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Camden Highline - Phase 1 Planning Statement

Camden Highline

May 2022

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1.0 Introduction

Purpose

- 1.1 This Planning Statement has been prepared by Lichfields on behalf of Camden Highline, to accompany a full planning application for Phase 1 of the “Camden Highline,” a new elevated park and garden on disused stretch of railway viaduct including commercial kiosks and casual events space. The description of development is:

“Works relating to the “Camden Highline” ‘Phase 1’, a high level garden on existing viaduct, including access at Camden Gardens and Royal College Street, Commercial kiosks (within existing arches) (Class E), seating area, pedestrian walkway, event spaces, woodland balcony and ancillary waste and storage facilities”.

- 1.2 The purpose of this Planning Statement is to set the proposals in context and then appraise the proposal against prevailing planning policy and other material considerations.
- 1.3 The Phase 1 development site extends 0.29 hectares from Kentish Town Road to Royal College Street encompassing the disused railway viaduct. The site currently comprises Camden Gardens, disused railway infrastructure and 233 Royal College Street, a former access onto Platform 4 of Camden Road Station.

Accompanying Documents

- 1.4 This statement should be read in conjunction with the following documents that accompany the planning application:
- 1 Application Drawings (James Corner Field Operations and vPPR);
 - 2 Design and Access Statement (JCFO);
 - 3 Events Management/Operations Plan (JCFO);
 - 4 Noise and Residential Amenity Statement (JCFO);
 - 5 Waste and Servicing Statement (JCFO);
 - 6 Heritage Statement (Authentic Futures);
 - 7 Community Involvement Plan (JCFO);
 - 8 Construction Management Plan (Avondale);
 - 9 Biodiversity Statement (London Wildlife Trust);
 - 10 Biodiversity Net Gain Report (London Wildlife Trust);
 - 11 Drainage Strategy (AKII);
 - 12 Transportation Assessment (AKII);
 - 13 Business Plan (Fourth Street); and
 - 14 Energy and Sustainability Statement (Atelier Ten Ltd)
 - 15 Tier 1 Preliminary Risk Assessment & Tier 2 GQRA (Tony Gee)
 - 16 Accessibility Report (Mik Scarlet Access)
- 1.5 A full list of the application drawings forming part of the planning application is included in Appendix 1 of the enclosed cover letter. The Camden Highline Masterplan (prepared by JCFO) has been submitted with this application for indicative purposes only not for approval as part of the Phase 1 development.

2.0 Background

- 2.1 The Camden Highline was conceived as an idea for a new major community asset and vibrant public outdoor amenity space for Camden's local residents, businesses, and community groups as well as visitors and tourists.
- 2.2 The project began with a crowdfunding campaign led by Camden Town Unlimited, a business improvement district funded by local businesses in the area. The Camden Highline Charity is a separate organisation which has formed the basis of the friends of the Camden Highline Alliance. The initial scheme was selected from 75 submissions to an international design competition which ran and concluded in 2020.
- 2.3 The Camden Highline will become a landmark walking route that connects people, places, and entire communities through re-imagining a section of railway infrastructure to create a green and natural, yet culturally dynamic shared street unique to Camden. The Highline also presents the opportunity to connect key strategic growth areas within north London including Camden Town and King's Cross, which also forms part of Camden's Knowledge Quarter. The development will also allow local assets to be brought back into active use, improving the community's connection with local history and heritage.
- 2.4 Considerable emphasis has been placed on access to high quality public realm and outdoor amenity space where members of a community can interact and enjoy movement during the COVID-19 pandemic. The Highline will introduce a new and exciting open public space in an urban setting where accessing high quality public realm can be challenging.

Vision for the Camden Highline

- 2.5 The applicant's vision for the Highline is to repurpose an, underutilised section of railway viaduct and appropriate as high quality public realm and a new linear garden walk.
- 2.6 To deliver this vision, the applicant intends to:
- 1 Enhance the functionality and unlock the potential of Camden Gardens as a community hub;
 - 2 Reinststate the original use of the former Camden Road Station entrance at 223 Royal College Street;
 - 3 Create a new pedestrian walkway providing much needed connections from Kentish Town Road to east Camden;
 - 4 Improve movement and contribute to the existing pedestrian network in the surrounding area;
 - 5 Introduce a new community facility and tourist attraction; and
 - 6 Champion a sustainable approach to the use of planting and materials

3.0 Application site and surroundings

- 3.1 The Phase 1 application site comprises 0.29 hectares of a disused portion of railroad viaduct structure, ancillary railway buildings and public amenity gardens. The Phase 1 stretch of the “Camden Highline” is approximately 260m in length starting at Kentish Town Road and terminating at the crossroad between Camden Road and Royal College Street (Figure 3.1). The site comprises several elements including the brick viaduct running through Camden Gardens through to Camden Road, and three railway arches below in Camden Gardens. The existing viaduct is characteristic of early Victorian railway infrastructure and has been subject to various repairs and upgrades over time. The western portion of the site is bound by Camden Gardens to the north and south either side of the arches. The eastern portion of the site is bound by the active railway line and Camden Road station to the south and Royal College Street to the north.

Figure 3.1 Map of Camden Highline Route



Source: Design and Access Statement, JCFO

- 3.2 Camden Gardens is a small public garden and amenity space which sits either side of the railway viaduct. The garden occupies a triangular plot bordered by metal railings on all sides. The gardens comprise a grassed area to the north and south of the viaduct, public seating, paving and five plane trees. There are two principal access points into Camden Gardens; one along the southern boundary of the gardens on Camden Gardens and the second where Camden Gardens meets Camden Street. Both entrances are marked by metal gates.
- 3.3 Camden Road station sits in the eastern section of the of the Phase 1 stretch of the Highline. The three storey mid-19th century station is characterised by yellow stock brick with a single bay entrance and arched windows at each level. Directly adjacent to the station is a railway bridge over Camden Road.
- 3.4 The Phase 1 site also comprises 223 Royal College Street, a Grade II listed building which formerly housed a staircase to Platform 4 of Camden Road Station, which is no longer in active use. The building is now used as office and studio space. The former Venetian Gothic arch has been replaced with a roller shutter and the former tripartite window above the arch is bricked up. The interior staircase has been removed and a temporary second floor introduced to accommodate office and studio rental space. 223 Royal College Street sits within Jeffery’s Street Conservation Area.

- 3.5 In its entirety, the proposed Camden Highline route stretches 1.2 km from Camden Gardens to the end of York Way connecting several key areas of Camden via a pedestrian walkway route running parallel with the existing active railway line on the viaduct. Subsequent sections of the Highline will include the stretch of viaduct from Camden Road to the end of York Road. This submission relates to Phase 1 of the Highline only.

Figure 3.2 Photographs of existing site



Source: Design and Access Statement (JCFO, 2022)

Surrounding area

- 3.6 The wider area is characterised by a mix of uses including retail, commercial and residential development. To south, east and west the area is characterised by Camden's vibrant mix of commercial and retail offerings including Camden Lock Market, Camden Market Buck Street and Hawley Wharf shopping centre. The area to the west of the site has been subject to major redevelopment in recent years including modern residential, mixed use developments, office buildings and the re-purposing of railway arches including light industrial units at Prowse Place, Randolph Street and immediately adjacent to Camden Road Station on Bonny Street.
- 3.7 The area to the north of the site is mainly characterised by residential including 19th century properties along Kentish Town Road, Jeffery Street, Royal College Street and Camden Street, characterised by double fronted villas in yellow stock brick. A number of properties on the corner of Kentish Town Road date back to the late 18th century.
- 3.8 The Site is well connected to Camden's public transport hubs. The Phase 1 site is located approximately 0.3km south of Camden Town underground station which is serviced by the Northern line with access to Edgware and Morden. Mornington Crescent underground station is located 0.9km south of the Site, which is also serviced by the Northern line. Camden Road

overground station is located along the Phase 1 route of the Highline, providing services to Clapham, Stratford and Richmond. The surrounding area is also well serviced by various bus routes

4.0

Proposed Development

4.1

The application comprises the development of a new elevated public garden including commercial kiosks and new associated access arrangements onto the Highline. This application seeks permission for:

“Works relating to the “Camden Highline” ‘Phase 1’, a high level garden on existing viaduct, including access at Camden Gardens and Royal College Street, Commercial kiosks (within existing arches) (Class E), seating area, pedestrian walkway, event spaces, woodland balcony and ancillary waste and storage facilities”

4.2

A detailed description of the proposed works is provided in the Phase 1 Design and Access Statement including proposed materials. In summary, the proposed development comprises the following and is shown on the proposed site plan (drawing reference L-P1-201 and L-P1-202):

Camden Gardens

- Alteration of three railway arches for use as entrance stair, commercial kiosks, communal space, café, and waste storage.
- A viewing platform/interim landing on the entrance stair
- Lift (rack & pinion) access onto the Highline
- Alteration of the upper level of the viaduct to accommodate the high level park and walking route to Royal College Street (FRP walkway with timber decking)
- Woodland balcony running alongside the viaduct including event space, viewing platform and informal seating (Kentish Town Road to Camden Road)
- Themed, interactive separation screen between the walkway and active railway line

Royal College Street

- Stair and lift (rack & pinion) access to the Highline at 223 Royal College Street
- Overlooking balcony to connect to signal presence of Highline at street level
- Retail unit within the arch featuring Crittal-style glazing

Figure 4.1 Proposal for Phase 1 of Camden Highline



Source: Design and Access Statement, JCFO

Camden Gardens

- 4.3 Camden Gardens marks the start of the Highline route and will become one of the primary access points into the site and onto the pedestrian walkway above. The gardens are home to three railway arches. The eastern archway will be infilled and divided to provide a commercial kiosk (Class E) and a small waste and recycling storage facility. The kiosk will operate on a counter-service model serving food and beverage to Highline visitors. The facade will feature a Crittal-style glazing, akin to other archway infills in the surrounding area. This will help to retain visibility through the arches and minimise the visual impact on their infill, whilst increasing feelings of safety and security. The kiosk will operate within the same hours of the Highline itself; from 7.30am until dusk. Proposed access into the kiosk will be via Camden Gardens, on the north side of the viaduct.
- 4.4 The middle archway is proposed as an ancillary seating area, featuring a long narrow communal table running the depth of the arch for people to gather and eat, drink and rest during their visit to the Highline. This table will be secured outside of Highline operating hours through the locking of Camden Garden's in the evening. The western archway is proposed as a second, smaller commercial kiosk rental unit (Class E) at ground floor level. This kiosk will also operate on a counter-service model offering food and beverage. This second kiosk will not extend the full width of the arch, instead it is proposed to be brought in from the side to allow a clear pedestrian access route through the arch to access the lift which sits on the northern side of the viaduct. Pulling the kiosk off from the archway will provide a clear sightline to enhance legibility and permeability and create a stronger connection between the lift and stair access. Access into the kiosk will along the eastern west façade.
- 4.5 The western arch will also house the cantilevered entrance staircase to the walkway on the viaduct above. The stair will rise from ground floor level to a mezzanine level at which there will be an interim landing and viewing platform out onto the north side of Camden Gardens. The stair will bend to meet a metal walkway/gantry that will sit alongside the existing masonry structure. The staircase will be constructed from a fuchsia pink coated metal for the stringer and riser, steel grey powder coated metal for the balustrade and a timber handrail. The stair will comprise grill treads.

Figure 4.2 Proposed visual of Camden Gardens (view from the South)



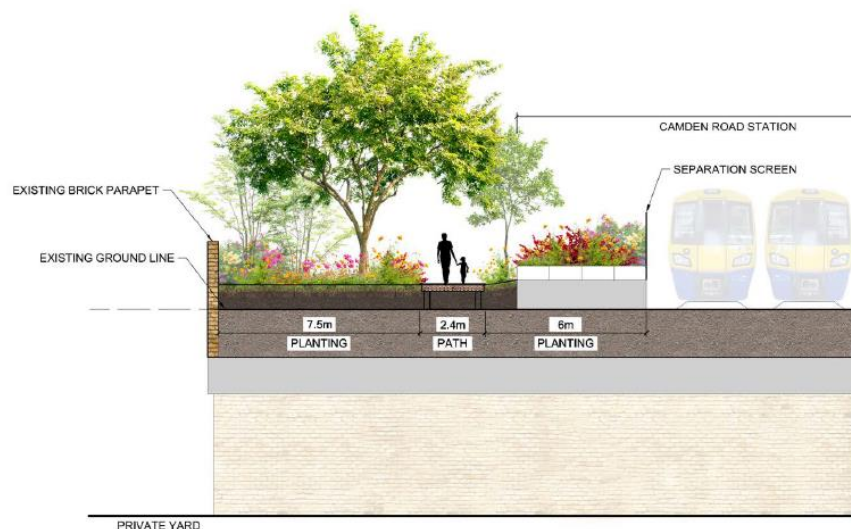
Source: Design and Access Statement, JCFO

- 4.6 The various elements of hard landscaping including pathways running through the garden the arches and of soft landscaping including planters and beds within Camden Gardens will be retained as part of the proposed development. No further intervention is proposed within Camden Gardens as the space falls outside the Phase 1 scope of works.

Woodland Balcony (Kentish Town Road to Camden Road)

- 4.7 The stretch of disused railway from Kentish Town Road to Camden Road will be altered to create a landscaped pedestrian walkway running parallel with the active railway line. The balcony will be accessed from entrance stair and the walkway above Camden Gardens. The existing brick parapet between the railway and adjacent properties on Royal College Street and Ivor Street will be retained. The pedestrian walkway will be 8.5m at its widest and 2.1m at its narrowest over Camden Road and Royal College Street.
- 4.8 The decked footpath will be bound by soft landscaping and planting to the east and west. A separation screen, running the length of the pedestrian balcony, will create a physical and visual division between the woodland balcony and the existing Camden Road Station and platform. The proposed separation screen will take on various different themes across different sections of the woodland balcony. The multi-purpose screen aims to engage visitors and create a point of sensory interaction. Sections of the screen will be interactive through the use of habitats and planting and facilitating trainspotting through viewing circles.
- 4.9 In the western section of the balcony the pedestrian walkway will veer off into woodland seating groves including casual bench seating, providing rest points for visitors. Where Camden Road and Royal College Street intersect, a crossroad bridge is proposed. The bridge will provide views down onto the highway intersection below and immediately across to the railway line connecting the highline to ground level.
- 4.10 In the eastern section the woodland balcony will feature dedicated events space and a small grandstand which can be used by visitors during opening hours and for organised out-of-hours events throughout the year. The submitted Operations and Events Management Plan provides details out-of-hours events proposed. In addition to the grandstand there will be extra flexible event space further east along the balcony, including moveable furniture for visitors to use.

Figure 4.3 Proposed section of the Woodland Balcony

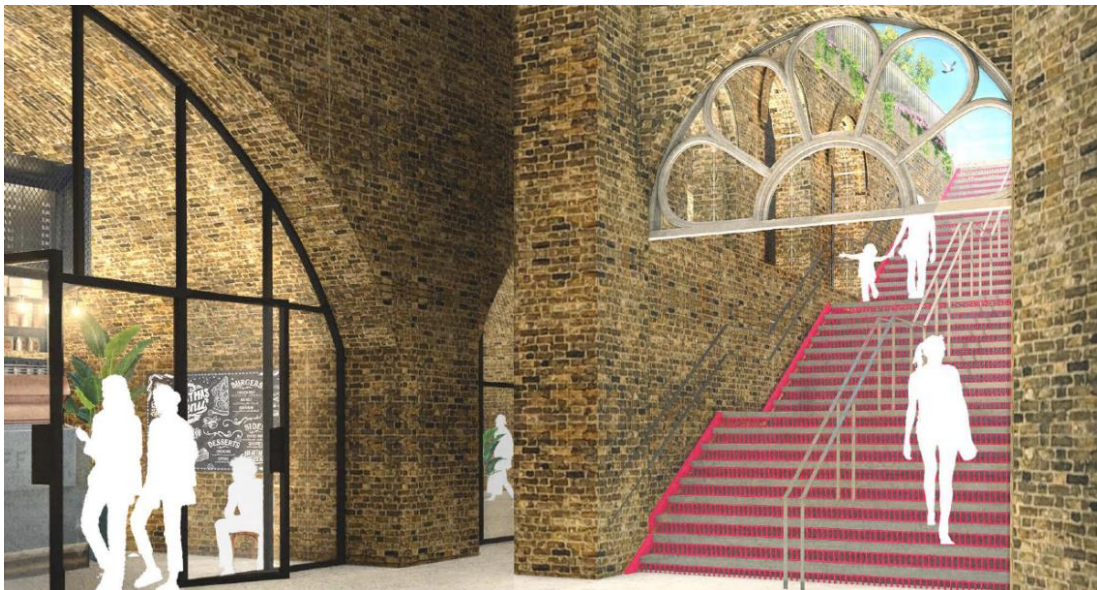


Source: Design and Access Statement (JCFO)

Royal College Street

- 4.11 Royal College Street marks the second pedestrian entrance point to the Highline. The proposals include reinstatement of the historic staircase to former Platform 4 of Camden Road Station to create a civic entrance to the woodland balcony and pedestrian walkway above. The demolition of the temporary floor and the partitions at ground floor and first floor terrace level will reinstate the double height space at 223 Royal College Street. The windows at the entrance bay will be also be restored and the brick infill to the former tripartite window will be demolished. A viewing balcony will be installed in place of the brick infill allowing people to look down on the street activity below. The viewing balcony will also signal the presence of the Highline above to people at street level.
- 4.12 The two archways will be altered to provide additional commercial kiosks. Identical to the kiosks at Camden Gardens, they will be screened using Crittal-style glazing and operate within the Highline opening hours. The Royal College Street entrance will share the same material palette as Camden Gardens to ensure a strong and recognisable identity as a civic and principal entrance onto the Highline.
- 4.13 A new access lift will be installed adjacent to the kiosk and arrive next to the proposed viewing balcony.

Figure 4.4 Proposed visual of Royal College Street entrance stairway



Source: Design and Access Statement, JCFO

Access

- 4.14 The main pedestrian entrance points into the site will be at Camden Gardens and Royal College Street. Both access points will have both stair and life access onto the Highline to ensure inclusive access for all. At Camden Gardens pedestrians will enter through the northern apex of the garden and via the proposed stair up to the pedestrian walkway on the viaduct. At Royal College Street, pedestrians will access this entrance point via Camden Road. These entrance points will only be accessible during the Highline operating hours, from dusk until dawn, at which point they will be locked.

5.0 Pre-application engagement

- 5.1 The application has undertaken detailed pre-application engagement with London Borough of Camden ('LBC') planning and conservation department, Camden Design Review Panel, local councillors and local residents, businesses and interest groups. A full report of the community engagement exercise is provided in the Community Involvement Plan accompanying the planning application. The plan provides details of consultation carried out on the Highline proposal in its entirety.

LBC pre-application discussions

- 5.2 Phase 1 of the Camden Highline was subject to a number of pre-application meetings and discussions with planning and conservation officers at LBC. The applicant met with LBC on three occasions including a walking tour of the Phase 1 Highline route, accompanied by members of the project team in September 2021. The first meeting with officers in August 2021 presented the Highline scheme in its entirety with the second meeting in April 2022, having a stronger focus on the Phase 1 scheme for submission.

Design Review Panel

- 5.3 The Phase 1 proposals were put before the Camden Design Review Panel (DRP) initially in October 2021 where the applicant presented the initial Phase 1 scheme. The DRP indicated their overall support for the Highline proposals, welcoming the addition of high-quality public realm into Camden. The use of 223 Royal College Street as an entrance point was also supported. The DRP encouraged a stronger visual identity for the Highline, and different form for the access stairs at Camden Gardens.
- 5.4 A second meeting with the DRP Chair was held in January 2022, showing changes to the proposed material and colour identity of the staircases and lifts at Camden Gardens and Royal College Street and a developed lighting scheme.
- 5.5 Recommendations from the DRP primarily influenced the materiality of the staircases and lifts at Camden Gardens and Royal College Street. The introduction of fuchsia pink aids in creating a stronger visual identity and distinction, providing a strong contrast to the appearance/materiality of the railway arches and viaduct. This colour will also assist with wayfinding and legibility from the wider area including Water Lane and Kentish Town Road.

Community Engagement

- 5.6 Community engagement on the Highline proposals has been extensive from the early stages of the proposals with a wide demographic reach. Engagement has taken on various forms including education programmes, local talking stations and creative workshops. Consultation on the Highline proposals commenced in August 2017. Details of community consultation can be found in the accompanying Community Involvement Plan, prepared by JFCO.

6.0 **Relevant Planning Policy and Guidance**

6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the development plan unless material considerations indicate otherwise.

6.2 This section outlines relevant planning policy and guidance that should be taken into account when determining the application. A matrix of all relevant policy has been prepared and can be found in Appendix 3 of this statement.

Statutory Development Plan

6.3 The Statutory Development Plan for the application site comprises the London Plan (adopted March 2021) and Camden Local Plan (adopted 2017):

Other Policy Considerations

6.4 In addition to the Statutory Development Plan, the following documents are considered relevant and material in determining the application:

National Planning Policy

- 1 National Planning Policy Framework (July 2021); and
- 2 Planning Practice Guidance (2021)

Supplementary planning documents and guidance

- 1 Access for All CPG (March 2019)
- 2 Amenity SPG (January 2021)
- 3 Biodiversity CPG (March 2018)
- 4 Community uses, leisure and pubs (January 2021)
- 5 Design SPG (January 2021)
- 6 Planning for Health and Wellbeing (January 2021)

7.0 **Planning Assessment**

7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004, this section considers the acceptability of the proposed development against the NPPF, the statutory development plan and other material considerations.

7.2 Based upon the relevant policy and guidance set out in Section 5 and Appendix 1 of this Statement, the key issues for consideration are:

- 1 Principle of Development
- 2 Transport and access
- 3 Design
- 4 Economic Impact and community benefits
- 5 Overlooking and amenity
- 6 Ecology and nature conservation
- 7 Noise effects
- 8 Sustainability
- 9 Heritage including London Squares Preservation Act 1931

7.3 The following sections set out our assessment of the planning application against these policy considerations.

Principle of Development

7.4 Planning policy at the national and local level seeks to promote health and wellbeing through access to high quality open spaces and the enhancement of local community facilities. The NPPF promotes healthy and safe communities by requiring decisions to achieve places which promote social interaction and enable and support healthy lifestyles (paragraph 92). Local Plan Policy C1 requires development to positively contribute to creating high quality and accessible places. This is also reiterated in Policy C2 which states that the local planning authority will ensure Camden's community facilities meet the changing needs of the community. Camden's Planning for Health and Wellbeing SPG also places great emphasis on access to open space and its associated benefits including improvements to both physical and mental wellbeing.

7.5 The proposed development will introduce new high quality public realm, improving local access to shared public space which promotes physical activity, recreation and relaxation. The COVID-19 pandemic has emphasised the need for easy and convenient access to shared, multifunctional community space. The Highline has identified an opportunity to address the increased demand for these types of spaces within Camden in the context of a post-COVID society.

7.6 The proposals will create opportunities for interaction, connecting different members of the community together and subsequently improving social cohesion and mental wellbeing. The COVID-19 pandemic left many socially isolated and limited community interaction. At the height of national lockdown measures, public realm and shared spaces were the location for connecting with others. The large communal table provided in the middle archway at Camden Gardens will encourage informal gatherings and allow Highline visitors to form social connections with one another. Furthermore, informal seating and events space proposed on the woodland balcony will create opportunities for socialising and interaction, proving a space for groups to meet. Contributing to Camden's stock of shared community space is strongly supported by policy at all levels.

- 7.7 Policy within the London Plan and Local Plan seeks to promote pedestrian movement and active forms of travel wherever possible. The Highline will provide considerable improvements to pedestrian movement routes around a main public transport node and a generally bustling part of the borough where footfall is high. The exciting and interactive shared space will actively promote and increase pedestrian movement by providing a clearly marked out walking route to move between different areas of Camden. Providing a space dedicated to pedestrian movement will allow people to move with ease without needing to navigate cycles and cars. The new space
- 7.8 Local planning policy strongly supports adaptation to climate change and sustainable development. In this instance local air quality and its impact on health and wellbeing will be enhanced through additional planting. The Highline will also act as a large carbon store through its planting, soil and timber furniture including recovered railways sleepers. The addition of substantial planting and new filtration systems on the Highline will assist in the management of runoff in a positive way.
- 7.9 Overall, the principle of new high quality public realm and community assets is strongly supported by the NPPF, regional and local policy.

Transport and Access

- 7.10 London Plan Policy T1 encourages car free development in London's most accessible areas. Phase 1 of the highline has a PTAL rating of part 6a and 6b (the highest rating) and benefits from being situated in a highly accessible part of Camden.
- 7.11 A Transportation Statement has been prepared by AKT II Ltd to accompany this application. The statement identifies the public transport provisions, in addition to walking and cycling infrastructure in the immediate area surrounding the Phase 1 Site. The Phase 1 site benefits from strong public transport provisions, primarily the Overground at Camden Road Station.
- 7.12 The statement concludes that the majority of trips to the highline will be undertaken on foot, noting that some people may travel to Camden via public transport but once at Camden will complete their journey to the Highline on foot and the impact on highways would be immaterial. The statement also notes the benefits to the existing pedestrian environment as a result of the proposed development. The creation of a dedicate walkway would remove pedestrian from the surrounding network and provide connections between key locations in Camden and helps in achieving healthy street objectives.

Design

- 7.13 Paragraph 130 of the NPPF requires development to function well, add to the overall quality of the area and have a good layout. LP policy D1 seeks to secure development of a high quality design that respects local context, the historic environment, materiality, and that which promotes inclusive access and health and wellbeing.
- 7.14 The design approach has been set out in the accompanying Design and Access Statement. Overall, the proposed design of Phase 1 is of a high quality creating new public realm.
- 7.15 Landscaping is a fundamental aspect of the Camden Highline, which will be characterised by a rich and eclectic planting palette. Full details of the proposed landscaping scheme can be found in the Design and Access Statement.
- 7.16 The layout of the proposed scheme requires limited interventions and allows the Highline to seamlessly integrate within the surrounding townscape. The visual impact of the woodland balcony on the elevated part of the Highline would be minimal aside from small signals of activity such as the viewing platform and balcony at Royal College Street. The development will

enhance the currently under-utilised stretch of railway viaduct and 223 Royal College street to deliver a high quality shared public realm.

7.17 The Highline will benefit from a unique and striking colour scheme. Accents of bold fuchsia pink on the stairs will help establish a strong and recognisable identity for the Highline. The proposed lighting scheme will help accentuate and celebrate the key features of the Phase 1 scheme including the civic entrance point at Royal College Street, the stairs at Camden Gardens and uplighting to draw attention to the interior of the arches.

7.18 In line with the aspiration of Local Plan Policy C6, access for all is integral to the proposed design, and as such an accessible route onto the Highline is shown on the proposed drawings. At Camden Gardens consideration was given to the visual and physical connection between the entrance stairs and the lift to allow groups with differing accessibility needs to experience the journey onto the Highline as one. The proposed kiosk in the western most archway will not extend the full width, leaving a clear pedestrian access through the arch between the foot of the staircase and the lift, minimising any separation between the different forms of access onto the Highline.

7.19 Both lifts at Camden Gardens and Royal College Street are treated as celebratory aspects of the design and aim to create interest and form part of the Highline experience, rather than just an access arrangement. An Accessibility Statement also accompanies this application which demonstrates the access arrangements to both lifts at Camden Gardens and Royal College Street are accessible and have been designed to allow inclusive access for all.

Economic impact and community benefits

7.20 The NPPF (Chapter 6) supports the creation of conditions in which businesses can invest, expand and adapt. Paragraph 81 states *“Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.”*

Economic Benefits

7.21 The Camden Highline is a non-profit generating venture which will become a community facility and tourist attraction that will be free of charge to visit and experience. The Highline will provide both employment and training opportunities for people in the local community and attracts tourists to this part of Camden resulting in additional spend in the immediate locality and wider Camden.

7.22 Various revenue streams including Highline membership programmes, the hosting of events and sponsorships are expected to deliver considerable economic benefits. A Business Plan, setting out the proposed business and financial model for Phase 1 accompanies this application. The significant economic benefits that are predicated to arise from the operation of Phase 1 of the Highline. The total additional local expenditure in the first year of the Highline’s operation is £759,900 and set to increase to £1,367,700 in the sixth operational year.

Community Benefits

7.23 The community benefits of the scheme have been addressed in the Principle of Development section of this Statement. The Highline will play a crucial role within the local community in providing an interactive shared space place for physical activity, and social connection. The proposed development will promote community engagement and interaction by delivering a community asset where people gather. The Phase 1 development will deliver a wide range of benefits to the local area including local businesses that represent important elements of supporting social life within the community.

Noise

- 7.24 London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise in order to improve health and quality of life. To achieve the right acoustic environment development proposals are encouraged to improve and enhance the existing environments and promoting appropriate soundscapes.
- 7.25 Local Plan Policy A4 states that permission will not be granted for development that is likely to generate unacceptable noise and vibration impacts. The Council also seek to minimise the noise impact from construction noise and deliveries. Guidance set out in the Amenity SPG also encourages mitigation measures to reduce any impacts in relation to noise.
- 7.26 A statement on potential noise impacts of the Highline has been provided within the Noise and Residential Amenity Statement prepared by JCFO to accompany this planning application. The statement sets out the baseline acoustic condition surrounding Phase 1 of the Highline including, the active railway line that runs parallel to the site, highways networks and overground station. The closest noise receptors have been identified, which are concentrated along Camden Street, Camden Road and St Ivor Street.
- 7.27 The existing ambient noise level is high given the neighbouring active railway line, the highways in the immediate surroundings and pedestrian traffic into and around Camden Road Station. The statement anticipates that noise levels will be kept to a minimum as a significant proportion of Phase 1 consists of pedestrian walkways. Noise generation from pedestrians is not expected to be considerable.
- 7.28 The Phase 1 proposals include an events space, where up to 10 out-of-hours events are expected to be held per year, ending no later than 10.30pm. Noise impacts of these events will be mitigated through woodland and evergreen planting along the parapet wall which flanks the majority of residential receptors flanking the Highline. Noise generation from rail and freight trains forms part of the existing acoustic environment for neighbouring residential properties. The introduction of a separation screen between the active railway and the pedestrian walkway will reduce the transmission of noise beyond the Highline. Noise impacts of Highline activity will also be controlled through its operational hours. The Highline will close at dusk, meaning noise disruption will be minimised in the evening and into the night.
- 7.29 The increase in noise levels resulting from activity on the Highline would be negligible when assessed in relation to the baseline acoustic environment. Any potential noise impacts have been identified and considered, with the necessary mitigation measures proposed within the Phase 1 development. The proposed development is therefore considered to accord with London Plan Policy D14 and Local Plan Policy A4 with regard to noise impacts.

Overlooking and Amenity

- 7.30 LBC's Amenity Supplementary Planning Guidance requires all development to mitigate against any potential impacts on residential amenity including outlook, overshadowing, artificial light, and noise impacts.
- 7.31 The Phase 1 scheme has been carefully designed to protect and preserve the outlook of surrounding residential properties. Trees, shrubs and woodland planting along the existing brick parapet wall will effectively screen the Highline from nearby receptors. The use of evergreen trees and shrubs will ensure that screening remains effective all year round minimising any overlooking into residential windows from users of the Highline. The impact of artificial light is not of relevance as the Highline will close at dusk each day therefore no lighting will be required on the high level pedestrian walkway itself.

- 7.32 At Camden Gardens there are high levels of ambient street lighting at night. It is likely that some architectural lighting may be kept on for short periods following the closure of the Highline at dusk. However, it is not considered this would be an issue.
- 7.33 The amenity SPG requires development to protect the privacy of occupants of existing dwellings to a reasonable degree. No specific guidance is set out on the gap between residential windows and newly created public realm. A Noise and Residential Amenity statement has been prepared by JFCO. The statement identifies residential receptors in the immediate surrounding area on Camden Street, Ivor Street, Royal College Street and Camden Road. The statement also sets out the distances between the highline and residential windows at each groups of receptors ranging between 12m at Camden Street and 3m at Royal College Street. In a busy urban environment such separation distances are entirely characteristic and appropriate.
- 7.34 The degree of screening provided by planting will prevent any element of overlooking from the Highline into neighbouring residential windows. Overall, the effects of the development on neighbouring properties is negligible and will not result in any degree of overlooking - there will be adequate separation between residential properties and activity on the Highline- in line with guidance set out in the Amenity SPG.

Sustainability

- 7.35 The NPPF (paragraph 11) outlines a presumption in favour of sustainable development and encourages the use of renewable and local carbon energy (paragraph 155). Policies S12 and SI3 of the London Plan sets out the approach to climate change which require all development to make the fullest contribution to minimising carbon dioxide emission through the energy hierarchy (be lean, be clean, be green, be seen). It states that major non-residential development should achieve a minimum 35% carbon reduction target beyond Building Regulations Part L 2013 onsite (Policy SI2). At a local level LP policy DM1 and CC2 sets out LB's approach to climate change mitigation and adaptation. This includes the requirements for all development scheme to demonstrate how adaptation measures and sustainable development how been incorporated into the design and proposed implementation.
- 7.36 A Sustainability Statement has been prepared and accompanies this application. The statement sets out the Highline's core approach to sustainability, which is centred around the re-use, upcycling and repurposing of existing materials recovered from the existing route. Details of how the Highline will store carbon throughout its lifetime in landscaping, soil and timber infrastructure (e.g. reclaimed railway sleepers) addresses circular economy principles and lifecycle impacts of the development.
- 7.37 The information presented in the Sustainability Statement demonstrates a high consistency with sustainability objectives, delivering economic, social, and environmental benefits in line with the NPPF.
- 7.38 In relation to demolition and construction of the Highline, the applicant is aiming for 95% of non-hazardous waste to be diverted from landfill to reuse or recycling streams. The applicant intends to ensure that construction materials will be repurposed for another development once the lifeline of the Highline has ended, in line with circular economy principles set out in the London Plan.
- 7.39 The proposed development therefore accords with the sustainable development principles of the NPPF and development plan.

Heritage (including London Squares Preservation Act 1931)

- 7.40 The Phase 1 site comprises Camden Road Station which is a Grade II Listed building within Jeffery's Street Conservation Area. The NPPF states that when determining applications, local authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets as well as the desirability of new development making a positive contribution to local character and distinctiveness (para. 197). It also outlines that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (para. 199).
- 7.41 The London Plan reinforces the aims of the NPPF and requires development proposals to be sympathetic to heritage assets and conserve their significance. Local Plan Policy D2 requires development proposals to preserve the character and appearance of a conservation area and seeks to prevent any harm to any heritage assets.
- 7.42 A Heritage Statement has been prepared by Authentic Futures to assess the proposed development and concludes the alterations to Grade II listed Camden Road Station have a major positive impact on the station's significance by bringing this disused section back into use. Overall, the reinstatement of the former entrance will have a major beneficial impact on the significance of the listed building and conservation area. Accordingly, the proposed development will comply with the requirements of the NPPF, London Plan and Local Plan with respect to conserving and enhancing the significance of the listed building and conservation area.
- 7.43 Camden Gardens is protected under the London Squares Preservation Act 1931. The Act seeks to preserve and restrict the use of gardens, squares and enclosures across London. Section 3(1) of the Act states that protected gardens are only to be used for authorised purposes. These purposes include; ornamental garden, pleasure grounds, or ground for rest, play and recreation.
- 7.44 The proposed development, including structures to be erected at Camden Gardens are in connection with the use of Camden Gardens as a primary access point onto the Highline walkway which would be used for rest, play and recreation. Section 3 (5) of the Act states that the use of subsoil or surface on a protected square can be used if the encroachment or interference is temporary. The entrance staircase to the highline at Camden Gardens is a 25-year temporary structure meaning the structure could be removed at the end of the highline's lifetime. Overall, the Phase 1 Highline proposals do not contravene the provisions of the London Squares Preservation Act 1931.

Ecology and nature conservation

- 7.45 The NPPF states that development should contribute to and enhance the natural and local environment, protecting and enhancing value landscapes and sites of biodiversity value and minimising impacts on and providing net gains for biodiversity (paragraph 174). London Plan policy G6 (Biodiversity and Access to nature) requires development proposals to manage impacts on biodiversity and aim to secure net biodiversity gain, based on the best available ecological information. LP Policy A3 requires developments to realise biodiversity benefits through their design and incorporate additional trees and vegetation wherever possible.
- 7.46 A Preliminary Ecological Assessment (PEA) and has been provided which states the site is a low ecological value with respect to habitats and species on site. The dominant species on the site is currently sycamore and buddleia scrub which have a strong presence on rail-sides across Camden. The poor baseline conditions present the opportunity to provide significant ecological benefits and increase the biodiversity value of the site. The development site forms part of a 'Strategic Wildlife Corridor'. The value of habitats included in the Phase 1 site are determined by

the habitats included in the wider strategic corridor. This has been considered as part of the PEA. The assessment concludes that the Phase 1 development will result in overall ecological enhancements.

- 7.47 The proposed enhancement measure will lead to a biodiversity net gain of 15%. Accordingly, the proposed development aligns with guidance set out in the NPPF and Local Plan, London Plan Policy G6 and Local Plan Policy A3 and will support biodiversity in line with the Biodiversity SPG.

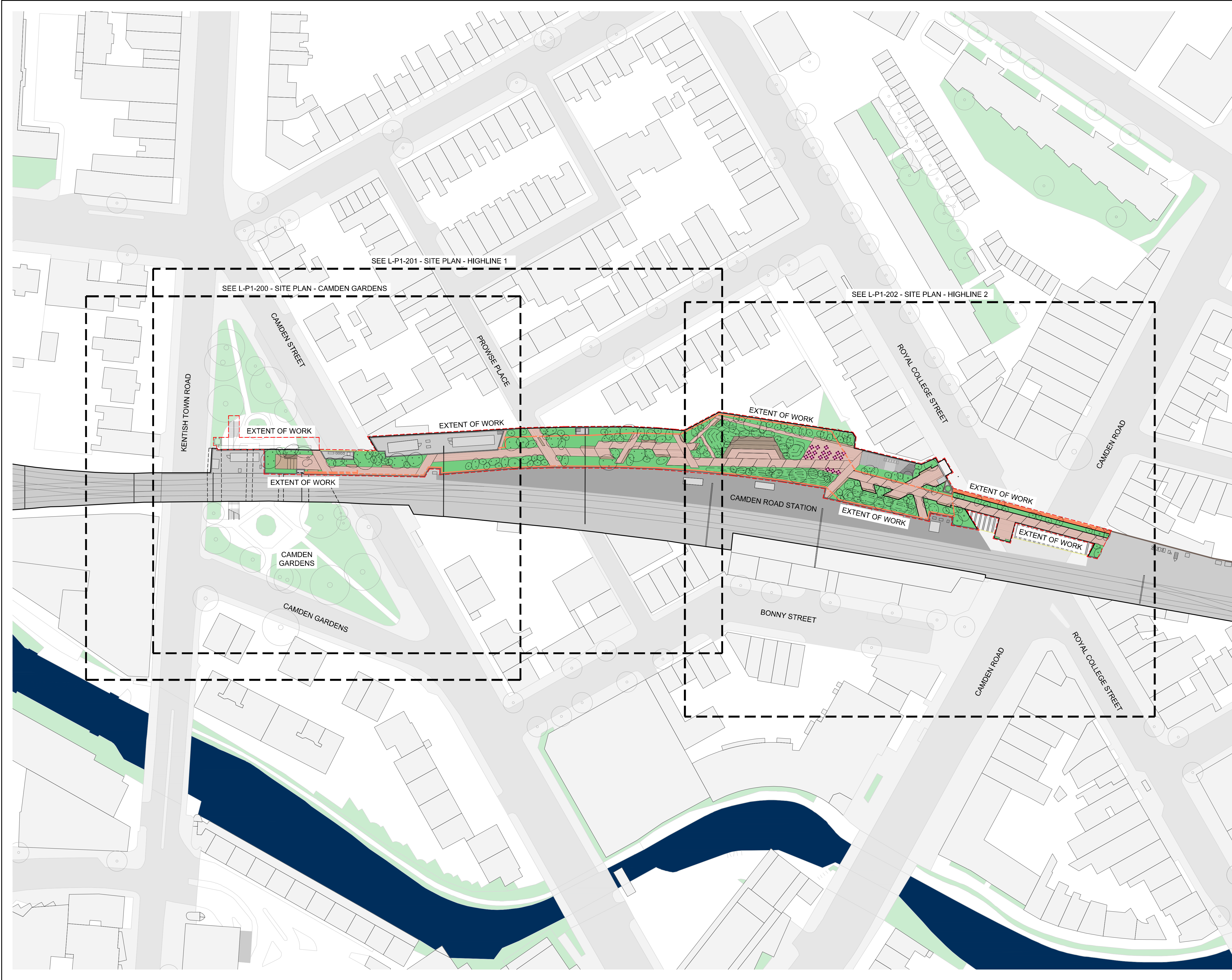
Contamination

- 7.48 LP policy A1 requires development proposals on sites known to be contaminated to submit a relevant assessment of risk to future users. In accordance with Policy A1 a Tier 1 Preliminary risk assessment has identified contaminants and appropriate mitigation measures with appropriate further site investigation measures recommended. This additional investigation can be secured by planning condition.

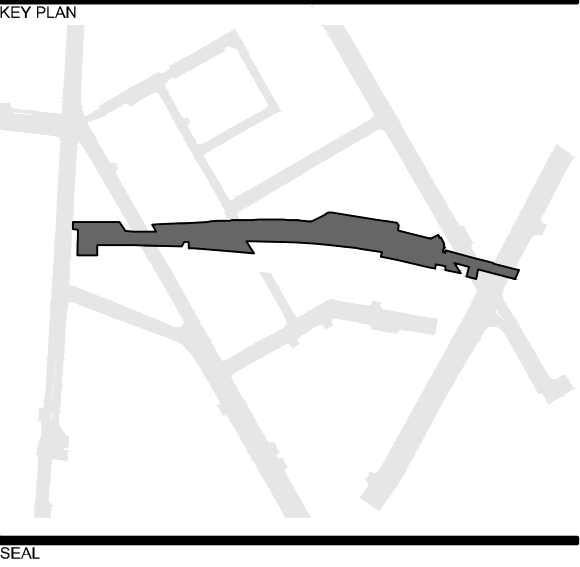
8.0 Conclusion

- 8.1 The application seeks planning permission for a unique and culturally dynamic development that introduces high quality public realm and an exciting, innovative community facility within Camden. The Highline would make a valued contribution to the local community and deliver a new and exciting visitor attraction for Camden and London.
- 8.2 The Highline proposal, in particular the Phase 1 details, have been subject to extensive pre-application discussions and consultations with the local community. The detailed design has evolved in response to consultation feedback from LBC and Camden DRP. This Planning Statement assesses the proposed development in the context of relevant national and local planning policy. This Statement should be read alongside the various other reports which accompany the planning application.
- 8.3 The application presents sustainable development and the NPPF, London Plan and Local Plan recognise the importance of healthy communities and good access to outdoor amenity space. The Camden Highline should be recognised as a prime opportunity to make a substantial contribution to Camden's public realm and shared space offering, to deliver high quality space which promotes physical and mental wellbeing.
- 8.4 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the Statutory Development Plan unless material considerations indicate otherwise. As we have demonstrated in this Planning Statement, the application proposal accords with the Statutory Development Plan and should therefore be granted planning permission without delay. There are no other material considerations which indicate otherwise.

Appendix 1 Site Location Plan



REVISION/ISSUANCE		
NO.	DESCRIPTION	DATE
1	50% CONCEPT DESIGN	18.10.2021
2	100% CONCEPT DESIGN	20.12.2021
3	PLANNING SUBMISSION	MAY 2022



CONCEPT DESIGN

NOT FOR
CONSTRUCTION

CLIENT TEAM

Camden Highline & Camden Town Unlimited
Top Container, 5-7 Buck Street, London NW1 8NJ

LANDSCAPE ARCHITECT:

JAMES CORNER FIELD OPERATIONS
47/2 Tenth Ave, 8th Floor, New York, NY 10018

vPPR Architects - Architecture
22 Prince of Wales Rd, London NW5 3LG

Tony Gee - Train/Network Rail Engineering
Hardy House, 140 High Street, Surrey KT10 9QJ

AKT II Engineering - Civil & Structural
White Collar Factory, 1 Old Street Yard
London EC1Y 8AF

Spiers Major - Lighting Design
8 Shepherdess Walk, London N1 7LB

RLB - Cost Estimator
Level 3, 110 Bishopsgate, London, EC2N 4AY

Street Space - Community Outreach
50 Cambridge Road, Barking IG11 8FG

Pentagram - Signage
11 Needham Road, London W11 2RP

Piet Oudolf - Horticulture
Broekstraat 17, 6999 DE, Hummelo, NL

Hew Locke - Art
Hales Gallery, The Tea Building,
7 Bethnal Green Road, London, E1 6LB

Atelier Ten - Sustainability
19 Perseverance Works, 38 Kingsland Road,
London E2 8DD

Authentic Futures - Heritage
Ground Floor, 72-74 Mare Street, London E8 4RT

PROJECT NAME:

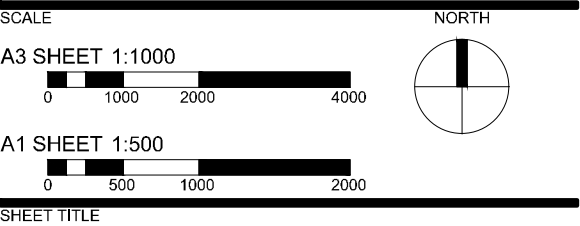
CAMDEN HIGHLINE

JCFO PROJ. #: 2105

PROJECT PHASE:

CONCEPT DESIGN

DESIGNED BY: CD
DRAWN BY: JW
CHECKED BY: MG



SITE LOCATION PLAN

SHEET NUMBER

L-P1-100

Appendix 2 Planning Policy

Policy & Key Requirements	Policy
National Planning Policy Framework 2021 https://www.gov.uk/government/publications/national-planning-policy-framework--2	Synopsis
Paragraph 8	<p>Economic- support strong, vibrant and healthy communities</p> <p>Social- fostering well-designed and beautiful and safe places with open spaces that reflect the current and future needs and support communities health, Social and cultural well-being</p> <p>Environmental- to protect and enhance our natural, built and historic environment- improving biodiversity- adapting to climate change</p>
Paragraph 112 & 113	Seeks to give first priority to pedestrian and cycle movements. Development layouts should facilitate catchment of bus and other public transport modes. Requires development to address mobility needs and avoid unnecessary conflict between pedestrians, cyclists and motorists. Para 113- apps to be supported by transport statement.
Paragraph 130, 134	Para 130-consideration of how the development will function in the long-term. Seeks to secure development that is visually attractive, is of an appropriate layout, sympathetic to local character, creates sense of place, optimise potential of site, safe, inclusive and access, promote health and wellbeing.
Paragraph 197, 199	<p>Para 197 requires LPA's to take account of desirability of enhancing significance of heritage assets and putting them into viable uses and desirability of new development making a positive contribution to local character and distinctiveness.</p> <p>Para 199 great weight given to asset's conservation irrespective of whether any potential harm amounts to substantial harm or less than substantial harm.</p>
Chapter 15 Conserving and enhancing the natural environment	Para 180- development whose primary objective is to conserve or enhance biodiversity should be supported
Camden Local Plan 2017 https://www.camden.gov.uk/documents/20142/4820180/Local+Plan.pdf/ce6e992a-91f9-3a60-720c-70290fab78a6	
Policy G1 Deliver and location of growth	Establishes Camden's overarching objective to secure and deliver high quality development in appropriate locations. Outlines expectations for a mix of uses where this would be appropriate and would help to achieve strategic objectives. Seeks to concentrate new development in growth areas.
Policy C1 Health and wellbeing	Promotes healthy communities through provision of local services and high quality environment.
Policy C2 Community facilities	Seeks to ensure all community facilities meet the needs of the community. Notes that developers proposing community facilities should reach agreement with the Council continued maintenance and other future funding requirements. Supports multi-purpose community facilities shared with wider community. Seeks the inclusion of measures which address the needs of community groups and foster community integration.
Policy C3 Cultural and leisure facilities	The council will look to promote opportunities for the provision of new cultural and leisure facilities through new mixed use developments. The council expect large scale facilities to be located where as many people can access as possible. Camden will seek shared-use or extended access for the community in appropriate developments through developer agreements.
Policy C5 Safety and security	Promotes the highest level of safety across the borough of Camden. The council set out a number of objective through which to make Camden a safer place including working with partnerships and requiring of adequate security provisions in all spaces and buildings.
Policy C6 Access for all	Promotes access for all people of all abilities and seeks to remove any barriers to access. Within this policy the council set out accessibility standards they expect all development proposals to meet.
Policy E1 Economic Development	Supports creation of the appropriate conditions for economic growth mainly through supporting local businesses, supporting development proposals which provide additional employment and keeping a healthy stock of premises that would be suitable for a wide variety of businesses activities.
Policy E3 Tourism	Seeks to ensure all tourism development is easily accessible via public transport, does not result in harm to the mix of uses in the area, local character, residential amenity or existing public transport networks. The Council recognise the importance of visitor economy in Camden and aim to support tourism development.
Policy A1 Managing the impact of development	Seeks to protect the quality of life and amenity of both occupiers and neighbours. The policy sets out all of the factors which will be considered when determining planning applications including visual privacy, outlook, sunlight, daylight and overshadowing.

Policy A3 Biodiversity	Supports development unless it would directly or indirectly result in the loss or harm to a designated nature conservation site or adversely affect the status or population of priority habitats or species.
Policy A4 Noise and Vibration	Seeks to control and manage noise and vibration by not permitting any development that will produce a unacceptable level of noise or vibration.
Policy D1 Design	Outlines LBCs objective of securing high quality design development. A number of criteria are set out within the policy which development proposals will be assessed against to determine whether they are of a suitable standard of design. These criteria include; respect to local context and character, high quality materials that complement the local character and inclusivity. The policy stresses that all growth planned for under " <i>Policy G1 Delivery and Location of Growth</i> " must be of a high quality design.
Policy D2 Heritage	Details how the council will preserve and enhance heritage assets across the borough including all conservation area's and listed buildings and locally listed heritage assets. Development proposals will be required to preserve the character and appearance of a conservation area.
Policy D3 Shopfronts	Requires all new and altered shopfronts to be of a high standard of design. A number of considerations are set out which the council will revert to in their assessment of a development proposal. These considerations include; the design of the shopfront, existing character of the building, relationship with the upper floors and general characteristics of shopfronts in the area.
Policy D4 Advertisements	All advertisements must preserve or enhance the general character of their setting and the parent building. The council will permit advertisements that preserve character and amenity and the character of conservation areas. Policy D4 requires all advertisements to demonstrate consideration and respect to the fabric and design of their setting and parent building.
Policy CC1 Climate change mitigation	Promotes development that will minimise the effect of climate change and meet the highest environmental standards. Camden will seek to ensure that the location of development and mix of land uses will minimise the need to travel by car. Development proposals will be required to reduce carbon dioxide emissions through following the steps in the energy hierarchy.
Policy CC2 Adapting to climate change	Requires all development to be resilient to climate change by adopting appropriate climate change adaptation measures including sustainable drainage systems and measure to reduce the impact of urban overheating. All development of 500 sqm or more of additional floor space are required to provide a Sustainability Statement. The policy also seeks to promote sustainable design and construction methods.
Policy CC4 Air quality	Requires the impact of development on air quality is effectively managed and mitigated. The council will consider both exposure to air pollution and the effect of the development on air quality in their assessment of proposals.
Policy CC5 Waste	Aims to make Camden a low waste borough. Developments must include adequate facilities for the storage and collection of waste and recycling.
Policy T1 Prioritising walking, cycling and public transport	Promotes sustainable transport including walking cycling and public transport. Requires development to create high quality, permeable and safe public realm with high quality footpaths/pavements suitable for number of people expected to use them. Seeks to ensure appropriate cycling provisions including routes and parking facilities are provided. Contributions to improve existing public transport may be sought.
Policy T2 Parking and car-free development	Requires all new development to be car-free.
Policy T3 Transport Infrastructure	Seeks to protect existing and proposed transport infrastructure with a particular emphasis on routes for walking, cycling and public transport.
Policy T4 Sustainable movement of goods and materials	Promotes the sustainable movements of goods and materials and discourages movement by road where possible. Alternative modes of transports of goods includes canal, rail and bicycle.
London Plan (2021) https://www.london.gov.uk/what-we-do/planning/london-plan/new-london-plan/london-plan-2021	
Policy GG1 Building strong and inclusive communities	Outlines how development should help to deliver strong and inclusive communities through encouraging early engagement with stakeholder and communities and the provision of high quality community spaces and amenities. Promotes inclusivity in development and requires buildings to adapt to changing community requirements.
Policy GG5 Growing a good economy	Seeks to promote economic success across London through ensuring recognising the potential of the wider city region and ensuring that London's economy diversifies.
Policy GG6 Increasing efficiency and resilience	Seeks to make London a more efficient and resilient city by improving energy efficiency, supporting a low carbon circular economy and ensuring that all buildings and infrastructure are suitably designed to adapt to climate change. Resilience is promoted through securing a safe environment which is resilient to the impact of emergencies including fire and terrorism.
Policy SD4 The Central Activities Zone	Details London-wide Central Activity Zones (CAZ). Development proposals should support and enhance key functions and qualities of the CAZ including office functions, environment and heritage, retail and culture and arts.
Policy SD6 Town Centres and High Streets	Encourages a range of uses that help meet the needs of Londoners, strengthening of role of town centres by ensuring they are a primary location for commercial activity.
Policy SD7 Town Centres: development principles and Development Plan Documents	Requires all development proposals for new commercial floorspace to ensure that this relates to the size and role of the town centre. Aims to support diversity of town centres through a range of commercial unit sizes in large scale developments. Proposals should consider the location of commercial space.
Policy D3 Optimising site capacity through the design-led approach	Requires all development proposal to consider form and layout, quality and character and user experience. Development should make the best use of land by following a design-led approach and optimising site capacity.

Policy D4 Delivering good design	Outlines objective to ensure high quality design and place-making in development. Requires proposal to demonstrate how design quality will be maintained through to completion.
Policy D5 Inclusive design	Expects all development proposals to achieve the highest standard of accessible and inclusive design that allows for spaces to be entered, used and exited safely and easily. Requires one lift per core to be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building, in all development where lifts are installed.
D8 Public realm	Requires development proposals to explore opportunities to create new public realm where possible. New public realm should be well-designed, safe, accessible and inclusive to all. Proposals should demonstrate how new public realm functions in the existing area.
Policy D12 Fire safety	Requires development to provide suitable and convenient means of escape, and associated fire evacuation strategy for all building users. Fire Statement prepared by a third party suitably qualified assessor required for all major development proposals. Lists criteria that need to be covered in the assessment as Part B of the policy.
Policy D14 Noise	Outlines how development should manage noise and avoid significant impacts on health and quality of life. Encourages separation of noise sensitive-development from other major noise sources such as roads through distance and layout
Policy E9 Retail, markets and hot food takeaways	Aims to support successful, competitive and diverse retail sectors. Proposals are encouraged to bring forward capacity for additional comparison goods retailing.
Policy SI1 Improving air quality	Aims to tackle poor air quality through stipulating that proposals should not lead to further deterioration of poor air quality or create unacceptable risk of high levels of exposure to poor air quality. Proposals to consider air quality limits.
Policy SI3 Energy infrastructure	Encourage developers to establish energy and infrastructure requirements through early engagement with the relevant companies. Large scale developments in growth areas required to submit energy masterplans which identify energy related aspects including major heat loads and major heat supply plants.
Policy SI7 Reducing waste and supporting the circular economy	Promotes resource conservation, waste reduction which subsequently increases material re-use. Aims to keep products and materials at their highest use for as long as possible. Proposals should meet or exceed a waste recycling target of 65% by 2030.
Policy T1 Strategic approach to transport	Seeks to support development that facilitate the delivery of the Mayor's strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041.
Policy T5 Cycling	Sets out the requirements for cycle parking for new development. Seeks to create a healthy environment in which people choose to cycle.
Policy T6.5 Non-residential disabled persons parking	Outlines requirements for all non-residential elements to provide access to at least one on or off-street disabled persons parking bay. Disabled bays should be located on firm and level grounds. Table 10.6 states in retail and recreation uses 6% of the total parking provision should be designated disabled bays. Additionally 4% of all spaces should be enlarged bays.
Regional and Other Guidance https://www.camden.gov.uk/planning-policy-documents	
Air Quality (LBC, 2021)	Seeks to protect future occupants from exposure to poor air quality. Developments to limit their impact on local air quality and as a minimum be air quality neutral. Borough is designated as a Air Quality Management Area due to high concentrations of nitrogen oxide and particulate matter.
Community uses. Leisure and pubs (LBC, 2021)	Requires development to protect and enhance all community, cultural, leisure and pub facilities across the borough. Sets out how the council will ensure that all new development makes appropriate contributions to community facilities. CIL funds to be used to improve local community provisions.
Design (LBC, 2021)	Promotes excellence in design and requires schemes to consider a range of factors in their design including; context, use, function, sustainability, quality of public realm and character of the area. Guidance on Heritage; development should not affect the setting or the character and appearance of a Conservation Area. Shopfront design to consider character and design of the building and its context, encouraging shopfronts that activate the street scene and contribute to healthy places.
Employment sites and business premises (LBC, 2021)	Seeks to protect existing employment premises that meet the needs of businesses and employers across Camden. Section 106 planning agreements used to secure local employment and training in addition to affordable workspace. Loss of employment premises or sites will not be permitted without sufficient marketing evidence.
Energy Planning Guidance (GLA, updated April 2020)	Requires development to consider carbon reduction measures to help achieve London's net zero-carbon target. Energy assessment to outline CO2 savings and proposed measures to reduce energy demand.
Accessible London: Achieving an Inclusive Environment (GLA, October 2014)	Requires development to consider the spatial needs of people and communities to ensure London is safe, secure, accessible and inclusive to all. Outlines how development should address physical and social barriers to disabled people.
Planning for Equality and Diversity in London (GLA, October 2007)	Promotes equality and inclusivity within development. Requires developers to consult and engage with the local community at the pre-application stage to ensure development meets the needs of diverse groups. Encourages promotion of equality of opportunity within planning, particularly in areas of deprivation and a lack of community cohesion.
The control of dust and emissions during construction and demolition (GLA, July 2014)	Seeks to reduce emissions of dust in the construction and demolition process and manage emissions of nitrogen oxides from machinery through non-road mobile machinery ultra low emissions zone.
Planning for Health and Wellbeing SPG (LBC, 2021)	Requires development to incorporate measures to ensure healthier communities and reduction in health inequalities. Implications on health and wellbeing to be identified at earliest stage possible.

Access for All SPG (LBC, March 2019)	Sets out expectation for all development to be inclusively designed and useable by all and have the highest standard of access and inclusion. The council expects places to include high quality circulation arrangements for all pedestrians regardless of mobility and attention to be given to the experience of vulnerable groups.
Amenity SPG (LBC, January 2021)	Seeks to protect the privacy of dwellings, secure mitigation measures to reduce overlooking, noise and vibration impacts and artificial light. Encourages natural surveillance on open public spaces.
Biodiversity CPG (LBC, March 2018)	Development proposals must demonstrate consideration of biodiversity impact, address mitigation hierarchy (Information, Avoidance, Mitigation, Compensation, Enhancements) and set out biodiversity enhancement measures.
Transport (LBC January 2021)	Requires submission of a transport statement demonstrating measures required to mitigate potential transport impacts of development. Financial contributions may be sought to ensure site can be accessed safely via existing highways networks. Delivery and servicing plan must identify location of loading, delivery timing, routing, vehicle types. Re-affirms LBC Local Plan position on car free development.

Celebrating
60
years

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