, the site and the area, including the impact of the mix on child density;
- f. site size, and any constraints on developing the site for a mix of homes of different sizes;
- g. the economics and financial viability of the development including any particular costs associated with it, having regard to any distinctive viability characteristics of particular sectors such as build-to-let housing; and
- h. the extent to which flexibility around the mix of market homes could secure the delivery of additional affordable housing.

- 3.186 Camden's existing stock of homes is made up largely of relatively small dwellings, particularly homes rented from Housing Associations and the Council. The 2011 Census indicates that 70% of Camden households live in homes with two bedrooms or fewer, rising to 75% for households in social rented housing. The 2011 Census indicates that 11.7% of households overall are overcrowded (bedroom occupancy ratio of -1 or lower), compared with 19.3% for households in social rented housing, and 5.7% for households in owner-occupation and shared ownership.
- 3.187 Census data shows that the average household size in Camden grew from 2.06 in 2001 to 2.18 in 2011. In the same period the proportion of 1-person households fell from 46% to below 41%. In 2011, Camden's household composition was 40.5% 1-person households, 42.6% households comprising one family only (including 19.0% with dependent children) and 16.9% other household types such as unrelated people sharing a flat. GLA household projections suggest relatively little change to this composition over the Plan period.
- 3.188 The Camden Strategic Housing Market Assessment (SHMA) calculates the likely requirement for homes of different sizes in the market and affordable sectors on the basis of the projected household composition over the Plan period, and the size/ tenure of dwelling that each household type is likely to occupy. The Camden SHMA indicates that the greatest requirement in the

market sector is likely to be for two- and three-bedroom homes, followed by one-bedroom homes/ studios. The greatest requirement in the affordable sector is likely to be for two and three-bedroom homes followed by homes with four bedrooms or more.

3.189 The Dwelling Size Priorities Table (Table 1) has been based on the outputs of the Camden SHMA, considered alongside the mismatch between the need for large affordable homes (indicated by overcrowding) and supply (indicated by average number of bedrooms per household) and the cost constraints on delivering large intermediate homes .Dwelling sizes are expressed in terms of number of bedrooms and distinct priorities are identified for market housing, intermediate housing and social-affordable rent.

Table 1: Dwelling Size Priorities

	1-bedroom (or studio)	2-bedroom	3-bedroom	4-bedroom (or more)
Social-affordable rented	lower	high	high	medium
Intermediate affordable	high	medium	lower	lower
Market	lower	high	high	lower

3.190 The Council acknowledges that there is a need and/ or demand for dwellings of every size shown in Table 1. We expect most developments to include some homes that have been given a medium or lower priority level. However, the Council has prioritised some sizes as high priority (primarily on the basis of a high level of need relative to supply). We will expect proposals to include some dwellings that meet the high priorities wherever it is practicable to do so. In the social-affordable element we will give particular priority to large homes (with three or more bedrooms) at or around the level of guideline targets for social rents, as resources and development viability permit.

3.191 Having regard to criteria (c) to (h) in Policy H7, the Council acknowledges that it will not be appropriate for every development to focus on the higher priorities in the Table 1. However, we consider that each development should contribute to the creation of mixed and inclusive communities by containing a mix of large and small homes overall, in accordance with clause (b). Where possible a mix of large and small homes should be included for both the social-affordable rented and the market housing. In accordance with clause (b) the Council will also generally resist development proposals for self-contained general needs housing that contain only one-bedroom and studio flats.

3.192 Between 2001 and 2011 an increase in the proportion of one-person households in Camden and a reduction in average household sizes was consistently anticipated by population projections and failed to materialise. This mismatch between expectations and outcomes suggests that projections around dwelling size requirements are fraught with difficulties, especially in the context of rapidly rising housing costs. Consequently, any more detailed percentage aims for specific dwelling sizes will be provided in our supplementary planning document Camden Planning Guidance on housing where they can be rapidly reviewed to reflect changing circumstances. Camden Planning Guidance on housing currently indicates that the Council will aim for at least 50% of social-affordable

rented dwellings in each scheme to be large homes, and on the basis of mismatches in the existing stock we expect to retain this aim.

- 3.193 The Council will be flexible when assessing development against Policy H7 and the Dwelling Size Priorities Table. The mix of dwelling sizes appropriate in a specific development will be considered taking into account the character of the development, the site and the area. The following paragraphs set out a number of the relevant considerations. Please see our supplementary planning document Camden Planning Guidance on housing for further details.

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

- 3.194 Where a development involves reuse of an existing building, this may limit the potential to provide a range of dwelling sizes. Issues that can arise include the creation of access via an existing staircase or lift, respect for the integrity of existing structural walls and patterns of windows, changes in floor level, and significant features in heritage assets (including listed buildings and conservation areas) that may restrict alterations.
- 3.195 Flexibility around dwelling sizes may also be required to achieve rational layout and the best possible accessibility arrangements. Adjustments to the mix may be needed to satisfy design and amenity concerns, such as minimising noise disturbance between flats – see also Section 7 of the Plan on design and heritage. The Council is working to return vacant properties to use, and will use flexibility in Policy H7 to ensure that layout difficulties which limit the introduction of large homes do not prevent empty properties from returning to use, particularly upper floors above commercial premises.
- 3.196 Where a development is for the conversion of existing homes (including the creation of self-contained homes from residential accommodation that is ancillary to another use), the Council will seek to minimise the loss of market homes with 3 bedrooms, particularly where the 3-bedroom homes have access to outside space. Conversions involving affordable housing should retain or re-provide any existing large affordable homes unless the creation of small homes will allow the release of other large affordable homes that are currently under-occupied. Conversions that involve the loss of existing homes should also comply with “Policy H3 Protecting existing homes”.
- 3.197 When considering the proportion of large homes appropriate within a specific development, we will take account of any features that make the development particularly suitable for families with children. We will also take into account the flexibility that larger dwellings create for other types of households, allowing for arrangements such as shared households and adults caring for elderly or infirm relatives. A number of features are listed here that help to make developments suitable for children to live in, and where a number of these features are present we will expect the inclusion large homes, and particularly seek the inclusion of

four-bedroom social-affordable rented homes. Child-friendly features include:

- the potential to provide space on site where children can play (open space or private amenity space);
- dedicated children's play space available nearby;
- a number of homes with direct access to the street, private amenity space or open space;
- no direct access to a major road;
- a limited number of homes served from each internal corridor and each communal staircase or lift; and
- potential to provide a broad range of dwelling sizes in the development appropriate for new families with very young children and established families with older children.

3.198 There are relatively few opportunities in Camden for housing development that will provide more than one or two of these features. The Council does not consider that the absence of any or all of these features justifies the omission of large homes from a development, and the all criteria in Policy H7 should be fully considered.

3.199 High child densities can cause difficulties in some circumstances, typically where large numbers of children in the same age-group grow up in an environment with limited safe external recreation space. We will take account of existing child densities in an area and the likely child density of the proposals, and consider whether mechanisms such as a sensitive lettings policy should be used to manage child density, or whether a reduced proportion of large homes would be appropriate.

Development economics, financial viability, and demand

3.200 As indicated in the paragraphs supporting Policy H1, the Council intends to be flexible in pursuit of its policy objectives, and will take into account the findings of our monitoring of housing supply in the light of economic circumstances. These paragraphs note specifically that the Council may vary the range of home sizes sought in order to maximise housing delivery.

3.201 Large affordable homes are expensive to build relative to their rental value and are challenging to provide under the current grant framework, but they are a high priority for the Council and the London Plan. The demand for market homes of different sizes can vary across the borough and change quite rapidly, so that small homes generate higher values per square metre in some circumstances, and large homes generate higher values per square metre in others. The Council recognises that the rigid application of dwelling size priorities can prejudice the financial viability of a development, and will consider adjusting the mix of dwellings (particularly the mix of market dwellings) in order to achieve the maximum reasonable amount of affordable housing floorspace on the site.

3.202 The Council may support development that exceeds our affordable housing target and provides affordable housing for a particular group e.g. intermediate housing designed to provide discount home ownership for first time buyers. When considering such proposals we will operate Policy H7 flexibly having regard to the needs and financial resources of the intended occupiers.

Housing for older people, homeless people and vulnerable people

- 3.203 Policy H8 relates to all housing designated for occupation by older people (people who are approaching pensionable age or have reached it) and housing designated for occupation by homeless people and vulnerable people who need support to enable them to live safely. Such housing is often referred to as 'supported housing'.
- 3.204 Examples of types of housing designated for older people, homeless people or vulnerable people include:
- sheltered housing - clusters of accommodation where people live independently in self-contained homes where low intensity support is available, sometimes on-site (usually within Use Class C3);
 - extra-care homes – also independent living in self-contained homes, but designed to enable provision of higher intensity care as occupiers' needs increase, with on-site care usually available. On-site facilities may also provide support for older people in the wider community. Shared lounges and other social and leisure facilities are sometimes provided. Care home accommodation may also be included on-site (extra-care homes are usually within Use Class C3, but this may vary depending on the level of self-containment of the homes and the level of care provided);
 - care homes where higher intensity care is available 24 hours – commonly bedsit rooms with shared lounges and eating – this may involve residential care only, nursing homes staffed by qualified nursing staff, or dual-registered care homes where medical assistance is provided to occupiers that need it (care homes are usually within Use Class C2);
 - small supported living schemes – homes shared by no more than 6 people living as a household with support available, sometimes on-site (within Use Class C3); and
 - hostels occupied by people with a shared support need (typically more than 6 people), most commonly homeless people (hostels are outside any use class).
- 3.205 Policy H8 does not address homes that happen to be occupied by older people or people with support needs, but are not designated for use by these groups. Specifically, other policies deal with:
- hospitals, religious orders and boarding schools – see Policy C2;
 - hostels aimed at tourists and backpackers – see Policy E3; or
 - student housing – see Policy H9; or
 - houses, flats and other hostels shared by 3 or more occupiers who do not live as a family but are long-term residents sharing some rooms and/ or facilities (such as bedsits and hostels for migrant workers) – see Policy H10.
- 3.206 The term 'vulnerable people' refers to a very broad group of people who need some kind of support with their living arrangements. Examples include people using mental health services, people with learning disabilities, looked-after children/young people leaving care, people at risk of domestic violence, people with alcohol or drug dependencies, and ex-offenders. Often individuals have multiple support needs, such people with both physical and learning

Prioritising walking, cycling and public transport

- 10.8 To promote sustainable transport choices, development should prioritise the needs of pedestrians and cyclists and ensure that sustainable transport will be the primary means of travel to and from the site.
- 10.9 Walking is a zero carbon means of transport and provides significant benefits in terms of promoting healthy lifestyles and helping to create more vibrant streets and public spaces. Between 2006-2014, travel by bicycle increased by 82%. The Council therefore seeks to build on this by improving cycling facilities, routes and creating the conditions that will encourage further take up of cycling. Contributions may also be sought to improve Camden's bus network where necessary.

Policy T1 Prioritising walking, cycling and public transport

The Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough.

Walking

In order to promote walking in the borough and improve the pedestrian environment, we will seek to ensure that developments:

- a. improve the pedestrian environment by supporting high quality public realm improvement works;
- b. make improvements to the pedestrian environment including the provision of high quality safe road crossings where needed, seating, signage and landscaping;
- c. are easy and safe to walk through ('permeable');
- d. are adequately lit;
- e. provide high quality footpaths and pavements that are wide enough for the number of people expected to use them. Features should also be included to assist vulnerable road users where appropriate; and
- f. contribute towards bridges and water crossings where appropriate.

Cycling

In order to promote cycling in the borough and ensure a safe and accessible environment for cyclists, the Council will seek to ensure that development:

- g. provides for and makes contributions towards connected, high quality, convenient and safe cycle routes, in line or exceeding London Cycle Design Standards, including the implementation of the Central London Grid, Quietways Network, Cycle Super Highways and;
- h. provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan (Table 6.3) and design requirements outlined within our supplementary planning

document Camden Planning Guidance on transport. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the size and location of the development;

- i. makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers;
- j. is easy and safe to cycle through ('permeable'); and
- k. contribute towards bridges and water crossings suitable for cycle use where appropriate.

Public Transport

In order to safeguard and promote the provision of public transport in the borough we will seek to ensure that development contributes towards improvements to bus network infrastructure including access to bus stops, shelters, passenger seating, waiting areas, signage and timetable information. Contributions will be sought where the demand for bus services generated by the development is likely to exceed existing capacity. Contributions may also be sought towards the improvement of other forms of public transport in major developments where appropriate.

Where appropriate, development will also be required to provide for interchanging between different modes of transport including facilities to make interchange easy and convenient for all users and maintain passenger comfort.

Walking

- 10.10 "Policy D1 Design" and our supplementary planning documents Camden Planning Guidance on design and Camden Planning Guidance on transport set out the Council's approach to providing attractive streets and spaces. Public realm improvements will primarily be delivered by the Council using our own funding and, where appropriate, developer contributions and funding from Transport for London. The Council will continue to work with Transport for London and neighbouring London boroughs to deliver improved pedestrian accessibility and way finding within Camden and into neighbouring boroughs.

Cycling

- 10.11 Cycling is an increasingly popular and sustainable means of travel which we hope to encourage further. The Council will therefore seek to ensure that developments contribute to and, where appropriate, provide appropriate links to strategic cycle routes. We will also expect cycle parking to be convenient and secure, so that users of a development are more likely to use bicycles to travel to and from a site. Details regarding cycle parking standards and design can be found within our supplementary planning document Camden Planning Guidance on transport.

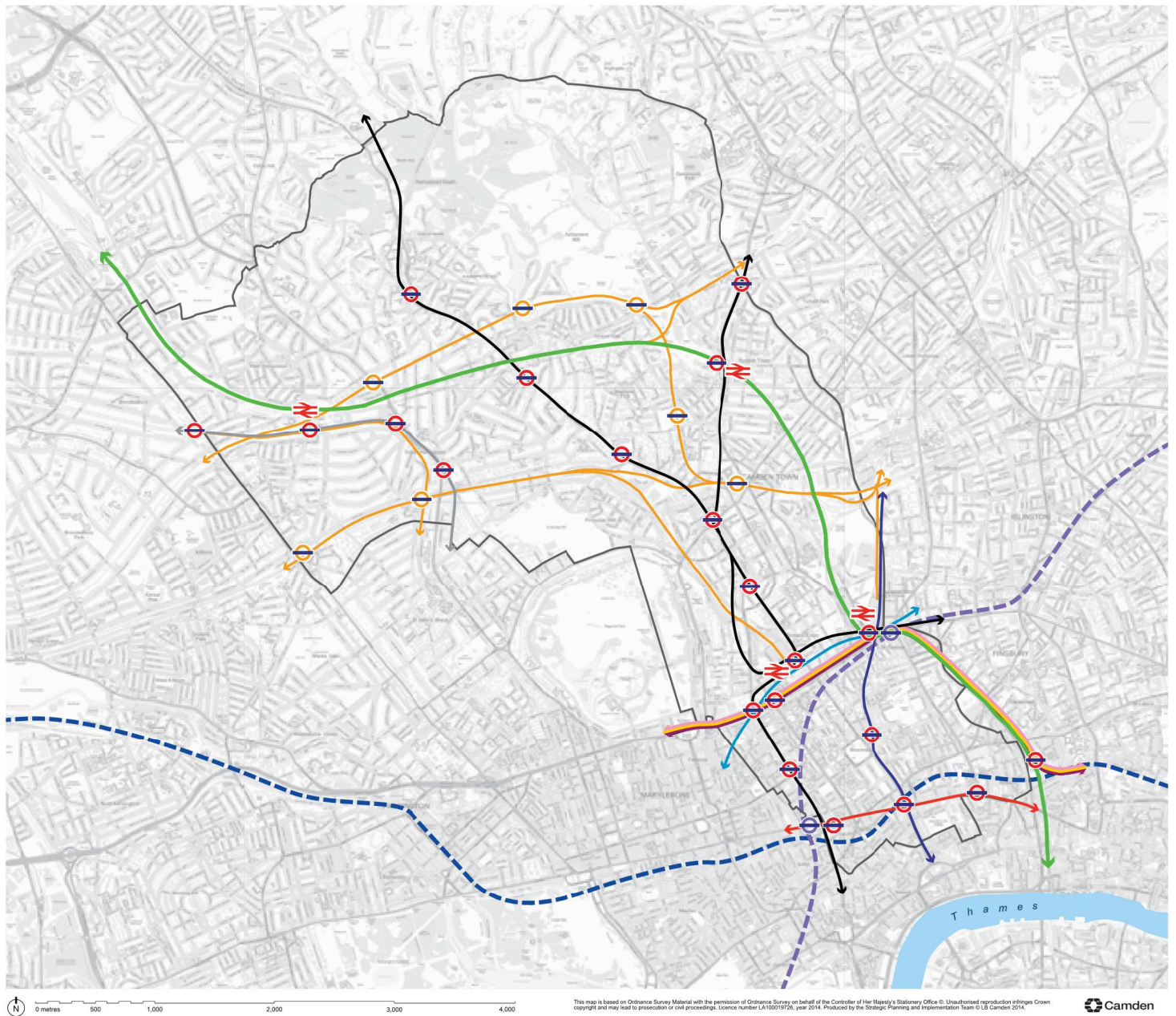
Public transport

- 10.12 In partnership with Transport for London, which manages the public transport network across London, the Council will ensure that Camden's growth is

matched by improvements to public transport through planning obligations. It is expected that the majority of contributions towards public transport improvements will be sought towards bus network infrastructure (such as bus stops, shelters, passenger seating, waiting areas, signage, timetable information etc.) where the demand for bus services generated by the development is likely to exceed existing capacity (assessed through Transport Assessments). The Council may also seek contributions from major developments towards other forms of public transport if an existing public transport improvement scheme is available and related to the development. Details regarding public transport contributions can be found within our supplementary planning document, Camden Planning Guidance on planning obligations. Details regarding Transport Assessments can be found within Camden Planning Guidance on transport.

- 10.13 Most journeys involve changing between one form of travel and another and developments will sometimes need to cater for this. Passenger transport interchange facilities should provide for the coordination of arrival and departure timetabling on different services as far as possible. Interchanges catering for longer distance journeys should include toilets, baby changing facilities and facilities to provide refreshment for travellers.
- 10.14 Public transport should be accessible to all, however there are a number of rail and tube stations within Camden that do not offer step-free access. Step-free stations offer accessible routes from entrance to platform via lifts and/or ramps without the need for stairs and/or escalators. Step-free projects are largely managed by Transport for London and/or rail network companies. The Council will however promote step-free access where possible and work with organisations seeking to implement step-free access at Camden stations.

Map 8: Regional Rail networks



- | | |
|--------------------------|----------------------|
| — Crossrail, Crossrail 2 | Underground |
| — Thameslink | → Bakerloo |
| — Overground | → Central |
| | → Circle |
| | → Hammersmith & City |
| | → Jubilee |
| | → Metropolitan |
| | → Northern |
| | → Piccadilly |
| | → Victoria |
| | → Overground |

Parking and car-free development

- 10.15 Limiting the opportunities for parking within the borough can reduce car ownership and use and therefore lead to reductions in air pollution and congestion and improve the attractiveness of an area for local walking and cycling. Car-free development will also mean that the borough's limited land can be used more efficiently, which will help to free up space to allow additional housing, employment uses, community facilities, play areas, amenity spaces and cycle parking. The Council does however also recognise that some people, businesses and organisations, rely on private car use as their only transport option. Parking provision for disabled people and essential uses will therefore be considered where necessary.
- 10.16 Camden is well connected. In most areas of the borough, essential day to day services such as shops, healthcare and education facilities and employment opportunities are no more than short journey away by walking, cycling or public transport. To compliment Camden's existing levels of parking provision, the borough currently also has the largest car club network in London, with over 250 car club parking bays. The car club network therefore provides a real alternative to private car ownership for people who need to use a car occasionally.

Policy T2 Parking and car-free development

The Council will limit the availability of parking and require all new developments in the borough to be car-free.

We will:

- a. not issue on-street or on-site parking permits in connection with new developments and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits;
- b. limit on-site parking to:
 - i. spaces designated for disabled people where necessary, and/or
 - ii. essential operational or servicing needs;
- c. support the redevelopment of existing car parks for alternative uses; and
- d. resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking.

Car-free in new developments

- 10.17 Car-free development means that no car parking spaces are provided within the site other than those reserved for disabled people and businesses and services reliant upon parking, where this is integral to their nature, operational and/or servicing requirements (e.g. emergency services, storage and distribution uses). In addition, current and future occupiers are not issued with on-street parking permits.

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- 10.17 Car-free development means that no car parking spaces are provided within the site other than those reserved for disabled people and businesses and services reliant upon parking, where this is integral to their nature, operational and/or servicing requirements (e.g. emergency services, storage and distribution uses). In addition, current and future occupiers are not issued with on-street parking permits.

- 10.18 All new residential developments in the borough should be car-free. Parking will only be considered for new non-residential developments where it can be demonstrated that the parking provided is essential to the use or operation of the development. Staff parking is not considered essential and will not be permitted. Parking for disabled people for both residential and non-residential developments should be provided where it can be demonstrated as necessary, taking into account existing availability of on-street parking for Blue Badge holders. Further information can be found within Camden Planning Guidance on transport.

Redevelopments

- 10.19 Land is an important resource, particularly within a densely populated area such as Camden. The Council will therefore support the development of parking space for alternative uses.
- 10.20 In redevelopment schemes, the Council will consider retaining or reproviding existing parking provision where it can be demonstrated that the existing occupiers are to return to the address when the development is completed. This is common where an existing dwelling or block is being extended or subdivided. It can also occur where a change of use brings a site or property into residential occupation. If a development is to have new occupiers, this should be car-free. Where redevelopment involves a town centre car park identified in Camden's Site Allocations Plan as supporting the functioning of the town centre, the Council will consider the retention of the existing parking provision or a lower level of provision on-site. Any new development on the existing car park should be car free in accordance with Policy T2.

Boundary treatments and gardens

- 10.21 Parking can cause damage to the environment. Trees, hedgerows, boundary walls and fences are often the traditional form of enclosure on Camden's streets, particularly in conservation areas, contributing greatly to their character, as recognised in Camden's Conservation Area Appraisals and Management Strategies. This form can be broken if garden features are replaced by areas of paving or hard standing. Development of boundary treatments and gardens to provide on-site private parking often requires the loss of much needed public on-street parking bays to create vehicle crossovers. Areas of paving can also increase the volume and speed of water run-off. This adds to the pressure upon the drainage system and increases the risk of flooding from surface water. Developments seeking to replace garden areas and/or boundary treatments for the purposes of providing on-site parking will therefore be resisted.

Transport infrastructure

- 10.22 Projects to provide new and improved transport infrastructure will play a central role in supporting growth and promoting sustainable transport within the borough. As major development will largely be concentrated in locations that are, or will be, subject to significant transport improvements, land and facilities will therefore need to be safeguarded in order to ensure delivery of these projects.

Policy T3 Transport infrastructure

The Council will seek improvements to transport infrastructure in the borough.

We will:

- a. not grant planning permission for proposals which are contrary to the safeguarding of strategic infrastructure improvement projects; and
- b. protect existing and proposed transport infrastructure, particularly routes and facilities for walking, cycling and public transport, from removal or severance;

- 10.23 Camden's Infrastructure Table (Appendix 1) contains details of the key infrastructure improvements due to take place. The schedule includes 32 transport projects such as:
- High Speed 2: new north-south railway linking London to Birmingham including potential redevelopment of Euston Station.
 - Crossrail 1: new east-west railway through London from Reading/Heathrow to Abbey Wood and Shenfield.
 - Crossrail 2: new north-south railway running from Surrey to Hertfordshire through London.
 - West End Project: introduction of two-way traffic at Tottenham Court Road and Gower Street and public realm improvements, including at Euston Circus, St Giles Circus and Princes Circus.
 - Camden Town and Holborn Station capacity improvements.
 - North-South Cycle Superhighway: segregated cycle corridor between King's Cross and Elephant and Castle.
- 10.24 Given the constraints on transport capacity in a densely developed borough like Camden, almost every part of existing transport infrastructure is a valuable asset. The Council will therefore seek to protect all existing and proposed transport facilities and links and safeguard the potential for improvements to the transport network.