

**UNIT 1 LINDALE HOUSE,
VARNDELL STREET, CAMDEN
NW1 3QD**

Planning Statement

On behalf of High Speed Two Limited

February 2020

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1.0 Executive Summary

- 1.1 This planning statement has been prepared on behalf of High Speed Two Limited (hereafter referred to as 'HS2' or 'the applicant') to accompany an application for a temporary change of use of the ground floor unit of Lindale House, Varndell Street, Camden NW1 3QD.
- 1.2 The site is located on the corner of Varndell Street and Hampstead Road and is currently unoccupied. The permitted Use Class is flexible A1/A2/A3 (as permitted by planning application reference: 2015/3076/P), although it is understood that the unit has remained unoccupied since completion.
- 1.3 The proposals seek a temporary change of use for Unit 1 of Lindale House from an unoccupied flexible retail or café space (Use Class A1/A2/A3), to a community drop-in and information space (Use Class Sui Generis). The proposal also incorporates alterations to improve accessibility; by means of adding a push button to allow for an automated door.
- 1.4 The proposed alterations to improve accessibility are not considered to require planning permission, therefore this application focuses only on the change of use.
- 1.5 Due to the nature of their work and strategy, the facility is required by HS2 on a temporary basis, therefore this application is seeking consent for a temporary change of use for a five-year period from the date of consent.
- 1.6 This proposal forms part of HS2's wider proposals in Camden. The community engagement space would be utilised for engagement and information events relating to these wider proposals. The space would also be utilised as a drop-in information point. Subject to HS2's agreement, during the opening hours and when not in use by HS2, the space will be available under the supervision of HS2 staff.
- 1.7 Whilst the proposal includes a loss of retail space, the introduction of the community engagement space will reduce the proportion of unoccupied retail space whilst providing a facility that will be greatly beneficial to the community.
- 1.8 The proposal has been welcomed by London Borough of Camden (hereafter referred to as 'LBC') Officers during pre-application discussions.
- 1.9 This Planning Statement assesses the proposal against the adopted development plan, as required by Section 38(6) of the Planning and Compulsory Purchase Act. The proposals have been developed in accordance with the National Planning Policy Framework 2019 ('NPPF'), the London Plan 2016 (as amended), the LBTH adopted Local Plan as well as emerging local and regional policy, and other material considerations.
- 1.10 In conclusion, it is considered that the temporary change of use will be a beneficial and effective use of the currently unoccupied space. The site is located in a highly accessible and sustainable location with great potential to act as a community facility. We believe that the addition will be extremely positive due to its close proximity to the HS2 works.

2.0 Introduction

- 2.1 This Planning Statement has been prepared by CBRE Ltd (hereafter referred to as 'CBRE') to accompany an application for the change of use of the ground floor unit of Lindale House, Varndell Street, from an unoccupied flexible retail or café space (Use Class A1/A2/A3), into a community drop-in and information space (Use Class Sui Generis) for a temporary period of five years.
- 2.2 This statement is structured as follows:
- **Section 3.0** sets out a summary of the site and the surroundings;
 - **Section 4.0** provides a review of the sites planning history and also provides details of recent surrounding applications which are considered to be of relevance to this application;
 - **Section 5.0** details the proposals for the site;
 - **Section 6.0** provides a summary of the engagement that has been held with LBC and includes a summary of the key discussion points and comments;
 - **Section 7.0** summarises the planning policy context for the site;
 - **Section 8.0** sets out the key planning issues when assessed against the local development framework and relevant policies;
 - **Section 9.0** sets out the summary and conclusion.

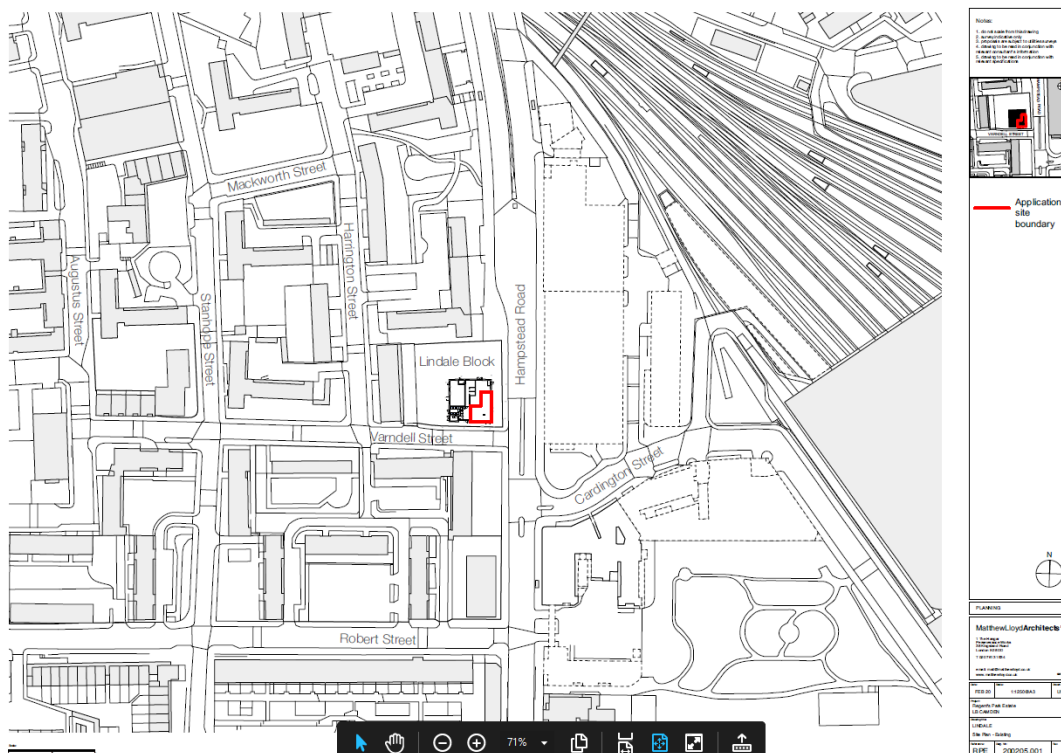
Scope of Submission

- 2.3 This Planning Statement should be read in conjunction with the following documentation forming part of the submission:
- Application Form and Completed Certificate B dated 14th February 2020 (Prepared by CBRE);
 - Site Location Plan (1:1250 - Prepared by Matthew Lloyd Architects)
 - 'Existing' and 'Proposed' Architectural Floor Plans (1:50 - Prepared by Matthew Lloyd Architects).

3.0 Site and Surroundings

THE SITE

- 3.1 The proposal site is formed of Unit 1 of Lindale House. Lindale House is situated on the corner of Varnfell Street and Hampstead Road (A400), located within the Regent’s Park ward of the LBC.
- 3.2 The site is located on the Regent’s Park Estate, which is a large post-war housing estate, located between Euston Station and Regent’s Park to the west. It is bounded by Granby Terrace and a railway along the north-east, Hampstead Road to the east, Drummond Street and Longford Street to the south and Albany Street to the west.



Site Location Plan (1:1250 - Prepared by Matthew Lloyd Architects)

- 3.3 The unit identified for this proposal, which has an area of 94.59sqm, is located on the ground floor of Lindale House, which is an eleven-storey residential building. In 2015, Lindale House was granted planning permission as part of a comprehensive mixed-use development scheme, providing over 100 residential units, retail, commercial and community floorspace (planning application reference: 2015/3076/P).
- 3.4 As per the abovementioned planning consent, the unit has a lawful use for commercial purposes (flexible retail/café Use Classes A1/A2/A3). However, the unit is currently unoccupied.
- 3.5 The site benefits from a public transport accessibility level ('PTAL') of 6a (measured on a scale of 1a-6b, where 6b is the highest) and is considered to have excellent levels of access to public transport. The site is highly accessible, with Mornington Crescent Station located 0.4 miles to the North, Euston 0.4 miles to the South East and Warren Street 0.4 miles South of the site, which service the London Underground, Overground and Network Rail. There are 13 bus services accessible within walking distance of the site. In addition, there are a number of cycle hire docking stations within close proximity.

3.0 Site and Surroundings

- 3.6 The site lies within the Euston Opportunity Area. The Euston Area Plan (EAP), adopted in January 2015, provides the overarching spatial framework for this area of Camden and sets out the development potential of a range of sites to provide replacement housing. HS2 is a pivotal part of the plan, responding to the impact of the proposed plans and aspirations for the area.
- 3.7 In summary, the site is subject to the following designations:
 - Euston Opportunity Area; and
 - Regent’s Park Estate Housing Renewal and Infill.

SURROUNDING AREA

- 3.8 The character of the surrounding area is predominantly residential, with a mix of commercial uses expanding along Hampstead Road.
- 3.9 Designations within the surrounding area include:
 - Central London Area (east of the site);
 - Regent’s Park Conservation Area (west of the site);
 - Site Allocation 9: BHS Garden (Public) (east of the site);
 - Site Allocation 10: Bloomsbury Square Gardens (Public) (east of the site); and
 - Transport Safeguarding Area.
- 3.10 The site is surrounded by residential dwellings, predominantly flats. However, the area is undergoing a significant transformation to change the image of Euston as a nationally important high-quality transport interchange with integrated and well-designed development to raise the quality of the local environment and townscape.

4.0 Planning History

- 4.1 This section provides an overview of the site’s planning history. This information has been obtained from records available from LBC’s online planning applications register.
- 4.2 A review of the Council’s planning history records has identified the following applications relating to Lindale House, Unit 1 Varndell Street.

THE SITE

- 4.3 A review of Camden’s online planning records has been undertaken in order to establish the planning history for the Site. A summary of the most relevant decisions are set out below:
 - Application Reference: 2016/3404/P
Erection of sub-station on land at the Newlands Site, to service part of the redeveloped Regents Park Estate granted under planning application ref: 2015/3076/P. Approved 9th November 2016.
 - Application Reference: 2015/3076/P
Two-phased mixed use development to provide 116 residential units (Class C3), community facility (Class D1) and retail and commercial space (Class A1/A3/A4) across 8 plots including on green/open space in plots 2,3,4. Development would range from 3 to 11 storeys in height, with associated landscape and public realm works, reorganisation of car parking and associated infrastructure works, following demolition of Dick Collins Hall, Victory Public House, and the Cape of Good Hope Public House. All in association with High Speed 2 proposals. Approved 9th December 2015.

SURROUNDING SITES

- 4.4 A review of major recent planning permissions in the vicinity of the application site has been undertaken by way of a search of LBC’s online planning register. Whilst this is not exhaustive, the key applications of note are:
 - Application Reference: 2017/4134/P
Change of use of first and second floors from ancillary kitchen, function room and landlord accommodation to public house (Class A4), to create 3 x 1-bed serviced apartments at first and second floor levels (Class C1) and 1 x 3-bed ancillary landlord accommodation (Class A4) at second and third floor levels; erection of three storey rear/side extension and insertion of new rear/side door to existing yard; installation of 3 x rear/side dormer windows; excavation of existing basement down by 0.45m and installation of new external metal staircase to front lightwell. Approved 9th August 2019. 30-32 Albany Street London NW1 4EA
 - Application Reference: 2018/5909/P
Change of use from office (Class B1) to office and rehabilitation/physiotherapy studio (dual B1/D1 use). Refused 26th April 2019.
Units 69, 70, 71, Troutbeck Albany Street London NW1 4EJ
 - Application Reference: 2016/6473/P
Change of use of part of existing ground floor from gymnasium (Class D2 Use), to office (Class B1 Use). Approved 27th February 2017.
Greater London House Hampstead Road London NW1 7QX
 - 2016/3964/P

4.0 Planning History

Change of use at basement level only from retail (Class A1) to short let accommodation (Class C1). Approved via appeal 3rd February 2017.

Basement Flat 122 Drummond Street London NW1 2HN

The recent applications demonstrate that the site is located in a key area of change for the borough.

5.0 Proposals

BACKGROUND

- 5.1 HS2 is the company responsible for developing and promoting the UK's new high-speed rail network, which is one of the most demanding and exciting transport projects in Europe. They are funded by grant-in-aid from the government as an executive non-departmental public body, sponsored by the Department for Transport.
- 5.2 This proposal forms part of HS2's wider community engagement strategy, of which this site will play a vital part, with the purpose of providing a community drop-in and consultation facility, adding to the variety of benefits they are already providing Camden.

PROPOSALS

Description of Development

- 5.3 This application seeks full planning permission for the:

“Temporary change of use of part ground floor from flexible retail/café (Use Classes A1/A2/A3) to a community drop-in and information centre (Use Class Sui Generis)”
- 5.4 The objective for this proposal forms part of HS2's wider proposals in this area of Camden. HS2 would like to pursue a temporary change of use to Use Class Sui Generis to provide a community engagement space, which would be utilised for engagement and information events related to the wider proposals for HS2. The space would also be utilised as a drop-in information point. Subject to HS2's agreement, during the opening hours and when not in use by HS2, the space will be available under the supervision of HS2 staff.
- 5.5 The unit currently has a permitted commercial use in flexible A1/A2/A3 Use Class, although is currently not occupied. It is understood that the unit has not been occupied since completion.
- 5.6 The proposed facility will be open from 09:00 – 21:00 between Monday and Friday, the later hours are for the purposes of evening events and drop in sessions. There will be further sessions over the weekend between 09:00 - 18:00 on Saturday and 10:00 – 16:00 on Sunday.
- 5.7 There are minor works proposed externally, including the installation of an automated door switch to enable DDA compliance. During pre-application discussions it was confirmed that this is de minimis and would not require planning permission. The proposals would retain the active frontage.
- 5.8 Due to the nature of their work and strategy, HS2 only require this facility for a temporary period, initially seeking consent for a temporary change of use for a five-year period.

6.0 Pre-Application Advice and Consultation

OVERVIEW OF PRE-APPLICATION ADVICE AND CONSULTATION

- 6.1 The applicant sought pre-application advice prior to the submission of this application. The pre-application discussions took place with the LBC.
- 6.2 The key points that were discussed at pre-application stage included but limited to the principle of development, accessibility, amenity, transport and design.

Pre-Application Discussions with LBC

- 6.3 Due to the nature of this proposal, it was not considered necessary for any meetings to take place with Officers.
- 6.4 Formal written advice was provided on the 12th December 2019 by an LBC Officer. Key points included the following:
 - Accessibility – It was confirmed that the provision of an external door button for disabled access would not need planning permission as the alteration is classed as de minimis.
 - Amenity – The proposed hours of use of 09:00-21:00 Monday to Friday, 09:00-18:00 Saturday and 10:00-16:00 Sunday were considered to be reasonable within the surrounding context and would not impact on the amenity enjoyed by neighbouring residents. It was advised that opening hours are likely to be secured via condition.
 - Loss of Retail Use – The Officer expressed that there is clear evidence that the current use is not viable, with alternative provision available within a 5-10-minute walk of the site. It was also confirmed that no evidence of viability of the current use is necessary as the permission is temporary.
 - Principle of Proposed Use – The alternative use was welcomed due to the fact that it would serve the local community. The Officer considered the site to be an appropriate location for the intended use and agrees that it has the potential to provide a valuable service to the local community.
 - Transport – It was expressed that it is unlikely that the proposed use would have higher servicing requirements than a retail unit.
- 6.5 Overall, the advice demonstrated that there is support for the change of use of this site as the proposal ensures that the unit would contribute to the vitality of the area in a similar way to the how the lawful uses would.

7.0 Planning Policy Overview

- 7.1 This section provides an overview of the key national, regional, and local planning policies relevant to the application.
- 7.2 The Town and Country Planning Act 1990 (the “1990 Act”) and the Planning and Compulsory Purchase Act 2004 (the “2004 Act”) establish the legislative basis for town planning in England and Wales. Together these acts establish a “plan led” system which requires planning authorities to determine planning applications in accordance with the statutory development plan (the development plan) unless material considerations indicate otherwise.
- 7.3 The National Planning Policy Framework (NPPF) (February 2019) is a material consideration in the determination of planning applications. In assessing and determining development proposals, the NPPF (2019) sets out that local planning authorities should apply the presumption in favour sustainable development.

DEVELOPMENT PLAN

- 7.4 The site is located in the LBC and as such the statutory development plan comprises the following:
 - The London Plan (2016) (consolidated with changes since 2011); and
 - London Borough of Camden Local Plan (2017).
- 7.5 The policies contained within the Draft London Plan have been considered in detail given the status of the document and the timescales for adoption. The current timescales indicate that the plan will be adopted in February/March 2020 and the Inspectors’ report issued in October 2019 confirms that the Draft Plan should be given material weight in decisions. It is therefore it is important that the proposals are also reviewed against these draft policies.
- 7.6 Where there is a conflict between policies in the development plan, Section 38(5) of the 2004 Act provides that the most recently adopted policy takes precedence. As the Draft London Plan is the most recently adopted policy of the above-mentioned development plan, where there is a difference in policy this document takes precedence, although in all cases, where possible, the proposals should seek to achieve the highest defined standards.

EMERGING DEVELOPMENT PLAN

- 7.7 Emerging planning policy can act as a ‘material consideration’ in the determination of planning applications. The weight given to emerging planning policy is based on the stage of the adoption process the document has reached at the time of the application.

Draft London Plan

- 7.8 The London Plan is the statutory Spatial Development Strategy for Greater London prepared by the Mayor of London (“the Mayor”) in accordance with the Greater London Authority Act 1999 (as amended) (“the GLA Act”) and associated regulations.
- 7.9 The current 2016 Plan (The London Plan consolidated with alterations since 2011) is the adopted Plan, although the Draft London Plan (2019) is being given material consideration in planning decisions as it has now gone through Examination in Public. The Mayor has considered the Inspectors’ recommendations and, on the 9th December 2019, issued to the Secretary of State his intention to publish the London Plan along with a clean and tracked version of the Intend to Publish London Plan. Once adopted, this document will provide a new set of policies to steer development within the Greater London area for the next 20-25 years. Given the status of the Draft London Plan we have considered the proposals against the relevant policies.

7.0 Planning Policy Overview

- 7.10 Other material considerations include (inter alia) at the national, regional and local levels:
 - National Planning Policy Framework (NPPF) ('February 2019');
 - Euston Area Plan ('January 2015')
 - LBC Community uses, leisure and pubs CPG ('March 2018')
 - LBC Town centres and retail CPG ('March 2018')
- 7.11 A comprehensive review of planning policies has been undertaken to inform the proposals for this application. Appendix A sets out the adopted and emerging policies at national, strategic and local levels that are relevant to the proposals.
- 7.12 Following a review of the key policies as set out above and identified the key matters to be considered in the planning assessment have been identified. These issues are addressed within the next section.

8.0 Planning Assessment

- 8.1 This section provides an assessment of the proposed development in relation to the planning policies and material considerations set out in the previous section.
- 8.2 It is considered that the key planning matters for the proposals to be assessed against are:
 - Principle of Development;
 - Loss of Retail Use
 - Principle of Proposed Use
 - Accessibility;
 - Amenity; and
 - Transport.

PRINCIPLE OF DEVELOPMENT

- 8.3 The site comprises Unit 1 of Lindale House, Varndell Street and proposes a change of use from flexible Use Class A1/A2/A3 to Sui Generis.

Loss of Retail Use

- 8.4 The change of use to Sui Generis will result in the loss of retail provision, the unit is 94.59sqm which will all be lost through this proposal.
- 8.5 The site is not located within a designated town centre nor is the unit part of a protected retail frontage and therefore Policy TC3 (shops outside of centres) of the LBC Local Plan is applicable.
- 8.6 Part A of Policy TC3 states that the LBC will permit the loss of a retail unit provided that there is alternative provision available within a 5 – 10-minute walking distance. Given the sites central location, there is an array of alternative provisions within the surrounding area. Euston Station is a short walk away (7 minutes) which provides an array of A1, A2, A3, A4 and A5 uses.
- 8.7 Part B of the policy identifies that support for the loss of retail will be given where there is evidence that the current use is not viable. The LBC are the freeholder of the unit and undertook an extensive marketing process in early 2019, however the unit remains vacant. During pre-application discussions, the Officer confirmed that evidence of viability is not necessary given that the proposed use would be for a temporary period of five years.
- 8.8 The site is not located within the ‘Central London Area’ so part C, which states that a loss of retail within the ‘Central London Area’ will be permitted if the development positively contributes to local character, function, viability and amenity, is not applicable. Notwithstanding this, the proposed use is for a temporary period and will provide a function which will include an activated frontage, therefore the character and function of this area will be retained.
- 8.9 Part BA5 of Policy E9 (retail, markets and hot food takeaways) of the Draft London Plan states that development proposals should prevent the loss of retail that provide essential convenience and specialist shopping. Due to the reasons addressed above, we do not believe that this unit currently provides essential retail space, nor specialist shopping as it is unoccupied.

8.0 Planning Assessment

- 8.10 In summary, the proposal complies with Policy TC3 of the LBC Local Plan and Policy E9 of the Draft London Plan and would reduce the proportion of unoccupied retail space whilst providing a more effective use of the unit.

Principle of Proposed Use

- 8.11 As part of HS2's wider proposals, they would like to pursue a temporary change of use to Sui Generis to provide an essential community engagement space to provide residents with information and advice on proposals, which will limit disruption and exposure. The space would be utilised for engagement and information events related to wider HS2 proposals. The space would also be utilised as a drop-in information point.
- 8.12 The site sits within the boundaries of the Euston Plan, which seeks to ensure that social infrastructure, for example education, health and other community facilities are required to support new development and reflect local priorities and needs. In addition, it recognises the need for community facilities by stating that contributions towards the provision of them will be expected.
- 8.13 The proposal complies with Policy C2 (community facilities) of LBC's Local Plan which states that the council will seek to secure new and improved community facilities to mitigate the impact of development. Mitigating the impact of development is HS2's purpose for pursuing this unit as a community facility to offer support and guidance.
- 8.14 The proposed use is a key element of the HS2 strategy which underpins the Euston Plan, therefore it is considered that the proposed use will wholly contribute to the wider aspirations of the area.

ACCESSIBILITY

- 8.15 As reiterated in the formal pre-application advice, the unit was provided with level access as part of the original planning permission. This proposal includes the provision of an external button which will enable an automatic door¹. This addition will enable access for all, in accordance with Policy C6 of LBC's Local Plan.

AMENITY

- 8.16 Policy A1 (managing the impact of development) of LBC's Local Plan states that the Council will seek to protect the quality of life of occupiers and neighbours. They will grant permission for development unless it causes unacceptable harm to amenity. They will do this by seeking to ensure that development contributes towards strong and successful communities by balancing the needs of development with the needs and characteristics of local areas and communities. They will do this by considering various factors such as privacy and noise.
- 8.17 It is considered that the proposed use would have the same impact on neighbour amenity as that of the lawful use of the unit, which is flexible Use Class A1/A2/A3. This was also expressed in the pre-application advice response. Such uses would involve a number of people coming and going to the unit at varying times of the day, similar to a drop-in centre. The proposed hours of use, which are 09:00-21:00 Monday to Friday, 09:00-18:00 Saturday and 10:00-16:00 Sunday would not impact on the amenity enjoyed by neighbouring residents.

¹ During pre-application discussions, the Officer confirmed that installing an external push button would not require consent.

8.0 Planning Assessment

8.18 In conclusion, the proposals will not negatively impact neighbouring amenity and are therefore in accordance with the relevant policies.

TRANSPORT

8.19 Policy T1 (prioritising walking, cycling and public transport) of the LBC Local Plan promotes sustainable transport in the borough. This is promoted in the area and the site also complies with Policy T2 (parking and car-free development), as the development is car free, and is in a sustainable location. These principles are also followed in the draft London Plan.

8.20 It is considered that the same principles apply as did in the original application and the temporary change of use would have similar servicing requirements to a retail unit.

9.0 Summary and Conclusion

- 9.1 This Planning Statement has been prepared in support of the full planning application submitted to the LBC for the change of use of Unit 1 Lindale House, Varndell Street ('the Site').
- 9.2 The application seeks approval for the change of use of the Site to provide a community/drop-in facility in line with LBC and GLA planning policy. The description of development is:

“Temporary change of use of part ground floor from flexible retail/café (Use Classes A1/A2/A3) to a community drop-in and information centre (Use Class Sui Generis)”
- 9.3 Due to the nature of the proposal, this scheme will not be liable for Community Infrastructure Levy ('CIL') payments as there is no increase in floorspace proposed.
- 9.4 The proposal will support HS2, which is a significant infrastructure project providing a variety of benefits for Camden. It will reduce the proportion of unoccupied retail space whilst providing an essential community facility which will help to limit the volumes of disruption caused by development.
- 9.5 HS2 are committed to bringing forward this community/drop-in facility in line with their ambitions in delivering the most demanding and exciting transport project in Europe.
- 9.6 This statement and supporting documentation have demonstrated that the proposals are in accordance with adopted national, regional and local policy and will deliver a beneficial community asset to this area of Camden.

APPENDICES

Appendix A - Relevant Planning Policies

The below provides a summary of the key relevant planning policies:

PRINCIPLE OF DEVELOPMENT

Loss of Retail Use

- Policy TC1 (quantity and location of retail development) of LBC’s Local Plan expresses that they will apply a sequential approach to retail and other town centre uses should be located in designated centres. Only if suitable sites cannot be found within designated centres will the Council consider edge of centre locations or if no edge of centre locations are available, out of centre locations.
- Policy TC3 (shops outside of centres) of LBC’S Local Plan seeks to protect shops outside centres. However, it states that the council will grant planning permission for the loss of a shop outside designated centres, providing that:
 - a. Alternative provision is available within 5-10 minutes’ walking distance;
 - b. There is clear evidence that the current use is not viable; and
 - c. Within the Central London Area, the development positively contributes to local character, function, viability and amenity.
- Policy E9 (Retail, markets and hot foot takeaways) of the Draft London Plan states that development plans and proposals should provide a policy framework to enhance local and neighbourhood shopping facilities and prevent the loss of retail and related facilities that provide essential convenience and specialist shopping.

Principle of proposed use

- Policy C2 (community facilities) of LBC’s Local Plan states that the Council will work with its partners to ensure that community facilities and services are developed and modernised to meet the changing needs of our community and reflect new approaches to the delivery of services. The Council will:
 - a. seek planning obligations to secure new and improved community facilities and services to mitigate the impact of developments. The Council may also fund improvements to community facilities using receipts from the Community Infrastructure Levy where this is identified on the Council’s CIL funding list;
 - b. ensure that facilities provide access to a service on foot and by sustainable modes of travel;
 - c. facilitate multi-purpose community facilities and the secure sharing or extended use of facilities that can be accessed by the wider community, except for facilities occupied by the emergency services due to their distinct operating needs;
- Part B of policy GG1 (building strong and inclusive communities) of the Draft London Plan states that those involved in planning and development must provide access to good quality community spaces, services and amenities and infrastructure that accommodate, encourage and strengthen communities, increasing active participation and social integration, and addressing social isolation.

ACCESSIBILITY

Appendix A – Relevant Planning Policies

- Policy C6 (access for all) of LBC’s Local Plan expresses that the Council will seek to promote fair access and remove the barriers that prevent everyone from accessing facilities and opportunities. They will:
 - a. expect all buildings and places to meet the highest practicable standards of accessible and inclusive design so they can be used safely, easily and with dignity by all;
 - b. expect facilities to be located in the most accessible parts of the borough;
 - c. expect spaces, routes and facilities between buildings to be designed to be fully accessible;
 - d. encourage accessible public transport; and
 - e. secure car parking for disabled people. The Council will seek to ensure that development meets the principles of lifetime neighbourhoods.
- Part F of Policy D1 (design) of LBC’s Local Plan states that developments should integrate well with the surrounding streets and open spaces, improving movement through the site and wider area with direct, accessible and easily recognisable routes. It also requires that developments are inclusive and accessible for all to meet the needs of the community.
- Policy D3 (inclusive design) of the Draft London Plan states that development proposals should achieve the highest standards of accessible and inclusive design, taking into account London’s diverse population with high quality people focused spaces that are designed to facilitate social interaction and inclusion. In addition, development proposals should be convenient and welcoming with no disabling barriers. Developments should be able to be entered, use and exited safely in everyday circumstances and during emergency evacuation with ease and dignity for all. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building. A Design and Access Statement should be submitted to detail this.

AMENITY

- Policy A1 (managing the impact of development) of LBC’s Local Plan states that the Council will seek to protect the quality of life of occupiers and neighbours. They will grant permission for development unless it causes unacceptable harm to amenity. They 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 they will consider include:

Appendix A – Relevant Planning Policies

- 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 impact upon water and wastewater infrastructure

TRANSPORT

- Policy T1 (prioritising walking, cycling and public transport of LBC’s Local Plan states that 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 Camden Local Plan | Transport 301 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;

Appendix A – Relevant Planning Policies

- 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.
- Policy T2 (parking and car-free development) of the LBC Local Plan states that the Council will limit the availability of parking and require all new developments in the borough to be car-free.

To do this they 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.