

Shaping Camden

Camden's Local Development Framework

Core Strategy Preferred Approach



Have your say

Consultation October – November 2008

We want to hear your views on our preferred options in this document. The consultation will allow you to influence the direction of the Core Strategy before we move onto the next stage.

Please reference the option or topic you are commenting on.

You can send your comments to:

Forward Planning

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Or you can email your comments to:

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Or you can comment via our website:

camden.gov.uk/ldf

Please send your comments by 20 November 2008

(Please note that all comments received will be available for public inspection)

Shaping Camden

Camden's Core Strategy Preferred Approach

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Introduction

What is Camden's Core Strategy?

1. Camden's Core Strategy will set out the key elements of the Council's planning vision and strategy for the borough in the future. It will be the central part of our **Local Development Framework (LDF)**, a group of documents setting out our planning strategy and policies. All other planning documents must be consistent with the Core Strategy. The Local Development Framework will eventually replace the Camden Unitary Development Plan (UDP) 2006 which sets out our current planning policies.
2. The Core Strategy will contribute to achieving the vision and objectives of Camden's **Community Strategy** and help the Council's partners and other organisations deliver relevant parts of their programmes. It will cover the physical aspects of location and land use traditionally covered by Planning but also address other factors that make places attractive, sustainable and successful, such as social and economic matters. It will help to shape the kind of place Camden will be in the future, balancing the needs of residents, businesses and future generations.
3. Late last year we asked for views on the key issues and challenges that will face the development of Camden over the next twenty years and options dealing with them. Following this we considered the responses we received along with the background evidence/information we have collected, the sustainability appraisal we carried out (see below) and national and regional policy. Using these we developed our preferred approach for the Core Strategy, which is set out in this document.

Other Local Development Framework documents

4. Local Development Framework will contain a number of documents which will help to achieve the vision and objectives set out in the Core Strategy. These are:
 - **Development Policies** – which will support the Core Strategy by setting out additional planning policies the Council will use when making decisions on applications for planning permission. Consultation on the Council's preferred approach for Camden's Development Policies is taking place alongside consultation on the Preferred Core Strategy.
 - **Site Allocations** – which will set out the Council's proposals for places that are expected to experience major development.
 - **North London Waste Plan** – which will set out policies relating to waste and identify sites for major recycling and other waste handling facilities in North London. It is being prepared jointly by Camden and the six other boroughs in the North London Waste Authority area.
 - **Supplementary Planning Documents (SPD)** – these will give detailed guidance on how the Council's planning strategy and policies will be implemented for specific topics, areas or sites. Although they will not form part of the statutory development plan for Camden, and will therefore not have the same weight in decision making, they will be important considerations in the Council's planning decisions. We will review our main Camden Planning Guidance supplementary planning document to ensure its consistency with the adopted Core Strategy, Development Policies and other relevant LDF documents.
5. A list of the planning policy documents that Camden will be preparing over the next few years and the timetables for their production are set out in Camden's Local Development Scheme.

Camden's Community Strategy and other strategies

6. As noted above, the Core Strategy needs to take into account other plans and strategies that influence the borough. It will seek to contribute to achieving the vision in **Camden Together, Camden's Community Strategy** and other relevant strategies. The Community Strategy sets out the shared vision and strategy for the borough of the Council and its partners. For more on the Core Strategy's vision, see the section on Vision and Objectives below.

7. Camden has many other strategies that cover the broad range of the Council's work. Strategies relevant to the Local Development Framework include Camden's Housing Strategy, the Safer Camden Strategy, our Air Quality Strategy, Camden's Children and Young People's Plan and our Local Implementation Plan (LIP), which sets out Camden's transport objectives, schemes and programmes.

London Plan

8. The Mayor of London's London Plan (2008) provides the London-wide context for borough planning policies and the documents in our Local Development Frameworks must be in general conformity with the London Plan. The London Plan provides a social, economic and environmental framework for the future development of the capital. Alongside the documents in the Local Development Framework, the London Plan forms part of the statutory development plan for Camden, the starting point for decisions on planning applications in the borough.

Sustainability appraisal

9. We need to carry out a sustainability appraisal of the Core Strategy and other relevant Local Development Framework documents. This promotes sustainable strategies and policies through an assessment of their environmental, social and economic impacts. It helps us to identify and minimise any potential harmful impacts of our strategy and policies and to maximise the beneficial impacts.
10. As the first stage of the sustainability appraisal of the Core Strategy we prepared a Scoping Report, which looked at the baseline information and relevant plans, policies and programmes. This was sent to statutory consultees for comment in line with the regulations. Following this we have carried out a full appraisal of the options considered in the Core Strategy Issues and Options paper and any other options raised during consultation, and this has informed the development of the Council's preferred approach.

Monitoring

11. The Council will monitor the effectiveness of the Core Strategy in delivering its objectives by assessing its performance against a series of indicators. These are set out in a separate Local Development Framework Monitoring Indicators document. A number of indicators will be included for each policy. These will include core indicators, set by the government, and local Camden-specific indicators. Each year we will publish an Annual Monitoring Report. This will:
 - assess the performance of the Core Strategy and other LDF documents;
 - identify the need to reassess or review any policies or approaches;
 - make sure the context and assumptions behind our approach are still relevant; and
 - identify trends in the wider social, economic and environmental issues facing Camden.

What happens next?

12. The process for preparing our Core Strategy, which includes three rounds of public consultation, is set out below:
 - gathering background information and consulting on key **issues and options** for the future of Camden;
 - developing the Council's **preferred options** and consulting on them, alongside the sustainability appraisal. This is the current stage;
 - preparing the Core Strategy document for submission to the government and further consultation ("**submission**");

- a public **examination** where the document is assessed by an independent inspector;
 - publication of the **Inspector's report**;
 - **adoption** of the Core Strategy by the Council.
- 13. When the Council adopts the Core Strategy it will, along with other Local Development Framework documents, replace our current Unitary Development Plan. These documents will then, with the Mayor's London Plan, form the basis for planning decisions in Camden.

What makes Camden unique?

14. It is important that our strategy for the future development of the borough is based on an understanding of the characteristics that make Camden what it is and a knowledge of how it is likely to change.
15. We have been collecting information from many sources to help us identify the key issues and opportunities for the future of the borough and give a strong basis for our planning strategy and policies. (This information is sometimes known as the “evidence base”.)
16. Evidence for the Core Strategy includes, but is not limited to, the following -
 - the sustainability appraisal (see Introduction above);
 - Camden Annual Monitoring Report;
 - Camden Retail Study 2008;
 - Camden Housing Needs Survey 2008;
 - Camden Employment Land Review 2008;
 - Camden Open Spaces, Sport and Recreational Facilities Needs Assessment 2008;
 - Delivering a Low Carbon Camden – Carbon Reduction Scenarios to 2050, SEA-Renue, 2007;
 - Strategic Flood Risk Assessment, Mouchel, 2008;
 - census information.
17. The profile below describes some of the features that give the borough its unique character.

Camden's places

- Camden covers approximately 22 square kilometres (11 square miles) in inner London;
- the southern part of the borough forms part of Central London with its dynamic mix of uses, activities and facilities of London-wide, national and international significance. It is also home to a significant resident population;
- Camden has many residential areas and neighbourhoods with their own distinctive characteristics, many of which are of architectural or historic importance;
- it has numerous parks and open spaces, ranging from Hampstead Heath, Primrose Hill and the Regents Canal to historic squares and local parks and playgrounds;
- the borough has a range of centres providing shopping and services and local employment. These include town centres such as Camden Town, West Hampstead and Finchley Road, areas that contribute to the retail attraction of the West End like Tottenham Court Road and Seven Dials, and a variety of neighbourhood centres, street markets and local shops;
- Camden is home to many renowned institutions such as the British Museum, the British Library, the Inns of Court, the University of London and other educational establishments and teaching hospitals;
- Camden is a borough of diversity and contrasts. It contains wide inequalities in household income, health and other characteristics and every part of the borough has areas of relative affluence alongside areas of relative poverty. Camden is the most polarised borough in London with some of the wealthiest areas in England as well as some of the most deprived.¹

Camden's people

- More than 210,000 people currently live in the borough and it is estimated that Camden's population will grow by about 15% between 2006 and 2026;²
- the increase in population will largely be due to more births and fewer deaths in future years, although migration will also play a part;³
- our population is ethnically diverse, with around 30% of residents from black or minority ethnic groups (compared to the England average of 9%);⁴
- Camden has a relatively young population, with the highest percentage of people between 25 and 40 in the UK, relatively few children and older people and the highest proportion of full-time students in London;⁵
- almost half of Camden residents have qualifications of at least degree level while a quarter have few, if any, qualifications and many lack basic skills in literacy and numeracy;⁶
- overall recorded crime levels have been falling in recent years but are still above the average for London.⁷

Camden's economy

- although Camden is a small borough in size terms, it is the third largest contributor to London's economy and provides around 1% of Britain's economy;⁸
- Camden has over 20,000 businesses, ranging from international organisations to small businesses, and almost a quarter of a million people work in the borough;⁹
- over half of the businesses in Camden are in 'knowledge economy' industries such as the media, finance, law and other professional services. Leisure, entertainment and tourism are also important for the borough's economy, with particular concentrations in Central London and Camden Town.¹⁰

Camden's homes

- Camden is a very popular place to live but this means that the average house price in the borough is the third highest in London;¹¹
- demand for affordable housing far outstrips supply and continues to increase;
- Camden has a small average household size (2.06 persons per household) compared to England and Wales as a whole (2.36) and the number of single person households is growing among both younger and older people;¹²
- up to a third of Camden's households are overcrowded, so there is also a high demand for larger properties, particularly for social housing;¹³
- Camden has a high proportion of flats and a high proportion of people live in rented accommodation.¹⁴

Camden's environment

- Camden has a unique architectural heritage, with many high quality areas and thousands of buildings recognised for their special architectural or historic interest;
- Camden collects over 112,000 tonnes of waste each year ("municipal waste"), which includes around 56,000 tonnes of waste from households;¹⁵
- recycling in the borough is increasing with over 25% of household waste now being recycled;¹⁶
- parts of Camden have some of the poorest air quality levels in London.¹⁷

Camden's transport

- the number of people cycling in Camden increased dramatically over the last decade, while walking accounts for nearly half of the journeys taken by Camden residents, almost twice the national average;¹⁸
- 56% of Camden households have no access to a car or van;¹⁹
- the borough has extensive coverage by bus, tube and suburban rail;
- Camden also has three major mainline railway stations (King's Cross, Euston and St Pancras) and a gateway to/from mainland Europe in the Eurostar terminal at St Pancras.

Camden's setting

Camden does not sit in isolation. Therefore, when we are developing our strategy for the borough it is important for us to take account Camden's relationship with neighbouring boroughs, other parts of London and wider areas linked to us by transport routes. Some of the key relationships and links are described below:

- the southern part of the borough is within London's Central Activities Zone (CAZ), the area that contains many of the activities that define London's role as the UK's capital and a major international city, and the south-west corner of Camden forms the eastern edge of the West End;
- some of Camden's growth areas are on our border, or straddle our boundary, with other boroughs. For example, King's Cross sits on the border between Camden and Islington and the Tottenham Court Road area extends across parts of Camden and Westminster;
- there are major redevelopment proposals for the Cricklewood/Brent Cross area, north west of Camden, involving over 7,000 homes and a substantial amount of new shops and offices;
- Camden is at the southern end of the North-West London to Luton corridor which is planned to experience substantial levels of growth alongside future transport improvements;
- Kilburn town centre straddles the border of Camden and Brent.

REFERENCES

- | | |
|--|---|
| ¹ CLG Index of Multiple Deprivation 2007 | ¹¹ Land Registry House Price Index, 2008 |
| ² GLA 2006 Round-based Population Projections – RLP High | ¹² GLA 2006 Round-based Population Projections – RLP High/Census, 2001 |
| ³ GLA 2006 Round-based Population Projections | ¹³ Census, 2001 |
| ⁴ GLA 2006 Round-based Ethnic Group Projections – RLP High | ¹⁴ Census, 2001/Camden Housing Investment Programme, 2007 |
| ⁵ GLA 2006 Round-based Population Projections – RLP High/Census, 2001 | ¹⁵ Best Value Indicators 82 (a) and (b) LB Camden, 2006/7 |
| ⁶ Census, 2001 | ¹⁶ Best Value Indicators 82 (a) and (b) LB Camden, 2006/7 |
| ⁷ Metropolitan Police Crime Statistics, 2006/7 | ¹⁷ Camden Air Quality Action Plan Progress Report 2007 |
| ⁸ Annual Business Inquiry; Office of National Statistics | ¹⁸ Census, 2001 |
| ⁹ DTI VAT Registered Businesses, 2006 | ¹⁹ Census, 2001 |
| ¹⁰ ONS, Annual Business Inquiry, 2006 | |

The challenges we face

18. Camden's planning strategy is being prepared in the context of social, economic and environmental changes. Some of the key issues that we need to consider are outlined below.

Adapting to a growing population and social changes

19. Camden's population is growing and changing (for example households are getting smaller and people are living longer) and advances in technology are changing the way we work, shop and spend our leisure time. We also face conflicting demands on the limited space in the borough and often there is a difference between the uses that are attractive to the market and those wanted by local communities. The challenge we face is adapting to our changing world while trying to improve the quality of life of residents and the provision of services, and accommodate new and expanded buildings while protecting valued places and promoting high quality design.

Climate change and sustainability

20. It is increasingly recognised that climate change will affect all our lives and those of future generations, with global changes having local impacts. We need to respond to this by greatly reducing Camden's impact on the environment and taking measures to deal with the effects of climate change in the borough. Our response to these issues must be sensitive to the high quality environment in much of the borough.

The quality of the local environment

21. Camden's many attractive and historic neighbourhoods and numerous parks and open spaces are a significant reason that the borough is such a popular place to live, work in and visit. We need to manage change and growth so that they take place in a way that respects the character and distinctiveness of Camden's valued and special places. We also need to continue to try to make our local environment better, for example by reducing air pollution and improving our streets and public spaces.

The supply and cost of housing

22. Many people want to live in Camden but there is a limited supply of homes and prices are high. Also the demand for affordable homes is greater than the number available. We face the challenge of providing a diverse range of housing, in terms of price and type, and securing mixed areas with both private and social housing.

Economic development

23. Camden has a very successful and diverse economy, contributing around 1% of the country's economy. The Council wants to maintain and strengthen Camden's economy and competitiveness, nationally and internationally, while keeping the borough's special identity in the face of standardisation and globalisation.

Inequalities

24. The success of Camden's economy is not shared by all and the borough has some of London's most deprived neighbourhoods as well as some of the wealthiest. The Council wants to make sure that all members of the community have access to jobs, skills and training, education, and health and community facilities to help to promote equality, inclusion and opportunity.

Crime and safety

25. Camden experiences the crime and disorder common to inner city areas. Consultation on the Community Strategy found that anti-social behaviour, crime and drugs were a major concern, with many people feeling that these harmed the quality of life in some parts of the borough. The challenge we face is to make the borough a safer place while ensuring it maintains the vibrancy that makes it such a popular place to live, work in and visit.

Transport

26. Camden is well served by bus, tube and rail but overcrowding on public transport is likely to increase with rises in the number of people living, working in and visiting the borough. In recent years, the amount of road traffic in Camden has been reducing. Road traffic can harm local air quality and, through this, the health of those living in the borough. The Council wants to promote travel is that easy, safe, healthy and does not harm our local environment or contribute to climate change.

Vision and objectives

Core Strategy vision

27. In 2007, the Council and its partners agreed Camden's Community Strategy, Camden Together, which sets out a shared vision and strategy for the borough. We are using the vision from the Community Strategy as the overarching vision for the Core Strategy and other related planning policy documents.
28. The overall vision of the Community Strategy and the Core Strategy is that:

Camden will be a borough of opportunity

29. Four themes were identified in the Community Strategy to achieve this vision:

- 1 A sustainable Camden that adapts to a growing population**
- 2 A strong Camden economy that includes everyone**
- 3 A connected Camden community where people lead active, healthy lives**
- 4 A safe Camden that is a vibrant part of our world city.**

Strategic objectives

30. We have developed a series of objectives for the Core Strategy which operate together to guide the delivery of the vision above. These are set below arranged by the Community Strategy themes alongside the section of the Core Strategy that contribute towards achieving each objective.

Objectives	Core Strategy Section
A sustainable Camden that adapts to a growing population	
• to sustainably manage growth so that it takes place in the most appropriate locations, meets our needs for homes, jobs and services and properly takes into account Camden's character as a highly developed inner London borough with many valued and high quality places.	Sections 1, 2, 3, 4, 8, 14, 15, 16
• to shape the future of Camden to create a unique, successful and vibrant place to live, work and visit.	Sections 1, 2, 3, 4, 8, 9, 12, 14, 15, 16
• to make sure that development in Camden achieves high environmental standards and is designed to adapt to, and reduce the effect of, climate change.	Section 5
• to ensure development is supported by necessary infrastructure and maximises the benefits for the local community and the borough as a whole.	Sections 1, 5, 9, 11, 15, 16

Objectives	Core Strategy Section
<ul style="list-style-type: none"> to promote high quality, sustainable design and physical works to improve our places and streets and preserve the unique character of Camden and the distinctiveness of our valued places and historic environment. 	Sections 5, 8, 12
<ul style="list-style-type: none"> to provide homes to meet housing needs as far as possible in terms of affordability, the type of properties built and the mix of sizes, and encourage their sustainable design and construction. 	Sections 1, 2, 4, 5
<ul style="list-style-type: none"> to reduce, and better plan for and manage, Camden's waste, including through working with our partner boroughs in the North London Waste Authority area. 	Section 6
<ul style="list-style-type: none"> to improve and protect Camden's parks and open spaces and promote and enhance the diversity of plant and animal species in the borough. 	Section 9
<ul style="list-style-type: none"> to reduce the environmental impact of transport and make Camden a better place to walk and cycle. 	Section 7

A strong Camden economy that includes everyone

<ul style="list-style-type: none"> to strengthen Camden's nationally-important economy while seeking to reduce inequalities within the borough, with increased access to jobs, skills, training and education opportunities. 	Sections 15, 16
<ul style="list-style-type: none"> to promote the successful redevelopment and regeneration of King's Cross and other areas of significant change in a way that also delivers economic, social and physical benefits to surrounding communities. 	Sections 1, 2, 3, 7, 9, 10, 12, 15, 16
<ul style="list-style-type: none"> to support the success of Camden's town and neighbourhood centres while adapting to changes in the economy and shopping habits. 	Sections 12, 16

A connected Camden community where people lead active, healthy lives

<ul style="list-style-type: none"> to promote the high levels of amenity and quality of life that make Camden such a popular place to live. 	Sections 8, 9, 12, 14
<ul style="list-style-type: none"> to secure mixed, balanced areas with a sense of community, avoid polarisation in the borough and promote equality of opportunity. 	Sections 1, 2, 11, 13, 15, 16
<ul style="list-style-type: none"> to support and encourage the provision of facilities and services that meet the needs of Camden's communities. 	Sections 9, 11, 13, 16
<ul style="list-style-type: none"> to support improvements to the health and well-being of Camden's population. 	Sections 9, 10, 11, 13
<ul style="list-style-type: none"> to reduce congestion and pollution in the borough by encouraging more walking and cycling and less motor traffic and support and promote new and improved transport links. 	Sections 7, 14

Objectives	Core Strategy Section
A safe Camden that is a vibrant part of our world city	
<ul style="list-style-type: none"> to support Camden's valuable contribution to London's regional, national and international role, in terms of business and employment; education, medicine and research; shopping and entertainment; culture and tourism and make sure that this meets the needs of, and bring benefits to, residential communities as well as those who work in and visit the borough. 	Sections 1, 3, 11, 12, 14, 15, 16
<ul style="list-style-type: none"> to promote the safety and security of those who live in, work in and visit Camden, while maintaining the borough's vibrancy. 	Sections 12, 16

ALTERNATIVE OPTIONS

31. An alternative option for the Core Strategy vision was proposed during consultation on Issues and Options. This is summarised below along with the Council's reason for not choosing it. Please see the Core Strategy Issues and Options Consultation Statement for a summary of the comments we received and the Council's response to them.

Alternative option	Reason option was not chosen
Camden will be a Borough of Opportunity and will be a green borough of the future consistent with reduced energy availability and the need to mitigate and adapt to climate change.	The LDF/Core Strategy is intended set out how Camden's Community Strategy, the shared vision for the borough of the Council and its partners, will be achieved in land use and spatial terms. Therefore it is considered essential that the Core Strategy and the Community Strategy share their vision. Climate change is a critical issue and is recognised as such within the Core Strategy and the Community Strategy and adapting to, and mitigating, climate change is one of the Strategic Objectives in the Core Strategy.

Preferred options

32. The main body of this document sets out our preferred way forward on the key issues for Camden's future, responding to the challenges we face. These have been developed taking into account a number of sources, including:
- the responses to consultation on key issues and options for the Core Strategy;
 - evidence we have collected and commissioned (see What makes Camden unique above);
 - the policies and plans of the government and the Mayor of London (our approach must be in line with these unless we have strong evidence that a different approach is more appropriate in Camden);
 - Camden's Community Strategy and other Council plans and strategies;
 - other relevant plans and policies.
33. We have grouped the issues covered into six sections, as set out below.

- 1 Managing Camden's growth**
- 2 Providing housing and affordable housing**
- 3 Promoting a sustainable Camden and tackling climate change**
- 4 Improving Camden's environment**
- 5 Improving the quality of life of Camden's communities**
- 6 Securing a strong economy that includes everybody**

34. These contribute to delivering the vision and aims of Camden's Community Strategy (see the Vision and Objectives section above). The table below shows how the sections in the Core Strategy relate to the themes in Community Strategy.

Community Strategy theme	Section in the Core Strategy that relates to that theme
A sustainable Camden that adapts to a growing population	<ul style="list-style-type: none"> • Managing Camden's growth • Providing housing and affordable housing • Promoting a sustainable Camden and tackling climate change • Improving Camden's environment
A strong Camden economy that includes everyone	<ul style="list-style-type: none"> • Securing a strong economy that includes everybody
A connected Camden community where people lead active, healthy lives	<ul style="list-style-type: none"> • Improving the quality of life of Camden's communities

Community Strategy theme	Section in the Core Strategy that relates to that theme
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A safe Camden that is a vibrant part of our world city	<ul style="list-style-type: none"> Improving the quality of life of Camden's communities
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35. For each issue within these sections this paper sets out: our preferred way forward, why that approach has been chosen and how it will be implemented, the alternative options considered and the reasons they have not been chosen, and key references and evidence. A summary of the comments received during consultation on issues and options is included for each section.
36. The Core Strategy deals with strategic matters. It aims to translate the Community Strategy's vision into a set of priorities, policies and land allocations to shape the sort of place we want Camden to be and create a framework for delivery. It sets the framework the Council's other planning documents. The Preferred Development Policies paper, which is being published alongside this document, goes into more detail on a number of the issues covered below and other issues relevant to Camden's planning policies.

1 Managing Camden's growth

- 1.1 Camden is growing. It is estimated that its population will increase by around 35,000 people (about 15%) between 2006 and 2026, while London will grow by over a million people over the same period. Future growth in Camden will be largely due to there being more births than deaths in the borough, although in-migration will also be a factor.
- 1.2 The forecast growth in population will be accompanied by an increase in the number of homes, offices and other land uses in the borough. The Mayor of London's London Plan contains a target of 5,950 additional homes in Camden from 2007/8 to 2016/17, which we are expected to exceed. National planning policy also promotes increasing the supply of housing. The Core Strategy must be consistent with national policies and in general conformity with the London Plan. Camden's character and inner London location mean we face specific challenges in dealing with this growth.
- 1.3 A sustainable Camden that adapts to a growing population is one of the four themes within the vision of Camden Together, Camden's Community Strategy. The Community Strategy says that we will find ways to adapt to Camden's growing population while protecting, promoting and enhancing our environment for us and for future generations. The Core Strategy is one of the main mechanisms for achieving this aim, setting out the Council's overall strategy in relation to growth, where it happens and how it is managed.
- 1.4 The Managing Camden's Growth section of the Core Strategy covers the location of future growth in the borough; infrastructure; the use of planning obligations; making better use of Camden's limited land through our approach to mixed use and density; and our approach to Central London, with its unique character and challenges.

WHAT YOU TOLD US ABOUT MANAGING CAMDEN'S GROWTH

- 1.5 The main points raised on managing Camden's growth during consultation on Issues and Options for the Core Strategy are summarised below. Please see the Core Strategy Issues and Options Consultation Statement for a summary of the comments we received on this matter and the Council's response to them.
 - There was no consensus on whether growth should be concentrated or spread around the borough. Some questioned the desirability of growth in Camden but most respondents did not. Those favouring concentration generally supported focussing growth at the most accessible locations.
 - There was no consensus on the principle of high densities and respondents generally felt we should be flexible when considering density.
 - Mixed use development was generally supported, although there was support for exempting some land uses/users from the need to provide mixed use and offsetting the need to provide a mix of uses with the provision of other benefits.
 - There was little consensus on most of the questions posed regarding planning obligations (e.g. prioritisation, use standard formulae, 'pooling' contributions). There was strong support for taking into account other benefits of a scheme when calculating contributions secured through planning obligations.
 - Most respondents felt that we should continue to balance the London-wide role of Central London with the needs of local residents. Residents' groups felt we should do more to protect the amenity of local people, the historic environment and local distinctiveness, while private sector respondents generally felt that priority in Central London should be given to commercial uses.
 - The importance of the concentration of medical, research and higher and further education sectors in Central London, to the area, London and the UK, was raised by a significant number of respondents. They felt that more weight should be given to supporting such institutions.

Key References/evidence

- Camden Together – Camden’s Sustainable Community Strategy; 2007-2012
- GLA Round 2006 Demographic Projections
- The London Plan (consolidated with Alterations since 2004); Mayor of London; 2008

Distribution of growth

- 1.6 The London Plan identifies a number of locations suitable for large scale redevelopment or significant increases in jobs and homes (called Opportunity Areas and Areas for Intensification), many of which are in Camden. These are based largely around transport interchanges where increased capacity is planned. Opportunity Areas have been identified by the Mayor on the basis that they are each able to accommodate substantial new jobs and homes. Areas for Intensification have significant potential for redevelopment for housing, employment and other uses, although at a scale less than that for Opportunity Areas. The table below sets out the Mayor’s figures for jobs and homes in these areas.

London Plan growth areas in Camden (Source: London Plan; 2008)

Opportunity Areas	Minimum homes 2001-2026	Indicative jobs 2001-2026
King’s Cross	2,250	25,000
Euston	1,000	5,000
Tottenham Court Road (part in Westminster)	1,000	5,000

Areas for Intensification

Holborn	200	2,000
West Hampstead Interchange	2,000	500
Farringdon/Smithfield (mainly in City of London/Islington)	100	2,000

- 1.7 As Camden is already highly built up and has many places that are highly valued by local people, we face specific challenges in how to adapt to our growing population while improving and protecting our environment and how to get the right developments in the right places

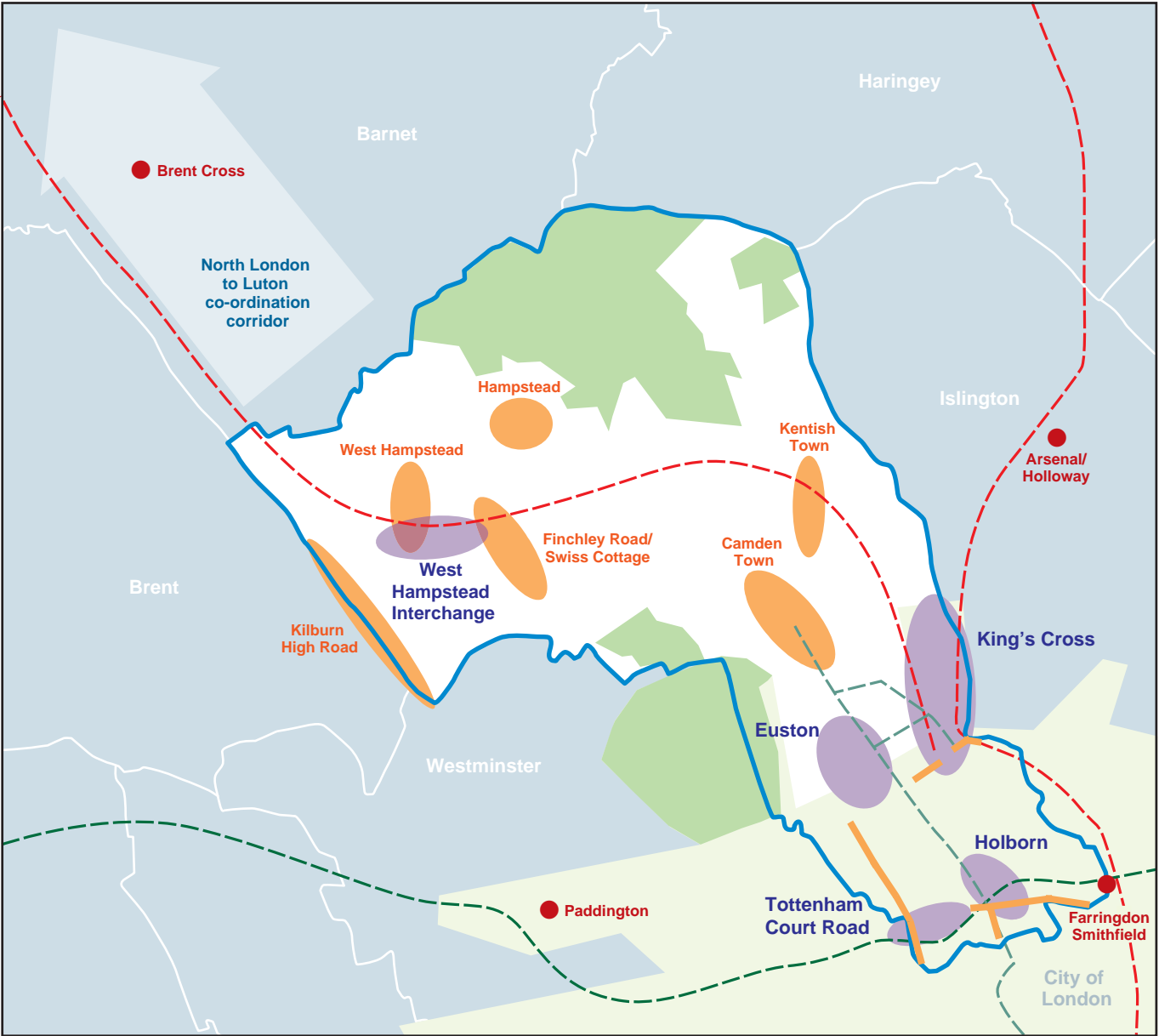
Preferred Approach CS1 – Distribution of growth

The Council will manage growth in the borough and seek to maximise its potential opportunities and benefits by:

- promoting the following distribution of development:
 - > a concentration of development at King's Cross, the Opportunity Areas of Euston and Tottenham Court Road and the Areas for Intensification of Holborn and West Hampstead Interchange;
 - > some development at other highly accessible locations, in particular Central London and the town centres of Camden Town, Finchley Road/Swiss Cottage, Kentish Town and Kilburn High Road
 - > more limited development elsewhere;
 - > development that significantly increases travel demand should be located in highly accessible parts of the borough;
- ensuring that development meets the full range of objectives of this Core Strategy, with particular consideration given to:
 - > providing uses that meet the needs of Camden's population and contribute to the borough's London-wide role,
 - > providing sustainable buildings and spaces of the highest quality,
 - > protecting and improving the amenity and quality of life of local communities, and
 - > providing necessary infrastructure and facilities.
- identifying, and providing guidance on, the main development opportunity sites through the Camden Site Allocations document;
- using planning obligations to secure infrastructure, facilities and services to meet needs generated by development and to make acceptable development proposals which might otherwise be unacceptable.

- 1.8 The Council believes that the most appropriate way to manage future growth in Camden is to concentrate most development in areas with significant redevelopment opportunities at or near transport hubs, with some growth at other accessible locations. This approach will:
- focus growth on places that are already relatively densely developed, reducing pressure for substantial development in predominantly residential areas (although some development will take place throughout the borough);
 - allow us to better 'shape' places by promoting high quality design of buildings and places, securing necessary infrastructure and providing an appropriate mix of uses, including community facilities and benefits; and
 - through promoting larger schemes, increase our ability to provide more sustainable places, for example by maximising opportunities for community heating.
- 1.9 Council's preferred spatial strategy is illustrated on the Key Diagram. This shows the distribution of Camden's main growth areas, other areas designated in the Core Strategy such as town centres, major planned infrastructure and key features of the borough, to provide context.
- 1.10 The boundaries of the main growth areas are shown on Maps 1-5. The Council's general approach to the main areas where growth will be focussed is set out below.

Core Strategy Key Diagram



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Key to diagram	
	Main Growth Areas
	Town Centres/Central London Frontage
	Central Activities Zone
	Main Open Spaces
	Cross River Tram
	Thameslink
	Crossrail
	Other Borough Growth Areas
	Borough Boundary

King's Cross

King's Cross is the borough's largest development area providing the opportunity to create a vibrant and successful new quarter for London. It lies within Camden's Central London area and has the best public transport accessibility in London with five tube lines, suburban, national and international train services and numerous bus services. Further transport improvements planned include the Cross River Tram, Thameslink upgrade and enhancements to King's Cross Station.

The area is surrounded by the residential communities of Somers Town and Elm Village to the west, Maiden Lane to the north, King's Cross to the south and Thornhill (within Islington) to the east. With the exception of Elm Village, these communities are some of the most deprived in the country. It is therefore vital that King's Cross is redeveloped in a way that brings benefits to its surrounding communities.

An outline planning permission and associated legal agreement for 'King's Cross Central' were approved in 2006 for a high density mixed use development site which will include:

- 1700 homes, of which 750 will be affordable, plus up to 650 units of student housing.
- commercial employment space, including offices, retail and hotels
- up to 25,000 jobs created
- a Construction Training Centre and Skills and Recruitment Centre
- a primary school and Sure Start Children's Centre
- leisure facilities including a sports hall, swimming pool and fitness centre and a multi-use games area;
- new public spaces including parks
- community facilities including a primary care health centre and a walk-in health centre
- a combined heat and power district heating system

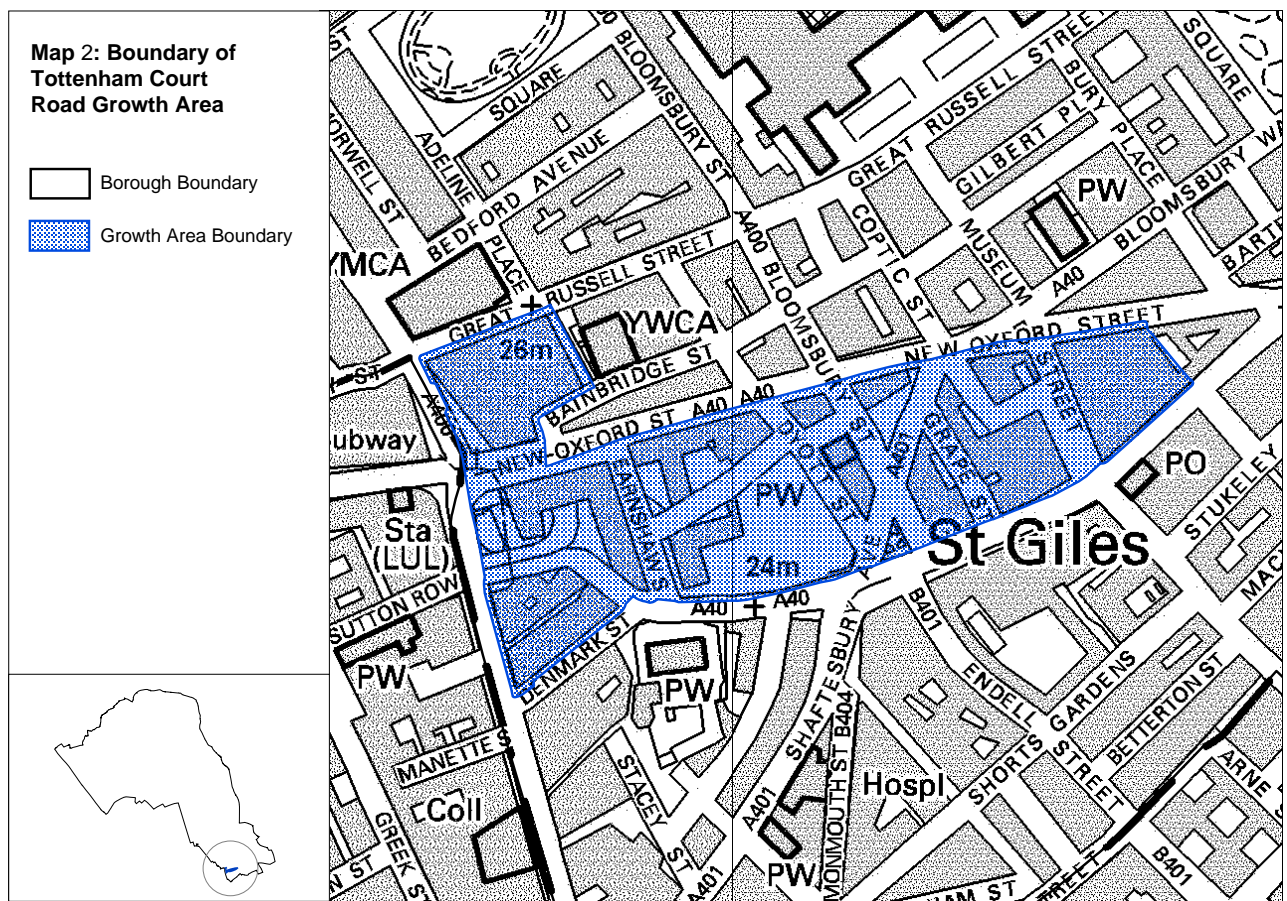
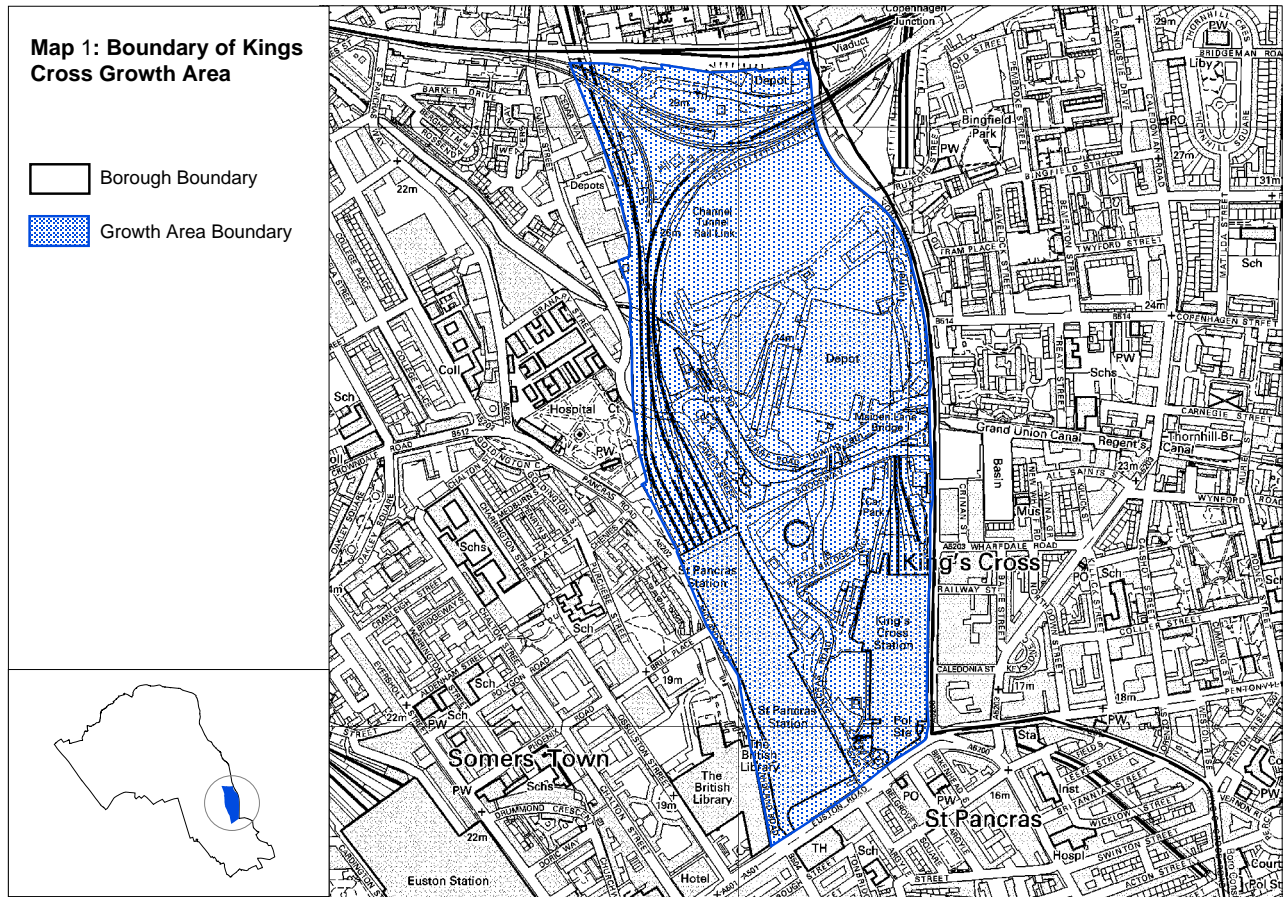
Development of the site is likely to take 10 to 15 years, depending on market conditions.

The Council will work with its key partners, including Islington Council, Camden PCT, British Waterways and the Police to achieve a successful development that maximises its many opportunities for housing, jobs and the local community.

The Council's aspiration for King's Cross is to secure a vibrant, attractive, safe destination with a mix of uses, in particular offices, homes, retail, leisure and community facilities, which

- supports and increases the borough's contribution to London's role as a world business, commercial and cultural centre;
- integrates with surrounding areas and communities, economically, socially and physically;
- creates job and training opportunities for local people and contributes significantly to the regeneration of neighbouring communities;
- helps to meet the full range of housing, education, social and healthcare needs in Camden and beyond;
- maximises opportunities for walking, cycling and the use of public transport, to and through the area;
- improves community safety and reduces opportunities for crime and anti-social behaviour;
- enhances features of historic and conservation importance;
- meets the highest feasible environmental standards.

Further guidance on the development of King's Cross will be set out in the Camden Site Allocations document.



Tottenham Court Road

This area is centred on Tottenham Court Road Underground station and includes parts of Camden and Westminster. It is well served by public transport and this is due to be enhanced further as part of the development of Crossrail. Planned transport improvements include a new Crossrail station, likely to be immediately to the south of, and linked to, Tottenham Court Road underground station and an enlarged Underground station ticket hall. Much of the area is designated as conservation area and it contains a number of listed buildings. There is also a significant residential population in and around the area.

Although the area is already well developed it contains a number of development sites which give an opportunity to improve and enhance the location's environment, mix of uses and links to neighbouring areas to create an attractive, safe and vibrant place. The London Plan expects a minimum of 1,000 new homes and 5,000 new jobs to be provided in the area between 2001 and 2026. The Camden Site Allocations document will identify the main development opportunities in the Tottenham Court Road area and set a framework for development within the area. The housing trajectory in the Camden Annual Monitoring Report shows how sites in the area will contribute towards meeting the borough's housing targets.

All development within the area should contribute to the Council's wider vision and objectives for this part of the borough:

- a balanced mix of uses, including housing and affordable housing, significant provision of offices and other employment opportunities, community facilities, and retail to support the Central London Frontages of Charing Cross Road, Tottenham Court Road and the western end of New Oxford Street;
- an excellent public realm, with an improved network of safe and attractive places and routes for pedestrians and cyclists, that successfully links to neighbouring areas (particularly the growth area at Holborn (see below), Covent Garden, Bloomsbury and Oxford Street) and reduces the dominance of traffic in the area;
- maximise densities compatible with local context, sustainable design principles and public transport capacity;
- development of the highest quality, sustainable design, as befits a historic area in the heart of London, which preserves local amenity and seeks to enhance and preserve the character and appearance of conservation areas;
- remedying the lack of open space in the area through on-site provision or contributions to assist in the provision of new spaces (in accordance with the Area Framework).

The Council has prepared an Area Planning Framework for the Tottenham Court Road and St Giles High Street area (2004) and planning briefs for three major development sites within it. Westminster have also produced planning briefs for sites in within their part of the area. We will work with Westminster to achieve our vision and objectives for the area.

Euston

Euston is one of London's major transport hubs, served by rail, the Underground and many bus routes, and is also a significant area of housing and employment. The wider Euston area contains the headquarters of a number of major companies and public bodies (mainly along Euston Road) and is home to established residential communities, for example Somers Town to the east of the station, many of which relatively deprived. Euston Station and Euston Road provide the location's dominant characteristics but create substantial barriers to movement through the area.

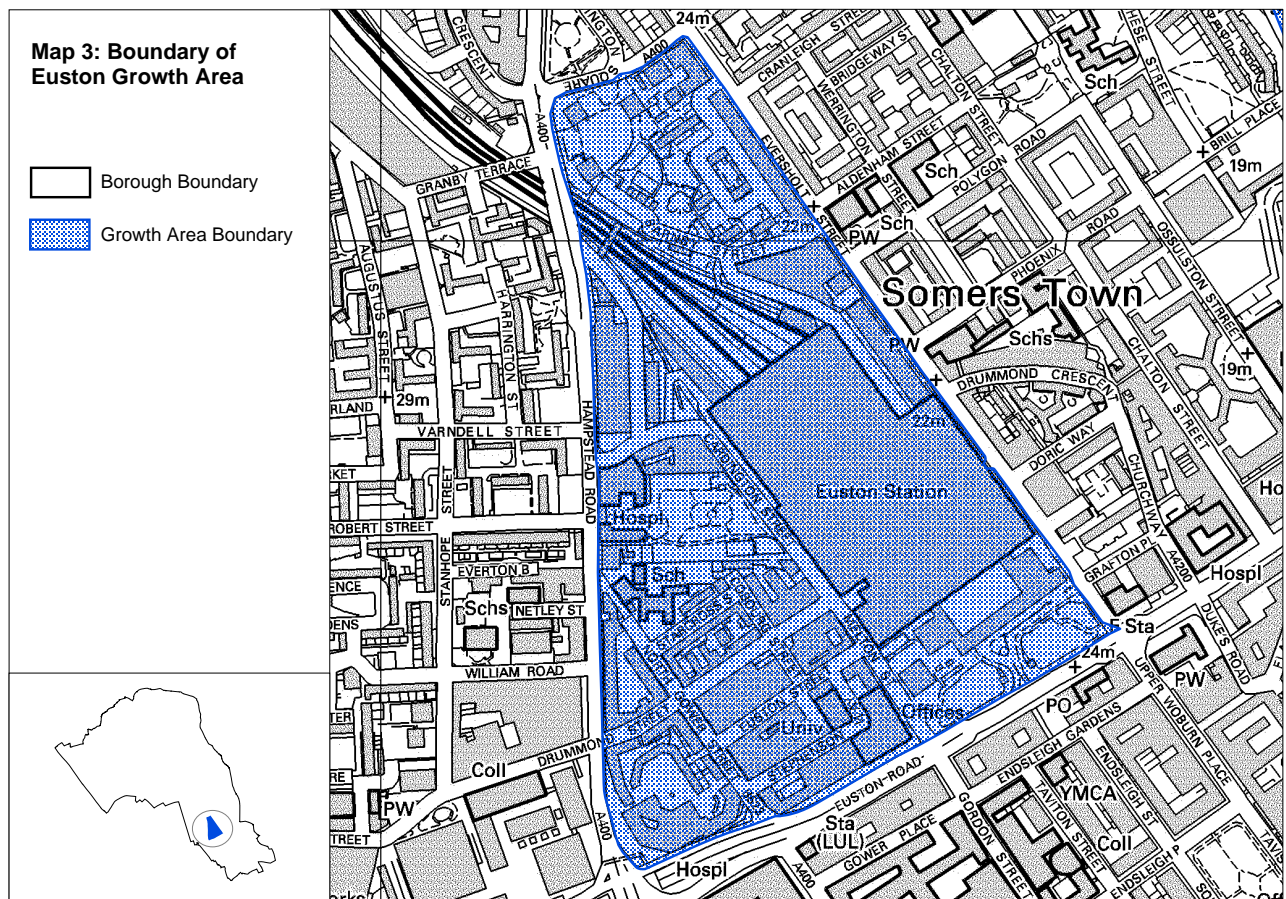
Euston (continued)

Network Rail has plans to remodel Euston Station to tackle overcrowding and the current poor quality environment. The scope of development will depend on operational rail requirements, the degree of station renewal, transport capacity, use of space over the station, strategic viewing corridors and other considerations. There are also a number of other potential development sites in the vicinity including the former BHS depot site and the National Temperance Hospital, both on Hampstead Road. The London Plan expects a minimum of 1,000 new homes and 5,000 new jobs to be provided in the area between 2001 and 2026. The Council and its partners will work to make sure that change in the area brings significant improvements to the opportunities and quality of life of local people, as well as improving the area's wider contribution to London.

The Camden Site Allocations document will identify the main development opportunities in, and set a framework for growth in, the Euston area. The housing trajectory in the Camden Annual Monitoring Report shows how sites in the area will contribute towards meeting the borough's housing targets. The Council is also producing supplementary Planning Guidance for the Euston Area which will provide more detailed information on the area and the Council's approach to its development.

The Council's aspirations for the area include:

- securing a high quality, sustainable mixed use development with a significant amount of offices and homes, including affordable housing and facilities that meet local community needs;
- creating a new station of the highest possible quality and securing substantial improvement in interchange between rail, underground (Euston and Euston Square), buses, taxis and the Cross River Tram;
- substantially improving walking links and connections through the area and to neighbouring areas, particularly to Somers Town and King's Cross in the east and to west Euston;
- improving public spaces and the local environment, including the provision of open space where practicable;
- improving community safety, including reducing opportunities for crime and anti-social behaviour;
- making sure that change in the area brings benefits to local communities as well London as whole and those travelling to and through Euston.

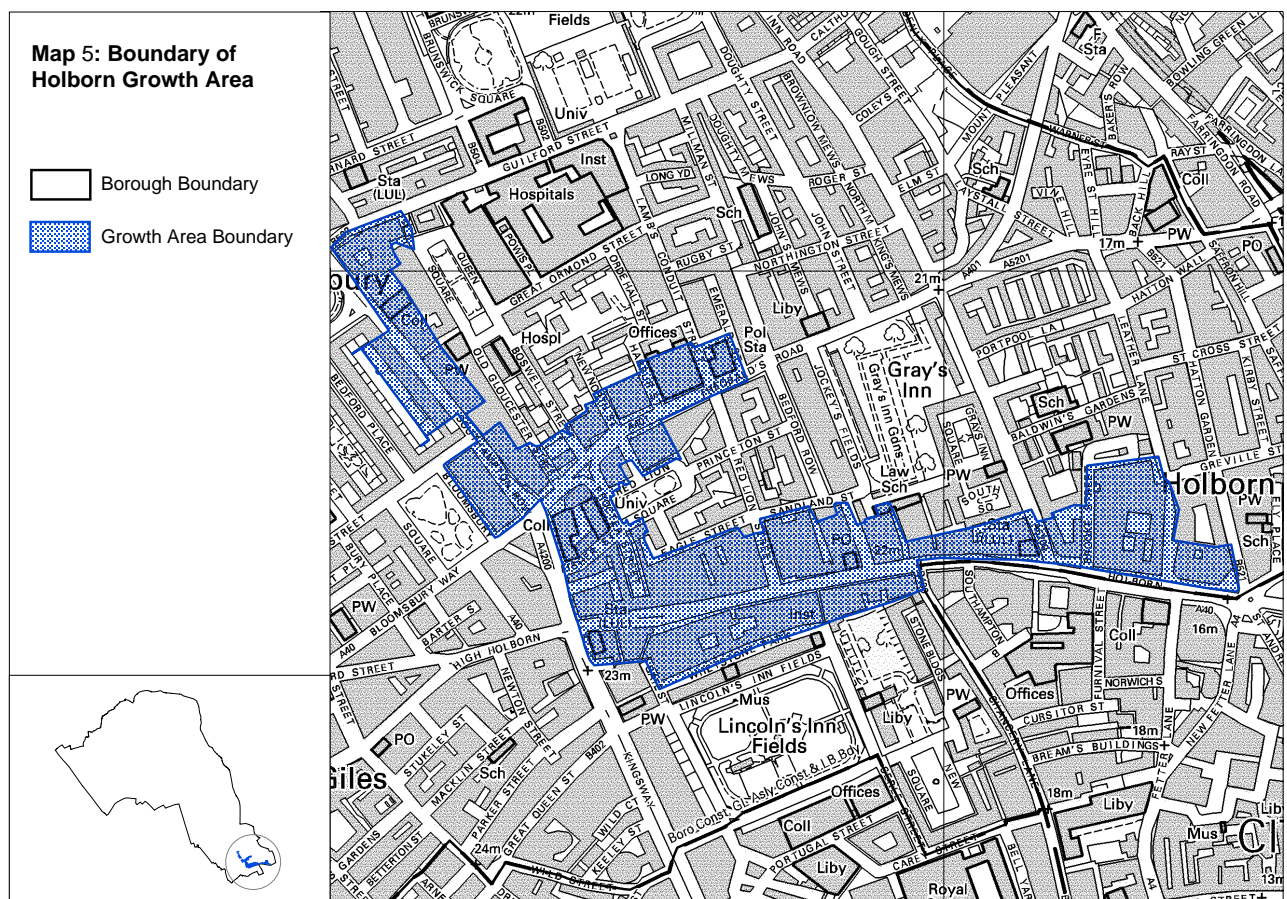
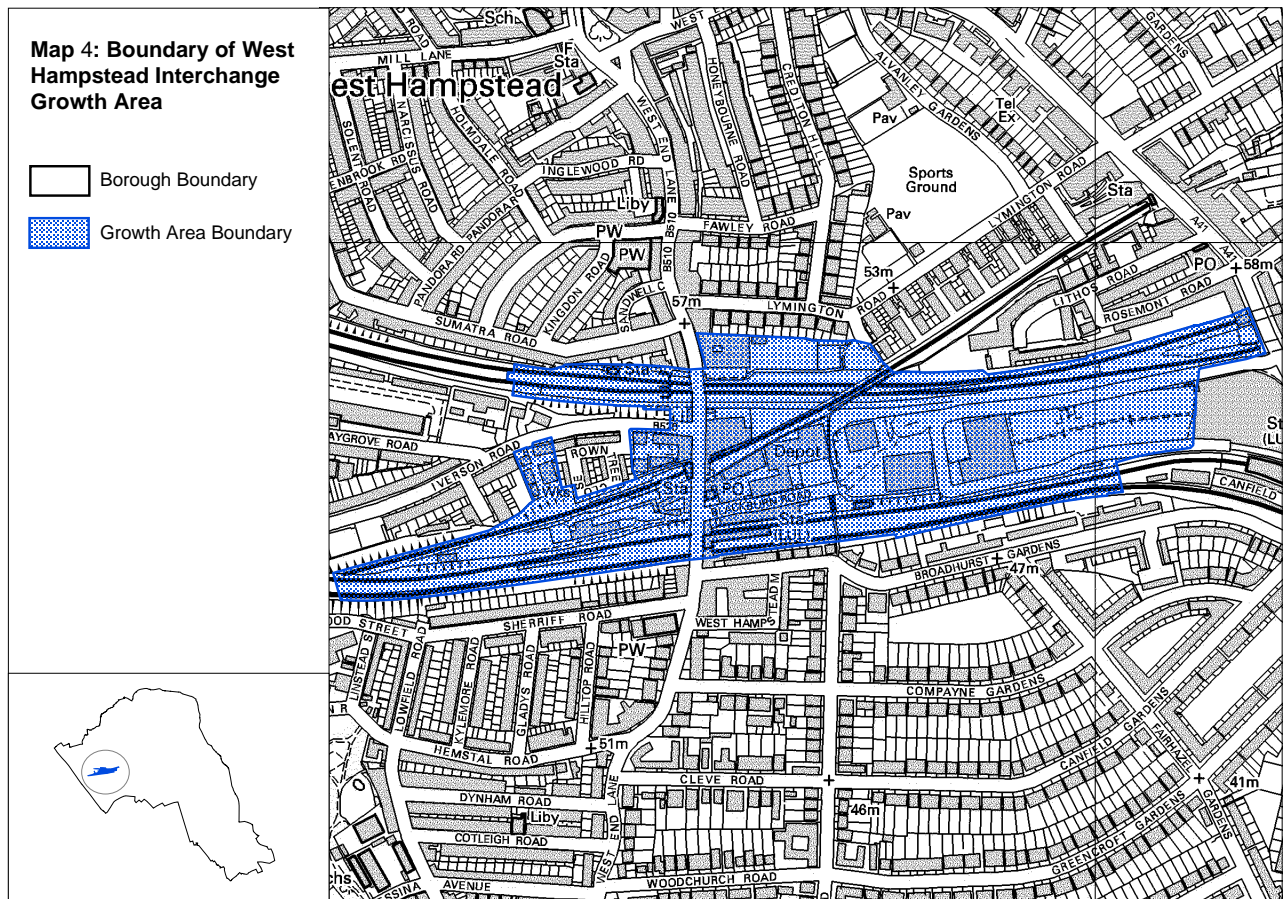


West Hampstead Interchange

This area is highly accessible by public transport and is a significant interchange with three stations (served by London Underground, Thameslink and London Overground) and a number of bus routes. However, links between these are poor and require improvement. Transport for London have been developing proposals to improve the interchange between the three stations and bus services along West End Lane, including remodelled station entrances and street improvements. There are also opportunities for redevelopment of under-utilised sites, particularly alongside the railway lines. The London Plan expects a minimum of 2,000 new homes and 500 new jobs to be provided in the area between 2001 and 2026. The Camden Site Allocations document will identify the main development opportunities in, and set a framework for growth in, the area. The housing trajectory in the Camden Annual Monitoring Report shows how sites in West Hampstead will contribute towards meeting the borough's housing targets.

The Council seeks improvements at West Hampstead Interchange to include:

- a mix of uses, including substantial new housing; town centre, employment and community uses; and open space;
- improved transport interchange accessibility and capacity and improved pedestrian and bicycle movement and routes;
- a substantially improved street environment;
- sustainable and safe design of the highest quality that respects the character of West Hampstead.



Holborn

Holborn is a predominately commercial area, with a small residential community, focussed around Holborn underground station. Improvements to public transport accessibility are planned with the Cross River Tram due to pass through the area. High Holborn, from New Oxford Street to Holborn Circus, and most of Kingsway are designated as Central London Frontages, recognising their role as a shopping and service centre for workers and residents. Some of the area and much of its immediate surroundings are designated as conservation area. The area lies close to the growth area at Tottenham Court Road (see above).

The area's potential for intensification is largely from the redevelopment of existing properties, particularly offices, at higher densities. The London Plan expects a minimum of 2,000 new jobs and 200 new homes to be provided in the area between 2001 and 2026.

The Council's aspirations for the area include:

- provision of a mix of uses, with offices and housing as the predominate uses;
- provision of appropriate retail and service uses in the Central London Frontage and taking opportunities to introduce retail uses where the continuity of the frontage is currently broken;
- improvements to the street environment, in particular pedestrian environment to and around Holborn Underground station;
- improved connections with the City of London, the Tottenham Court Road area and other neighbouring areas, in particular, making walking and 'way-finding' easier;
- appropriate contributions to open space, community facilities, regeneration initiatives and employment and training schemes;
- high quality, sustainable design that respects its sensitive surroundings;
- improving community safety, including reducing opportunities for crime and anti-social behaviour.

- 1.11 The Council will expect development in these areas to maximise the opportunities of the site and for the local area within the context of the full range of Camden's planning policies and objectives, including those relating to amenity, sustainability, heritage/built environment, open space, community safety and encouraging walking and permeability.
- 1.12 It is important to note that the growth areas are next to, and sometimes even include, existing residential communities and conservation areas. Development must therefore take account of its sensitive context. In addition, not all sites within these areas will be suitable for redevelopment or intensification. The inclusion of a site within one of these areas should not be interpreted as implying the Council considers it as suitable for redevelopment. The Council's Site Allocations document will identify the main development opportunities within the growth areas and these sites will be expected to deliver most of the increase in homes and jobs in that area. The Site Allocations document will also set frameworks for development in each of the growth areas, as well as the individual opportunity sites within it.
- 1.13 Parts of the borough that are expected to experience some future development but to a lesser degree than the main growth areas include Central London and the town centres of Camden Town, Finchley Road/Swiss Cottage Kentish Town and Kilburn High Road. Further information on the Council's approach to Central London is set out in the Central London section of this Core Strategy below. The Council's approach to the borough's town centres is set out in section 16 – **Promoting our town centres and shops** under the theme of **Securing a Strong Economy that includes everybody**.
- 1.14 We will expect activities that are that are likely to lead to a significant increase in travel demand (for example, retail, offices, leisure and tourism) to be located in the parts of the Borough that can

be most easily reached by walking, cycling and public transport. The most accessible parts of the borough are considered to be Central London (including King's Cross) and the town centres of Camden Town, Finchley Road/Swiss Cottage, Kilburn High Road, Kentish Town and West Hampstead. (Public transport accessibility to Hampstead is not considered to be sufficient for such uses.) Applicants will be required to demonstrate that all potential options for development in these areas have been thoroughly assessed before edge-of-centre and, finally, sites outside these areas are considered for development, taking into account their accessibility by a choice of means of transport; their likely effect on travel patterns and car use. This approach will help to reduce the need for car journeys, help promote other means of travel and allow a single journey to serve more than one purpose. For more information on the level of development we consider creates significant travel demand please see section 7 – **Promoting efficient transport with a low environmental impact**.

- 1.15 It is not envisaged that substantial development will take place elsewhere in the borough, which is predominantly residential with a mix of other uses. These areas will experience more limited development, which will be generally be small in scale.
- 1.16 The Farringdon/Smithfield area is included in the London Plan as an Area for Intensification. Its ability to take additional development capacity will depend on operational rail requirements, the degree of station renewal and the level of transport and interchange capacity increase. The majority of the area lies outside Camden in the City of London and Islington. Given this and environmental constraints in the Camden part of the area, it is expected that most of the development will take place in the other boroughs. Therefore, this location has not been included as one of Camden's growth areas.

INFRASTRUCTURE

- 1.17 It is vital that the transport facilities and services, utilities and social infrastructure needed to make development work and support local communities is provided, particularly in the parts of the borough that will experience most growth in future years. The Council will therefore have regard to the investment and operational plans of infrastructure providers and work with its partners and other relevant organisations to secure necessary infrastructure.
- 1.18 Where a development generates the need for new or upgraded infrastructure, on- or off- site, either to support the development or mitigate its affects, the Council will expect contributions towards provision meet this need. Necessary infrastructure may include
 - facilities for walking, cycling and public transport;
 - community facilities, such as schools and other educational establishments, health facilities and places of worship; and
 - utility services, such as water and sewerage, gas and electricity.
- 1.19 Identified transport, social and utility infrastructure required to meet existing and future needs of the borough are included in Appendix 1 – **Key Infrastructure Programmes and Projects**. This is not an exhaustive list of all infrastructure likely to be needed in Camden in the period covered by this Core Strategy and other items will be required, as appropriate, in response to new development in the borough.
- 1.20 The Camden Sites Allocations document will contain further information about the infrastructure requirements of the sites and areas likely to experience significant development. Other sections of the Core Strategy are also relevant to the provision of infrastructure, for example the section 7 – **Promoting efficient transport with a low environmental impact** and section 10 – **Supporting community services and facilities**.

PLANNING OBLIGATIONS

- 1.21 The Council will use planning obligations¹, in appropriate circumstances and in accordance with Circular 05/05 – Planning Obligations, to influence the nature of a development or mitigate or compensate for its potential affects. Where existing and planned provision of infrastructure, facilities and services are not adequate to meet the needs generated by a proposal, the Council will negotiate planning obligations to secure measures to meet those needs.
- 1.22 Planning obligations (sometimes known as legal agreements or section 106 agreements) can help to contribute to the success of a development and achieving the Council's aims for a site, its local area and the borough as a whole. They can enhance the quality of a development and enable proposals to go ahead that would otherwise be refused. Planning obligations will only be sought where it is not possible to deal with the matter through the imposition of a condition on a planning permission.
- 1.23 The items sought through a planning obligation will vary depending on the development scheme and its location. The main matters that the Council considers may need to be addressed through such agreements are:
- housing and affordable housing;
 - environmental performance;
 - transport and utilities;
 - works to the street and public spaces;
 - community facilities and open space;
 - regeneration and community safety.
- 1.24 In considering planning obligations, the Council will take into account the range of benefits provided by a development. However, planning obligations which reduce some negative impacts of a development or otherwise contribute to the Core Strategy's objectives will not in themselves justify accepting development that conflicts with planning policy. The extent to which a development is publicly funded will also be taken into account and policy applied flexibly in such cases. Pooled contributions will be used when the combined impact of a number of schemes creates the need for infrastructure or works. Local provision will be appropriate in relation to obligations for matters such as environmental and street improvements and community facilities.
- 1.25 Further information on matters that may be sought as part of a planning obligation will be set out in relevant sections of the Core Strategy and Development Policies and in the Camden Site Allocations document. Additional detail on the Council's approach to planning obligations is set out the Council's Camden Planning Guidance supplementary planning document.
- 1.26 The government has published initial details of its intention to enable local authorities to set a Community Infrastructure Levy (CIL), a standard charge to be decided upon by charging authorities which will contribute to the costs of infrastructure arising from new development. The government intends to produce further guidance on how this will operate but has signalled that it intends the definition of infrastructure to be covered by CIL to be as wide as possible to encompass social and environmental infrastructure such as schools and parks. Initial guidance suggests that CIL should apply to most forms of development including residential and commercial development. Negotiated planning obligations will still be possible for site specific issues and to allow for affordable housing to be delivered on site.

² The term planning obligations is used here to refer to all legal agreements necessary to make a development acceptable, including those for the transfer of land and work to highways.

- 1.27 Providing the government takes these proposals forward, the Council will investigate the appropriateness of developing a Camden CIL and whether this represents the most appropriate way of delivering the aims of this Core Strategy. Such an approach would build upon the Council's current approach of using standard formulae to calculate contributions towards a range of issues such as providing education places.

SUB-REGIONAL WORKING

- 1.28 The Council is working with neighbouring boroughs, the wider North London sub-region and other Central London local authorities to ensure that Camden's Core Strategy takes account of their plans and programmes as well as the spending and delivery plans of regional bodies such as Transport for London.

Central Activities Zone

- 1.29 Central London has a unique set of characteristics/constraints as well as challenges due to the range and concentration of uses/activities which are clustered within the area. London's Central Activities Zone (CAZ) falls within a number of boroughs, including Camden. The Council works with these and Central London Forward to consider matters such as planning policy, the quality of public areas and pedestrian environment, traffic management/congestion and the infrastructure requirements of the Central London.

North London – Luton – Bedford coordination corridor

- 1.30 The Council works with the North London Strategic Alliance, Transport for London, Brent, Barnet and Harrow councils to develop a strategic approach to the management of locations with major growth potential along the London section of the London-Luton-Bedford co-ordination corridor. This focuses on the strategic coordination of infrastructure (including transport) to support and coordinate the considerable growth potential of areas such as West Hampstead, Brent Cross, Cricklewood, Mill Hill and Colindale. This work will help build the case for significant transport investment to support growth (including that set out in this Core Strategy) by providing a basis for discussions with national transport providers as well as Transport for London. It is also intended to further the case for investment in social infrastructure in the area and to eventually lead to joint working with local authorities outside London such as Watford and Luton.

Co-ordination of other areas shared with neighbouring boroughs.

- 1.31 The Council also works closely with neighbouring boroughs to ensure that a consistent approach is taken in relation to growth areas and town centres which straddle borough boundaries. To this end, discussions with Westminster, in relation to the Tottenham Court Road Growth Area, and with Brent, in relation to Kilburn High Road centre, have informed and shaped the direction taken on these locations in the Core Strategy.

Key references/evidence

- Camden Housing Needs Study Update 2008
- Camden Annual Monitoring Report 2005/06
- The London Plan (consolidated with Alterations since 2004); Mayor of London; 2008
- Housing – Supplementary Planning Guidance; Mayor of London; 2005
- Planning Policy Statement (PPS) 1: Delivering Sustainable Development; ODPM; 2005
- Planning Policy Statement 3: Housing; ODPM; 2006

ALTERNATIVE OPTIONS

- 1.32 Other options considered or suggested during consultation on Issues and Options are summarised below along with the Council's reason for not choosing them. Please see the Core Strategy Issues and Options Consultation Statement for a summary of the comments we received and the Council's response to them.

Alternative option	Reason option was not chosen
Concentrate growth solely in the Opportunity Areas and Areas for Intensification identified by the Mayor.	This option would, in effect, restrain growth in other locations that are considered suitable for some growth, for example accessible locations such as Central London and town centres. This is not considered an appropriate option given the need to provide the necessary infrastructure, services and housing required by Camden's growing population.
Spread growth more equally across the borough.	While distributing growth across the borough would create a more even spread of the benefits and impacts of development, the Council considers that the most appropriate and sustainable strategy is to concentrate growth in accessible locations with opportunities for redevelopment. This will reduce pressure for large scale development in more residential areas and increase our ability to secure necessary infrastructure and provide an appropriate mix of uses. Spreading growth may be considered as not being in general conformity with the London Plan if it meant that the jobs and homes expected in Opportunity Areas and Areas for Intensification were not provided at these locations.
Allow large developments in less accessible locations.	This option performed less well in the Sustainability Appraisal than the alternative of focussing large development in the most accessible locations, particularly in terms of access to shops, facilities and public transport. It would be contrary to the government guidance in PPS1 and PPG13 and the London Plan (particularly policy 3C.1).
Prioritise certain items in planning obligations from all developments.	Although the Council has set out the main matters it considers may need to be addressed by through legal agreements, the items sought will vary depending the specifics of each scheme. It is not considered appropriate or consistent with Circular 05/05 – Planning Obligations to seek to secure certain items from all developments regardless of their specific circumstances.

Alternative option

Reason option was not chosen

Do not allow other benefits of a scheme to be taken into account when calculating contributions secured through planning obligations.

The Council considers that other benefits of a scheme should properly be taken into account when calculating contributions where these would contribute towards the aims of the Core Strategy.

Do not take into account whether a scheme is publicly driven/funded when considering planning obligations.

The Council believes that it is appropriate to take into account public funding and apply policy flexibly in such cases but that such schemes should not automatically be exempt from any contributions.

Making the best use of our limited land

- 1.33 If we are going to adapt successfully to Camden's growing population, we need to make the best use of the borough's limited land. The Council supports making the most efficient use of Camden's land and buildings while also seeking to improve the quality of our environment, protect the amenity of occupiers and neighbours and meet its other planning objectives.

Preferred Approach CS2 – Making the best use of our limited land

To promote the most efficient use of land and buildings in Camden by:

- seeking development that makes full use of its site, taking into account quality of design, its surroundings, amenity and transport accessibility;
- expecting high density development in Central London, town centres and other locations well served by public transport;
- resisting development that makes inefficient use of Camden's limited land;
- encouraging a mix of uses in development;
- expecting the provision of a mix of uses in schemes in the most accessible parts of the borough, including an element of housing where appropriate.

- 1.34 One way of making the most efficient use of our land and buildings is to encourage higher densities (that is, have more buildings or rooms in a given area). The Council wants to encourage developments with high densities in the most accessible parts of the borough and other appropriate locations. Such schemes should be of excellent design quality and sensitively consider the character and built form of their surroundings and the amenity of occupiers and neighbours. Much of Camden is designated as conservation area. Development should not harm the character of a conservation area but good design can increase density while protecting and enhancing the character of an area.

- 1.35 The Council will expect the density of housing development to take account of the density matrix in the London Plan (Table 3A.2). As Camden is generally well served by public transport, the Council will expect densities towards the higher end of the appropriate density range unless it can be demonstrated that the specific circumstances of a development mean this is not appropriate. Densities below the relevant range in the density matrix will not be permitted. In addition, development schemes with a density below that of the surrounding area will normally be resisted.
- 1.36 The provision of an appropriate mix of uses, both within areas and in individual buildings, can also contribute to successfully managing future growth in Camden and making efficient use of the limited land in our borough. A mix of uses can also:
- reduce commuting and the need for some other journeys, helping to cut congestion in the borough and improve air quality;
 - increase the provision of much-needed housing;
 - promote successful places that have a range of activities and are used throughout the day, increasing safety and security.
- 1.37 The Council will encourage the provision of a mix of uses in suitable locations and expect development proposals of an appropriate size in Central London and the town centres of Camden Town, Swiss Cottage and Kilburn High Road to contribute towards the supply of housing. Camden Development Policies contains further detail on the Council's approach to mixed use development (see preferred policy DP1 and supporting text). The Council's Site Allocations document will allocate specific sites for a mix of uses and provide guidance for their future development.

Key references/evidence

- Camden Housing Needs Study Update 2008
- Camden Annual Monitoring Report 2005/06
- The London Plan (consolidated with Alterations since 2004); Mayor of London; 2008
- Housing – Supplementary Planning Guidance; Mayor of London; 2005
- Planning Policy Statement (PPS) 1: Delivering Sustainable Development; ODPM; 2005
- Planning Policy Statement 3: Housing; ODPM; 2006

ALTERNATIVE OPTIONS

- 1.38 Other options considered or suggested during consultation on Issues and Options are summarised below along with the Council's reason for not choosing them. Please see the Core Strategy Issues and Options Consultation Statement for a summary of the comments we received and the Council's response to them.

Alternative option

Reason option was not chosen

Do not promote higher densities in the borough.

This option would not make the best use of the limited land in the borough and would reduce the likelihood of meeting the housing and other needs of our growing population. It scored poorly in the Sustainability Appraisal. Promoting appropriate high density schemes in suitable locations is in accordance with government guidance and the London Plan.

Alternative option	Reason option was not chosen
Do not expect higher density development at the most accessible locations.	Promoting high density, mixed use development at the most accessible locations is considered to make the most efficient and sustainable use of Camden's limited land by maximising development at places that can be most easily reached by non-car means of transport. This is consistent with PPG13 – Transport and the London Plan and scored better than the alternative option, not expecting higher density development at the most accessible locations, in the Sustainability Appraisal as it would reduce the need to travel by car and help to increase the viability of local services and community heating schemes.
Identify locations for tall buildings or places where tall buildings are not suitable	The Council considers that proposals for tall buildings should be treated on their individual merits, taking into account design, context, impact etc.. As the acceptability of a tall building will depend on the individual characteristics of a scheme and its site, it is not considered appropriate or helpful to identify specific locations that suitable or not suitable for tall buildings.
Do not expect a mix of uses in accessible parts of the borough.	Promoting a mix of uses is considered to help make the most efficient use of land, provide housing and other beneficial uses, promote the use of buildings and places throughout the day and reduce travel. It is consistent with government guidance in PPS1 – Delivering Sustainable Development, PPS6 – Planning for Town Centres and PPG13 – Transport and the London Plan. Not requiring mixed use in appropriate developments would fail to achieve these benefits and therefore scored poorly in the Sustainability Appraisal.

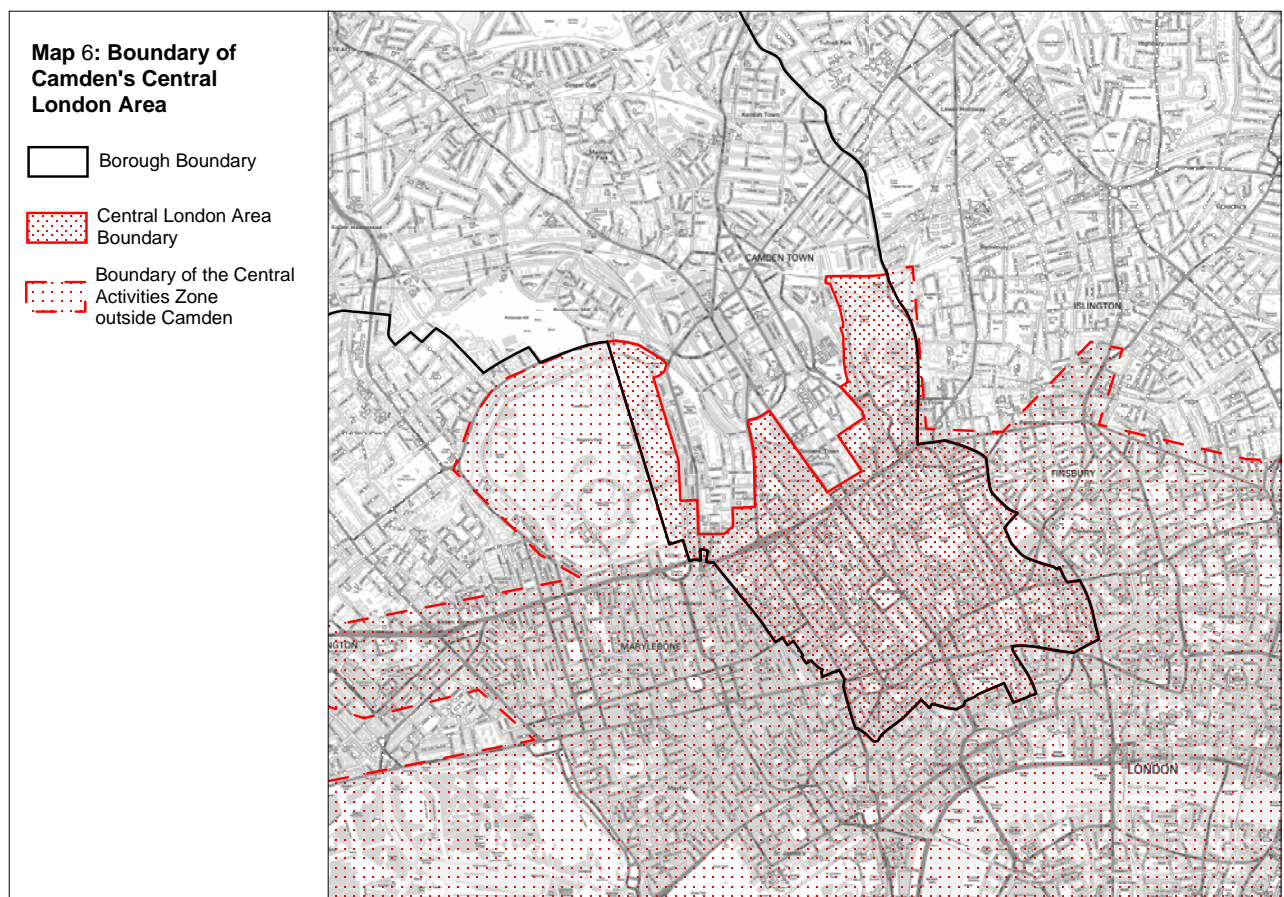
Central London

- 1.39 The southern part of Camden plays an important part in providing the vibrancy, diversity and identity that makes Camden such a popular place to visit and live in. It forms part of Central London whose unique role, character and mix of uses provides much of the capital's distinctiveness. Camden's Central London area:
- is a key part of the nation's capital and a major international city;
 - is part of London's Central Activities Zone (CAZ) – see below;
 - is a major business and employment centre;
 - has a significant residential population adding to its life, diversity and supporting economic and other functions;
 - has a concentration of local and nationally important medical, research and higher education institutions;
 - is a significant retail centre, with Central London Frontages, neighbourhood centres and specialist shopping areas;
 - contains many other uses including legal, health and professional services; food, drink and entertainment and cultural and tourism uses;

- contains many areas with their own characters and identities – e.g. Covent Garden, Fitzrovia, Museum Street area, Hatton Garden etc.;
- has many areas with a high quality and/or historic environment – for example conservation areas, listed buildings and London squares;
- is highly accessible by public transport.

1.40 The extent of Camden's Central London Area is shown on Map 6. This area forms part of the London's Central Activities Zone (CAZ) designated in the London Plan, which extends across nine boroughs. The Central Activities Zone is the core of the capital with a unique cluster of activities including government offices, headquarters and embassies, financial and business services, retail, tourism, culture and entertainment and residential communities. However, Central London also faces unique pressures and challenges. These include:

- managing significant development pressures to ensure that development in growth areas and other locations links with and supports existing communities;
- achieving a balance between its economic, social and cultural role and the interests of residential communities;
- ensuring the variety of uses can operate and progress without causing harm to each other;
- providing and supporting necessary community facilities and open space;
- providing housing and affordable housing;
- improving the public realm and the pedestrian environment;
- tackling road and public transport congestion, air quality and noise;
- managing the night time economy and reducing opportunities for crime and anti-social behaviour.



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Preferred Approach CS3 – Central London

The Council will support and promote the Central London area of Camden as a successful and vibrant part of the capital by:

- recognising its unique role, character and challenges;
- seeking to ensure that development in Central London contributes to London's economic, social and cultural role while meeting the needs of local residents and respecting their quality of life;
- seeking housing provision as part of appropriate mixed use developments;
- taking into account the specific identity of the areas within Central London when taking decisions on planning applications and in relevant initiatives and works;
- promoting and protecting areas of specialist activity;
- supporting the concentration medical, educational, cultural and research institutions within central London;
- supporting residential communities within Central London by protecting amenity and supporting community facilities;
- seeking to improve the quality of the area's streets and places, the connections between them and the ease of movement into, and through, the area;
- allocating sites within Central London for appropriate uses, including offices and housing, in the Camden Sites Allocations document;
- managing the location and concentration of food, drink and entertainment uses and their impact;
- continuing to designate Central London as a Clear Zone Region to reduce congestion, promote walking and cycling and improve air quality;
- promoting improved community safety;
- preserving and enhancing the area's historic environment.

1.41 Central London experiences the most intense development pressures in the borough and contains a diverse and dense mix of uses including numerous businesses; a concentration of the legal and financial profession; shopping, entertainment and cultural uses; health and education uses, from local uses to internationally important institutions; and a significant residential community. The Council will seek to promote a successful Central London area while balancing its, sometimes conflicting, uses and roles. Central London is the location of most of Camden's growth areas (King's Cross, Euston, Tottenham Court Road, Holborn). Development in these areas should contribute to the success of Central London economically, through providing new jobs and space for businesses; environmentally, by being of high quality design and contributing to improving open space, and socially, by providing new homes and supporting community facilities.

1.42 Many of the preferred approaches set out in this core strategy contribute towards the implementation of our aspirations for Central London, in particular:

- section 1 – **Distribution of growth**, which sets out the Council's approach to Camden's growth areas and steers large developments to accessible locations such as Central London;
- section 2 – **Making the best use of our limited land**, which expects high density development in Central London to make the most efficient use of the area's land and encourages the provision of a mix of uses including housing in the area;

- section 7 – **Promoting efficient transport with a low environmental impact**, which aims to reduce the need to travel and include a range of sustainable transport measures;
- section 10 – **Supporting community services and facilities** and 11 – **Improving Camden's health and well-being**, which recognise the concentration of higher education, research and medical institutions in the area and aim to secure the provision of facilities and services for the community;
- section 12 – **Making Camden a safer place**, which aims to promote safer streets and discourage crime and anti-social behaviour;
- section 14 – **Improving and protecting amenity**; which aims to make sure that development does not have harmful impacts on Camden's residents;
- section 16 – **Promoting a successful and inclusive Camden economy**, which focuses office growth in Central London; and
- section 17 – **Promoting our town centres and shops**, which sets out our approach to shopping and services centres in Central London and its areas of specialist activity, such as Hatton Garden, Drummond Street, Museum Street and Covent Garden.

- 1.43 Camden's Central London area is a major draw for Londoners and for tourists visiting the city, making a significant contribution to the attractiveness and economy of both the borough and the capital. Attractions include the British Museum, Covent Garden, Hatton Garden and numerous theatres, bars and restaurants, which are also used by Camden residents and are therefore important local facilities. Central London is considered an appropriate location for facilities that attract large numbers of visitors; however, it is important that these do not harm to local character or amenity or cause congestion.
- 1.44 The Council has produced area-specific Planning Guidance for Central London which seeks to manage the location and concentration of food, drink and entertainment uses, particularly those which operate late into the evening, so they contribute to the area's vibrancy in a way that does not harm the quality of life of local people, the character of the area or other uses or activities. It gives detailed guidance on how the Council will consider the potential impacts of proposals for food, drink and entertainment uses and protect the amenity of residents. In addition, Camden's Statement of Licensing Policy 2008 recognises the concentration of licensed premises in the Seven Dials area of Covent Garden and identifies it as an area subject to special policies on cumulative impact, with a presumption against applications for new premises licences and new club premises certificates.
- 1.45 There are a number of conservation areas in Camden's Central London area (Bloomsbury, Charlotte Street, Denmark Street, Hatton Garden, King's Cross, Seven Dials and parts of Regent's Canal and Regent's Park), covering the majority of the area. This illustrates the high quality of much of the area's built environment and reflects its historical and architectural importance. The Council has produced conservation area statements for these areas and will take these into account when assessing planning applications for sites in the area. We will seek to make sure that the design of new development contributes positively to the area and respects its historic character.
- 1.46 The Council has undertaken many schemes, some award-winning, to encourage walking and cycling in Central London and improve its street environment. For example, we work jointly with Westminster and the City of London in the Clear Zone Partnership, which covers the Central London area. This aims to encourage a shift to walking, cycling and public transport, improve our streets and reduce congestion, air and noise pollution. Works in the area include physical improvements to make streets more pedestrian and cycle-friendly; enhancing historic streets by improving paving and lighting; promoting electric vehicles; and better signage to help pedestrians find their way around the area.

1.47 More detail on our preferred approach to a number of these issues is set out in the Camden Development Policies document. The Camden Site Allocations document will identify the main development opportunities in Central London and set the framework for their development.

Key references/evidence

- Revised Planning Guidance for Central London – Food, Drink and Entertainment and Specialist and Retail Uses; London Borough of Camden; 2007
- The London Plan (consolidated with Alterations since 2004); Mayor of London; 2008

ALTERNATIVE OPTIONS

1.48 Other options considered or suggested during consultation on Issues and Options are summarised below along with the Council’s reason for not choosing them. Please see the Core Strategy Issues and Options Consultation Statement for a summary of the comments we received and the Council’s response to them.

Alternative option	Reason option was not chosen
Give priority to particular uses or interests in the Central London area.	Giving priority to resident’s interests performed strongly in the Sustainability Appraisal of Core Strategy options. Balancing different needs also performed well, although not as strongly. The approach of giving priority to other uses scored less well than the other two options. The Council considers that as Central London’s diverse mix of uses is crucial to its character and success and given the area’s important contribution to our major international city, the appropriate strategy for the Central London part of the borough is to continue to strike a balance its sometimes conflicting, uses and roles.

2 Providing housing and affordable housing

- 2.1 One of the four themes of Camden's Community Strategy is Sustainable Camden that adapts to a growing population. From this, the strategy develops the goal of managing growth so it works positively for Camden. High quality housing, including affordable housing and supported housing are essential elements of positive growth. Good housing is strongly related to people's well-being in all aspects of life, such as health, education, finding and keeping a job, and relationships with family and friends.
- 2.2 There are many forms of housing which provide individuals and households with a home, and this section aims to address all of the forms common in Camden. These forms of housing include:
- self-contained houses and flats (Use Class C3) (the predominant form);
 - rented rooms and bedsits which share facilities such as toilets, bathrooms and kitchens (houses in multiple occupation or HMO);
 - hostels where shared accommodation is managed for a particular group of people (e.g. students) and occupiers may stay for several months;
 - some nursing homes, care homes and parts of hospitals where people live permanently, such as nurses' hostels (parts of Use Class C2).
- 2.3 The section does not cover hospitals and care facilities where patients are not permanent residents, hotels (Use Class C1), and hostels aimed at tourists and backpackers.
- 2.4 Camden is a small part of a housing market that extends across London and into other parts of the South East. The Council is only one of many organisations and agencies that can have an impact on people's access to housing. Developers, private landlords and Registered Social Landlords (such as Housing Associations) have key roles in housing supply in the Borough. London's Mayor is responsible for producing a Housing Strategy, which provides a policy framework for meeting housing needs in London and guides how public money for affordable housing will be spent. The Housing Corporation (expected to join the proposed Homes and Communities Agency) administers the public money that provides additional affordable housing, a fund that is vital to housing schemes in Camden. Other borough councils, particularly in the North London, also influence the supply of housing available nearby. The Council will work in partnership with these bodies and many others to secure the best possible access to housing for Camden residents.

WHAT YOU TOLD US ABOUT PROVIDING HOUSING AND AFFORDABLE HOUSING

- 2.5 The main points raised on providing housing and affordable housing during consultation on Issues and options for the Core Strategy are summarised below. Please see the Core Strategy Issues and Options Consultation Statement for a summary of the comments we received on this matter and the Council's response to them.
- There was strong support for the provision of affordable housing in the borough.
 - The need for new homes to be of good quality was raised by a number of respondents.
 - There was no consensus on the threshold at which affordable housing should be provided. Private sector respondents supported the contribution of a 15 unit threshold, while other respondents supported a lowering of the threshold.
 - There was also no consensus on whether affordable housing should be focussed on particular areas (e.g. places that have a low proportion of existing affordable housing). Some felt this should be the case, while others thought affordable housing should be provided on any suitable sites.
 - Private sector respondents didn't support the Council specifying its preferred mix of size of homes.
 - The majority of respondents on the issue felt that the Council should reflect the demand for both smaller and larger homes.

Providing quality homes

- 2.6 The Government's key housing policy goal is to ensure that everyone has the opportunity to live in a decent home at a price they can afford in a community where they want to live (government Planning Policy Statement (PPS) 3 'Housing'). Clearly, as a single local authority operating in a much larger housing market, Camden cannot expect to meet the needs of everyone that might wish to live in the Borough. There is little unused land in Camden, so additional housing can only be developed by taking land out of other uses, developing above other uses, or fitting more homes on existing housing land. Constraints are further placed on the supply of additional housing by the protection of open spaces and the natural environment, protection of valued areas and views that form part of the built environment, and protection of land for businesses and community facilities.
- 2.7 The Council acknowledges that some people may have to choose to live elsewhere to get the type of housing they want at a price they can afford. We also acknowledge that we will need to make choices about the types of housing we prioritise on individual sites, having regard to housing needs as well as market demand and the viability of development. Within these constraints, the Council shares the policy goal of access to decent homes at affordable prices for Camden residents.

Preferred Approach CS4 – Providing quality homes

The Council will aim for Camden residents to have access to a decent home by:

- regarding housing as the priority land-use of Camden's Local Development Framework;
- maximising the overall supply of additional housing to meet or exceed Camden's target of 5,950 homes from 2007-2017;
- preventing the loss of existing homes, including affordable homes;
- requiring new housing to meet appropriate standards of amenity, and bringing affordable housing up to Decent Homes standards;
- requiring additions to the housing supply to be adaptable to the accessibility needs of different age-groups (Lifetime Homes), including a proportion suitable for wheelchair users;
- having regard to the housing needs and accommodation types suitable for different groups, including families, older people, people with special support needs, young adults, gypsies and travellers;
- seeking a mix of housing in terms of size and affordability;
- seeking a range of affordable housing, including intermediate housing, in residential development.

In negotiating a proportion of affordable housing on individual housing sites, subject to other planning objectives, site size, site constraints and financial viability, the Council will seek:

- to meet an affordable housing target of 50%;
- a split within affordable housing of 60% social rented housing and 40% intermediate housing.

MAXIMISING THE SUPPLY OF HOUSING AND AFFORDABLE HOUSING

- 2.8 There is an acute need for housing across all tenures in Camden, and consequently it is a priority for the Council to maximise the delivery of additional housing². This need for housing must be balanced against the need for jobs, services and facilities. During the five years up to 2008, housing land has had the highest value in much of the borough, which can cause residential uses to squeeze out other uses. Although there are signs that the value of housing land may fall, existing high values mean that our Local Development Framework needs to protect some non-residential uses, such as industry, warehousing, community uses and shops, so that jobs, services and facilities continue to be available in the borough. Where such uses are not present, or are demonstrably unable to continue, the Council will prioritise housing when considering development proposals. Further details of our approach is set out in our Camden Development Policies document (see preferred policy DP27).
- 2.9 The target for additional homes in Camden for 2007-2017 is 5,950 dwellings, or 595 per year. The annual figure includes development of 437 additional self-contained dwellings each year, along with vacant dwellings returning to use and dwellings that are not self-contained (such as many student halls of residence). On the basis of Camden's assessment of site availability and development monitoring, the Council considers this to be a realistic target. The same target for the Borough appears in the London Plan, and is a share of the London-wide target of 305,000 additional homes from 2007 to 2017.
- 2.10 Camden publishes an Annual Monitoring Report (AMR) to assess the success of its policies. This includes a housing trajectory, which is a measure of how Camden expects to meet the borough housing target on the basis of sites already allocated. The housing trajectory is intended to provide for a continuous supply of housing over the fifteen years from adoption, with a focus on identifying specific sites for the first ten years. The trajectory beginning in 2007/08 should show that the overall annual target of 595 homes can be met up to 2016/17, including the 437 annual target for self-contained dwellings.
- 2.11 On the basis of sites allocated in existing plans, sites with unimplemented permission, and past trends in unidentified sites coming forward, Camden's Annual Monitoring Report (AMR) for 2006/07 predicted that the supply of housing to the end of 2011/12 would be close to our targets throughout. From the end of 2012/13 to 2016/17, the AMR predicts that the supply of housing will exceed the target of 595 homes per annum³. Future site allocations will need to include sufficient land for this anticipated supply to be delivered, and for a continued supply in subsequent years. Taking into account the supply of new housing from small sites and sites that have not yet been identified, Camden will make sufficient provision for housing in its site specific allocations document to meet the annual target for at least 10 years from adoption.
- 2.12 In allocating sites for housing development, and in considering specific housing proposals, the Council will have regard to core strategy preferences for the location of additional housing. The distribution of growth in Camden, including housing growth, is addressed by a separate part of the core strategy, Managing Camden's growth (sections 1-3 above). Managing Camden's growth also considers general issues relating to development of individual sites, such as efficient use of land, density and mixing uses.

² Camden Housing Needs Survey Update 2008 estimates that 12.7% of the Borough's households are in unsuitable housing, including 7,309 households in affordable housing and 4,597 in market housing – although it is estimated that half the homes could be made suitable with their occupiers 'in situ'. The (continued from footnote 2 on previous page)... update only looks in detail at affordable housing when estimating future need (households falling into need, newly forming households, migration), and net need (taking supply into account).

³ Camden 2006/07 Annual Monitoring Report figure 4.i and paras 4.11-4.12

- 2.13 Camden 2008 Housing Needs Survey Update found that annual need for additional affordable homes in the Borough is almost 4,800, eight times the anticipated annual supply of all new housing. The update also suggests a how a balance can be found on if the additional housing supply is constrained at 595 per year, and inwards migration is reduced. With this solution, the proportion of additional affordable housing would be 52.8%, and the Update recommends a target of 50%. Camden will therefore apply a 50% affordable housing target for new housing, which is consistent with the London Plan's strategic target of 50% across London.
- 2.14 Camden believes that all housing developments should make some contribution to affordable housing if they viably can. The national indicative site-size threshold is 15 dwellings, but the government accepts that in some places a lower threshold may be appropriate . The Council considers that all developments with capacity for 10 or more dwellings should contribute to affordable housing in Camden, on the basis of high proportion of the additions to housing stock in the borough that come from small sites – in the past, where these sites have been developed for market housing, they have made no contribution to affordable housing. The 10-dwelling capacity threshold is consistent with the London Plan.
- 2.15 Even with a 10 unit threshold, the high proportion of market housing developments of 9 homes or fewer will make it hard for Camden to meet the 50% target across the borough. To retain the borough-wide target as a realistic proposition, the 50% figure will also be the target that the Council uses in negotiations on individual sites that are substantially above the threshold. However, we are aware that site-capacity threshold and the percentage target will need to be applied sensitively to ensure that small- and medium-sized schemes remain financially viable, and schemes are not artificially capped at 9 dwellings.
- 2.16 Guidance on how the threshold and percentage targets will be applied is set out in Camden Development Policies (see preferred policy DP4 and supporting text) and supplementary planning documents. A sliding percentage scale and a number of site-specific criteria have been developed to assist in negotiations to bring forward the development of market and affordable housing. These take account of viability issues and management costs that arise in smaller developments.
- 2.17 The borough target for 595 additional homes per year is a net target. To meet it, any homes that are lost need to be replaced – the number of dwellings lost is effectively added to the requirement for new dwellings. The need for additional housing and additional affordable housing is acute⁴. Although it is anticipated that the Borough's housing delivery will be close to the target for the 5 years 2007/08 to 2011/12, delivery significantly exceeding the target is not anticipated until 2012/13⁵. Consequently, considering Camden overall, there is no scope for the loss of housing or affordable housing. In local circumstances, there may be some scope for developments which involve a loss of dwellings, usually in the context of merging flats to create large affordable homes in areas where these are in short supply. Details of Camden's approach to preventing the loss of existing housing are included in our Development Policies document (see preferred policy DP6 and supporting text).

⁴ Planning Policy Statement 3 Housing (PPS3), CLG Nov 2006, para 29

⁵ Camden's 2006/07 Annual Monitoring Report indicates that 64% of completed dwellings in 2006/07 were in schemes of 14 dwellings and fewer. Taking a threshold of 10 dwellings, the proportion of dwellings completed in schemes below the threshold drops to 53% for 2006/07 (unpublished LB Camden Development Monitoring).

HOUSING QUALITY

- 2.18 The quality of housing has many different aspects. Immediate environmental impacts on the home include daylight, sunlight, overlooking, air quality, and various forms of pollution such as odour, fumes, dust, noise, vibration, and artificial light. The quality of a home is inseparable from the quality of the local area in terms of the creation of streets, open spaces and places. A housing area will only be a good place to live if it has safe spaces and streets, and is accessible to community facilities and services. Sustainability is also a component of quality, particularly through its relationship with climate change, the need for water, heating, cooling and mechanical ventilation, and the cost of water and fuel supplies.
- 2.19 The promotion of high quality places, parks and open spaces is dealt with under another theme in the Core Strategy, **Improving Camden's environment** (sections 8 and 9 below). Amenity issues such as daylight, air quality and pollution are dealt with, alongside safer public areas and streets and community services and facilities, under the theme of **Improving the quality of life of Camden's communities** (sections 10-14 below). Measures to make homes and other buildings more sustainable in terms of energy and water use are considered in the part of the **Core Strategy dealing with Promoting a sustainable Camden and tackling climate change** (sections 5-7 below). Our Development Policies document gives additional detail of how these concerns should be taken into account in considering specific housing proposals.
- 2.20 Other aspects of housing quality that will potentially affect all types of occupiers include the amount of space in the dwelling, the amount of space in individual rooms, headroom (height of ceiling), the separation of sleeping areas and cooking areas, natural light, and sunlight. These are factors that will be considered in residential development proposals, and residential development standards and guidance will be included in our Camden Planning Guidance supplementary documents. Additional national standards apply to certain types of housing, such as affordable housing with public subsidy.
- 2.21 Many existing homes would not be considered satisfactory by modern expectations. The government assesses existing housing using a measure of condition and amenities called Decent Homes. Decent Homes standards cover health and safety issues, central heating, and the provision of modern facilities. The government aims to ensure that all social housing reaches a decent condition by 2010. To meet Decent Homes standards in Council-owned social housing, the Council will need to generate resources to fund modernisation investment. An initial funding strategy is in place and being refined, based on limited disposal of vacant properties. Individual modernisation proposals will be drawn-up for each estate in consultation with residents, based on refurbishment, possibly with limited redevelopment and infill in some cases. This consultation will be separate from the LDF process. If any firm development proposals come forward, these will be reflected in the LDF's site specific allocations.
- 2.22 Accessibility issues potentially affect quality of life of every household. Most people are likely to have difficulty moving about their home at some time during their life. Accessibility issues clearly affect people with mobility disabilities, but can also affect people with young children (prams and pushchairs), people with illnesses and injuries (e.g. sprained or broken limbs) and older people. Designing dwellings to Lifetime Homes standards is a way of enabling families and individuals to stay in a dwelling when circumstances create mobility difficulties. It also helps people with mobility disabilities to visit other people's homes. The Council considers that additional homes of all types should be designed in accordance with Lifetime Homes standards; and will apply London Plan policy 3A.5 to that effect. Guidance on application of the standards is included in Camden Development Policies (see preferred policy DP3 and supporting text) and our Camden Planning Guidance supplementary document.

2.23 The Camden Housing Needs Study Update 2008 estimates that 3.4% of Camden's households include one or more frail elderly people, and that 6.4% of Camden's households include one or more people with a physical disability. Adapting an existing home to meet the needs of a household member who becomes frail or disabled can be very difficult and costly unless the home has been designed with that in mind, especially where the adaptation is for a person who uses a wheelchair. A stock of housing that has been built to meet Wheelchair Standards will help to meet some needs for some households, particularly those who do not have access to funds for alterations. However, housing that is designed at the outset with potential conversion to Wheelchair Standards will help to meet needs for those able to commission home adaptations that suit their particular circumstances. The Council considers that 10% of homes in the borough should either be designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users, and will apply London Plan policy 3.A5 to achieve secure this. Further guidance on the application of the 10% policy to individual housing proposals is set out in Camden Development Policies and our Camden Planning Guidance supplementary document.

THE NEEDS OF DIFFERENT GROUPS

- 2.24 The strategic housing target and affordable housing target both encompass a variety of different group and personal needs. These needs will change over time for individuals, for households, for areas, and for the whole borough. Household income – and the ability to afford housing – is an issue that cuts across all of these particular needs. Other issues can be specific to age-group, lifestyle, mobility and health. For example, families have different needs, depending on their composition. Older people also have a variety of needs, depending on their health and independence. Many people also have quite specific support needs, some of which can only be met in particular types of accommodation – examples range from people with learning difficulties to women at risk from domestic violence to homeless people.
- 2.25 Homes suitable for all of these groups will continue to form part of Camden's housing stock, and in most cases will need to be an element of the additional stock developed in Camden for the foreseeable future. However, the Council will not be able to give the highest priority to every group, and individual developments cannot be expected to include the vast range of housing types that would be needed to suit every group. Some groups may also be better provided for in particular areas – for example, older people may need to live in locations with good access to public transport. Overall, the Council will prioritise people that are unable to access market housing and vulnerable people. In specific locations, priorities may be different depending on the character of the area, access to facilities, and the financial viability of development. Our Development Policies document will include guidance on how we will prioritise housing needs, and how a range of housing needs will be met in specific circumstances (see preferred policies DP3 and DP5 and supporting text).
- 2.26 The policy objective of achieving inclusive and mixed communities will only be met if housing is available for a range of household sizes and a range of incomes. Overcrowding is the biggest factor making households' existing flats unsuitable, affecting over 5,000 families in the borough (Camden Housing Needs Survey Update 2008). Overcrowded housing adversely affects residents' health and damages children's education, and so the supply of housing must include homes to address the needs of families currently living in overcrowded homes. As far as possible, the range of house sizes sought in the borough should reflect the household sizes that are expected to live here, acknowledging that some households will move to other areas where they are more able to afford to meet their housing requirements.
- 2.27 Government Planning Policy Statement (PPS) 3 on housing proposes that, for market housing, local planning authorities should give an indication the proportion needed for each household size. For affordable housing, PPS3 proposes that authorities should specify the size and type of dwellings required (i.e. number of bedrooms and bedspaces), reflecting the greater difficulty households face in seeking to move area if they cannot access market housing. We will give guidance on market household needs and affordable housing size requirements in our

Development Policies document (see preferred policies DP3 and DP5 and supporting text) and our Camden Planning Guidance supplementary document.

- 2.28 Traditionally, affordable housing involving public subsidy took the form of social housing, rented either from the Council or a Housing Association (or another registered social landlord). However, the stock of this type of housing has been reduced significantly in the last 20 years, and in the same period the cost of market housing has risen dramatically in Camden, particularly the cost of buying rather than renting. Consequently, there are a great many people who are unable to access either social housing or market housing in the borough. A number of intermediate housing products have emerged to meet the needs of this group – these products fall between the cost of social and market housing, and often involve an element of public subsidy – the most common form is currently shared ownership, where the occupier does not buy the entire equity.
- 2.29 The gap between market costs and social rents is particularly wide in Camden⁶. Middle-income households may choose to live in small market rented accommodation in the short-term, but in the longer term, many will choose to leave Camden, and often leave London. This creates a serious risk of social polarisation. Intermediate housing can tackle social polarisation because it is aimed at people able to afford housing costs that are higher than social rents, but who cannot afford market housing costs. Of the total number of households in the borough who will need some form of affordable housing, the number who could afford housing that costs more than social rented housing is almost three times greater than the number that could not⁷.
- 2.30 The spread of incomes in Camden amongst people who are in need of affordable housing other than social rented housing means that some needs will only be met if there is intermediate housing quite close to the cost of social rents, and much of the need will not be met if intermediate housing is priced relatively close to the cost of market housing⁸. The Council considers that intermediate housing should cost substantially below open market levels, and will use the London Plan definition of intermediate housing to ensure that it is genuinely affordable. We will also seek to provide intermediate housing suitable to a range of incomes, but recognise that the cheapest intermediate housing costs are likely to remain significantly above social rents. On the basis of the incomes amongst Camden households who can afford housing costs greater than social rent, the large gap between social rented housing costs and market housing costs, and the danger of social polarisation that arising from the gaps in the range of housing costs, Camden's guideline split between social rented housing and intermediate housing is 60%:40%. The London Plan split of 70%:30% would be insufficient to enable many middle-income residents to remain in the borough, and would do too little to achieve mixed and inclusive communities. Mechanisms for ensuring that a range of intermediate housing is available will be provided through our Camden Planning Guidance supplementary document.

⁶ in Camden the market price of housing in 2007 (second quarter) was 2.5 times the UK average and 1.5 times the London average (Land Registry)

⁷ 74.4% of households needing affordable housing each year could potentially afford some form of intermediate housing – Camden Housing Needs Study Update 2008

⁸ 29% of the people who could afford to pay more for housing than social rent could only afford slightly more, whilst 70% could not afford housing costs that were significantly nearer to market costs than to social rent – Camden Housing Needs Survey Update 2008 – on the basis of dividing the gap between social rent and market cost into quartiles

Key references/evidence

- Camden Housing Needs Study Update 2008
- Camden Together – Camden’s Sustainable Community Strategy; 2007-2012
- Camden Annual Monitoring Report 2006/7
- The London Plan (consolidated with Alterations since 2004); Mayor of London; 2008
- Thresholds for Application of Affordable Housing Requirements (Three Dragons and others), GLA 2003
- Planning Policy Statement (PPS) 3 – Housing

ALTERNATIVE OPTIONS

- 2.31 Other options considered or suggested during consultation on Issues and Options are summarised below along with the Council’s reason for not choosing them. Please see the Core Strategy Issues and Options Consultation Statement for a summary of the comments we received and the Council’s response to them.

Alternative option	Reason option was not chosen
Maintain a threshold of 15 units at which housing developments contribute to affordable housing	The Council’s preferred option is for a 10 unit threshold for affordable housing. This is consistent with the London Plan and reflects the fact that small sites provide a high proportion of Camden’s housing provision.
Guide new affordable housing to particular places (for example, that have a low proportion of existing affordable housing or where it is cheapest to provide.)	This suggested option would mean that opportunities for affordable housing would not be taken in some circumstances or locations. The Council considers that we should aim to maximise affordable housing and take all opportunities to secure it in the full range of circumstances and locations. Not doing so will reduce the amount of affordable housing provided in the borough, reduce the ability of Camden to meet the London Plan strategic affordable housing target and potentially create communities that lack social mix and balance.
Prioritise larger homes which may be suitable for families, even if this reduces the overall number of homes provided in the borough.	The Council’s preferred approach is to seek a balanced housing stock with both large and small units, which promotes mixed and balanced communities. This is consistent with PPS3 which states that Local Planning Authorities should plan for the full range of market housing and set out the size and type of affordable housing required. There is demand for homes of a range of sizes in Camden, not just larger homes, as demonstrated by the Camden Housing Needs Survey 2008.

Alternative option

Reason option was not chosen

Promote the provision of smaller homes rather than larger homes suitable for families.

The Council's preferred approach is to seek a balanced housing stock with both large and small units, which promotes mixed and balanced communities. This is consistent with PPS3 which states that Local Planning Authorities should plan for the full range of market housing and set out the size and type of affordable housing required. There is demand for homes of a range of sizes in Camden, including larger homes suitable for families, as demonstrated by the Camden Housing Needs Survey 2008.

Allow flats to be converted into larger homes throughout the borough.

This option would increase the number of homes suitable for families in the borough. However, the Council would not be able to ensure that larger properties are occupied by families rather than smaller, more affluent households. The option would reduce housing choice in the borough by reducing the total number of homes available, especially the choice of smaller homes for those on low and middle incomes. In addition, when homes are lost through combining flats into larger homes, more homes will have to be provided on the borough's limited number of housing sites to meet Camden's housing target of 595 homes each year. London Plan policy 3A.15 states that borough policies should prevent the loss of housing without its planned replacement at existing or higher densities.

3 Promoting a sustainable Camden and tackling climate change

- 3.1 The implications of our actions on the environment are increasingly clear and action is needed at global, national and local levels. The Core Strategy has an important role in reducing Camden's environmental impact and achieving sustainable development – meeting our social, environmental and economic needs in ways that protect the environment and do not harm our ability to meet our needs in the future. **A Sustainable Camden that adapts to a growing population** is one of the elements in the vision in Camden's Community Strategy. The Community Strategy commits the Council and its partners to reducing carbon emissions and waste from their buildings and encouraging developments to be sustainable and as low carbon and low waste as possible.
- 3.2 Although climate change is not specific to Camden, the borough's highly built-up, inner urban environment means that we face specific environmental issues such as poor air quality, surface water flooding and dealing with our waste. Also, the measures we can take to reduce the impacts of climate change and adapt to its effects need to consider and be appropriate to the borough's dense and historic character and sensitive environments.
- 3.3 This section concentrates on the issues of the environmental performance of buildings, providing decentralised energy and heating networks, achieving sustainable transport and reducing and managing our waste and water use. The social elements of sustainability are covered in this Strategy's section on **Improving the Quality of Life of Camden's Communities** (sections 10-14) and the economic aspects in the section on Securing a strong economy that includes everybody (sections 15 and 16). However, how we make Camden more sustainable is an overarching issue that runs throughout the Core Strategy, for example in the location of development (section 1), making the best use of our limited land (section 2), design (section 8) and improving and protecting our parks and open spaces and encouraging biodiversity (section 9). Also, the Council's Development Policies document provides more detail on our approach to ensuring that development contributes towards a sustainable Camden.

WHAT YOU TOLD US

- 3.4 The main points raised on promoting a sustainable Camden and tackling climate change during consultation on Issues and options for the Core Strategy are summarised below. Please see the Core Strategy Issues and Options Consultation Statement for a summary of the comments we received on this matter and the Council's response to them.
- The majority of respondents on this issue felt that addressing sustainability and climate change mitigation and adaptation is important. Some felt that it was the most important issue for us to address, while others said it should be considered equally to other important matters.
 - There was no clear consensus on how climate change should be addressed or on the size of development at which sustainability measures should apply.
 - Private sector respondents and some public sector bodies felt that sustainability policies should be applied flexibly so not to inhibit development
 - Most responses on the issue supported the use of combined heat and power where appropriate and feasible.
 - There was support for encouraging recycling, provision for composting and reducing waste.
 - There was a significant level of support for measures to promote walking and cycling, and also support for car free housing and reducing congestion and private car use.
 - There was no consensus on whether, where large development schemes take place at or near transport interchanges, we should give priority to transport improvements, additional housing or balance the two.

Tackling climate change through promoting higher environmental standards

- 3.5 Camden's Community Strategy commits the Council and our partners to reduce our carbon dioxide emissions by the national targets of 60% by 2050. To help to deliver this the Council commissioned a study to investigate how we can cut Camden's carbon emissions (**Delivering a Low Carbon Camden**; SEA-Renue). It found that 30% of Camden's current emissions come from domestic buildings, 58% from non-domestic buildings and 12% from transport. Growth in the borough is expected to increase emissions if they are allowed to grow unconstrained, with emissions from transport expected to see the greatest growth in the future. However, the study found that the 60% target can be met through technological means in a financially viable way, with community heating systems served by combined heat and power (CHP) being the most cost-effective way for Camden to meet its carbon reduction targets. Achieving higher targets would rely on either alternative technologies and fuels becoming available or on significant behavioural change to reduce energy demand.
- 3.6 The Council can influence environmental performance in the borough through its role in land use **and transport planning and also through its own actions and community leadership. Towards a Sustainable Camden. Camden's Environmental Sustainability Delivery Plan 2008-2012** will set out how we will reduce carbon emissions and improve the environmental performance of activities across the borough to meet national and local targets.

Preferred Approach CS5 – Tackling climate change through promoting higher environmental standards

The Council will seek to make Camden a low carbon borough and tackle climate change by:

- reducing carbon emissions from the redevelopment, construction and occupation of buildings by ensuring developments use less energy, make use of energy from efficient sources and use renewable energy;
- expecting all development to take measures to reduce the effects of, and adapt to, climate change and meet the highest feasible environmental standards during construction and occupation;
- setting Camden-specific targets on environmental performance including through BREEAM and EcoHomes assessments as well as through the Code for Sustainable Homes;
- working with our partners and developers to implement decentralised energy networks in the parts of Camden most likely to support them, i.e. developments within 500m of:
 - > housing estates with community heating or the potential for community heating;
 - > the growth areas of Kings Cross, Euston; Tottenham Court Road; West Hampstead Interchange and Holborn;
 - > schools to be redeveloped as part of Building Schools for the Future programme;
 - > existing or approved combined heat and power/decentralised systems;
- protecting existing decentralised energy networks and safeguarding potential network routes;
- promoting the efficient use of land and buildings and patterns of land use that reduce the need to travel by car and help support community heating systems;

- promoting non-polluting means of transport such as walking and cycling to tackle Camden's poor air quality;
- protecting our existing drinking water and foul water infrastructure;
- making sure development incorporates efficient water and foul water infrastructure;
- ensuring development does not cause harm to the water environment, water quality and drainage systems and prevents or mitigates local surface water and down-stream flooding;
- taking measure to reduce water use;
- taking measures to reduce the Council's own carbon emissions.

REDUCING ENERGY USE IN BUILDINGS

- 3.7 Whilst the SEA-Renue report shows that the largest energy savings from existing and new developments can be achieved through large scale CHP, it is also important that the use, design and other measures contribute to reducing the energy use of a building. The Council will expect all developments to meet the highest feasible environmental standards taking into account the mix of uses, the possibility of re-using buildings and the size and location of the development. We will expect the detailed design of a building and the materials and mechanical services used to achieve high energy efficiency.
- .8 Camden's dense built form with many conservation areas means that there are often limits to the contribution that orientation, height, bulk and footprint can make towards the energy efficiency of a building. Camden's character can also make the installation of renewable energy technologies more difficult. For example, the efficient use of solar panels and photovoltaics in Central London can be constrained by overshadowing from taller buildings. We will expect high quality and innovative design to help combat these constraints. The Council recognises that older and other existing buildings can have environmental value for their embodied energy and features such as high floor to ceiling heights and small footprints which enable sufficient daylight and natural ventilation.
- 3.9 Materials have an impact on carbon usage through their effect on the thermal/insulation qualities of a building and also through the energy used to make and transport them, and whether they can be re-used or recycled. Where demolition and rebuilding is proposed the Council will expect developers to demonstrate that they have considered the re-use of the existing building in order to prevent wasted resources. Where demolition and reconstruction cannot be avoided we will expect developers to demonstrate they have considered re-using materials on-site, either in their original form or crushed as an aggregate. It is acknowledged that crushing of materials on-site may not be ideal due to the dust and noise generated, however this should be weighed against the transportation of materials into central London which also results in noise and poorer air quality.
- 3.10 The Council will also:
- expect developers, through a planning condition, to sign up to the Demolition Protocol, which provides developers with ways to use and re-use building materials efficiently;
 - expect major developments to use and implement the Waste and Resource Action Programme Toolkit that enables use of materials with a recycled content,
 - require, by planning condition, major developments to produce a Site Waste Management Plan prior to commencement of works to demonstrate what materials are being re-used on site and re-used off site and how the remaining waste will be disposed of in a responsible way. For further details on this see the section 6 – **Dealing with our waste and encouraging recycling;**

- 3.11 In addition to design and materials, a building's internal heating and cooling systems, lighting and source of energy can further reduce energy use. For example can an efficient Combined Heat and Power system be installed or heat recovery, chilled beams or borehole cooling. Buildings can also generate energy, for example, by using photovoltaic panels to produce electricity, or solar thermal panels, which produce hot water.
- 3.12 Once a building has been designed to make sure energy consumption will be as low as possible, the Council will expect developments to achieve a reduction in carbon dioxide emissions of 20% from on-site renewable energy generation (which can include sources of site-related decentralised renewable energy) unless it can be demonstrated that such provision is not feasible. Further detail on this is set out in the Camden Development Policies document (see preferred policies DP10 and DP11 and supporting text).
- 3.13 The Council will continue to use the Building Research Establishment Environmental Assessment Method (BREEAM) assessments and the Code for Sustainable Homes to assess the environmental performance of developments. Please see the Council's Development Policies document for further details (see preferred policies DP10 and DP11). Additional guidance on sustainable design and construction, renewable energy etc. is set out in the Camden Planning Guidance supplementary document and in the Energy Savings Trust interactive best practise house at <http://www.energysavingtrust.org.uk/housingbuildings/calculators/bestpracticehouse>.

ADAPTING TO CLIMATE CHANGE

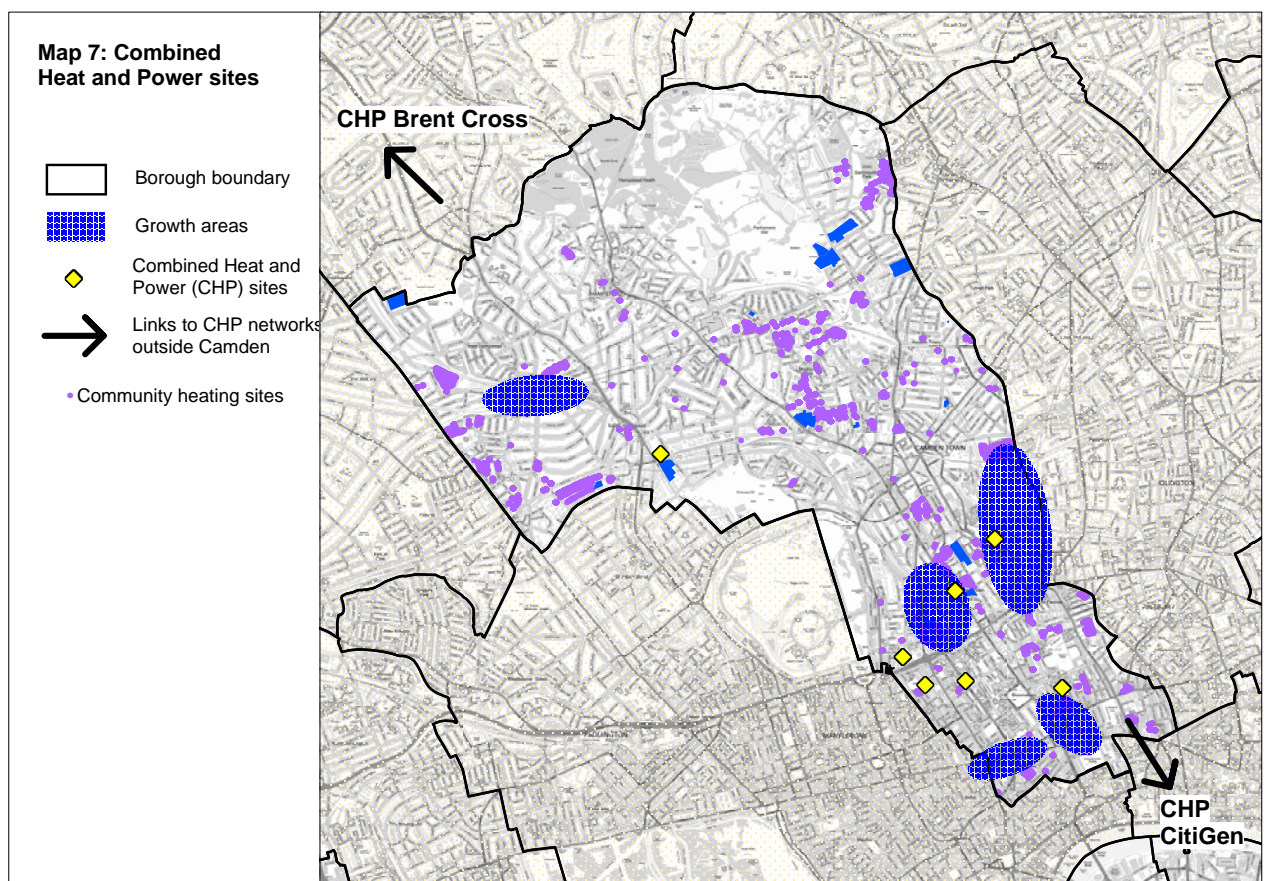
- 3.14 It is predicted that in the future we will experience warmer and wetter winters and hotter and drier summers. In addition, Camden is likely to experience more intense rainfall events and local flooding, increased demand for electricity in the summer for cooling, increased demand for its open spaces and outdoor pools and more days with especially poor air quality.
- 3.15 Detail on how we will expect development to take into account climate change (for example, in heating and cooling, ventilation, use of boreholes, water efficiency and re-use and sustainable drainage) is set out in the Camden Development Policies document (see preferred policy DP10 and supporting text). We will also continue our strong efforts to reduce air pollution through mitigation and reducing traffic. Please see sections 7 – **Promoting efficient transport with a low environmental impact** and 14 – **Improving and protecting amenity**.
- 3.16 Camden is fortunate in that it contains two large parks which can reduce the urban heat island effect and provide valuable cool space in the hot weather. We will continue to protect our open spaces and seek to create additional open spaces where possible. We will also continue to protect the borough's trees and encourage the creation of green/brown roofs and green walls, which all help keep local air temperatures lower. For more detail on how we are protecting and improving our open spaces and biodiversity please see section 9.
- 3.17 Climatic changes will affect which plant and animal species thrive or decline. The City of London, which is responsible for Hampstead Heath, has identified potential threats to open spaces and biodiversity in its Climate Adaptation Strategy. It will be therefore be important for the Council, other owners of open space and developers to consider the adaptation needs of plants and wildlife. The Council is trialling lower maintenance plant species in Waterlow Park and Cumberland Market.

DECENTRALISED ENERGY NETWORKS

- 3.18 The Delivering a Low Carbon Camden report concludes that the most cost-effective way for Camden to meet its carbon reduction targets is through a community heating system served by combined heat and power (CHP). CHP systems typically supply buildings with heat and power (usually electricity) generated on-site or nearby, therefore helping avoid the losses which occur in transmitting electricity from large plants. CHP is highly efficient and can therefore make a significant

contribution to sustainable energy goals. Cooling can also be incorporated in such systems where there is appropriate demand (known as combined cooling heating and power or CCHP).

- 3.19 Providing a community heating system in an already built up area is difficult. Although currently there is no extended CHP network in the borough, Camden is fortunate in that it has numerous Council estates already on a community heating system that can provide a starting point for a heating network serviced by CHP. There are also four successful decentralised energy networks in the borough fed by CHP (two serving University College London buildings, one serving two housing development on Eversholt Street and another at the Swiss Cottage Leisure Centre) and approved but unimplemented schemes at King's Cross, Regent's Place Estate, Southampton Row and Great Ormond Street Hospital. The areas considered most likely to provide development-led decentralised energy networks are shown on Map 7.
- 3.20 The Council will require the developers of any large scheme within approximately 500m of a Council housing estate to consider installing CHP and speak to the Council about the possibilities of exporting heat to the existing housing. The largest possible decentralised energy system fed by CHP should be implemented wherever feasible and viable. Where developments do not include their own CHP system we will require them to connect to an existing decentralised energy network where available or to provide the infrastructure for future connection, which could involve a contribution towards laying connections. The Council is investigating setting up a CHP system on one of its housing estates.
- 3.21 We will work with adjoining boroughs to promote connections to new or existing decentralised energy networks and with the GLA and LDA to provide advice on linking developments and systems. It will be important to provide for future links to decentralised energy networks within developments or across roads and sites where they are likely to be needed, as providing connections later can be difficult in built up places like Camden. For example, we will work with transport providers to ensure transport improvements such as the Cross River Tram and Euston Circus include a trench for network piping. See Community Energy: Urban Planning for a Low Carbon Future by the Combined Heat and Power Association and the Town and Country Association for more information on community heating, renewable energy and CHP.
- 3.22 We will identify sites for zero carbon developments in the Camden Sites Allocations document. These are likely to be sites near one of the likely CHP locations shown on Map 7 or a site that can incorporate its own biomass CHP system.



TRANSPORT AND THE LOCATION OF USES

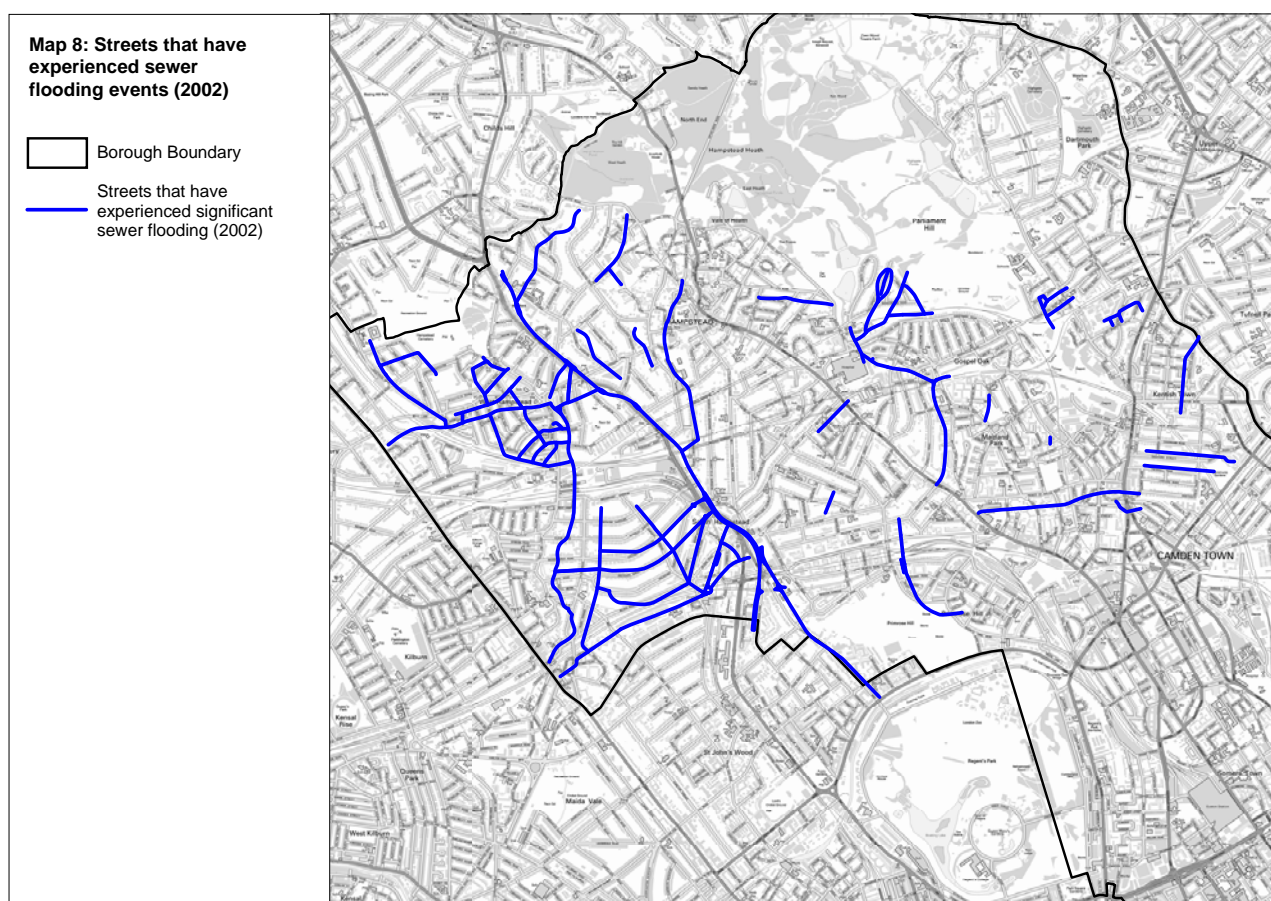
- 3.23 Where we locate development and the way we use our land and buildings has a significant impact on the amount of energy we use and therefore the amount of carbon dioxide that is released into the atmosphere. We will seek to make the most efficient use of Camden's limited land and steer growth and uses that will generate a large number of journeys to accessible parts of the borough. Please see section 1 – **Distribution of growth** and section 2 – **Making the best use of our limited land**.
- 3.24 Transport is a major source of carbon dioxide emissions. Therefore the Council will seek to encourage non-polluting means of transport like walking and cycling and reduce the amount of journeys by private motor vehicles. Encouraging growth and large development in the most accessible locations will contribute towards this. Other elements of our approach to reducing the environmental impact of travel is set out in section 7 – **Promoting efficient transport with a low environmental impact**.

WATER AND FLOODING

- 3.25 Water conservation and limiting water run-off is another key element in achieving sustainable design and construction. It is essential that adequate drinking and waste water infrastructure is provided to avoid unacceptable impacts on the environment. Due to the effects of climate change, it is predicted that Camden will experience hotter, drier summers, likely to increase demand for water, and warmer wetter winters, which would put additional pressure on the combined sewer network. Therefore the Council will protect the existing water infrastructure in the borough to ensure there is an adequate water supply and water storage capability for Camden. Thames Water has stated that these sites are likely to require future development and expansion to meet their operational requirements. The Council's detailed approach to water use and management is

set out in the Council's Development Policies document (see preferred policy DP12 and supporting text).

- 3.26 Although Camden has very low risk from flooding from waterways, our Strategic Flood Risk Assessment identified several areas, particularly West Hampstead, that have experienced surface water flooding where the existing water infrastructure has not been able to cope with surface and foul water at the same time. Map 8 shows the areas that have experienced significant sewer flooding events. The potential for surface water flooding should be considered when designing buildings and extensions and allocating uses for lower floors in these areas. In addition, new development in these areas can provide the opportunity to contribute to improved drainage and sewerage capacity. The Council will require development to adequately manage potential increases in surface water or sewage discharge, introduce appropriate mitigation measures and take account of known sewer flooding problems to avoid increasing drainage problems and flood risk down stream. Our approach to basement/underground development is contained in the Camden Development Policies document (see policy DP20 and supporting text).



OTHER COUNCIL MEASURES TO REDUCE EMISSIONS

- 3.27 Camden has undertaken a range of measures to reduce its own energy use and energy use throughout the borough. These include a 4.3% reduction in energy consumption in the Council's estate and operations in 2006/2007; fuelling 50% of the Council fleet by liquefied petroleum gas (LPG), electricity or hybrid means; installing energy efficiency measures in Council houses and using sustainable timber as standard in housing refurbishments. We also have several programmes to assist residents and businesses reduce their carbon emissions. To see further initiatives please see our Climate Change and Environmental Sustainability Delivery Plan 2008-2012.

Key references/evidence

- Delivering a Low Carbon Camden – Carbon Reduction Scenarios to 2050; SEA-Renue; 2007
- Towards a Sustainable Camden. Camden’ Environmental Sustainability Delivery Plan 2008-2012
- Camden Sustainability Task Force Report on Energy and Energy Efficiency; 2007
- Camden Together – Camden’s Sustainable Community Strategy; 2007-2012
- North London Strategic Flood Risk Assessment, Mouchel; 2008
- The London Plan (consolidated with Alterations since 2004); Mayor of London; 2008
- Action Today to Protect Tomorrow – Mayor’s Climate Change Action Plan; 2007
- Planning Policy Statement: Planning and Climate Change – Supplement to Planning Policy Statement 1; CLG; 2007
- Planning Policy Statement (PPS) 22: Renewable energy; ODPM; 2004
- Community Energy: Urban Planning for a Low Carbon Future by the Combined Heat and Power Association and the Town and Country Association
- Clean Neighbourhoods and Environment Act; 2005

ALTERNATIVE OPTIONS

- 3.28 Other options considered or suggested during consultation on Issues and Options are summarised below along with the Council’s reason for not choosing them. Please see the Core Strategy Issues and Options Consultation Statement for a summary of the comments we received and the Council’s response to them.

Alternative option

Reason option was not chosen

Primarily focus the Core Strategy on mitigating climate change.

Climate change and environmental sustainability are a central focus of the Core Strategy and a key consideration in government guidance (e.g. PPS1) and the London Plan. This approach performed better than alternative options on the environmental criteria in the Sustainability Appraisal. However, it is vital that our plans consider the full range of matters relevant to the borough to ensure a sustainable future. An approach that includes climate change and sustainability as a key part of a strategy that tackles all of the environmental, social and economic issues facing Camden is considered more appropriate and more consistent with government and London-wide policy which consider climate change alongside wider sustainability matters.

Give environmental factors greater priority than other considerations (e.g. conservation/heritage) or give conservation/heritage greater priority than environmental factors.

Environmental factors and heritage/conservation are both given strong weight in government guidance (e.g. PPS1 and PPG15) and the London Plan. The Council believes that both are important and that it is not appropriate or necessary (given that with high quality design it should be possible to achieve environmental and conservation objectives) to prioritise one over the other in the Core Strategy.

Alternative option

Reason option was not chosen

Only require new build developments, or developments of certain types or sizes, to meet high standards of energy efficiency and environmental performance.

These options performed well in the Sustainability Appraisal, but not as strongly as adopting a broader approach and requiring all developments to achieve high standards of energy efficiency and environmental performance. The Council believes it is important that all developments achieve high environmental standards, particularly given the number of existing buildings in Camden that will be retained due to their historic value and the proportion of developments in the borough that are small in scale. The Council's preferred approach is consistent with PPS1 and the London Plan and is supported by the outcomes of the Sustainability Appraisal.

Thresholds and targets specific to Camden but in line with the London Plan, for all types of development, may be appropriate in the Camden Development Policies document.

Do not require large development schemes to include decentralised energy/district heating systems or encourage existing developments to connect to these systems.

This option would be contrary to government policy and the London Plan. The SEA-Renue report Delivering a low Carbon Camden shows that the use of district heating and CHP technologies is essential to meeting the Council's and national CO2 emission reduction targets. The London Plan supports the provision of, and connections to, decentralised energy systems, especially those serviced by CHP and renewable energy. Planning for decentralised energy is also supported by the government's supplement to PPS1. In addition, the Council's preferred performed more strongly than the alternative in the Sustainability Appraisal.

Give environmental factors greater priority than other considerations (e.g. conservation/heritage) or give conservation/heritage greater priority than environmental factors.

Environmental factors and heritage/conservation are both given strong weight in government guidance (e.g. PPS1 and PPG15) and the London Plan. The Council believes that both are important and that it is not appropriate or necessary (given that with high quality design it should be possible to achieve environmental and conservation objectives) to prioritise one over the other in the Core Strategy.

Do not encourage developments, particularly smaller ones, to re-use materials already on site and recycle building materials.

This option would be less environmentally sustainable than the Council's preferred option and performed poorly in the sustainability appraisal compared to our preferred approach.. It would not be consistent with the aims of the Camden's Community Strategy (to be a low waste low carbon borough), the London Plan and the Clean Neighbourhoods and Environment Act, e.g. producing Site Waste Management Plans.

Dealing with our waste and encouraging recycling

- 3.29 The amount of waste we produce is increasing and the traditional ways of dealing with it (for example, exporting it to landfill sites outside London or incineration) are becoming increasingly unacceptable, financially and environmentally. Therefore we need to find better ways of dealing with our waste, taking more responsibility for dealing with it within London. This will include reducing the amount of waste we produce, increasing the re-use and recycling of materials and finding sites for new waste facilities.
- 3.30 We face specific challenges in dealing with waste in Camden. For example, the borough's ability to be self-sufficient in waste is limited by its built-up character and the lack of sites on which to build waste management facilities. Also, the nature of Camden's housing stock, with a large proportion of flats and a significant number of homes without gardens, means there is limited space for storage of recycling containers and reduced opportunities for composting.
- 3.31 The Council recognises that Camden cannot adequately deal with its waste in isolation. Therefore it is a member of the North London Waste Authority, which is responsible for the disposal of waste collected in the boroughs of Barnet, Camden, Enfield, Haringey, Hackney, Islington and Waltham Forest. In North London alone, around 2.5 million tonnes of waste are collected and managed every year from homes and businesses.

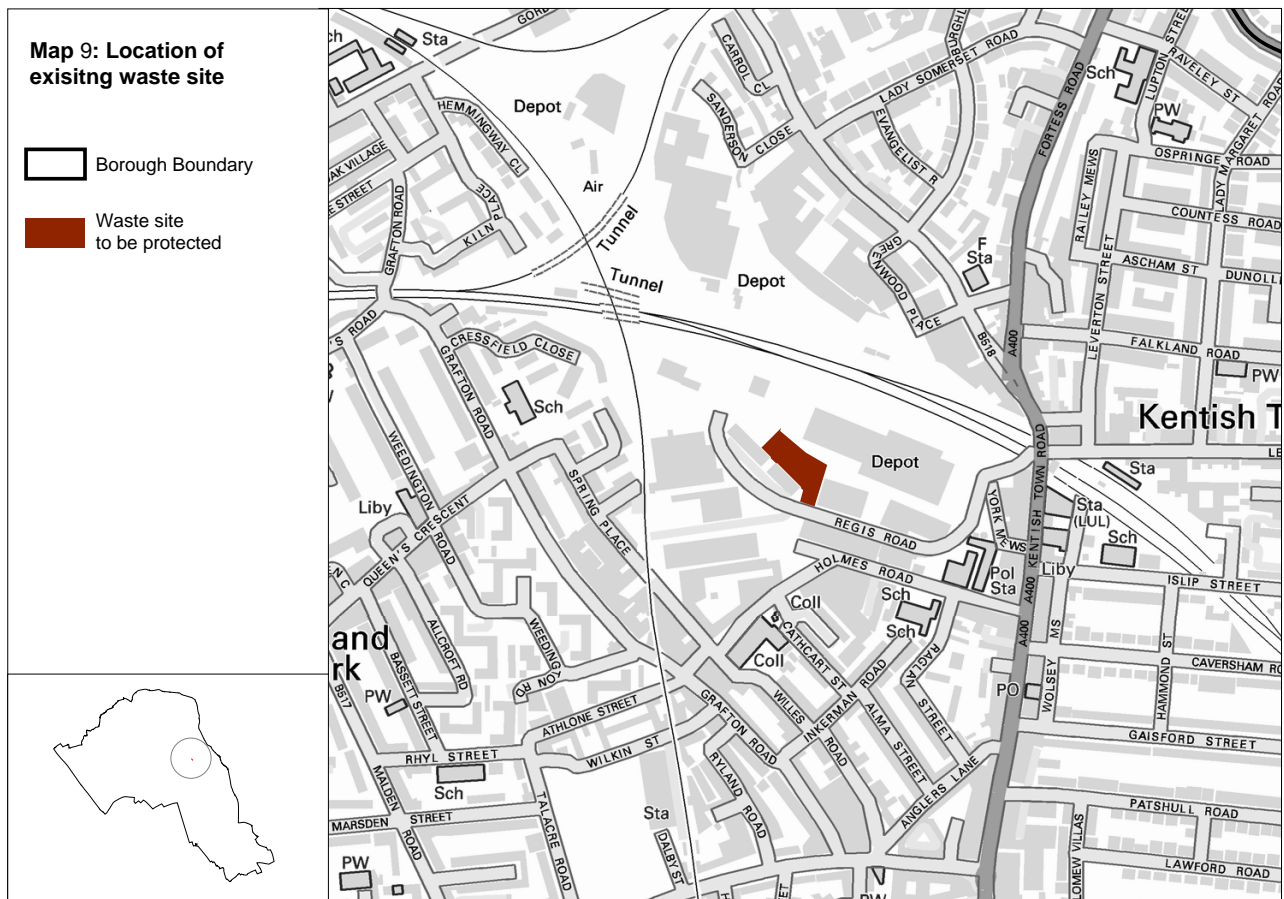
Preferred Approach CS6 – Dealing with our waste and encouraging recycling

The Council will seek to make Camden a low waste borough by:

- aiming to reduce the amount of waste produced in the borough and increase recycling and the re-use of materials;
- making sure that new developments include facilities for the storage and collection of waste and recycling;
- dealing with North London's waste by working with our partner boroughs in the North London Waste Authority Area to produce a North London Waste Plan which will identify sufficient sites to meet the amount of waste allocated to the area in the London Plan;
- safeguarding Camden's existing waste site at Regis Road, shown on Map 9.

- 3.32 Camden is committed to reducing the amount of waste produced in the borough, encouraging recycling and managing collected waste in a sustainable way. It believes that communities should take more responsibility for their own waste and will work with its partner boroughs in the North London Waste Authority area to meet national and London-wide targets for waste and recycling. North London is expected to deal with 1,504,000 tonnes of waste in 2010, rising to 2,342,000 tonnes in 2020, with Camden's element being 201,000 tonnes in 2010 and 313,000 tonnes in 2020.
- 3.33 The North London Waste Authority and the seven constituent boroughs have prepared a draft Joint Waste Strategy, which plans for managing the area's waste until 2020. It will be used to facilitate the provision of new waste management services, to increase recycling and recovery and divert more waste away from disposal to landfill.

- 3.34 The boroughs are preparing a joint development plan (the North London Waste Plan) which will sit alongside the North London Joint Waste Strategy to secure the sustainable management of our waste. It will identify appropriate locations, including existing sites, for the full range of waste facilities to meet the needs of the North London Waste Authority and the area's communities and will aim to ensure that benefits are maximised and the negative aspects minimised. The Plan will identify sites to deal with the management of waste collected by local authorities (municipal waste); commercial and industrial waste; construction, demolition and excavation waste; hazardous waste and agricultural waste. It will consider the need to make site provision for recycling, the reprocessing of recyclable waste into new materials for industry and the recovery of energy from waste where recycling is not possible. It will also contain some detailed policies to ensure that proposals for waste facilities will be dealt with consistently across the North London area.
- 3.35 Camden currently only has one waste site – the recycling and re-use centre at Regis Road – and will safeguard it for waste use. The change of use of this site will only be permitted if a suitable compensatory waste facility is provided that replaces the facilities and services available at Regis Road.



- 3.36 Camden will seek to increase recycling in the borough to meet its target of 35% of household waste recycled by 2010 and 45% by 2015. Recycling in the borough has been increasing and over 25% of household waste was recycled in 2006/7, up from 16% in 2003/4. We have a number of schemes to encourage more recycling, including mini recycling centres, the reuse and recycling centre at Regis Road, and a weekly door-to-door recycling collection service. Let's Talk Rubbish, Camden's Waste Strategy, aims to reduce the amount of waste we produce in coming years and increase the amount we recycle. It contains our overall objectives for managing Camden's waste and sets out what we are doing to encourage recycling and waste reduction and provide recycling facilities and waste collection services.

- 3.37 To make sure that residents and businesses can properly store and sort their waste and to make household recycling as easy as possible, the Council will require developments to provide adequate facilities for recycling and the storage and disposal of waste. Facilities for home composting will be encouraged in appropriate development schemes. We will also seek to secure the re-use of construction waste on development sites to reduce resource use and the need to transport materials. The Council's Camden Planning Guidance supplementary planning document contains further information on the Council's expectations for on-site facilities for waste and recycling and on construction waste.
- 3.38 In April 2008 the Government made the preparation of Site Waste Management Plans mandatory for all developments worth £300,000 and more. These plans are to describe and quantify each waste type expected to be produced in the course of a project and identify the waste management action proposed for each type, including re-using, recycling, recovery and disposal. To ensure an integrated approach to waste management and ensure the highest possible re-use and recycling rates we will require, though a planning condition, the submission of a site waste management plan prior to construction.

Key references/evidence

- Let's Talk Rubbish – Camden's Waste Strategy 2007-2010
- North London Joint Waste Strategy 2004-2020; North London Waste Authority.
- The London Plan (consolidated with Alterations since 2004); Mayor of London; 2008
- Waste Strategy for England; Defra; 2007
- Rethinking Rubbish in London – The Mayor's Municipal Waste Strategy; 2003
- Planning Policy Statement (PPS) 10 – Planning for Sustainable Waste Management; 2005
- Clean Neighbourhoods and Environment Act; 2005

ALTERNATIVE OPTIONS

- 3.39 Other options considered or suggested during consultation on Issues and Options are summarised below along with the Council's reason for not choosing them. Please see the Core Strategy Issues and Options Consultation Statement for a summary of the comments we received and the Council's response to them.

Alternative option	Reason option was not chosen
Do not require dedicated space for recycling and waste storage in new homes.	This option would be less environmentally sustainable, than the Council's preferred option. It would not be consistent with the aims of Camden's Community Strategy, the London Plan, PPS10 and the Clean Neighbourhoods and Environment Act. This option would not help the Council meet its municipal waste reduction and recycling targets and become a low waste borough. The option performed poorly in the sustainability appraisal compared to the Council's preferred approach.
Do not safeguard a site at King's Cross for the handling of aggregates.	This option would be less environmentally sustainable, than the Council's preferred option. It would not be consistent with the aims of PPS10, the London Plan and would not help us meet the Community Strategy to be a low waste low carbon borough. This option performed poorly in the sustainability appraisal compared to the Council's preferred approach

Promoting efficient transport with a low environmental impact

- 3.40 Camden's Community Strategy commits the Council and its partners to reducing pollution from transport, reducing through traffic, using cleaner vehicles, and promoting cycling, walking and public transport. The location and mix of development, the way it is linked to transport networks, and the availability of transport facilities and parking, can all be managed in ways that help to achieve this aim, as well as Community Strategy goals to promote safety and healthy lifestyles. This section focuses on maintaining and improving networks for all forms of transport and making sure development is properly integrated with them. The location and mix of development is dealt with under the Core Strategy theme Managing Camden's growth (sections 1-3 above).
- 3.41 The Council has a number of key responsibilities that affect the transport system in Camden:
- We prepare a 5-year Local Implementation Plan, which sets out our transport targets and spending programme on transport projects and bids for funding from Transport for London;
 - We are responsible for managing most highways in the borough, although a number of strategic routes are managed by Transport for London. In association with this role and with the Local Implementation Plan, we also prepare a Network Management Plan and a Parking Enforcement Plan.
 - As part of our development control role, the Council seeks to ensure that development is located where it can be properly served by transport networks, is designed with access and movement in mind, is properly integrated into transport networks, does not have unacceptable impacts on transport networks and services, and makes any contributions appropriate to support necessary transport measures and mitigate negative impacts.
- 3.42 Many other bodies are involved in the operation and management of transport facilities and networks in Camden and travel patterns do not end at borough boundaries. In carrying out our transport functions and in dealing with the transport implications of development, the Council will work closely with partners including Transport for London, the GLA, adjoining boroughs, Network Rail, British Waterways, public transport operators and the emergency services.

WHAT YOU TOLD US ABOUT TRANSPORT

- 3.43 The main points raised on transport during consultation on Issues and Options for the Core Strategy are summarised below. Please see the Core Strategy Issues and Options Consultation Statement for a summary of the comments we received on this matter and the Council's response to them.
- There was substantial support for measures to promote walking and cycling;
 - there was support for reducing the number of cars on Camden's roads and for car free housing;
 - there was no consensus on whether, when large developments are taking place at transport interchanges, we should give priority to transport improvements, additional housing or a balance between the two, with support for all of these options.

Preferred Approach CS7 – Reducing the environmental impact of travel

The Council will promote sustainable transport choices that reduce the environmental impact of travel in Camden. In particular, the Council will seek to:

- reduce the need to travel;
- promote walking, cycling and public transport use and the movement of goods in the least environmentally harmful way;
- promote transport facilities, services and street space arrangements that accommodate the needs of all users, including disabled people;
- promote sustainably fuelled vehicles where the use of motor vehicles is unavoidable;
- promote the use of car-clubs and pool cars as an alternative to the private car;
- limit the availability of private parking in the borough.

The Council will

- guide development that has a significant travel demand to sites that have good access to public transport,
- phase development to ensure that there is sufficient transport capacity when it is needed.

The Council will protect existing and future transport infrastructure against removal or severance, including routes for walking, cycling and public transport, interchange points, depots and storage facilities.

To ensure that development schemes take available opportunities to promote sustainable transport choices, the Council will expect proposals to include:

- high quality facilities, infrastructure and links to promote easier and safer walking and cycling;
- infrastructure and links connecting developments to the road and public transport networks;
- transport assessments that indicate the likely impact of development, including cumulative effects of developments with overlapping impacts;
- travel plans that guide the users of developments to encourage greener travel choices;
- appropriate mechanisms for pick-up and drop-off of materials, goods and people, during construction and after completion.

Where development or transport work potentially affects highways and street spaces, the Council will expect:

- safety for all users to be given priority;
- appropriate connections to highways and street spaces in accordance with Camden's road hierarchy;
- balanced use of street space that reflects Camden's hierarchy of road users, provides for all transport users and accommodates sustainable transport measures, including facilities for pedestrians, cyclists, buses and light transit.

- 3.44 Sustainable transport reduces carbon emissions from motorised travel and so reduces the contribution that transport makes to climate change. The most sustainable ways to travel are to walk or cycle. However, some forms of motorised travel have a role to play in reducing carbon use, such as public transport, electric cars, taxis and pool cars. Greater use of sustainable types of transport, particularly walking and cycling, can also have other benefits, including reduced pollution and improved air quality; improved levels of physical activity and health; cuts in congestion and reduced travel times where use of motorised transport is necessary.

SUSTAINABLE TRANSPORT AND LOCATION

- 3.45 The simplest way to reduce use of motor vehicles is to enable people to live where jobs, shops, services and leisure facilities are nearby, so that more journeys can be made on foot or by cycling. For people who live further away from facilities, the need to travel is reduced where facilities are grouped together, and a single journey can serve a number of purposes.
- 3.46. We recognise that for some people, and for some journeys, walking and cycling is not an option. For example, motorised transport may be needed by elderly people, disabled people and people carrying heavy or bulky shopping. The most sustainable way to travel by motor vehicle is usually to catch public transport because the carbon emissions per person are lower. In these circumstances, to ensure that public transport is an option, facilities need to be grouped together at locations where public transport routes connect.
- 3.47 The Core Strategy theme of Managing Camden's growth addresses these two issues in three ways (see CS1 and CS2):
- guiding growth and development that generates significant travel demand to locations that are highly accessible by public transport – Central London (including King's Cross, Euston and Tottenham Court Road) and the town centres of Camden Town, Finchley Road/Swiss Cottage, Kilburn High Road, Kentish Town and West Hampstead;
 - expecting high density development in areas that are highly accessible to public transport; and
 - expecting a mix of uses in the most accessible parts of the Borough, including an element of housing.
- 3.48 To reduce the need to travel and encourage sustainable transport, the Council will apply a sequential test to proposals that will generate significant travel demand, in accordance with government Planning Policy Statement (PPS) 6: Planning for Town Centres. Developers are expected to seek sites in the first preference locations, and only if there are no such sites available should they seek lower preference locations. First preference locations are the Central London area (including King's Cross) and the town centres of Camden Town, Finchley Road/Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead. The second preference is for locations on the edge of these centres. Other sites will only be considered where it is demonstrated there are no appropriate sites available in the first or second preference locations.
- 3.49 The sequential test will be applied in accordance with PPS6 and relevant London Plan policies. For retail proposals, the preferred locations are defined more tightly in the Core Strategy section 15 – **Promoting our town centres and shops**. The scale of development that will generate a significant travel demand will depend on the uses proposed in the development, the catchment that they serve, and the intensity of the use. Guidance on which developments are regarded as creating significant travel demand is given in Camden's Development Policies document (see page 49).

SUSTAINABLE TRANSPORT MEASURES

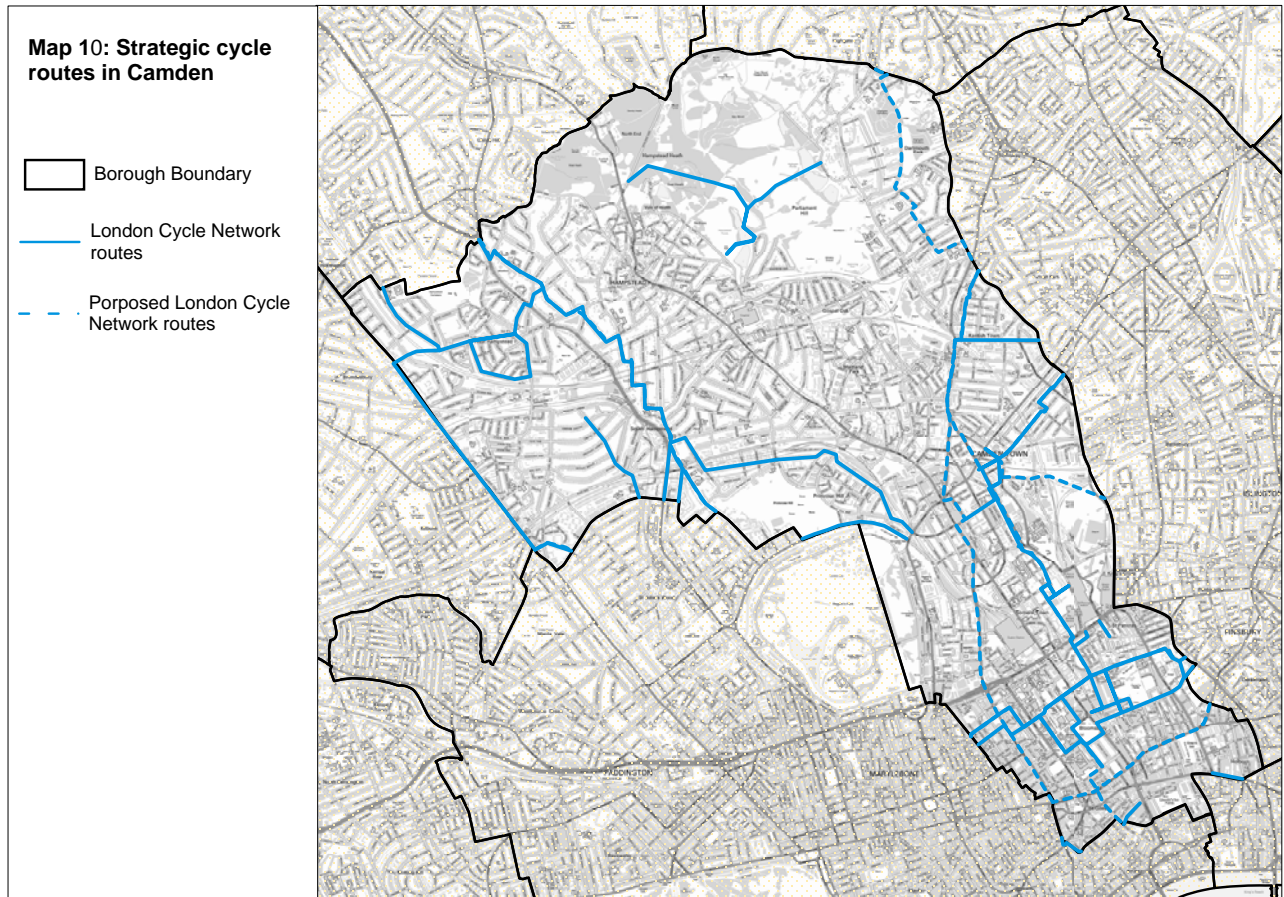
- 3.50 Persuading people not to use private cars is an essential element of promoting sustainable transport. One way of doing this is to provide attractive, convenient and safe alternatives. The Council promotes walking and cycling as non-polluting ways to travel and encourages safe and

accessible public transport. Our overarching approach to promoting less environmentally damaging transport is set out in the Camden Green Transport Strategy. We also have a Camden Walking Plan which sets out how we will increase walking in the borough. In partnership with Transport for London, the Council is able to lay out highways and street spaces to create walking environments that are as pleasant as possible, provide pedestrian crossings, alter traffic light sequences to aid pedestrians, cycles and buses and to provide space for measures like cycle parking and bus cycle lanes. These measures can improve the quality, speed and safety of journeys without a private car. They can also have environmental and health benefits – these are referred to in the Core Strategy themes **Improving Camden's environment** (sections 8-9) and **Improving the quality of life of Camden's communities** (sections 10-14), which encourage walking and cycling, promote road safety, promote high quality landscaping for street spaces and advocate making walking in Camden easier and more enjoyable. Our approach also includes further measures for promoting sustainable transport in connection with development proposals and highway management. Camden's Development Policies document gives additional guidance on sustainable transport networks and integrating new development into them (see preferred policies DP13 and DP14 and supporting text). Camden's network of strategic cycle routes is shown on Map 10.

- 3.51 Sustainable transport initiatives need to be inclusive to ensure that families, disabled people and elderly people are not isolated, to make sure no-one is wholly dependent on private cars, and to make sure people with mobility difficulties or sensory impairments are not disadvantaged by measures intended to benefit other transport users. Most public transport measures such as low floor buses and lift access to stations will be managed by Transport for London with bus and rail operators, but the Council can make important contributions to an inclusive network in its highway management role, including designing street and highway layouts sensitively, segregating pedestrians from other users where necessary, providing bus boarding facilities and providing taxi drop-off and pick-up points.
- 3.52 Measures to improve walking, cycling and public transport will not reduce private car use on their own. Limiting the amount of parking available for private cars is an important mechanism in promoting sustainable transport. Government Planning Policy Guidance (PPG) 13: Transport advises that the availability of car parking is a major influence on how people travel, and more important than the availability of public transport in some cases. It states that parking controls, parking charges, and levels of parking for new development should all be geared to promote sustainable transport choices. The Council will co ordinate its planning and parking functions to restrain parking to what is needed to meet the needs of:
- disabled people and other people with mobility difficulties;
 - businesses, services and community facilities with operational parking requirements;
 - town centres, shops, services and businesses where car travel is the only practical arrangement for customer access; and
 - households who do not have other convenient options.
- 3.53 We will restrict parking that is additional to these needs by:
- limiting parking for new development to the needs identified above;
 - encouraging the redevelopment and refitting of private car parks to meet other land-use needs; and
 - managing public car parking (including on-street parking) to resist commuter parking and encourage the sharing of spaces that are needed at different times.

Please see Camden's Development Policies document for more details on our approach to parking (see preferred policies DP16 and DP17 and supporting text).

3.54 For journeys where sustainable travel options are not practical, car clubs offer an attractive alternative to a private car. Car clubs are car hire schemes, generally involving on-line booking for members and picking up the car from a local street or parking area. They allow households to avoid the costs of car ownership, deter them from using cars for a trip which is convenient without one, and reduce the amount of parking space that is needed for cars. For business journeys, car pools have many similar advantages, and remove the need for business-users to commute by car. Car clubs and car pools both offer the opportunity to introduce other sustainability initiatives, such as electric cars with dedicated charging points. The Council encourages developers and businesses to contribute to car clubs and car pools as an alternative to providing private parking spaces for residents and employees.



DEVELOPMENT AND TRANSPORT

- 3.55 Given the constraints on transport capacity in a densely developed area like Camden, almost every part of the existing transport infrastructure is a valuable asset. Some facilities and links on the network are entrenched in the borough's history and will continue to shape patterns of urban activity in the future (such as the West Coast and Midlands Main Lines, St Pancras and King's Cross stations, the Regent's Canal, and footpaths and walkways around Hampstead). Some have negative impacts on the street environment, but remain important in enabling people to travel conveniently (for example, Euston Square bus station and the pedestrian subway at Finchley Road Underground Station).
- 3.56 The Council will seek to protect all parts of Camden's transport infrastructure, including facilities for passengers and for operators, such as train stabling yards. We will encourage enhancements that improve their appearance, operation or convenience, and will safeguard the potential for future improvements as far as possible, particularly those necessary to improve access to rail and underground facilities for disabled people. The Council will have regard to London Plan policy

3C.4 – **Land for transport** when considering development proposals and when safeguarding land. Where permanent loss of a facility or route is proposed, the Council will expect a thorough demonstration that a replacement will be provided with no loss of quality or convenience, or that the particular facility or route is no longer needed, and that an alternative of high quality and convenience is available. Where temporary severance is necessary for development purposes, the Council will expect any application to be accompanied by a Construction Management Plan that includes proposals for making a convenient and clearly signed alternative available, and gives a timetable for the reinstatement of the original.

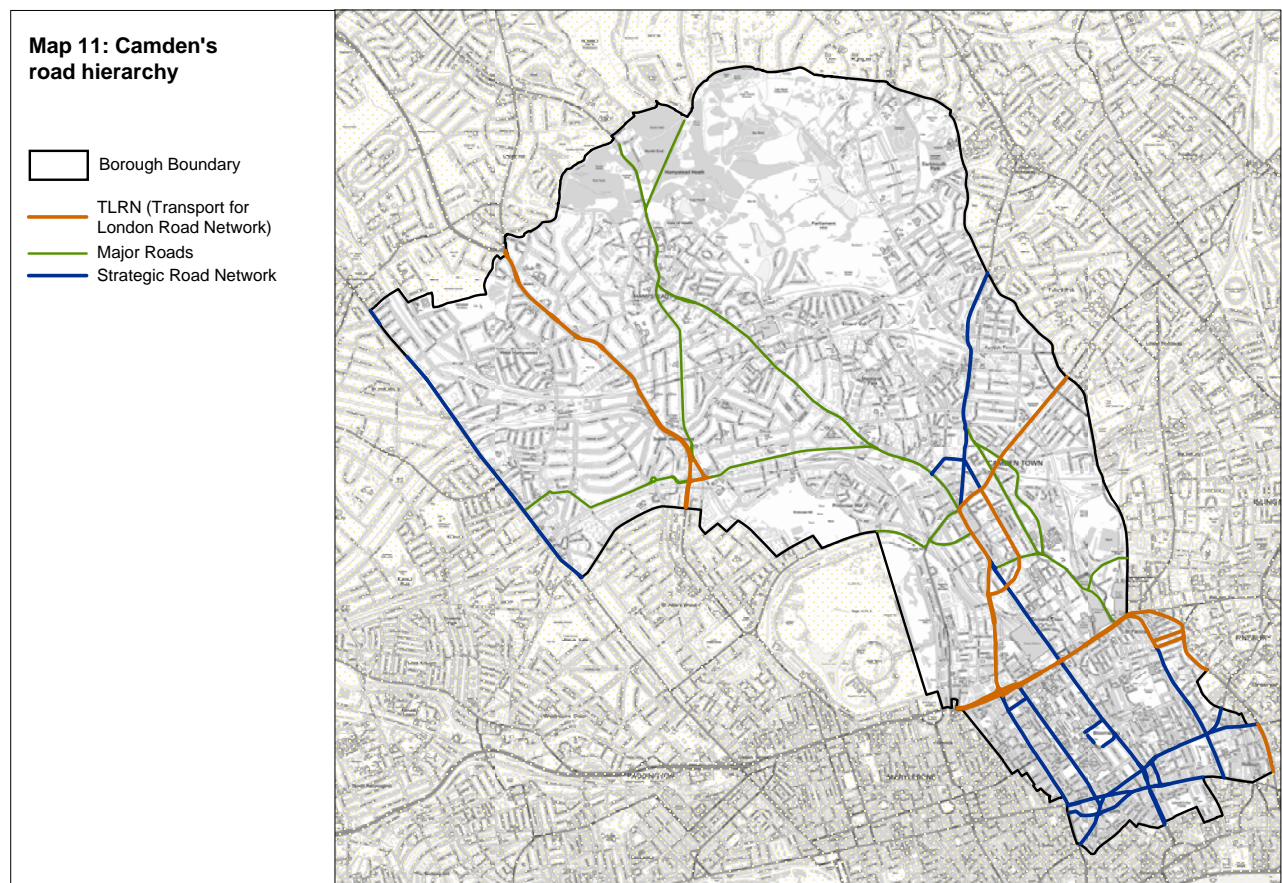
- 3.57 Transport considerations should not be seen as arising from the development's function, scale and design, but as integral to them. Developments should be planned with movement of people and goods in mind, both within the development site and outside it. Proposals should be within the constraints of existing and proposed transport capacity, or should involve contributions to increasing capacity, in accordance with London Plan policy 3C.2 – **Matching development to transport capacity**. Where proposals are dependent on proposed infrastructure, the development should be phased to ensure that proposed capacity becomes available in tandem with additional floorspace. Designs should facilitate movement by pedestrians and disabled people, to provide secure cycle parking and storage that is conveniently accessed, and to provide safe servicing arrangements that avoid disruption to other movements. Designs for large sites should be permeable so that linkages and through routes are created and the development is integrated into the wider street pattern.
- 3.58 Development proposals will generally need to be accompanied by an indication of their implications for use of the transport network. Where the implications are significant, the Council will require a formal Transport Assessment to examine the impact on transport during and after development, including impacts from movement of people, goods and demolition/construction material (London Plan policy 3C.2). The purpose of an assessment is to ensure that a proposal will not cause harm to the transport network or to highway safety, to show that the development will be properly integrated into the network, and indicate the extent to which there is additional capacity available to accommodate new travel patterns. The assessment should show any linkages and enhancements that would be needed to existing transport infrastructure to accommodate the proposal. The assessment should consider the cumulative impact of the proposal with any others that will affect the same infrastructure, and assess whether the existing or committed capacity will be able to accommodate all of them.
- 3.59 A Transport Assessment should indicate the steps that a developer will need to take to ensure that a proposal is connected to the existing transport infrastructure without causing harm. Some of these steps may involve adjustments to the design of the scheme, such as amending pedestrian circulation patterns or adding to cycle parking. Others may involve legal agreements to secure off-site works, such as highway or footway improvements, new pedestrian crossings, or contributions to enhancement of the public transport infrastructure. Assessments are required to consider all types of movement associated with a proposal, both during development and after completion. They should include removal of spoil and demolition waste, delivery of construction equipment and materials, and servicing the completed development with refuse and goods vehicles. Further information about Transport Assessments is given in Camden's Development Policies document (see preferred policy DP13 and supporting text) and our Camden Planning Guidance supplementary documents, including details of the circumstances where an assessment will be required and what it should contain.
- 3.60 The Council expects construction to be managed using a Construction Management Plan, submitted with the planning application and applied through a legal agreement. These deal with the hours of site activity, pick-up and delivery times for materials and equipment, limits on the construction vehicle size, trip numbers and routes, and any temporary use of highways for siting of construction plant. They also deals with any temporary disruption of severance of highway links needed during development.

- 3.61 Development proposals should include details of arrangements for private and passenger vehicles, cycles and service vehicles – whether arriving and staying at the site, visiting the site briefly, or based at the site. Camden's Development Policies document (see preferred policy DP17 and supporting text), Camden Planning Guidance and other supplementary planning documents include parking standards, details of car parking, cycle parking, service, coach and taxi arrangements, together with details of the developments that are expected to provide for service vehicles, coaches or taxis. Provision should generally be in accordance with the following principles:
- On-site space is expected for cycle parking and sought for car-parking to serve disabled people.
 - On-site space is sought for service and refuse vehicles as far as possible given the size of sites and density of the built-up area. Submitted proposals should show that servicing movements can be accommodated without harm, and a Service Management Plan may be required where other measures are needed to secure these arrangements, such as control of delivery times.
 - Where developments are likely to involve visitors arriving and leaving in taxis and coaches, submitted proposals should show how these can be accommodated without harm, and a Visitor Management Plan may be required where it is necessary to impose controls on the types of vehicle, the times of arrival, and the specified picking-up and setting-down points.
 - On-site parking will otherwise be restricted in order to control traffic growth and encourage people to travel sustainably.
- 3.62 For developments that require a Transport Assessment, and for some smaller schemes, the Council will expect submission of a Travel Plan (London Plan policy 3C.2). Travel Plans promote the use of sustainable transport to access a development or facility. They give targets for travel and delivery of goods by different forms of transport, and include positive mechanisms to reduce travel by private motor vehicle. Further information about Travel Plans is given in Camden's Development Policies document (see preferred Policy DP13 and supporting text) and supplementary planning documents, including details of the circumstances where a Travel Plan will be required and what it should contain. Where they are needed, Service Management Plans, Visitor Management Plans and Travel Plans should be submitted alongside planning applications, but will be secured through legal agreements.

HIGHWAY MANAGEMENT

- 3.63 The Council has prepared a Road Network Management Plan, which sets out how it will guide the use of streets and street spaces and the considerations it will apply when designing and laying out street spaces and controlling traffic flows. It helps Camden to fulfil its network management duty, under which it aims to provide for efficient movement of vehicles and pedestrians and to reduce disruption and congestion. In accordance with government guidance, this duty is carried out in parallel with addressing other concerns, notably road safety.
- 3.64 The Council exercises its network management duty primarily by enabling and promoting walking, cycling and public transport as an alternative to the private car. This reflects the limits on the network's capacity. The space demanded for movement, deliveries and car parking on the network currently exceeds the space available, and there is little scope for new road building in Camden. The Network Management Plan also commits the Council to making the best use of the limited network capacity available. We seek to optimise the use of road space through controls on car parking, action to keep bus lanes clear, introduction of pedestrian safety features and crossings, traffic calming and restrictions on movement along some roads and at some junctions.
- 3.65 The Council has identified a road hierarchy in the borough (see Map 11). This has four main categories of roads, with more detailed sub-categories indicating the main role of each within the network. The broad categories are Metropolitan Roads (the Transport for London road network or TLRN), Major Roads, District Roads and Local Roads. The roads at the top of the hierarchy allow for long-distance journeys, and the use of these for on-street servicing and direct access to properties should be limited as far as possible. Roads at the bottom of the hierarchy are intended

to provide access to premises and use of these by lorries, buses and emergency services should be limited. We will use the hierarchy to ensure that development is controlled, accessed and serviced in a way that is consistent with the role of the links in the network it will affect. More detail on the borough's road hierarchy is set out in Camden's Development Policies document (see preferred policy DP15 and supporting text).



- 3.66 Government guidance on network management indicates that the Council should take a balanced approach to the allocation of space to different network users. It suggests that priorities may be given to particular users in some places – such as adopting pedestrian priority for town centres – but that the priority given on each link should reflect its role and character. The Council's **Local Implementation Plan**, which is the Borough's five year programme for spending on traffic and transport projects, sets out a general hierarchy of road users. Generally, the highest priority is given to pedestrians and the lowest is given to on-street parking. This road-user hierarchy reflects the pedestrian component of almost every journey, the focus on movement in the network management duty, and the aim to promote sustainable transport. Ways in which the needs of different users can be balanced include footway widening, bus and cycle lanes, on-street loading bays and kerbside parking.
- 3.67 Different priorities will operate on different roads depending on their role in the road hierarchy, and we will consider the appropriate treatment for each network link with regard to London Plan policy 3C.18 – **Allocation of street space**. In some areas, particularly where the transport has a large negative impact on businesses and regeneration, it may be appropriate to tackle all links in a comprehensive way, using a 'local area transport treatment'. Local area transport treatments will be considered in accordance with London Plan policy 3C.19.

Key references/evidence

- Camden Local Implementation Plan (LIP) 2005/06-2010/11
- Draft Camden Green Transport Strategy 2008-2012
- Camden Walking Plan Second Edition 2006
- The London Plan (consolidated with Alterations since 2004); Mayor of London; 2008
- Planning Policy Guidance (PPG) 13: Transport; ODPM; 2001
- Camden Together – Camden’s Sustainable Community Strategy 2007-2012

ALTERNATIVE OPTIONS

3.68 Other options considered or suggested during consultation on Issues and Options are summarised below along with the Council’s reason for not choosing them. Please see the Core Strategy Issues and Options Consultation Statement for a summary of the comments we received and the Council’s response to them.

Alternative option	Reason option was not chosen
Do not continue to strongly promote sustainable transport measures to reduce the need to travel and encourage walking and cycling.	Promoting sustainable transport choices has many benefits, for example in terms of climate change, air quality and healthy lifestyles. Transport policies that allow unsustainable travel are contrary to government guidance in PPS13 – Transport and the London Plan. In addition, this option scored very poorly in the Sustainability Appraisal against a wide range of criteria.
Where large development schemes are taking place at or near transport interchanges give priority to transport improvements or to the provision of additional housing.	Improvements to transport infrastructure and the provision of additional housing are key elements of Camden’s Core Strategy and are both consistent with government guidance (e.g. PPS3 and PPS13) and the London Plan. The Council feels that priorities at individual transport interchanges need to be assessed on a case-by-case basis and therefore it is not appropriate to prioritise either housing or transport improvements in all circumstances.

4 Improving Camden's environment

- 4.1 The Camden's Community Strategy theme A sustainable Camden that adapts to a growing population aims to manage the increase in our population in ways to protect, promote and enhance Camden's environment, for us and for future generations. Much of this Core Strategy contributes towards achieving this aim, from making sure that growth takes place in a way that meets Camden's needs and maximises potential opportunities and benefits to reducing our environmental impact and tackling climate change.
- 4.2 This section focuses on improving and protecting our local environment of buildings, public areas and open spaces, which is so important to our well-being and the quality of our lives and plays such a key part in the way the borough looks, feels and is perceived.

WHAT YOU TOLD US ABOUT IMPROVING CAMDEN'S ENVIRONMENT

- 4.3 The main points raised on improving Camden's environment during consultation on Issues and Options for the Core Strategy are summarised below. Please see the Core Strategy Issues and Options Consultation Statement for a summary of the comments we received on this matter and the Council's response to them.
- There was support for stricter controls to protect and enhance the built environment in Camden, with local distinctiveness highlighted as a key area.
 - It was generally felt that rejecting design which fails to improve the character and quality of an area would go beyond the intention of PPG 15.
 - There was general support for existing measures to improve streets and public spaces, with regular maintenance and cleaning considered essential.
 - There was generally strong support for the protection, improvement and provision of additional open space and allotments. A number of responses identified specific issues for individual open spaces/areas.
 - There was strong support for the conservation and enhancement of biodiversity.
 - Most of the private organisations who responded on the issue objected to the current approach to providing open space, feeling open space should only be provided where there is a need generated by a development.

Promoting high quality places

- 4.4 Camden does not have a single character but is made up of many diverse areas, each with their own distinctive identity. The borough has a unique and rich architectural heritage, with many high quality buildings and places, old and new. This is reflected in the borough's large number of conservation areas and listed buildings, which have been recognised for their special architectural or historic interest and their character and appearance. The challenge we face is to strike an appropriate balance between growth and change and conserving and enhancing our valued places.

Preferred Approach CS8 – Promoting high quality places

The Council will ensure that Camden's places and buildings are attractive, safe and easy to use by:

- requiring development of the highest standard of design that respects local context and character;

- preserving and enhancing Camden's rich heritage of conservation areas and listed buildings, shown on Map 12;
- protecting important views of St Paul's Cathedral and the Palace of Westminster from sites inside and outside the borough and protecting important local views;
- taking measures to make walking in Camden easier and enjoyable;
- promoting high quality landscaping and work to streets and public spaces;
- protecting Camden's archaeological sites and monuments.

EXCELLENCE IN DESIGN

- 4.5 Camden has many places and buildings of the highest quality and, as well as preserving this rich heritage, we should be contributing to it by making sure we leave places and buildings of equally high quality to future generations. The design of the places and buildings that make up our local environment affects us all and our quality of life. High quality design is visually interesting and attractive but it is not just about what things look like. Good design makes places that put people first, are attractive, welcoming, feel safe and are enjoyable and easy to use for everyone, whether they are spending time there or just passing through.
- 4.6 New development schemes can provide an opportunity to 'shape' places by improving the quality of buildings and the street environment and through this improve the experience of the borough for residents and visitors. The Council will therefore insist on high quality design throughout the borough. In accordance with government guidance in Planning Policy Statement (PPS) 1 – Delivering Sustainable Development we will not accept design that is inappropriate to its context or which fails to take opportunities to improve the character and quality of an area and the way it functions. When assessing design, we will take account of government/CABE guidance **By Design – Urban Design in the planning system**: towards better practice and our own Camden Planning Guidance supplementary document.
- 4.7 Applications for tall buildings will be assessed against Preferred approach CS8 and other relevant policies, in particular those on conservation areas and listed buildings, amenity, mixed use and sustainability. See Camden Development Policies for the detailed policies the Council will use when assessing planning applications.
- 4.8 The Council is committed to promoting Camden as a walkable borough and has a Walking Plan that sets out a series of practical actions to improve pedestrian facilities and encourage walking. Good design allows people to clearly see how buildings and places connect to their surroundings and should be easy, safe and enjoyable for people to walk through or to stop and spend time in. Improving the quality of streets and spaces (see below) and providing good signage in areas of high pedestrian density are key. Camden is working with TfL and other boroughs to make it easier for pedestrians to find their way around the capital through the Legible London project.
- 4.9 Good design is safe and accessible and also creates buildings that have as little as possible impact on the environment, during construction and beyond. The construction and use of buildings currently accounts for around half of national carbon emissions and it is therefore vital that new and redeveloped buildings are designed to keep their environmental impact to a minimum. See Section 5 – **Tackling climate change through promoting higher environmental standards**, Section 12 – **Making Camden a safer place** and Section 13 – **Securing fair access for everyone** for the Council's approach on these matters.
- 4.10 The Council is working with its partners to promote and celebrate excellence in design and improve public buildings and the street environment; for example through the Camden Design Initiative, which seeks to improve public space and the built environment and encourage

involvement, awareness and understanding of good design, and in the bi-annual Camden Design Awards, which recognise high quality and innovative designs.

- 4.11 High quality design also recognises that no two places are the same. It takes account of its surroundings and what is distinctive and valued about the local area. As Camden is a densely built-up borough where most development involves the replacement, extension or conversion of existing buildings, taking account of context is particularly important. The Council will therefore expect the design of buildings and places to respond to the local area and its defining characteristics and reinforce, or if appropriate, create local distinctiveness. Design and Access Statements should set out how the design of a scheme has taken into account local context and character. In assessing the degree that local context should influence a design, we will consider the prominence of the site, design quality, local distinctiveness, and the level of variety or uniformity of its surroundings.
- 4.12 Camden is made up of a variety of areas, each with their own distinctive character, created by many elements including style and layout, history and mix of uses. The borough can be divided into four broad character areas as set out below. Camden has prepared conservation area statements that provide further guidance on the character of the borough's many areas of special architectural or historic interest.

Camden's character areas

South of Euston Road and around Euston & Kings Cross stations, the urban grain is richly varied, tightly packed and dense, with small pockets of green or open space, and minimal private garden space. One of the particularly characteristic elements of this area is the consistency and formality of Georgian suburban development, and includes the characteristic streets, squares and crescents of this period, and the contrasting scale of their associated mews buildings. Other development types such as the 19th century semi-industrial buildings of Hatton Garden, and the 1905 Boulevard redevelopment at Kingsway illustrate the exciting variety and boldness of form in the area. Subsequent development in the 20th century has introduced greater height and scale to the mix, and the resulting built form creates closely packed and continuous street frontages with variety in height and expression. In addition to the planned open spaces of the Georgian squares (e.g. Bedford, Russell, Fitzroy) small parks and open spaces have been created from former uses (e.g. graveyards or the gardens of large houses), and are located behind the continuous frontage (e.g. St George's Gardens; Phoenix Community Garden) or create a small green gap in the streetscape (e.g. Crabtree Fields; Coram Fields)

The town centres of Camden Town, Kentish Town and Kilburn developed in a piecemeal fashion along historic routes into London, with first coaching Inns and travellers rests, then pleasure gardens for those escaping London for the day. Speculative development started in earnest in Camden Town and Kentish Town c1800 and the majority of the development that exists today in these areas was in place by c1870. Kilburn High Road saw rapid change in the last decades of the 19th century when the earlier low density pattern of detached houses was replaced by continuous terraces lining the road. These are all now marked by continuous, close-grained development with commercial units at ground floor level fronting the street on either side of the road, with terraced residential development of a similar density on the streets to the east and west. Buildings types are generally consistent, and public houses are frequent landmarks, which echo the original inns and travellers rests along the historic routes. There is a narrow range of scale and height, and usually small gardens provided to front and rear. They show a high degree of consistency of form and design which contributes to the quality of the streetscape.

The town centres of Hampstead and Highgate Village derived from medieval hamlets and have clearly defined village centres which reflect their origins. Their location on high ground and the spring at Hampstead contributed to them becoming the location for retreats for wealthy Londoners from the early 17th century onwards, and they show a variety of building types from cottages, terraces to detached houses and grand residences, with a generally densely packed urban grain in a range of dates, ages, styles and scale. A toll road ran through Highgate from the 14th century and the inns that developed along this are still characteristic of the area.

The areas between these major roads and town centres are characterised by lower density, speculative, residential development from the mid to late 19th century for the then new middle classes. These show a variety of distinctive architectural forms, with detached and semi-detached houses in classical Italianate form in Belsize and an eclectic variety of styles including neo-Gothic, Queen Anne, Domestic Revival, Arts & Crafts in Fitzjohns/Netherhall, Redington/Frognaal and South Hampstead. These generally have generously sized rear gardens and, in the case of Redington/Frognaal and Fitzjohns/Netherhall, have large front gardens as well as street planting that contributes to a highly vegetated appearance. Holly Lodge Estate in Highgate was developed as a garden suburb in the 1920s and has a similar pattern of development and density but significantly wider, greener streets. These areas show a degree of consistency of plot size, scale and height of development.

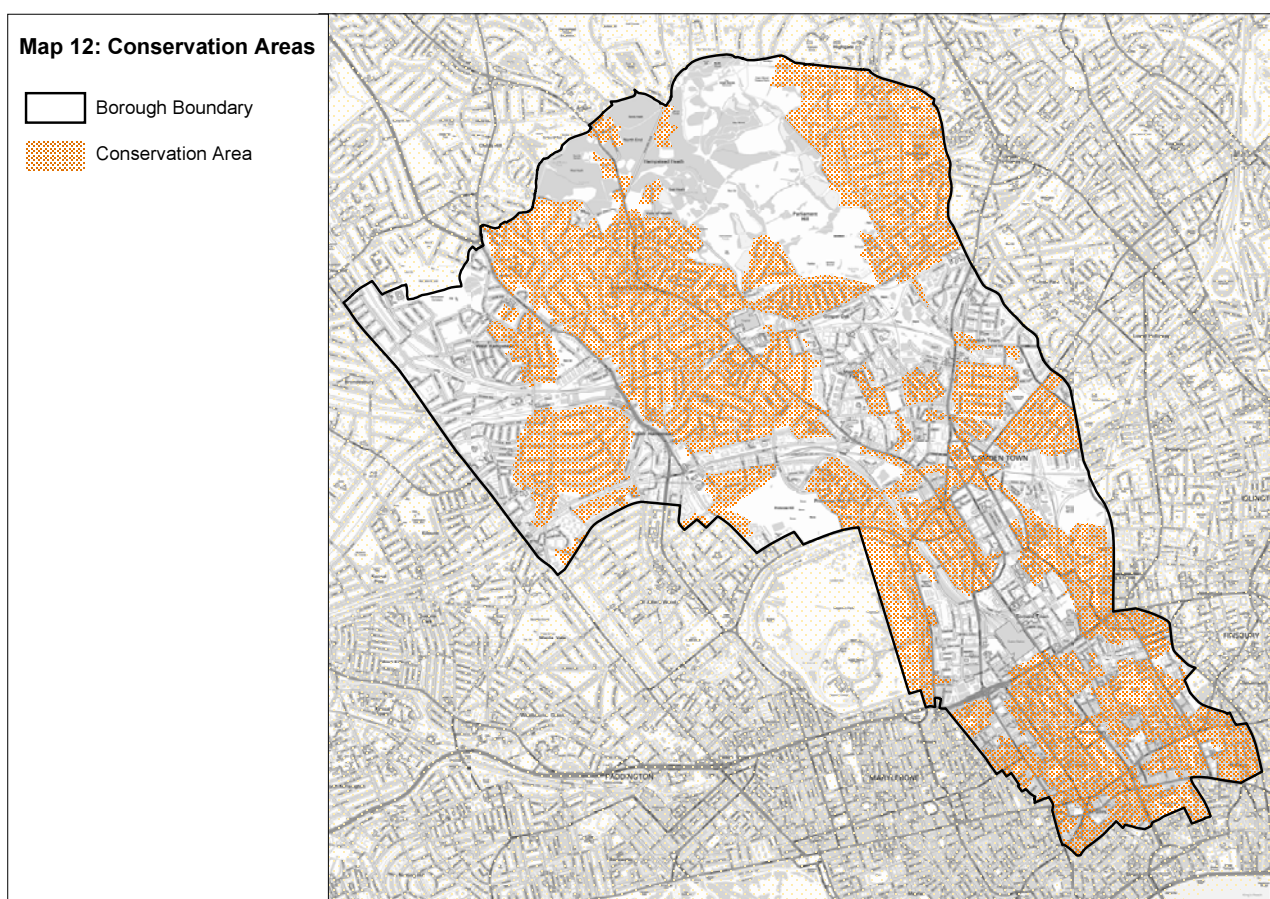
Social housing is also an important development type in the borough, with examples from throughout the 20th century. Pre-war examples includes LCC's Bourne and Ossulston Estates, and the Ferdinand Street Estate. Post-war examples illustrate an architecturally ambitious programme of housing schemes created by Camden Council following its creation in 1965, many of which are listed. The characteristic form was the stepped terrace, a low rise, high density approach which emulated traditional terraced housing, but provided light, privacy and private open space for all levels of accommodation. Examples are Brunswick Centre and flats, Fleet Road, Alexandra Road, Maiden Lane and Highgate New Town.

Mews/garage development is another of the borough's characteristic forms and is seen in a number of locations, most particularly in Bloomsbury, where it was developed alongside (to the rear) of houses, and in Belsize, where dedicated locations were found for them.

CAMDEN'S HERITAGE

- 4.13 We have inherited a unique and rich architectural heritage with many special places and buildings from many different eras in Camden's history, from the historic villages of Hampstead and Highgate to Georgian squares and John Nash's Regent's Park terraces, from the Victorian engineering of St Pancras Station to iconic modern structures such as Centrepont. 39 areas, covering much of the borough, are designated as conservation areas, recognising their special architectural or historic interest and their character and appearance (see Map 12 – Conservation areas). Also, over 5,600 buildings and structures in Camden are nationally listed for their special historical or architectural interest. We have a responsibility to preserve and, where possible, enhance these areas and buildings.
- 4.14 In order to preserve and enhance important elements of local character, we need to recognise and understand the factors that create this character. Camden has prepared a series of conservation area statements, appraisals and management plans which describe the character and appearance of individual conservation areas and set out how the Council believes each can be conserved and enhanced. We will take these into account when assessing planning applications for sites in conservation areas. We will seek to manage change in a way that retains the distinctive characters of our conservation areas and will expect new development to contribute positively to this. The Council will therefore only grant planning permission for development in Camden's conservation areas that preserve or enhance the special character or appearance of the area.

- 4.15 The Council has a general presumption in favour of retaining buildings that make a positive contribution to the character or appearance of a conservation area, whether they are listed or not. We will not grant conservation area consent for the total or substantial demolition of an unlisted building that makes a positive contribution to the character or appearance of a conservation area, unless exceptional circumstances are shown that outweigh the case for retention. Applicants will be required to justify the demolition of a building that makes a positive contribution to a conservation area, having regard to paragraph 3.19 and 4.27 of Planning Policy Guidance (PPG) 15: Planning and the Historic Environment, Camden's conservation area statements, appraisals and management plans and any other relevant supplementary guidance produced by the Council. Any replacement building should enhance the conservation area to an appreciably greater extent than the existing building.
- 4.16 Due to the largely dense urban nature of Camden, the character or appearance of our conservation areas can also be affected by development which are outside them, but visible from within. This includes high or bulky buildings, which can have an impact on areas some distance away, as well as adjacent premises. The Council will therefore not permit development in locations outside of conservation areas that it considers would cause harm to the character, appearance or setting of such an area.
- 4.17 Camden's many listed buildings also make an important contribution to the character and attractiveness of the borough as a place to live and visit. The Council will preserve the special architectural or historic interest of Camden's listed buildings by:
- only permitting the total or substantial demolition and of a listed building where there are exceptional circumstances that outweigh the case for retention;
 - only granting consent for a change of use or alterations and extensions to a listed building where it considers this would not cause harm to the special interest of the building; and
 - resisting development that it considers would cause harm to the setting of a listed building.
- Rebuilding behind the façade of a listed building will not normally be considered acceptable.
- 4.18 The matters which will be taken into consideration in an application for the total or substantial demolition of a listed building are those set out in paragraphs 3.5 and 3.19 of PPG 15. The matters which will be taken into consideration in an application for alterations and extensions to a listed building are those set out in paragraphs 3.5, 3.12-3.15 and Annex C of PPG15.
- 4.19 Where listed buildings are being altered for the provision of access for people with disabilities, the Council will balance their needs with the interests of conservation and preservation. The listed nature of a building does not preclude the development of inclusive design solutions, and where possible access for all to, and within, listed buildings should be created.



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VIEWS

4.20 A number of London's most famous and valued views originate in, or extend into, Camden. These are:

- views of St Paul's Cathedral from Kenwood, Parliament Hill and Primrose Hill,
- views of the Palace of Westminster from Primrose and Parliament Hills,
- background views of St Paul's from Greenwich and Blackheath.

4.21 The Council will protect these views in accordance with strategic policy and will resist proposals that would harm them. Where existing buildings that affect a view are redeveloped it is expected that any replacement building will be of a height that does not harm the view. The current framework for protecting these views is set by the London Plan (policies 4B.16-4B.18) and the London View Management Framework supplementary planning guidance. The new Mayor of London has stated his intention to reinstate the original extent of the view corridors set by Regional Planning Guidance 3A (RGP3A).

4.22 The Council will also consider the impact of a scheme, in terms of the townscape, landscape and skyline, on the whole extent of a view ('panorama'), not just the area in the view corridor. Developments should not detract from the panorama as a whole and should fit in with the prevailing pattern of buildings and spaces. They should seek to avoid buildings that tightly define the edges of the viewing corridors and not create a crowding effect around the landmark.

- 4.23 The Council will also protect locally important views that contribute to the interest and character of the borough. These may include:
- views of and from large public parks such as Hampstead Heath, Kenwood Estate, Primrose Hill and Regent's Park, as well as views of London Squares and historic parks and gardens;
 - views relating to Regent's Canal;
 - views into and within conservation areas;
 - views of listed and landmark buildings and monuments and statutes (for example, Centrepont, St Stephen's, Rosslyn Hill and St George's, Bloomsbury).
- 4.24 We will seek to ensure that development is compatible with such views in terms of setting, scale and massing and will resist proposals that we consider would cause harm to them. Development will not generally be acceptable if it obstructs important views or skylines, appears too close or too high in relation to a landmark or impairs outlines that form part of the view. Further guidance on important local views is set out in relevant supplementary planning documents, for example Conservation Area Statements and the Planning Framework for the Tottenham Court Road Station and St Giles High Street Area.

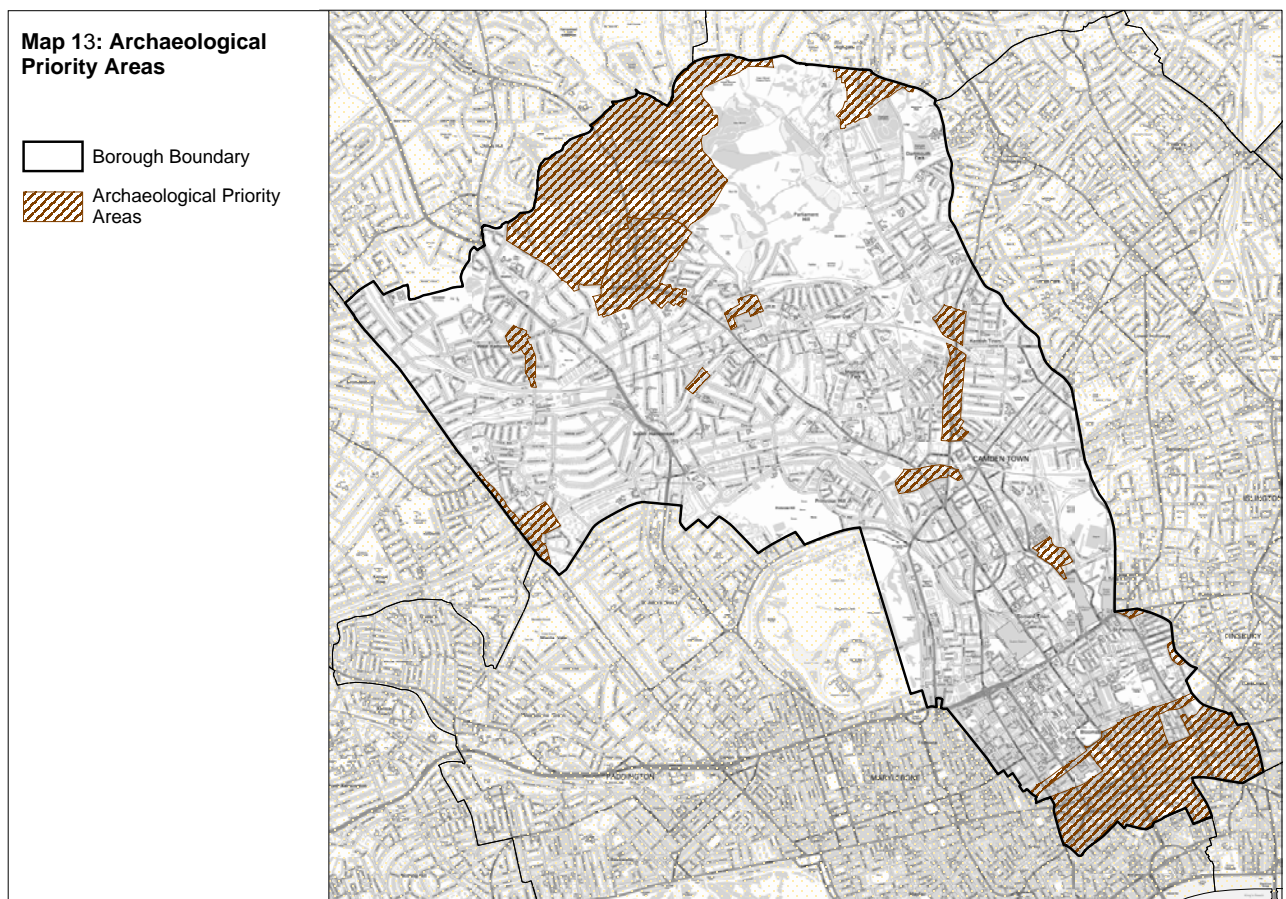
PUBLIC REALM AND LANDSCAPING

- 4.25 The quality of our streets and public spaces affects the quality of all our lives. We enjoy being in and passing through attractive, clean and well-maintained places, but are discouraged from walking in and through areas with a poor environment. An enhanced public realm should integrate transport and land use, contribute to improved walking and cycling environments, respect and reinforce local identity and character, attract people to the area and encourage the use of streets and public spaces to create diverse, vibrant and lively places.
- 4.26 The Council is committed to improving Camden's streets and public spaces and has carried out many improvement schemes with many more ongoing and planned. We have produced a Camden Streetscape Design Manual to raise the standard of street works throughout the borough. This sets standards for our own works and provides guidance for other agencies. It encourages respect for local character and promotes high quality, clutter-free design to make streets and public places that are safe and easy to use for all.
- 4.27 A number of studies on streets and spaces have been produced or are proposed, particularly for the south of the borough (e.g. Bloomsbury, King's Cross and St Giles/Tottenham Court Road). These have been commissioned and funded by a range of organisations (including TfL, LDA, Design for London and UCL) sometimes in partnership with the Council. It is procedurally difficult for the Council to adopt these non-statutory documents as formal planning or other guidance. We will therefore look to draw on the best of this work to create a long-term vision for these areas, emphasising local character and providing a high quality environment for walking, which is formally agreed by the Council.
- 4.28 Further information on specific measures being taken by the Council and its partners to improve streets and spaces in the borough is included in this document where our approach to particular areas is set out, in particular section 1 – **Distribution of growth** and section 16 – **Promoting our town centres and shops**.
- 4.29 We are also working to improve the quality of our streets and public places by:
- promoting walking by making it easier, safer and more enjoyable (see section 7);
 - promoting excellence in building design;
 - requiring public spaces to be as accessible as possible (see section 8);
 - reducing opportunities for crime and anti-social behaviour through environmental design; and
 - taking measures to reduce air and noise pollution (see section 14).

4.30 High quality landscaping plays an important role in the attractiveness and character of our surroundings. It can improve the setting of buildings, bring trees and other greenery into built-up areas and provide habitats for wildlife. The Council will expect development schemes to provide a high standard of landscaping and boundary features, such as walls and fences. We will encourage appropriate use of landscaping in the form of 'green roofs' and 'green walls' which have a number of environmental benefits (e.g. in providing wildlife habitats, in helping to cool and insulate buildings and in retaining water, helping to reduce flooding), as well as being visually attractive. More detail on our approach to landscaping is set out in the Council's Camden Planning Guidance supplementary document.

ARCHAEOLOGY

4.31 Camden has only one scheduled ancient monument (Boadicea's Grave in Hampstead Heath) but archaeological remains may be found throughout the borough. The areas most likely to be the site of remains of archaeological importance have been designated as Archaeological Priority Areas and area shown on Map 13. The Council's detailed approach to the archaeological implications of development proposals is set out in Camden Development Policies (see preferred policy DP21).



Key references/evidence

- Conservation Area Statements/Appraisals/Management Plans; London Borough of Camden; various dates
- Camden Walking Plan Second Edition 2006
- By Design: Urban Design in the Planning System – Towards Better Practice; DETR/CABE; 2000
- Planning Policy Statement 1 – Delivering Sustainable Development; ODPM; 2005

- Planning Policy Guidance 15 – Planning and the Historic Environment; DoE; 1994
- The London Plan (consolidated with Alterations since 2004); Mayor of London; 2008
- Mayor’s London View Management Framework Supplementary Planning Guidance
- Sustainable design, climate change and the built environment; CABE Briefing; 2007

ALTERNATIVE OPTIONS

- 4.32 Other options considered or suggested during consultation on Issues and Options are summarised below along with the Council’s reason for not choosing them. Please see the Core Strategy Issues and Options Consultation Statement for a summary of the comments we received and the Council’s response to them.

Alternative option

Reason option was not chosen

Encourage the provision of more housing by being more flexible in what is considered acceptable in conservation areas.

The Council considers that Camden’s rich heritage of buildings and places is a central part of the character and attractiveness of the borough and therefore must be preserved and enhanced. With high quality design it will be possible to provide housing and other necessary facilities in a way that successfully preserves and enhances our conservation areas and other heritage interests. Therefore we do not consider it appropriate to introduce more flexibility in what is considered acceptable in conservation areas. The Council will consider each development proposal on its merits and take into account design and heritage alongside all other relevant considerations.

Improving and protecting our parks and open spaces and encouraging biodiversity

- 4.33 Camden has over 250 designated parks and open spaces and 36 sites of nature conservation importance. In addition many housing estates include green areas that play a role in meeting the needs of local people for open space. Hampstead Heath is the largest open space in the borough, providing nearly half of our total area of open space and a many of our outdoor sporting facilities. The openness and semi-rural feel of the Heath and its surrounding green areas is preserved through its designation as Metropolitan Open Land (MOL), broadly equivalent to the green belt.
- 4.34 The south of the borough is characterised by dense development with small enclosed spaces, many of which are preserved as London Squares. There are other small spaces scattered throughout the borough that provide various recreational and amenity opportunities. The most prominent open space near the centre of the borough is the Regent’s Canal. The Canal and railway sidings provide an important role in nature conservation and provide green corridors across Camden. Residents west of Finchley Road and in Central London have the lowest level of access to open space (not including land around housing estates), followed by Kentish Town, Somers Town and Gospel Oak.

- 4.35 Camden's Open Space, Sport and Recreation Study 2004 and the needs assessment in Camden's Open Space Strategy concluded that nowhere in Camden had a surplus in open space and supported the introduction of a policy on providing additional public open space in the borough. Camden's Annual Monitoring report and the Camden Open Space, Sport and Recreation Review 2008 show that only a small amount of new public open space has been provided in the borough under that policy. More often a financial contribution towards the improvement of an existing open space has been provided.
- 4.36 Sites of nature conservation in Camden are generally small and undervalued, with pressure from adjoining sites and limited opportunities for expansion. However, green and brown roofs for both amenity and biodiversity value have been an increasing feature of new developments within Camden.

Preferred Approach CS9 – Improving and protecting our parks and open spaces and encouraging biodiversity

The Council will seek to improve and protect Camden's parks, open space and biodiversity by:

- protecting designated open spaces and nature conservation sites and other suitable land of 400sqm or more with the potential to be used as open space or for nature conservation;
- seeking to secure opportunities for additional open space or improvements to existing open space and identifying parts of the borough that are deficient in open space and access to nature;
- securing improvements in terms of quality and access to existing open space and nature conservation where opportunities arise, including improving and creating green links;
- securing additional open space and land for nature conservation where opportunities arise;
- protecting existing trees and promoting the provision of new trees and vegetation, including by securing new street trees;
- requiring the provision of new or enhanced habitat, where possible, including through biodiverse green or brown roofs and green walls.

The Council will seek to preserve and enhance the diverse qualities of the Regent's Canal by:

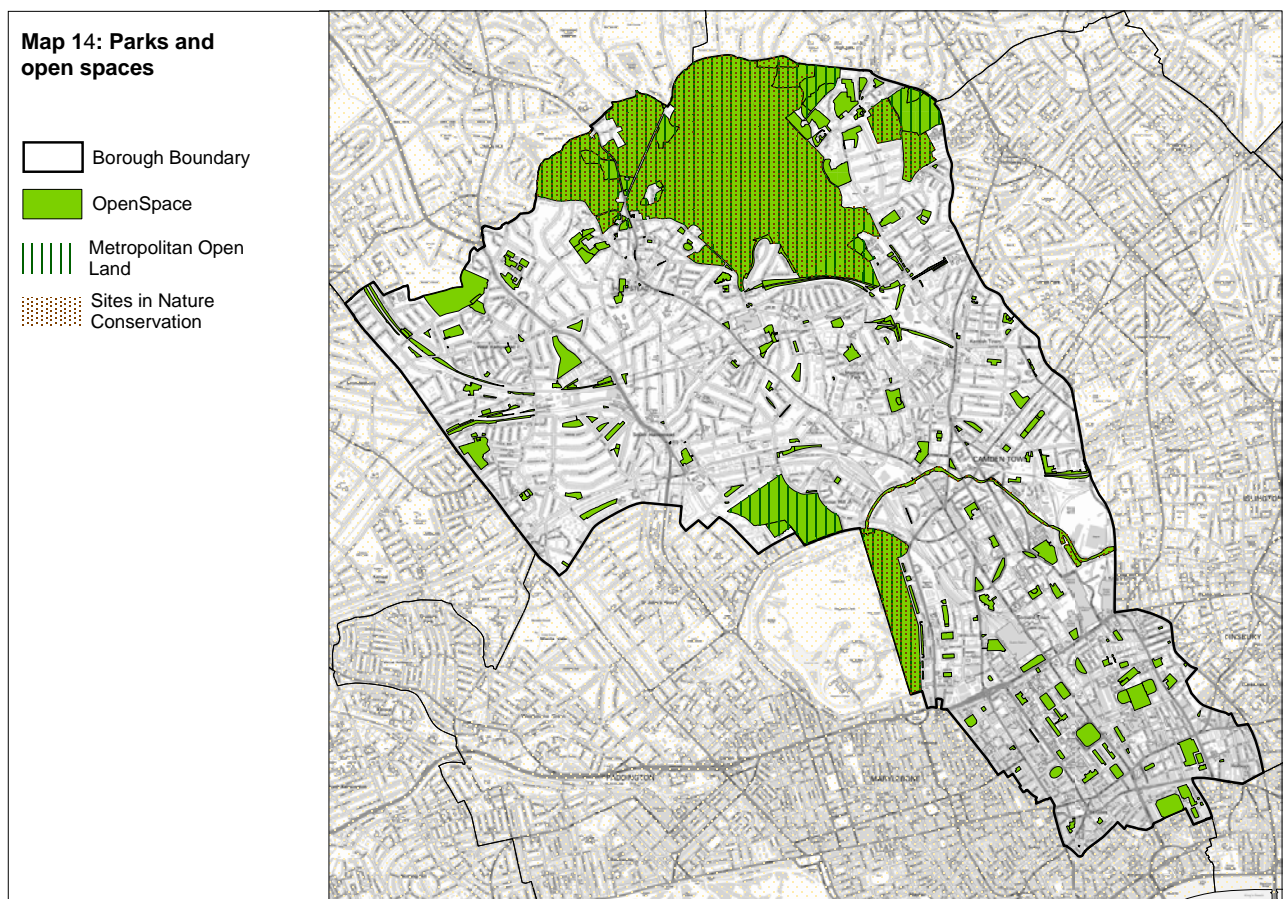
- seeking to balance the conflicting uses for the canal, its towpath and adjoining land;
- seeking opportunities to make the Canal a safer place;
- applying the guidance in the Regent's Canal Conservation Area Management Plan;
- seeking opportunities to provide additional nature conservation sites/areas and improve the Canal's role as a green chain;
- work with British Waterways, other land owners/developers and users to improve the various qualities of the canal and towpath.

PROTECTING OPEN SPACE

- 4.37 Our parks and open spaces are of great importance to Camden in terms of health, sport, recreation and play, regeneration, the economy, culture, biodiversity and in breaking up built up areas. They can also play an important role in reducing flood risk by retaining water, providing relief from hot weather and food growing. Given this, existing deficiencies in open space, and the limited opportunities in the borough for providing new spaces, the Council will continue to protect

Camden's parks and open spaces (see Map 14) by not allowing development of designated open spaces and nature conservation sites and other suitable land with the potential to be used as open space or for nature conservation, unless it is for limited development ancillary to a use taking place on the land and for which there is a demonstrable need. Extensions and alterations to existing buildings on open space should not be disproportionate to the original building. The cumulative effect of development on an open space, or on adjacent sites, should not cause harm to the use, wholeness, enjoyment, appearance, setting and nature of the open space. There will be a presumption against enabling development on the open space for its improvement.

- 4.38 There has been some uncertainty in the past when there have been planning applications on sites covered by both Open Space and Metropolitan Open Land designations. Therefore we will examine the nature of the designation on relevant sites to avoid such confusion, while maintaining appropriate protection for those spaces.
- 4.39 Our green spaces are likely to be used more often in the future as we experience higher temperatures due to climate change. Open spaces can help mitigate the effects of climate change, for example by helping to keep the borough cooler and reducing flooding through water retention. The Council will continue to adapt to future needs within our own greenspaces (e.g. by trialling lower maintenance planting) and encourage owners of other greenspaces, including private gardens, to do the same.

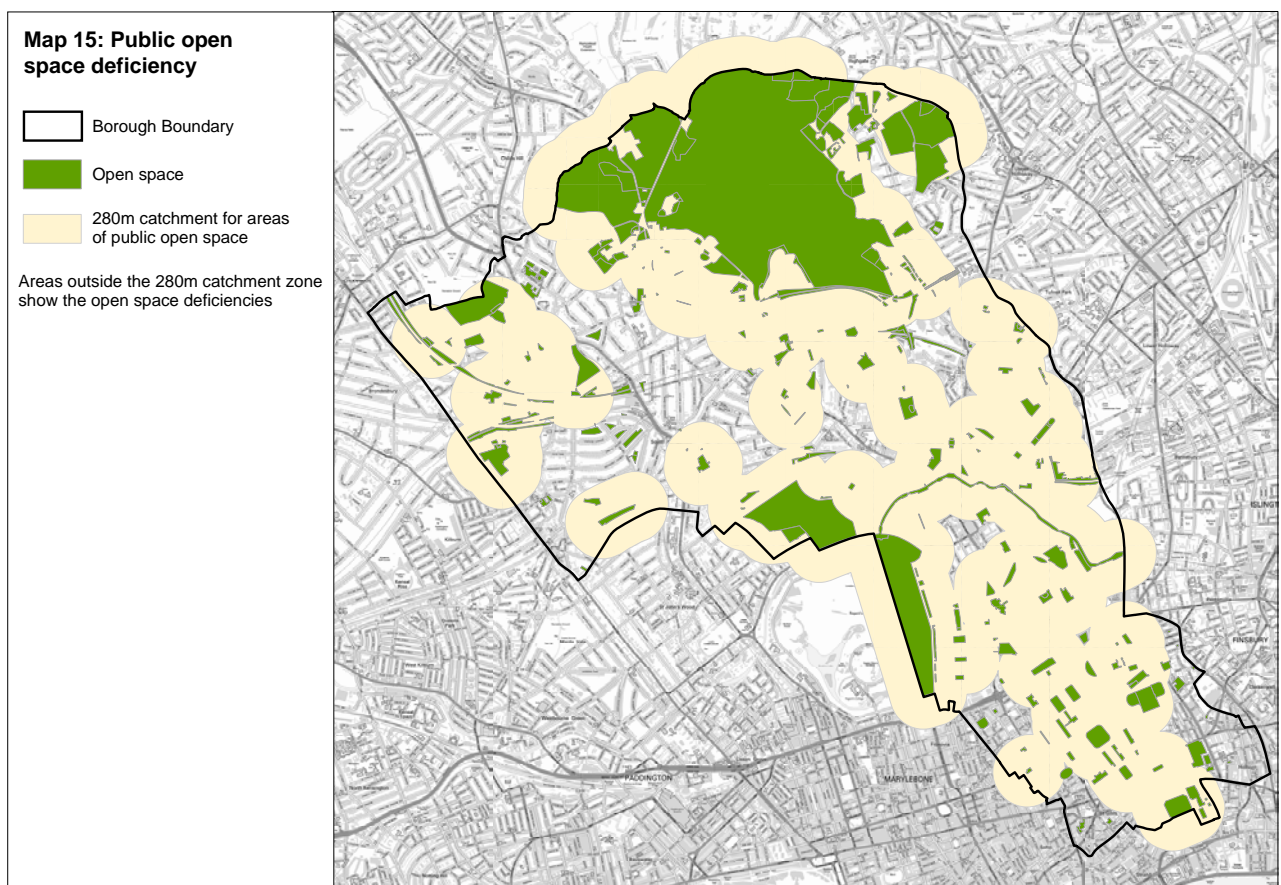


TACKLING CAMDEN'S OPEN SPACE DEFICIENCY AND SECURING ADDITIONAL AND IMPROVED OPEN SPACE

- 4.40 To tackle deficiencies, we will continue to seek to secure new open space where possible. This should be provided on-site wherever possible, especially in deficient areas (see Map 15), although we recognise that the built-up nature of Camden makes it difficult to provide new open space in

the borough. On-site provision of new open space will be feasible for the largest developments, while smaller sites will be encouraged to provide an area of play space. Where on-site provision is not possible we will continue to seek other forms of open space provision. These will include the provision of open space off-site, a financial contribution towards obtaining land, improving the quality of, or improving access to, existing spaces. When considering which open space to improve as a result of contributions, the Council will take into account exercise rates and obesity levels in the surrounding area, a priority issue for the Camden Public Health Partnership. A proportion of Camden's open space, including land around housing estates and large private gardens, are not open to the public. There could be opportunities for these to be used for public open space.

- 4.41 The Camden Open Space, Sport and Recreation Review 2008 found that there is currently 20sqm of public open space per person in the borough. This would drop to 17 sq m by 2026 taking into account projected population increases and assuming no additional public open space is provided. The Open Space Review suggests standards and highlights opportunities for improving the quantity and quality of open spaces in the borough. These standards form the basis of our detailed planning policy on open space, sport and recreation in the Camden Development Policies document (see preferred policy DP22 and supporting text).
- 4.42 We will also retain existing green chains in the borough, identify 'missing links' in them and seek to secure green links as part of developments or through street improvements. Green chains and missing links will be identified on our Proposals Map. Areas that could provide a green link or contribute to nature conservation include land adjacent to railway lines and development sites adjoining existing open spaces. There are opportunities for further links around West Hampstead railway lands and the possibility of a link from Kentish Town to Hampstead Heath.



METROPOLITAN OPEN LAND

- 4.43 Camden's designated open spaces include Metropolitan Open Land. This is open space that provides a break in the built up area and is of London-wide significance. It therefore receives the same presumption against development as green belt land. There are four main areas of Metropolitan Open Land in Camden, which are of great importance to the borough and its character – Hampstead Heath and adjoining areas; Regent's Park; Primrose Hill/Barrow Hill Reservoir and Highgate Cemetery/Waterlow Park/Fairseat. Guidance on Metropolitan Open Land and extensions to existing buildings within it is set out in government Planning Policy Guidance (PPG) 2 – Green Belts.

NATURE CONSERVATION AND HABITATS

- 4.44 Green spaces play a vital role in nature conservation and provision for biodiversity. The Council will continue to protect all sites in the borough formally identified as being of nature conservation value (see Map 14) and links between these sites as well as all species and their habitats and foraging areas formally protected by international and national legislation and species and habitats identified in national, Londonwide and the Camden Biodiversity Action Plans.
- 4.45 As the density of development in the borough increases and brownfield sites such as King's Cross are developed, the provision of additional wildlife habitat grows in importance. There are limited opportunities to provide new ground level habitats in the borough due to lack of space. However, there are increasing opportunities to provide habitats on buildings in the form of green and brown roofs and green walls, including through the retro-fitting of existing buildings. We will require developments to provide new opportunities for biodiversity within the fabric and curtilage of developments. Where redevelopment occurs on sites adjacent to existing wildlife sites we will expect developers to consider providing additional habitat of an appropriate scale. We will favour the provision of habitat for species identified in Camden's BAP and the London BAP. Where green chains or missing links in the chain are identified we will require developments to improve these connections between green spaces. Consideration should be given to the need for species to move between different types of habitats to enable them to cope with the effects of climate change. Please see the Council's Camden Planning Guidance supplementary document for information on ways to improve biodiversity and on our areas of nature conservation deficiency.
- 4.46 Darkness at night time is important for the foraging and feeding of nocturnal animals including bats. In addition to identifying sites for nature conservation value we will seek to make sure that the most important of these sites remain dark at night.

TREES

- 4.47 Trees provide many important roles, including visual amenity, as habitat, in shading, cooling and filtering the air and removing carbon dioxide and providing oxygen. They will play an important role in providing shade and refuge in the hotter summers predicted due to climate change. There is often pressure for the removal of trees in the borough due to subsidence fears, perceived dangers, locations close to existing underground infrastructure and general development.
- 4.48 The Council has a Tree Strategy which deals with tree management on our land. This aims to retain trees and provide new trees on Council land. We have a tree planting programme which is increasing the number of trees in the borough, in streets, parks housing estates and schools. Between 2000/1 to 2005/6, the Council planted nearly 500 trees. We will seek to retain trees wherever possible and, where this is not possible, require their replacement on development sites or nearby streets and open spaces. The choice of species should consider historic context, availability of space, soil conditions and the effects of climate change. Further information on protected trees, the procedures for seeking their removal and their replacement is set out in the Council's Camden Planning Guidance supplementary document.

REGENT'S CANAL

- 4.49 The Regent's Canal, Camden's only significant watercourse, winds through the borough from Regents Park through Camden Town and King's Cross. It serves several potentially conflicting purposes, from its open space and recreational functions and biodiversity importance to its historic significance and commercial and transport role. The Canal forms part of London's Blue Ribbon Network, which has its own set of policies within the London Plan.
- 4.50 The Canal is an important historical feature with a distinctive character that contributes to Camden's uniqueness. It is important that development near the Canal reflects this unique character. The Council will therefore take into account the Regent's Canal Conservation Area Appraisal and Management Plan when assessing applications for sites along and adjacent to the Canal.
- 4.51 Its separation from streets and buildings is an important element of the Canal's character but this also makes it susceptible to crime and anti-social behaviour. Any development along the Canal needs to address these challenges. The Council has been working with the Metropolitan Police and British Waterways to improve security along the canal. Community safety improvement works funded by the ODPM's Liveability Programme include widening the tow path, improving access to the canal side and improving lighting. Council wardens also patrol the canal.
- 4.52 The Regent's Canal is a main east-west pedestrian and cycle route through the borough linking Regents Park, Camden Town and King's Cross. Its role as a connecting route will increase as more activities locate in Kings Cross. In most places along the Canal the tow path is not wide enough to adequately cater for both cyclists and pedestrians and priority is given to pedestrians. The Council will seek to improve conditions for users where possible, including providing better facilities.
- 4.53 The Canal is also an important ecological corridor and is designated as a site of metropolitan importance for nature conservation. Camley Street Nature Reserve is located along the Canal and the section at Albert Road near London Zoo is especially important as an unlit green space at night. To preserve and enhance the Canal's role as an area of nature conservation value the Council will prevent the loss and degradation of habitat including from overshadowing and lighting in especially sensitive areas. The Council will also work with British Waterways to improve biodiversity within and along the Canal and with developers to improve biodiversity through planting, provision of green and brown roofs and green walls. Where developments are proposed we will investigate suitable opportunities to provide additional access to the Canal.
- 4.54 The part of the Regent's Canal that runs through Camden is mainly used for leisure boating rather than transportation of goods and waste. A flexible approach to canal-side development that provides for the delivery and removal of material from both the road and canal side will be encouraged to enable future use of the Canal for transportation of goods and materials. Any potential use of the Canal for transporting waste and the need for safeguarding sites for waste transfer will be developed through the North London Waste Plan.
- 4.55 The Council strongly supports measures that will result in more sustainable development. The use of the Canal for any energy saving or generation measures and as a water store will be welcomed subject to schemes not harming visual amenity and biodiversity.

Key references/evidence

- London Borough of Camden Open Space, Sport and Recreation Study Final Report and Appendices; KKP; 2004
- Camden Open Space, Sport and Recreation Study Review; Atkins; 2008
- Open Space Strategy for Camden 2006-2011

Key references/evidence (continued)

- The Wild Side of Camden. Camden Biodiversity Action Plan 2002
- Strategy for managing, maintaining and replacing Council owned trees 2007-2011
- Camden Sustainability Task Force Report on Food, Water, Biodiversity and Open Space; 2008
- The London Plan (consolidated with Alterations since 2004); Mayor of London; 2008
- Connecting with London's nature: The Mayor's Biodiversity Strategy; Mayor of London; 2002
- Planning Policy Statement (PPS) 9: Biodiversity and Geologic Conservation; ODPM; 2005
- Planning Policy Guidance (PPG) 17: Planning for Open Space, sport and recreation; ODPM; 2004
- Bringing your rivers back to life. A strategy for restoring rivers in North London; Environment Agency; 2006
- Draft Conservation Area Appraisal and Management Plan for Regent's Canal; 2008

ALTERNATIVE OPTIONS

- 4.56 Other options considered or suggested during consultation on Issues and Options are summarised below along with the Council's reason for not choosing them. Please see the Core Strategy Issues and Options Consultation Statement for a summary of the comments we received and the Council's response to them.

Alternative option	Reason option was not chosen
Do not expect development that will increase the use of parks and open spaces to contribute to increased or improved provision of open space.	The Council believes access to open space is valuable for a number of reasons including health and fitness, connecting to nature and general well-being. This option would result in increased pressure being placed on existing open spaces, which are generally already under great demand. This approach would be contrary to PPG17 and the London Plan and performed poorly in the Sustainability Appraisal.
Do not explicitly encourage the provision of roof gardens as part of development schemes when it is not possible to provide open space that is publicly accessible	This option performed poorly in the Sustainability Appraisal, although it was noted a contribution could be made off-site. However there is limited potential to provide accessible open space and therefore this is not the Council's preferred option.
Allow some development on designated open space even if it is not ancillary to the use of the space.	This approach would be contrary to government guidance in PPG17 and the London Plan which seek to retain open space where required and to ensure open spaces cater for the needs of the local users. The alternative approach could enable the provision of additional housing; however there is limited open space in the borough and limited potential to provide additional spaces. Once open spaces are lost they are unlikely to be replaced, therefore this option would cause/increase open space deficiency in the borough.

Alternative option

Reason option was not chosen

Allow development adjacent to designated open space without considering its effect on the character, setting or biodiversity value of the space.

This approach is considered to be contrary to government guidance in PPG17 and the London Plan which both seek to retain and protect open space. However, this option could enable more efficient use of land adjacent to open spaces. Camden has a limited amount of open space and it is therefore not considered appropriate to allow development that would cause harm to such spaces.

Allow the loss of playing fields or outdoor recreation space in exceptional circumstances.

This approach would be contrary to PPG17 and the London Plan which seek to retain open space, where required. This option generally performed poorly in the Sustainability Appraisal, although it was noted that it would enable the provision of housing and especially affordable housing. There is limited potential to provide outdoor sports and recreation facilities in the borough and therefore the Council considers that existing facilities must be protected. The Camden Open Space, Sport and Recreation Study Review 2008 identified a shortfall of playing pitch and outdoor recreation facilities in the borough.

Do not continue to designate operational reservoirs in the borough and the former Gondar Gardens reservoir site as open spaces.

The reservoirs are open land and therefore make a contribution in breaking up the urban form. Our preferred approach would allow limited development ancillary to a use taking place on an open space. In addition, the reservoirs are designated as Metropolitan Open Land and are therefore protected under PPG2 and the London Plan. The Gondar Gardens site has been assessed as having specific nature conservation value and therefore we will continue to protect it as a designated Open space and a site of nature conservation importance. The Council has a sufficient supply of future land for housing to meet its housing targets and therefore it is not considered necessary or appropriate to designate open spaces for housing.

5 Improving the quality of life of Camden's communities

- 5.1 Camden Community Strategy's overall vision for the borough is that Camden will be a borough of opportunity, where all individuals and communities can achieve their full potential. A key objective is to strengthen the sense of community in the borough and to enable as many people as possible to become active in local community and democratic life. The Council does a range of work that recognises the needs of the borough's diverse groups and communities and aims to reduce inequalities and disadvantage, secure opportunities for all and create a more inclusive borough. This includes work on neighbourhood renewal and social inclusion and strategies for older people and children and young persons.
- 5.2 This section focuses on some of the key things that contribute to our quality of life:
- securing the provision of, and access to, community and recreational facilities to meet the needs of residents, workers and visitors and seeking to prevent the loss of existing facilities (section 10);
 - improving health and well-being (section 11);
 - promoting measures to make Camden a safer place while retaining its vibrancy (section 12);
 - making sure buildings, streets and transport systems are as accessible as possible and do not act as barriers to people accessing facilities and opportunities (section 13);
 - protecting and improving amenity and quality of life (section 14).
- 5.3 A range of measures set out in other parts of this Core Strategy also contribute to improving the quality of life in Camden and encouraging opportunities for all. These include:
- securing good quality housing, affordable homes and housing for specialist needs (section 4);
 - making sure our surroundings are well-designed and protecting and improving our parks and open spaces (sections 8 and 9)
 - improving access to a variety of job and training opportunities for local people to help them share in Camden's economic success (section 15).

WHAT YOU TOLD US

- 5.4 The main points raised on improving the quality of life of Camden's residents during consultation on Issues and options for the Core Strategy are summarised below. Please see the Core Strategy Issues and Options Consultation Statement for a summary of the comments we received on this matter and the Council's response to them.
- There was general support for the existing measures available to reduce the opportunity for crime and disorder and to make the borough feel safer;
 - there was general support for the measures to promote health and well-being included in the Issues and Options paper, such as providing health facilities, encouraging walking and cycling and improving air quality;
 - a number of respondents suggested that there could be a stronger commitment to reducing noise pollution in the borough, in particular in Central London;
 - the measures suggested in the Issues and Options paper to promote equality of opportunity were generally supported, particularly where initiatives could be introduced to assist young people;
 - schools were considered to be the community facilities most needed, followed by facilities for young people, health facilities, community centres, facilities for older people and sports facilities. Many respondents felt that a secondary school is needed in the south of the borough, as well as GP premises;
 - there was no consensus on whether we should limit new or expanded schools in areas that experience problems with school run traffic.

Supporting community services and facilities

- 5.6 Community facilities provide people with opportunities to meet, learn, socialise and develop skills and interests and, by doing this, help improve their quality of life. Making provision for these needs locally plays an important part in developing community life in the borough by bringing people together and helps develop responsibility for the local area. It plays a key role in meeting the Camden Community Strategy theme **A connected Camden community where people lead active, healthy lives**, which seeks to encourage a greater sense of community.

Preferred Approach CS10: Supporting community facilities and services

The Council will ensure the provision of facilities and services for the community by:

- working with our partners to ensure that services and facilities are provided for Camden residents and visitors, including health facilities, open spaces, schools, sports and leisure facilities, places of worship, community facilities and facilities for younger and older people;
- protecting and encouraging a range of such facilities and services throughout the borough;
- expecting developments that increase the demand for community facilities and services to make contributions towards, or provide for, new or improved facilities;
- facilitating and encouraging the co-location of community facilities where opportunities arise

- 5.7 The Council supports the provision of a wide range of services and facilities to meet community needs, including education and childcare, health facilities, open spaces, libraries, sports and leisure, culture and arts, advice centres, community halls/meeting rooms and places of worship. These are used for a variety of activities and are often run by the Council or by the voluntary sector on a non-commercial basis.
- 5.8 Camden's population is growing and, in order to manage this growth, we have identified a number of locations suitable for large scale redevelopment or significant increases in jobs and homes (see section 1 – **Distribution of growth** for more details). Our growing population will increase the demand for services, facilities and infrastructure to support the community and visitors. We recognise that increasing the number of community facilities in Camden can be difficult due to competition from other, higher value land uses. Also, there can be pressure to develop existing facilities for more profitable uses. To prevent this occurring, we will protect existing community facilities, unless they can be appropriately replaced or provided for elsewhere. When new developments result in an increase in the demand for community facilities, they will be expected to make commensurate provision for new or improved facilities.
- 5.9 The Council will also support the provision of new community facilities, such as those for health, education and training, sports and leisure, for children and young people and for older members of the community. Please see section 11 – **Improving Camden's health and well-being** for more on our approach to health facilities and section 9 – **Improving and protecting our parks and open spaces and encouraging biodiversity** for our approach on open space. Further details of the Council's approach to community facilities is set out in the Camden Development Policies document (see preferred policy DP23).

EDUCATION AND TRAINING FACILITIES

- 5.10 It is important to provide a high standard of education and training services for everyone through schools, higher and further education colleges, universities, youth centres and arts and recreation facilities. The need to do this is particularly acute in Camden as, although there are more jobs in the borough than residents, many local people do not have the skills or qualifications to allow them to take the opportunities offered by the borough's employers. Section 15 – **Promoting a successful and inclusive Camden economy** provides gives examples of how the Council is working towards reducing this skills mismatch and giving residents the skills needed to fill jobs both locally and further afield. We will work with partners, such higher and further education colleges and universities, as well as neighbouring authorities and the community and voluntary sector, to ensure that suitable services and facilities for education and training are provided.
- 5.11 Camden's schools are experiencing pressures to provide new and improved facilities, increase performance, improve accessibility and provide more choice. The Council has a series of strategies to address these pressures:
- Building Schools for the Future (for secondary education);
 - Primary Capital Strategy (for primary education); and
 - Early Years Strategy (for nursery and pre-school age children).
- 5.12 The Building Schools for the Future programme includes the provision of a new secondary school in the borough to meet increasing needs, with a site identified at Swiss Cottage. The infrastructure table in Appendix 1 provides information on other improvements and schemes contained in these strategies.
- 5.13 The concentration of schools in some parts of Camden, particularly the Hampstead and Belsize Park areas, has lead to traffic congestion and parking problems related to the 'school run'. This has implications for road safety and air pollution and can cause disturbance to local residents. The Council aims to deal with this issue by encouraging walking and cycling and promoting school travel plans. In addition, applications for new schools and for the expansion of existing schools will be expected to provide details of the projected growth in student numbers, how students are likely to travel, their impact on the transport system and any measures to offset transport problems, usually in the form of a Travel Assessment or Travel Plan. In areas with an existing problem with the school run, it is unlikely that the Council will grant planning permission for educational facilities. that are likely to exacerbate the problem.
- 5.14 In addition to school-age education, the Council provides adult and community learning through our network of libraries, schools and community centres. Our partner organisations also play a key role in providing adult learning facilities, for example, the City Lit Institute, the Mary Ward Centre, Westminster Kingsway College and Birkbeck College. Camden's Community Strategy supports adult learning by aiming to build on out-of-school and community learning and to make full use of local cultural (British Museum, British Library) and educations institutions.
- 5.15 The higher education sector is important in Camden. It is one of the borough's largest employers and it offers a diverse range of higher education opportunities. Most of the University of London and its constituent colleges are located in the borough, as well as many other institutions such as those mentioned above. We will seek to support the higher education sector in Camden and balance its requirements with those of other sectors and the local community.

FACILITIES FOR CHILDREN AND YOUNG PEOPLE

- 5.16 Young people under 19 years of age make up 21% of Camden's population, so it is important to consider the wider requirements of this part of the community, in addition to education and training. The Council's Children and Young People's Plan aims to improve levels of achievement and raise standards in our schools, protect and keep all children and young people from harm, crime and

being involved in crime. A partnership has been developed to work with all the agencies providing children's services, including schools, the voluntary and community sector, parents and carers, and children and young people themselves. A number of projects are underway to help achieve the aims of the Plan, for example, 36 of Camden's schools are now offering extended services, a Youth Council has been developed and a targeted youth support service is in the process of being created.

- 5.17 As well as education, Camden's 14-19 Strategy and Implementation Plan focuses on providing training and employment for young people. In 2007 the number of vocational subjects taught in schools increased from 4 to 10 and more work-based learning courses have been introduced to help young people into jobs. For example, the Camden Jobtrain service now provides pre-apprenticeship training and apprenticeships for young people in various sectors, including construction, childcare and motor mechanics. Camden's Children Schools and Families Directorate provide support to young people on apprenticeship placements using a 14 -19 Work-Related Learning Advisor who works in partnership with the Council's Business Initiatives Team to support our links with local businesses. Section 15 – **Promoting a successful and inclusive Camden economy** provides more information on how this strategy supports schemes that encourage Camden residents into training and jobs.

SPORTS AND LEISURE FACILITIES

- 5.18 The provision of parks and open spaces and sports and leisure facilities gives Camden's residents and visitors the opportunity to participate in sports and physical activity and facilitates community cohesion and promotes the health and well-being. Camden has five indoor sports and leisure centres: Swiss Cottage, Mornington, Talacre, Oasis (Holborn) and Kentish Town (currently being refurbished and due to re-open in 2010). Camden's schools are also an important provider of sports facilities within the borough and many are used by the local community and teams. In addition, Camden has a number of commercially operated facilities for registered members, particularly in Central London.
- 5.19 The Council and its partners are developing a Sports and Physical Activity Strategy which will outline the vision for how we can use sports and physical activity to maximise opportunities for those who live, work or go to school in the borough. The Camden Open Space Study 2008 found that there is currently a shortage of indoor sports facilities in the borough, with the exception of swimming pools. The Council's Building Schools for the Future programme will help to address this shortfall as it includes proposals for new sports facilities that will be accessible to the wider community.

FACILITIES FOR OLDER PEOPLE

- 5.20 Population projections predict that Camden will see an increase in the number of older people over the next 10 years and there will be a more notable increase in the number of people aged 75 and over, who most need health care, social care and support. Camden's Quality of Life Strategy for Older Citizens, the Serving Older People Strategy and the Health Improvement Programme for Older People in Camden and Islington all aim to address the challenges faced by the borough's older people. These strategies envisage an increasing amount of care taking place at home with people staying in their homes longer, although there will still be a requirement for day-centres, long-term care homes, nursing care homes and extra-care sheltered housing. Our approach to providing these facilities is set out in the Camden Development Policies Document (see preferred policies DP3 and DP7 and supporting text). The Council will work with its partners to continue to provide more informal services and facilities such as lunch clubs, exercise classes, learning opportunities, networking groups and meeting places.

CO-LOCATION OF FACILITIES

- 5.21 The Council and other service providers are increasingly moving towards new models of service provision to meet the demands of Camden's growing population, for example in health, education, libraries and the policing. These changes mean that some new types of facilities and provision will

be required. The 'co-location' of facilities allows a greater number of services to be provided in a single place and encourages links between them. For example, the '1a Community Centre' in Clerkenwell was redeveloped by the Council to provide a new facility that includes a Children's Centre nursery, Sure Start Children's Centre with health and family support services and space for community groups and room hire. Co-location makes efficient use of land, which is particularly important in Camden where there are few opportunities for new facilities. The Council will support the co-location of appropriate community services and facilities in suitable locations.

Key references/evidence:

- Camden Together – Camden's Sustainable Community Strategy; 2007-2012
- Camden's Children and Young People's Plan 2006-09
- Draft Camden Pro-Active Sports and Physical Activity Strategy 2008
- Quality of Life Strategy for Camden's Older Citizens 2004
- Camden's Serving Older People Strategy 2002
- Planning Policy Statement 1: Delivering Sustainable Development
- Supplementary Planning Guidance: Planning for Equality and Diversity in London; Mayor of London

ALTERNATIVE OPTIONS

5.22 Other options considered or suggested during consultation on Issues and Options are summarised below along with the Council's reason for not choosing them. Please see the Core Strategy Issues and Options Consultation Statement for a summary of the comments we received and the Council's response to them.

Alternative option	Reason option was not chosen
Do not seek to protect community facilities in the borough.	It is important that the future infrastructure and community service needs of the residents of the borough are provided for. Community facilities cannot compete financially on the open market against higher land use values such as housing or offices. This option would mean that community facilities would be under-provided or forced to locate in less accessible areas.
Allocate a site for a new secondary school in the south of the borough.	Camden's Building Schools for the Future programme includes improvements to many schools in the borough and the provision of a new secondary school to meet increasing needs, with a site identified at Swiss Cottage. This was considered to be the most suitable site when size, suitability, planning issues, ownership, tenure, affordability and availability were taken into account. No alternative sites were identified that would meet the key criteria for the location of a secondary school.
Do not restrict the creation of expansion of schools in areas experiencing problems caused by school run traffic.	Not restricting school development in parts of the borough where there are existing problems caused by the school run would exacerbate the situation and increase congestion and air pollution in those areas. This option therefore scored poorly against air quality criteria in the Sustainability Appraisal.

Improving Camden's health and well-being

- 5.23 Camden Primary Care Trust (PCT) has identified heart disease and strokes, mental health problems, high levels of drug and alcohol misuse and high levels of smoking and obesity as the borough's key health issues. Health inequalities across the borough are also a major concern. For example there are large disparities in life expectancy between different parts of the borough – as much as 11 years between Hampstead Town and St Pancras and Somers Town wards.⁹ One of the key aims of Camden's Community Strategy is to ensure that the health and well-being of all Camden residents improves by tackling these key health issues.
- 5.24 Camden's Public Health Partnership brings together the Camden Primary Care Trust, the Council and the voluntary and community sector. It aims to improve public health and tackle the inequalities described above, with a specific emphasis on reducing the use of tobacco and halting the rise in obesity through the promotion of physical activity and healthy eating.

Preferred approach CS11 – Improving Camden's health and well-being

The Council will seek to improve health and well-being in Camden by:

- working with its partners in the Camden Public Health Partnership to prevent ill-health and reduce health inequalities in the borough;
- improving and protecting our parks, play areas and leisure facilities (see section 9);
- encouraging walking and cycling (see section 7);
- providing job, training and education opportunities (see section 15);
- improving the borough's air quality and preventing noise and light pollution (see section 14);
- promoting community safety and road safety (see sections 12 and 7);
- working with Camden Primary Care Trust to identify demand for, and deliver, new health facilities;
- retaining existing health care facilities in line with preferred approach CS10 – Supporting community facilities and services;
- recognising and supporting the borough's concentration of centres of medical excellence and their contribution to health-related research, clinical expertise and training provision.

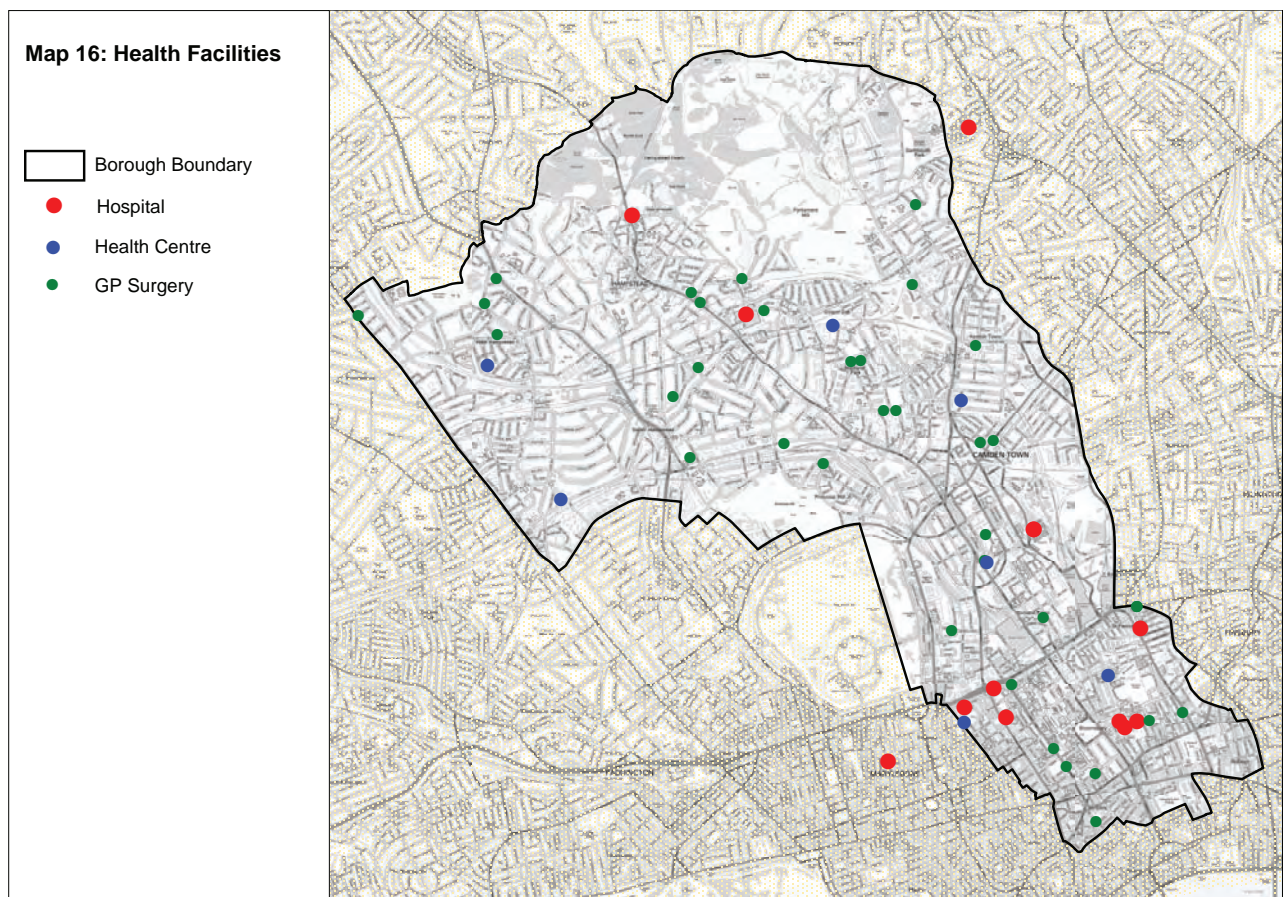
- 5.26 Improving our health and well-being requires more than improving access to medical treatment and services. There is an important link between the environment in which we live and how healthy we are, both physically and mentally. Factors such as age, gender and ethnicity, and also wider factors such as education, employment, income, housing, social networks, air and water quality, nutrition, and access to social and public services influence our health and well-being.
- 5.27 Many measures set out in other sections of this Core Strategy play a part in promoting good health and addressing health inequalities. For example, improving the opportunities for play, sport and activity, through the borough's open spaces and other facilities, can encourage Camden's residents to choose healthier and more active lifestyles and can also help to improve mental well-being and encourage social interaction. See section 9 for more information on our approach to open space.

⁹ Camden's Annual Public Health Report 2005/06

5.28 The Council and its partners also undertake many other activities that contribute to our overall health and well-being, such as improving housing standards and providing waste and street cleaning services. We work with Camden Primary Care Trust (PCT) on a number of projects that aim to improve the health of Camden's residents. For example, the Food in Schools programme, which provides healthy eating and food education training for schools; and a healthy eating training package which includes healthy cooking workshops with children. Camden also hosts a voluntary Green Gym project in conjunction with the PCT, that lets residents keep fit working in the boroughs allotments, open spaces and gardens.

HEALTH FACILITIES

5.29 Camden PCT is in the process of developing a new Estates Strategy which will continue the programme of providing integrated health care centres across the borough. Camden will have a mixture of integrated health care centres, some co-located with hospitals and others which stand alone and offer 'polyclinic'-style services. Those co-located with hospitals will provide 24-hour urgent care along with important general practitioner services and other services in certain specialities, including specialist therapies and social and community care services. A Planning & Health Issues Group, attended by officers from the Council's Planning Division and the PCT, has been set up to consider the implications of the Estates Strategy and future population growth. The Council will support the provision of additional health care facilities and will work with the PCT and other service providers to make sure the borough has a necessary supply and distribution of premises to meet the Camden's health care needs. We will also protect health facilities from changes to other uses in line with Preferred Approach CS10. The distribution of Camden's existing health facilities and locations for future provision are shown on Map 16.



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CENTRES OF MEDICAL EXCELLENCE

- 5.30 Camden has an internationally important concentration of medical education, research and care institutions. These institutions make a significant contribution to the borough and the nation by providing employment and education opportunities, healthcare facilities, specialist research and by encouraging innovation. We will seek to support these institutions, which include the University College London Hospital, the Royal Free Hospital, Great Ormond Street Hospital and University College London, and balance their requirements with those of other sectors and the local community.

Key references/evidence:

- Camden NHS PCT Estates Strategy 2006
- Camden NHS PCT Commissioning Strategy
- Camden NHS PCT Annual Public Health reports 1998 – 2007
- Health Issues in Planning: Best Practice Guidance, Mayor of London 2007

ALTERNATIVE OPTIONS

- 5.31 The Council considers that there are no reasonable alternatives to seeking to promote health and well-being in the borough.

Making Camden a safer place

- 5.32 Crime and fear of crime is a primary concern for many residents and businesses and can undermine people's quality of life and well-being. Tackling this critical issue is one of the key challenges facing the Council and its partners. A safe Camden that is a vibrant part of our world city is one of the key themes of the Camden Community Strategy. Our challenge is to make Camden a safer place for local residents and those who work in and visit the borough while making sure that it maintains the vibrancy that contributes so much to its character and success.
- 5.33 The level and type of crime and anti-social behaviour varies across the borough and 'hotspots' have been identified at Camden Town, King's Cross, Bloomsbury, Covent Garden and Kilburn. The Safer Camden Strategy identifies alcohol as a factor in much crime and anti-social behaviour, particularly in Camden Town, associated with the night time economy. Camden Town also suffers from drug dealing and drug use, youth crime, robbery and street drinking. Parts of the south of the borough also experience visible drug dealing and use, for example Bloomsbury and King's Cross.

Preferred Approach CS12 – Making Camden a safer place

The Council will aim to make Camden a safer place by:

- working with its partners to tackle crime, fear of crime and anti-social behaviour;
- requiring developments to demonstrate that they have incorporated design principles which contribute to safety and security, particularly in the borough's identified crime 'hotspots' of Camden Town, King's Cross, Bloomsbury, Covent Garden and Kilburn;
- promoting safer streets and public areas;

- addressing the impact of food, drink and entertainment uses, particularly in Camden Town, Central London and other centres;
- ensuring Camden's businesses and organisations take responsibility for reducing the opportunities for crime through effective management and design; and
- encouraging appropriate security and public safety measures in buildings, spaces and the transport system.

- 5.34 The Camden Community Safety Partnership has been established to reduce crime, disorder and nuisance in the borough. The Partnership is a network of organisations involved in community safety including the Council, various police organisations, the Camden Community & Police Consultative Group and the Camden NHS Primary Care Trust. The Partnership's Strategy, Camden Safe, sets out its priorities and measures to make sure that everyone living, working or visiting Camden will be safer and feel safer, day and night. It aims to build on recent success in reducing levels of crime in the borough.
- 5.35 Consideration of how crime, disorder and fear of crime can be addressed is an important element in good design. This can create safe and attractive places to live and work, reduce the opportunity for crime and allow for better maintenance and management of buildings and spaces. The Council will require all development to include appropriate design, layout and access measures to help reduce opportunities for crime, the fear of crime and to create a more safe and secure environment. These features should be incorporated in a scheme from the beginning of the design process; however, they should not be to the detriment of the overall design and layout of a proposal. The Council expects development proposals to reflect the guidance in the government publication **Safer Places: The Planning System and Crime Prevention**. This will be particularly important in the borough's crime hotspots (see above) and measures should reflect any crime and anti-social behaviour problems specific to the local area. Further information on designing safer environments is set out in the Council's Camden Planning Guidance supplementary document.
- 5.36 The uses of building and how they are laid out can have major impacts on safety. Therefore, the Council will seek 'active frontages' which attract people and allow streets to be overlooked. The design of streets, public areas and the spaces between buildings is also important to make sure that they are accessible, safe and uncluttered. The Council wants Camden's places and spaces to be able to be used by all members of the community. People will make more use of high quality, safe streets and places and this increase in use will, in turn, improve feelings of safety. Development which restricts movement into or through a scheme, such as 'gated' developments, will not be permitted.
- 5.37 The provision of appropriate management and maintenance arrangements can play a key role in discouraging crime and creating safer places. The Council will seek the following measures:
- the use of Design and Access Statements, submitted with planning applications, to demonstrate how community safety issues have been addressed within development proposals;
 - contributions from large developments to appropriate community safety measures;
 - the use of local management agreements (e.g. secured through section 106 agreements or attached as a condition when the Council grants a license) to encourage owners/occupiers to take responsibility for potential impacts of their premises on their surroundings;
 - the maintenance of shopfront lighting overnight, particularly within crime hotspots and other centres;
 - the use of shopfront security measures that do not require external shutters or grilles of any kind. Further guidance on shop shutters is set out in the Council's Camden Planning Guidance supplementary document.

- 5.38 Camden's food and drink uses and licensed entertainment contribute to the attractiveness and vibrancy of the borough but, particularly where there is a concentration of late night activity, there can be problems such as noise and disturbance, littering, anti-social behaviour and fear of crime. Alcohol related crime and late night disorder have been identified as particular issue in Camden Town and parts of Central London. The Council will therefore seek to make sure that that food, drink or licensed entertainment uses do not, individually or cumulatively, cause harm to the local area. Please see section 16 – **Promoting our town centres and shops** and Camden Development Policies (preferred policy DP31) for further details on our approach to managing planning applications for such uses. The Council has prepared more detailed planning guidance for Central London and the centres of Camden Town, Finchley Road/Swiss Cottage and West Hampstead, with particular focus on food, drink and evening entertainment uses.
- 5.39 The Council also has an influence on premises that sell alcohol and provide regulated entertainment and late-night refreshment through its actions as a licensing authority, which is separate to its planning functions. The key objectives of Camden's Statement of Licensing Policy include preventing crime and disorder, addressing issues of public safety and preventing public nuisance. The Council seeks to balance conflicting interests and recognises the wish of local people to live and work in a safe and healthy environment and the importance to the local economy and community of well-run leisure and entertainment premises.
- 5.40 Camden's position in the centre of a major international city, its high profile, major transport interchanges and famous buildings and places make security an important issue in the borough. The Council will therefore expect the design of buildings, spaces and transport facilities to include appropriate and proportionate security and public safety measures.

Key references/evidence

- Camden Safe 2008-2011; Camden's Community Safety Partnership Strategy;
- Camden Together – Camden's Sustainable Community Strategy 2007-2012
- Camden Statement of Licensing Policy 2008
- Planning Guidance for Central London/Camden Town/Finchley Road/Swiss Cottage/West Hampstead; London Borough of Camden (various dates)
- Safer Places – the Planning System and Crime Prevention; ODPM; 2004
- The London Plan (consolidated with alterations since 2004); Mayor of London; 2008

ALTERNATIVE OPTIONS

- 5.41 The Council considers that there are no reasonable alternatives to seeking to make Camden a safer place.

Securing fair access for everyone

- 5.42 Part of achieving the Community Strategy vision of making Camden a borough of opportunity is making sure everyone has access to important facilities, such as housing, jobs, educational opportunities and community facilities. Good access benefits everyone. However, many people are disadvantaged by poor access to facilities and vulnerable and disadvantaged groups, such as the elderly and disabled people, can be particularly affected. Poor access can be caused by difficulties in reaching facilities or by difficulties in using the facilities themselves.

Preferred Approach CS13 – Securing fair access for everyone

The Council will seek to promote fair access and remove the barriers that prevent people from accessing facilities and opportunities by:

- influencing the provision and location of facilities;
- seeking to make sure that all buildings and places meet the highest practicable standards of access and inclusion;
- requiring buildings and spaces that the public may use to be designed to be as accessible as possible;
- making sure that people can move through streets and places, easily and safely;
- encouraging accessible public transport;
- securing car parking for disabled people; and
- securing accessible homes.

- 5.43 Many people experience difficulties in using buildings and spaces as their access needs are ignored or considered too late in the development process to ensure the removal of barriers that can exclude or segregate. The Council seeks to make sure that any expansion of activities that are likely to lead to a significant increase in travel demand are located in the parts of the Borough that can be most easily reached by walking, cycling and public transport.
- 5.44 The Council requires new buildings and spaces that the public may use to be fully accessible to promote equality of opportunity. As accessibility is influenced by perceptions as well as physical factors, buildings should also be designed to appear, as well as be, accessible. The Council will require an Access Statement for new developments of public buildings and spaces to show how the principles of inclusive design, including the specific needs of disabled people, have been integrated into the proposed development, and how inclusion will be maintained and managed.
- 5.45 Making roads and pavements and the spaces between buildings fully accessible is as important as making the buildings themselves accessible. The Council will seek improvements for pedestrians and people with disabilities to ensure good quality access and circulation arrangements, including improvement to existing routes and footways. The Camden Streetscape Design Manual and Camden Planning Guidance 2006 provide further more detailed guidance on this issue.
- 5.46 The Council aims to increase the attractiveness of public transport by creating networks which make people feel safe, link to all parts of the borough and enable use by people with mobility difficulties. The provision of public transport allows independence in travel choices and is vital to those without access to, or without the means to use, a car. The Council is committed to a number of major public transport improvement schemes, including the Crossrail proposals and the Cross River Tram, to increase public transport capacity and to improve accessibility throughout the borough (for more information see the **Key Infrastructure Programmes and Projects** table in Appendix 1).
- 5.47 While the Council encourages public transport and car-free schemes, in line with sustainable development objectives, we recognise that some disabled people rely on private motorised transport. We will therefore require planning applications to demonstrate how the needs of disabled drivers have been addressed. We will also welcome disabled parking and drop-off facilities which are integrated with public transport facilities.

- 5.48 The Council believes that new housing should allow less mobile residents to live as independently as possible. Accessible homes give them greater choice about where to live and mean people are less likely to need to move when they become less mobile. The Council will therefore seek to secure 'lifetime homes', which are designed to meet the differing requirements created by changing life circumstances, and housing accessible to wheelchair users. Detail on the Council's approach to lifetime homes and wheelchair housing is set out in section 4 – Providing quality homes.

Key references/evidence

- Camden Streetscape Design Manual

ALTERNATIVE OPTIONS

- 5.49 The Council considers that there are no reasonable alternatives to promoting fair access.

Improving and protecting amenity

- 5.50 Camden's inner London location, high density and the presence of major roads and railways can mean that disturbance from noise, vibration and light can be a particular issue in the borough and therefore the protection of amenity for Camden's residents is a major consideration. The challenge we face is to ensure that the impact of new development on its surroundings is minimised so that harmful effects to existing and future occupiers and to nearby properties is avoided.

Preferred Approach CS14 – Improving and protecting amenity

The Council will protect the amenity of Camden's residents and those working in and visiting the borough by:

- making sure development fully considers the impact on occupiers and neighbours;
- considering the effects of development in terms of noise/vibration;
- considering the effects of development on air quality and taking other measures to tackle Camden's poor air quality;
- resisting schemes that cause light pollution; and
- requiring mitigation measures where necessary.

- 5.51 Amenity is a major factor in the quality of life of Camden's residents, workers and visitors and protecting amenity is a key part in successfully managing growth in the borough. Development should not have harmful effects on its surroundings or on the amenity of occupiers or neighbours. Further guidance on this matter is contained within the Camden Development Policies Document (preferred policy DP24 and supporting text).
- 5.52 Noise/vibration pollution has a major effect on amenity and health and can be a particularly significant issue in Camden given the borough's dense urban nature. Its effect can be minimised by separating uses sensitive to noise/vibration and by taking measures to reduce any impact.

Noise/vibration sensitive development includes housing, schools and hospitals as well as offices, workshops and open spaces, while noise/vibration is generated by rail and road traffic, air traffic, industry, entertainment and other uses. The Council will expect developers to have regard to the borough's Noise and Vibration Thresholds and the more detailed guidance on preventing the effects of noise and vibration contained in the Camden's Development Policies Document (preferred policy DP25).

- 5.53 Camden suffers from poor air quality which can have a harmful impact on people's health and the environment. The Council has therefore declared the whole borough as an Air Quality Management Area (AQMA) and has drawn up an Air Quality Action Plan that sets out the measures we are taking to reduce pollution levels to the standards set by the National Air Quality Strategy. Please also see section 7 – **Promoting efficient transport with a low environmental impact** for more on our approach to improving air quality through transport measures.
- 5.54 The Council will take into account impact on air quality when assessing development proposals. Regard will be paid to the Air Quality Action Plan and to Cleaning London's Air: The Mayor's Air Quality Strategy. Where development could potentially cause significant harm to air quality, we require an air quality assessment. Where the assessment shows that a development would cause significant harm to air quality, planning permission will be refused unless mitigation measures are adopted to reduce the impact to acceptable levels. Further guidance on air quality and when assessments will be required is provided in the Council's Camden Planning Guidance supplementary planning document.
- 5.55 Lighting creates a sense of safety and can enable activities in the evenings and at night. It can be used to highlight landmark buildings and add vitality to our streets. Lighting can increase the potential for natural surveillance and, where used correctly, can reduce the opportunity for criminal activity and increase the likelihood of it being challenged and/or reported. However, poorly designed internal and external lighting or lighting that operates for an excessive period of time is a form of pollution that can harm the quality of life for those living nearby. Camden's dense character means that light pollution can be a bigger problem in the borough than in lower density areas where uses are not so close together. Glare and light spillage from poorly designed lighting can make it less easy to see things at night and effect wildlife as well as people. Lighting should always be designed for the purpose that it is intended, that is, lighting should only illuminate the intended area and not affect or impact on its surroundings.

Key references/evidence

- Camden Air Quality and Action Plan Progress Report 2007
- Camden's Noise Strategy, 2002
- Planning Policy Guidance (PPG) 24: Planning and Noise
- The London Plan (consolidated with alterations since 2004); Mayor of London; 2008
- Cleaning London's Air: The Mayor's Air Quality Strategy (2002)
- Sounder City – The Mayor's Ambient Noise Strategy; Mayor of London; 2004

ALTERNATIVE OPTIONS

- 5.56 No other options were considered as an alternative to improving and protecting the amenity of Camden's residents and none were suggested during consultation at the Issues and Options stage. The Council considers that there are no reasonable alternatives to the proposed approach.

6 Securing a strong economy that includes everybody

- 6.1 One of the four themes of Camden's Community Strategy is A strong Camden economy that includes everyone. This aims to make sure that Camden becomes an even better location for business, to increase local business activity, including support for local shops, and make sure that more Camden residents, especially young people, will have the skills, education and training to take part in the job market.
- 6.2 This section sets out to deliver these aims. It focuses on supporting a diverse economy, providing suitable sites for businesses; supporting local enterprise and training schemes, tourism, and promoting town centres and shops in the borough.

WHAT YOU TOLD US ABOUT SECURING A STRONG ECONOMY THAT INCLUDES EVERYBODY

- 6.3 The main points raised on securing a strong economy during consultation on issues and options for the Core Strategy are summarised below. Please see the Core Strategy Issues and Options Consultation Statement for a summary of the comments we received on this matter and the Council's response to them.
- many respondents thought we should encourage developers to recruit local people and use local businesses and suppliers during the construction of a scheme and its final use;
 - there was also support for protecting small businesses and local shops, providing affordable workspace and encouraging developers to produce an employment and training plan to encourage job opportunities and training for local people;
 - there was support for both protecting employment land and for allowing it to be developed for other uses;
 - there was general support for concentrating new shop floorspace in existing centres and giving more recognition to the different roles and characteristics of our centres.
 - there was no consensus on whether our centres should focus on shopping and local services or whether some centres should be encouraged to diversify;
 - residents groups and individuals supported encouraging small local and independent shops and felt stronger policies were needed to protect local services. Private sector respondents felt that policy should be sufficiently flexible to retain local stores while allowing larger developments where there is demand.

Promoting a successful and inclusive Camden economy

- 6.4 Camden has a strong and diverse economy that makes an important contribution to the economy of London and the UK. Thousands of people travel into the borough every day to work to take advantages of these opportunities. However, 80% of jobs are taken by non-residents and the borough has high levels of people without work. The Council wants maintain the borough's economic success and make sure that local residents share its benefits. Currently, many local residents do not have the skills or qualifications sought by the borough's employers, particularly in "knowledge-based" business.
- 6.5 One of the four themes of Camden's Community Strategy is A strong Camden economy that includes everyone. This aims to make sure that Camden's economy will be stronger and more Camden residents, especially young people, will have the skills, education and training to take part in the job market. The approach set out below seeks to deliver these aims.

Preferred Approach CS15 – Promoting a successful and inclusive Camden economy

The Council will secure a strong economy in Camden that includes everyone by:

- supporting a diverse range of economically beneficial uses in appropriate locations to meet current and future needs;
- supporting businesses by safeguarding existing employment sites and premises in the borough that meet the needs of modern industry and other employers;
- safeguarding the borough's main Industry Area and promoting and protecting the jewellery industry in Hatton Garden (see Map 17);
- securing a concentration of office growth at Kings Cross with further provision in the other growth areas, Central London and other appropriate locations;
- encouraging a mix of employment facilities and types, including the provision of facilities suitable for small and medium sized enterprises, such as managed affordable workspace;
- supporting local enterprise development, employment and training schemes for Camden residents;
- supporting the development of Camden's tourism sector and ensuring that new facilities are located in suitable, accessible locations.

6.6 Job opportunities in Camden come from a wide variety of sources, from the traditional employment sectors of industry and offices to the growing 'knowledge economy' sectors which includes higher education and research institutions and the creative industries such as design, fashion and publishing. Other important employment sectors in Camden are health, hotels and restaurants, legal services and transport and distribution. Camden's shops are also important local employers as well as being valuable community facilities. Please refer to relevant parts of this Core Strategy for further information on the Council's approach to community facilities, shops, health and transport.

6.7 We aim to direct business developments to appropriate locations across the borough. The movement of people is a fundamental factor in locating new business development. We will guide new business uses to areas that can be easily reached by public transport to minimise the use of motor vehicles and the associated negative impacts on the environment and traffic congestion.

OFFICES

6.8 41% of Camden's jobs are in offices due to a high concentration of real estate, banking and business activities, and a large number of publishing and media businesses. The majority of Camden's office stock is in Central London and is located in the area between the City and the West End. This market is growing and attracting a broader base of corporate occupiers. It is characterised by a high number of small to medium sized, multi-let buildings, with a smaller number of large, single occupier buildings.

6.9 The demand for additional offices in Camden will be met predominantly at King's Cross, which will include 444,000 sq m of new office space, with other provision in the growth areas at Euston, Holborn and Tottenham Court Road, and smaller scale provision at other sites in Central London and around the borough, often in mixed use schemes. Please see Preferred Approach CS1 and CS2 for further information on Camden's main growth areas and mixed use development. The Council's approach to major development sites in the borough, many of which will provide office premises, is set out in the Camden Site Allocations document.

- 6.10 The Camden Employment Land Review 2008 found that on the whole there is an adequate supply of offices in the borough. Consequently, the Council will consider proposals for other uses of older office premises if they involve the provision of permanent housing (and in particular affordable housing). Please refer to the Camden Development Policies document for more detail on our approach to office uses (see preferred policy DP27 and supporting text).

INDUSTRIAL AND LIGHT-INDUSTRIAL LOCATIONS

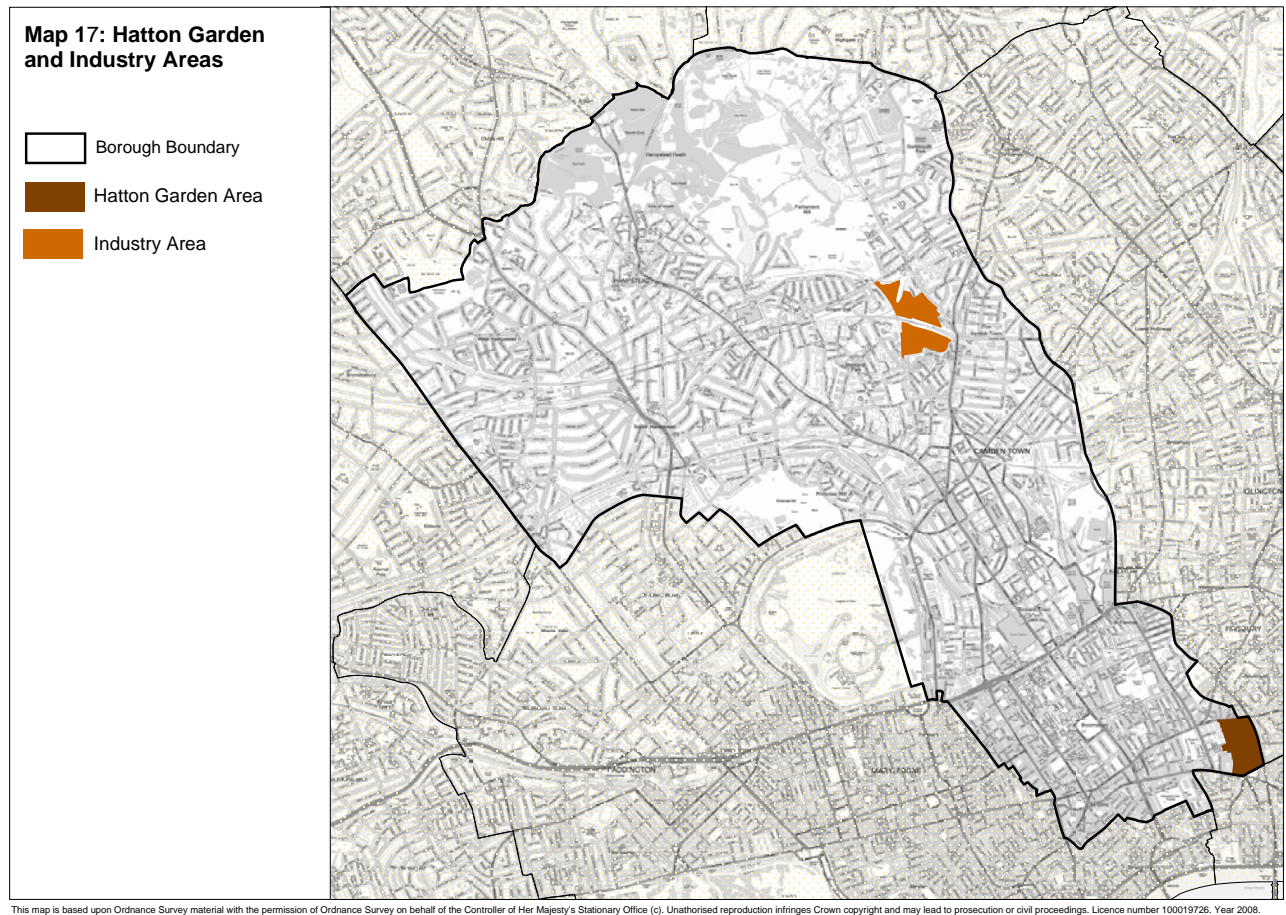
- 6.11 Camden has one of the lowest stocks of industrial and warehousing space in London. This varies in character from a few modern, purpose-built units to a large number of older purpose-built units and from railway arches to mews and converted residential spaces. The Camden Employment Land Review 2008 found that the cost of industrial locations in Camden is high indicating that there is high pressure of demand against supply. However, there is increasing pressure to redevelop the borough's stock of land used for employment purposes, particularly manufacturing and industry, for higher value uses, principally housing. Once employment land in the borough has been developed for an alternative use it is highly unlikely it will ever be returned to industrial use. There has been virtually no new provision of such premises in the borough for many years.
- 6.12 Premises suitable for industrial, manufacturing and warehousing businesses provide jobs for people who would otherwise be at high risk of being unemployed or workless. The Camden Employment Land Review 2008 found that the skills required for these sectors are fundamentally different from other sectors with a similar qualification level requirements, such as retail, leisure and hospitality. Therefore, it is unlikely that the retail or hospitality sectors will provide a straightforward alternative job opportunity for people losing industrial/warehousing jobs in the borough.
- 6.13 Camden has strong trading links with London's Central Activities Zone (CAZ) and the borough's industrial and warehousing businesses provide it with a range of vital goods and support services. To make sure Camden's new and existing businesses gain from the continuing expansion of the Central London economy we need to ensure that sites and premises of adequate quality are provided. If suitable premises are not available in Camden these types of services will increasingly be located further away from Central London, with increases in travel and congestion and negative economic affect on important Central London functions.
- 6.14 The Mayor of London's Industrial Capacity Supplementary Planning Guidance recognises the limited amount of industrial land relative to demand in Camden and so includes the borough in the "Restricted Transfer" category where boroughs are encouraged to adopt a more restrictive approach to the change of industrial sites to other uses.
- 6.15 The Council considers that it is important to protect Camden's limited industrial and warehousing stock from competing land uses to provide premises for new and expanding business, support the Central London economy and secure job opportunities for local people who may find difficulties finding alternative work. We will therefore protect existing industrial and warehouse sites that are suitable and viable for continued use. In addition, we will promote development that includes space for industrial uses to serve the Central London business market. Please refer to the Camden Development Policies document for our detailed approach to the protection of industrial premises and sites (see preferred policy DP27 and supporting text).

INDUSTRY AREA

- 6.16 There are few concentrations of industrial and warehousing uses left within Camden. In particular, the area between Kentish Town and Gospel Oak is the only area of land in the borough to have a mix of such uses and no housing, making it particularly suited for continued employment use. The Council will retain this Industry Area for industrial and warehousing uses by resisting any proposals that would lead to the loss of sites in B1(b), B1(c), B2 and B8 and sui generis uses of a similar nature. Development should not prejudice the nature of the Industry Area by introducing inappropriate or conflicting uses.

HATTON GARDEN AREA

- 6.17 Hatton Garden has been an established centre for the jewellery industry since the 19th Century and today the area is home to nearly 300 businesses and over 55 shops related to the jewellery industry. The Council will seek to promote Hatton Garden as a location for jewellery-related uses and will seek to secure and retain premises suitable for use as jewellery workshops. The Council's detailed approach to Hatton Garden is set out in Camden Development Policies document (see preferred policy DP1 and supporting text).
- 6.18 Map17 shows the Industry Area and the Hatton Garden area



FLEXIBLE AND AFFORDABLE WORKSPACE

- 6.19 Camden has a large number of small businesses, with the majority (75%) employing less than five people. Smaller businesses offer a variety of employment and enterprise opportunities for Camden's residents and help to support the local economy. Camden also has a relatively large percentage of creative businesses that specialise in providing design and media services, particularly in Camden Town. This is an important growth sector in the borough and across London as a whole. It currently offers London's second biggest source of job growth and contributes roughly one in every five new jobs (for more information see the Mayor's Economic Development Strategy 2005).
- 6.20 Camden's Employment Land Review 2008 identified a shortage in the supply of high quality workspace for small and medium businesses, particularly those that require non-office premises. Therefore, as well as safeguarding existing employment sites, it will be important to encourage the provision of new employment floorspace that will meet the needs of a range of businesses, particularly low-cost premises that are suitable for small, medium and start-up businesses.

- 6.21 We will seek the provision of managed workspace in Camden where this can be incorporated into developments with an employment component. Developers will be expected to liaise with managed workspace providers to ensure that appropriate accommodation is provided. To this end, the Council is in discussion with a number of organisations that have an interest in managing workspaces and can provide affordable premises with flexible occupancy terms and provide business advice. This will help developers whose schemes include such workspaces and increase opportunities for small and growing businesses and social enterprises in Camden to find suitable premises.

SUPPORTING LOCAL EMPLOYMENT TRAINING SCHEMES AND ENTERPRISE DEVELOPMENT

- 6.22 There is often a mismatch in the skills needed by employers in the borough and those of many members of the community. Improving access to training will increase employment opportunities for Camden residents by reducing this mismatch, giving them the skills needed to fill jobs both locally and further afield. Improving employment opportunities for Camden residents can help to promote equality, social inclusion and tackle deprivation.
- 6.23 Camden has a range of schemes and initiatives that help to find local jobs for residents, for example Camden Working, a job brokerage service that provides a 'one stop shop' employment support and advice centre for anyone in Camden looking for a job or training, particularly those who have been unemployed for a long period or may be at risk of becoming long-term unemployed. New employers and/or developers in Camden could use this service to ensure they employ a proportion of local people. Another example is Kings Cross Construction; a construction training and recruitment centre. This provides training in construction and employment support for local Camden and Islington residents who are interested in working in the construction industry. This scheme ensures that new developments provide job opportunities both during the construction phase and after completion. Other large developments will be encouraged to make use of the Kings Cross centre or set up similar centres elsewhere in the borough.
- 6.24. To help support local business and promote enterprise, the Council and its partners have formed the Camden Business Partnership. Among other things, this provides opportunities to access business related information and advice, enabling businesses to sustain growth. In addition, advice, training and information to help local people to set up their own business or expand their existing small business is available from various organisations that work in partnership with Camden e.g. Centa Business Services, Camden's enterprise agency.
- 6.25 To help local companies benefit from the economic opportunities arising from the major developments taking place in the borough, a local supply initiative has been established by the Council. This aims to appoint suitable local subcontractors and suppliers from a database of pre-screened local companies from Camden and Islington. The Council will work closely with developers, contractors and sub-contractors to find opportunities within their procurement schedules for local companies and organise events to bring buyers and suppliers together. The Development Policies Document sets out how developments can contribute to this initiative (see preferred policy DP28 and supporting text).
- 6.26 In addition, the Council supports a number of targeted private sector partnerships, ranging from the two Business Improvement Districts (in Holborn and Camden Town), the King's Cross Business Forum and Kilburn Town Centre Management. The Council will work with developers to support these partnerships and encourage participation by business tenants.

TOURISM

- 6.27 Camden has an exciting and wide variety of tourist attractions, from cultural institutions, such as the British Museum and British Library; open spaces like Hampstead Heath and Primrose Hill; Camden Town markets and other shopping areas; and historic places, such as Hampstead and

Bloomsbury. These attract people from throughout London, the UK and beyond and contribute greatly to the vibrancy, image and economy of Camden and London as a whole. They are also used by local residents and are therefore valuable local leisure and recreation facilities.

- 6.28 Visitor numbers to London are expected to continue to increase, creating demand for more hotels and other overnight accommodation, particularly in Central London. The Council will guide attractions likely to attract large numbers of people to the most accessible parts of the borough, for example within the Central London area, town centres and the Opportunity Areas (see Preferred Approach CS1). We will also protect existing visitor accommodation in appropriate locations and ensure new accommodation and facilities do not harm local amenity or cause congestion. See Camden Development Policies for more guidance on the Council's approach to hotels and other visitor accommodation (see preferred policy DP30).

Key references/evidence

- Camden Employment Land Review 2008
- Camden Together – Camden's Sustainable Community Strategy; 2007-2012
- Camden Economic and Labour Market Profile 2006; London Borough of Camden
- The London Plan (consolidated with Alterations since 2004); Mayor of London; 2008
- Sustaining Success – the Mayor's Economic Development Strategy; 2005
- Consultation Paper on a new Planning Policy Statement (PPS) 4 – Planning for Sustainable Economic Development
- Annual Business Inquiry 1998-2006
- The demand for premises of London's SMEs, London Development Agency, July 2006

ALTERNATIVE OPTIONS

- 6.29 Other options considered or suggested during consultation on Issues and Options are summarised below along with the Council's reason for not choosing them. Please see the Core Strategy Issues and Options Consultation Statement for a summary of the comments we received and the Council's response to them.

Alternative option	Reason option was not chosen
Do not protect employment sites and premises but allow them to be changed to other uses.	The Council considers that it is important to retain employment sites and premises to provide job opportunities for Camden residents and locations for local business. The preferred approach is considered to be consistent with the Mayor of London's Industrial Capacity Supplementary Planning Guidance which includes Camden in the "Restricted Transfer" category where boroughs are encouraged to adopt a more restrictive approach to the change of industrial sites to other uses. This option scored negatively in some aspects of the Sustainability Appraisal as it would allow the loss of employment uses and not encourage the retention of locally based industries, or allow for the expansion of small businesses. This in turn would not benefit the local economy and would allow a loss of employment opportunities for local people.

Alternative option	Reason option was not chosen
Restrict the change of offices to other uses.	This option performed poorly in the Sustainability Appraisal in relation to the supply of housing and encouraging the development of key services as the conversion of offices is significant in the supply of housing and community uses. The option scored positively on encouraging economic growth, but this is not considered to outweigh its negative performance against the other criteria.
Do not specifically identify and protect the borough's main concentration of industrial uses.	This option could result in the loss of Camden's most significant concentration of industrial and warehousing uses which is needed to provide the borough with a range of local employment activities and services. The Council's preferred approach is considered to be consistent with the Mayor of London's Industrial Capacity Supplementary Planning Guidance which includes Camden in the "Restricted Transfer" category where boroughs are encouraged to adopt a more restrictive approach to the change of industrial sites to other uses.
Continue to specifically identify a mixed/light industrial area in Kentish Town.	The Council recognises that Kentish Town has a mix of residential and light industrial uses. We consider that it is important to ensure the provision and retention of light industrial premises in this area and in other areas with similar mixed characters throughout the borough. Our preferred approach aims to protect all industrial and warehouse sites that are suitable and viable for continued use and it is not considered that it is necessary to specifically identify an area of protection in Kentish Town.
Do not encourage developers to use local businesses and suppliers during the construction of development schemes.	The Council considers it important to improve job opportunities for local people and support local business to allow them to share in Camden's economic success. This option was found to have a negative impact on local employment and locally based industries in the Sustainability Appraisal.

Promoting our town centres and shops

- 6.30 Camden benefits from a wide variety of town and neighbourhood centres with different characters and roles, from Camden Town and its famous markets to upmarket Hampstead, from the furniture and electronics shops of Tottenham Court Road to the ethnic restaurants on Drummond Street. Our centres are of great importance to the life of the borough and those that live in, work in and visit it. As well as providing shopping and services and places of work and leisure, they provide a focus of activity and community life and provide character and identity to the local area and the borough as a whole.

Preferred Approach CS16 – Promoting our town centres and shops

The Council will promote successful and vibrant centres throughout the borough to serve the needs of residents, workers and visitors by:

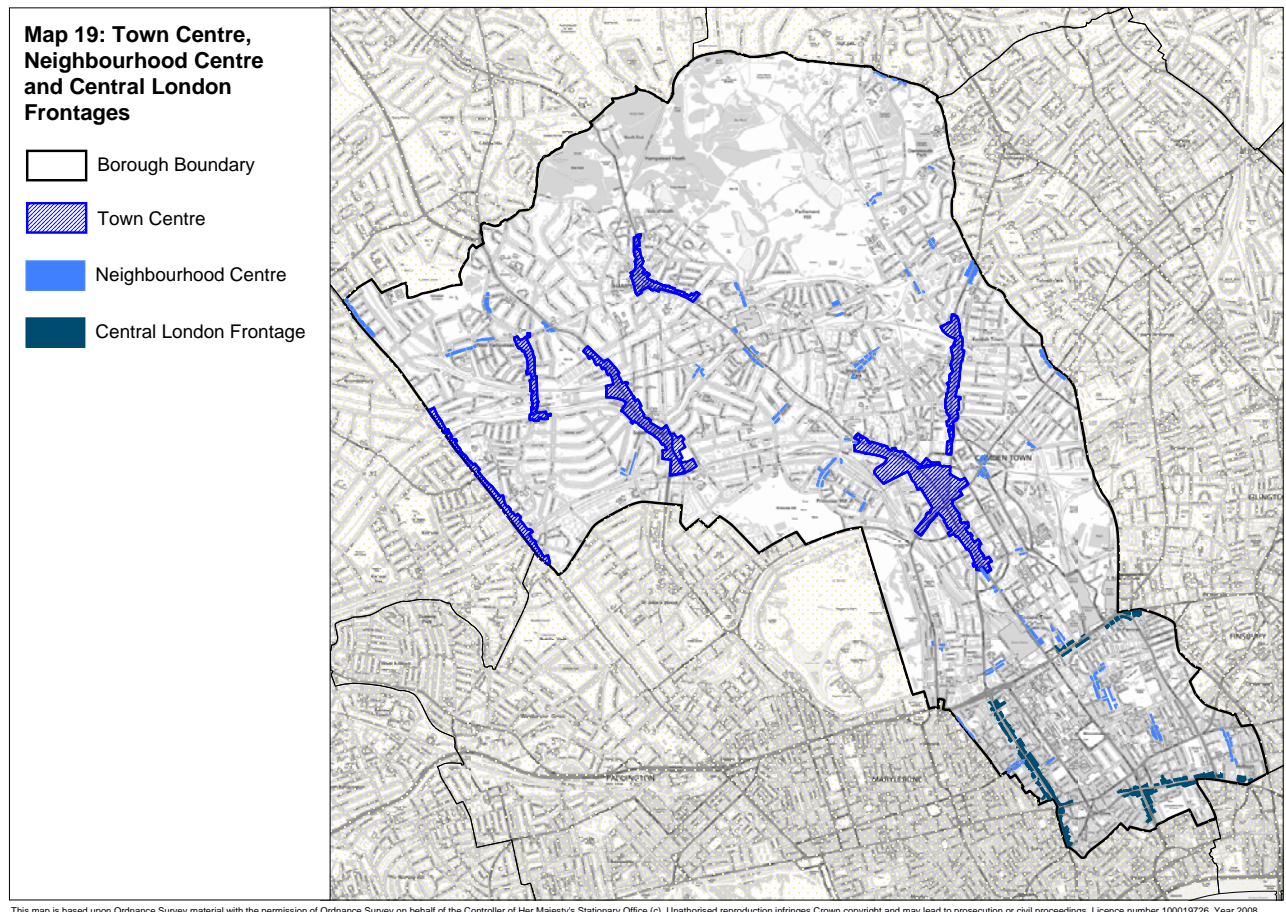
- designating a hierarchy of town centres, Central London Frontages and neighbourhood centres, as shown on Map 18;
- providing for, and maintaining, a range of shops, services, food, drink and entertainment and other suitable uses in our centres to provide variety, vibrancy and choice;
- concentrating new retail development at King's Cross with some additional retail in existing centres and in the growth areas at Tottenham Court Road, Euston, Holborn and West Hampstead;
- taking into account the unique character, role and size of each of Camden's centres and its surrounding area, ensuring development is of an appropriate scale and character for the centre in which it is located;
- resisting the loss of shops where this would cause harm to the character and function of a centre or shopping provision in the local area and use available powers to protect local shops;
- seeking to improve Camden's centres through environmental, design, transport and public safety measures;
- minimising the impact of food, drink, entertainment and other town centre uses on residents and the local area;
- supporting and protecting Camden's markets and areas of specialist shopping;
- focussing development that significantly increases travel demand, and encouraging mixed use development, in the most accessible centres in accordance with Preferred Approach CS1 and CS2.

CAMDEN'S CENTRES

6.31 The Council will support a network of centres in the borough as set out below and shown on Map 18:

- **Town centres** – Camden has six town centres – Camden Town, Finchley Road/Swiss Cottage, Kilburn High Road, Kentish Town, Hampstead and West Hampstead. These vary in terms of their size and role, in the kind of shops and services they provide and in the distance people travel to them.
- **Central London** – some parts of Central London serve a similar function to town centres or have a London-wide or even national and international retail role. The Council has designated Tottenham Court Road/Charing Cross Road/New Oxford Street, High Holborn/Kingsway and the main commercial area around King's Cross as **Central London Frontages**. Central London also contains neighbourhood centres and individual and groups of specialist shops which contribute greatly to the area (e.g. Museum Street and Covent Garden).
- **Neighbourhood Centres and local shops** – the borough has a network of 36 neighbourhood centres which provide for the day-to-day needs of people living, working and staying nearby. They are generally groupings of between five and fifty shops and services. Camden also has a number of smaller shopping parades and individual shops that meet local needs for shopping, services and facilities.

- **King's Cross** – the King's Cross redevelopment will include shops, services and facilities of a scale similar to a town centre to meet the needs of the large numbers of people who will be living in, working in, or visiting the area as part of the overall redevelopment of the area. Planning permission has been granted for c 45,000 sq m of retail, food and drink floorspace (in A use classes). This will be spread throughout the site and will open in phases. It is expected that 65% of the floorspace will be operating by 2016.



SHOPPING AND SERVICE PROVISION

- 6.32 To inform our approach to shop uses and town centres, the Council commissioned the Camden Retail Study 2008. This calculated the future need for retail floorspace in the borough and assessed how successfully our centres are performing. It found that the requirement for additional retail floorspace in the borough is relatively low due to planned provision at King's Cross and that much of this requirement can be met through redevelopment in existing centres along with some additional development at the Euston, Tottenham Court Road, West Hampstead and Holborn.
- 6.33 The Council will therefore expect new shop (use class A1) and other suitable uses to be provided at these locations. Suitable uses include food, drink and entertainment uses (use classes A3, A4 and A5), markets, banks and other financial and professional services (use class A2), leisure uses, such as gyms and nightclubs (D2 and sui generis), community uses such as libraries and health facilities (D1), cultural and tourism uses and, particularly on upper floors, offices and housing, although not all of these uses will be appropriate in every centre.
- 6.34 The success of a centre is strongly influenced by the variety and choice of shops, services and other uses within it. Development should be appropriate to the character, size and role of the centre in which it is located (see below) and should not cause harm to neighbours, the local area

or other centres. Shop and service uses (in use classes A1 and A2) and markets are considered suitable for all levels of centre.

- 6.35 The Council will take a sequential approach when assessing a proposal for new retail development in a location that is not in a centre. It will expect an assessment of the impact of such schemes and of proposals for extensions to existing development lying outside a centre. Further guidance on the sequential approach and assessing impact is set out in Planning Policy Statement (PPS) 6 – Planning for Town Centres.
- 6.36 Individual small shops outside centres can play an important role in meeting local convenience shopping needs and in the social and economic life of the local community. As an exception to the general approach of focussing on centres, the Council will support the development of small shops (generally less than 100 square metres) outside centres, provided they do not cause harm to the surrounding area or residents.
- 6.37 The Council recognises that small independent shops contribute greatly to the individuality and character of our centres and that these are threatened by the trend towards larger stores and national chains of shops. Further detail on our approach to protecting and promoting such premises is set out in our Development Policies document (see preferred policy DP32), although council powers to tackle this issue are limited.
- 6.38 We will resist the loss of shops where it considers that this will cause harm to a centre or local area. Our detailed approach to protecting shops is set out in the Camden Development Policies document (see preferred policy DP32) and supplementary guidance.

FOOD, DRINK AND ENTERTAINMENT

- 6.39 Food, drink and entertainment uses, such as restaurants, pubs and bars, music venues, cafés and hot food take-aways, are most appropriately located in commercial areas to minimise their impact on the amenity of local residents. Central London Frontages, Town Centres and the King's Cross Opportunity Area are considered the most suitable location for such uses. The Council wishes to see a range of such uses for all age groups within its centres, not just those that primarily involve drinking.
- 6.40 The Council recognises that individual small-scale food and drink uses outside larger centres can be important local facilities, reducing the need to travel and providing community meeting places. It therefore considers that neighbourhood centres are suitable for small-scale food and drink uses (generally less than 100 square metres) which serve a local catchment, provided they do not cause harm to the surrounding area or residents. As neighbourhood centres and other locations outside centres generally have a close mix of homes and commercial uses and limited public transport, they are not considered to be appropriate locations for late night licensed entertainment premises.
- 6.41 Food, drink and entertainment uses add to the diversity and vibrancy of our centres and bring activity to them outside normal shop hours. This includes the borough's rich culture of live music, dancing and theatre, as well as restaurants and bars. These uses are important to the borough socially, culturally and economically. However, local people can be affected by disturbance and anti-social behaviour associated with some of the people visiting such uses, particularly those serving alcohol. The Council wants to see Camden continue to be a successful location for food, drink and entertainment uses while making sure that the quality of life of local people, workers and visitors is not harmed. The Council's responsibilities as a licensing authority, separate to its planning functions, which gives it additional influence on premises that sell alcohol and/or provide regulated entertainment or late-night refreshment. The Council's approach to licensing is set out in Camden's Statement of Licensing Policy. See also Preferred approach CS12 – **Making Camden a safer place.**

- 6.42 The Camden Development Policies document will contain policies to manage the impact of food, drink and entertainment uses and other uses suitable for centres so they do not cause harm to the quality of life of local people, the character of our centres and the surrounding area or other uses and activities (see preferred policy DP31). The Council has also produced a series of area planning documents (for Camden Town, Central London, West Hampstead and Finchley Road/Swiss Cottage) which give more detailed guidance on how the Council will treat planning applications for shops, food, drink and entertainment uses in particular centres, taking into account their specific circumstances.

TAKING INTO ACCOUNT THE INDIVIDUAL CHARACTER OF CENTRES

- 6.43 Each of Camden's centres has its own character and role. These are described below alongside the Council's approach for each centre. The Council will expect development to reflect the character and role of the centre in which it is located.

TOWN CENTRES AND OTHER CENTRES

Camden Town

Camden Town is a vibrant centre, internationally famous for its unique markets, independent fashion and its music and entertainment venues such as the Roundhouse and Koko. These contribute greatly to the character and image of the area and are a key reason that Camden Town attracts thousands of people from throughout London, the UK and around the world. Camden Town is also home to many residents and to numerous businesses, small and large, notably media, cultural and creative industries, attracted by the area's unique atmosphere.

Camden Town is the biggest centre in borough with the largest range of shops and services and is designated as a Major Centre in the London Plan. It does not have a single character but broadly contains three parts – the commercial heart in the markets and around Camden Town tube station, the southern section which provides more traditional "high street" shopping and serves a more local role, and Chalk Farm Road to the north with its vibrant, mixed street frontage of restaurants, bars and specialist shops.

The Camden Retail Study 2008 found that Camden Town is economically successful and that this was likely to continue as long as it *"continues to retain the wealth of independent fashion orientated traders that provide the centre's unique selling point and the principal attraction to shoppers and other visitors."* The Study found that there is demand for premises, often larger shop units, from national chain stores and that smaller shop units had been combined into larger premises for such stores (this does not generally require planning permission so is beyond the control of the Council). It concluded that the expansion of shop chains into the market area could drive up rents and threaten the traders in smaller shop units that provide much of the Camden Town's attraction as a shopping destination.

Although Camden Town is successful and popular it also suffers from problems such as drug dealing, anti-social behaviour, crime and noise, often associated with the area's thriving night-time economy. Also, even though much of the centre is a conservation area, recognising its special interest, character and variety, the street environment is poor in many places.

Camden Town is recognised as a priority for the Council and its partners in Camden's Community Strategy. The challenge is to make Camden Town a successful and safe place with something for local people and visitors of all ages, without losing important aspects of its unique character.

The Council's approach to supporting and promoting the success of Camden Town will include:

- **improvements to the street environment and pedestrian movement** – the Council has a programme of works to improve streets and spaces in Camden Town. Also, Camden Town Unlimited have produced Camden Town First – Streets, Spaces and Places – A Vision for Change which sets out the business community’s aims for improving Camden Town’s environment. Where appropriate, the Council will expect developments to contribute towards improvements to the street environment, community safety and pedestrian movement.
- **community safety measures** – Camden Town has been identified as one the borough’s crime ‘hotspots’. The Council will continue to work with the police and other agencies to reduce the overall crime rate in Camden Town, including criminal damage, pick-pocketing, shoplifting, robbery, violence against the person and drug-related activity. Camden’s Community Safety Partnership Strategy, Camden Safe, sets out specific targets and actions to reduce crime and anti-social behaviour in the area. All development in Camden Town should include appropriate design measures to prevent crime and anti-social behaviour.
- **ensuring development supports the vitality and viability of Camden Town** – development schemes in the upper part of Camden High Street/markets area (north of Inverness Street and south of the railway bridge) will be expected to provide small shop units consistent with the character of this part of the centre. Larger units in this location are considered likely to be harmful to the viability of small, independent traders and consequently the character and diversity of Camden Town. As a guide, units larger than 100 sq m will not be permitted in this part of the centre. The Council will attach conditions to planning permissions to prevent small units being combined into larger units in this area. Larger shop units will be supported in the southern part of Camden High Street. The Council will welcome uses that add to the centre’s choice of facilities and attractions for people of different ages.
- **managing the night time economy** – the Council has produced supplementary planning guidance for Camden Town centre. This aims to manage the location and concentration of food, drink and entertainment uses, particularly those which operate late into the evening, so they enhance the area through their contribution to its attraction and vibrancy and do not cause harm to the quality of life of local people or the character of the area and its other uses and activities. It gives detailed guidance on how the Council will consider the potential impacts of proposals for food, drink and entertainment uses and protect the amenity of residents. Camden Town has the highest concentration of late night, and large capacity venues of any area in the borough. As a result it is the subject of special policies on cumulative impact in the Council’s Statement of Licensing Policy which restricts new premises licences and new club premises certificates.
- **promotion of high quality, design of buildings, shopfronts, signage, etc that reflects the scale and character of Camden Town centre** – the Council has produced a Conservation Area Appraisal and Management Strategy for the Camden Town conservation area and the Regent’s Canal conservation area, which includes part of Chalk Farm Road. We will take these into account when assessing planning applications for sites in the area. We will seek to retain the distinctive and varied character of the conservation area and will expect new development to contribute positively to it.
- **promoting and protecting Camden Town’s markets** – Camden’s markets (Camden Lock, Stables, Canal, Inverness Street and Camden (Buck Street) markets) are a fundamental element in the success and vitality of Camden town centre as well as being an important tourist attraction. Please see below and the Camden Development Policies document (preferred policy DP33) for further information on our approach to markets.
- **supporting transport improvements** – such as the Cross River Tram, improvements to Camden Town Underground Station and changes to traffic circulation;

- **identifying development opportunities in Camden Town** – the Camden Site Allocations document will set out the Council’s proposals for major development sites in the borough to help deliver the objectives of the Core Strategy and will include sites within Camden Town.
- **working with its partners** – the Council will work with Camden Town Unlimited, the Police, Transport for London and other stakeholders in Camden Town to promote a successful and safe centre.

Finchley Rd/Swiss Cottage

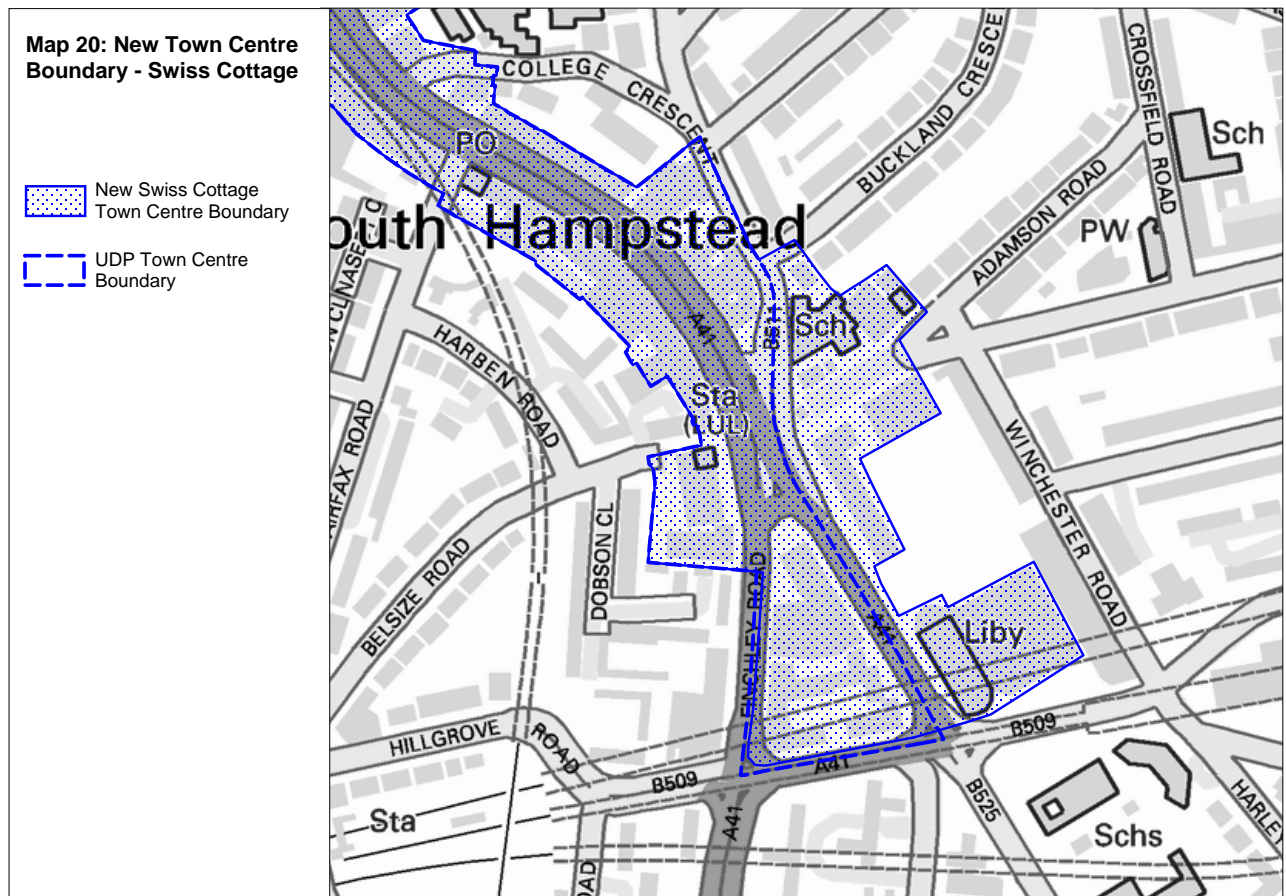
Finchley Road /Swiss Cottage is the second largest of Camden’s centres. The main shopping area runs from the O2 Centre, with its concentration of food, drink and entertainment uses, to Swiss Cottage Underground Station, while the refurbished Swiss Cottage Leisure Centre and the listed Swiss Cottage Library provide a focus to the south.

The centre runs either side of the busy A41 Finchley Road, which creates a barrier between the two sides of the centre and presents difficulties in pedestrian movement and a poor environment for visitors. The road is part of the Transport for London Road Network (TLRN)/Red Route network. It is therefore the direct responsibility of Transport for London rather than the Council.

The Camden Retail Study 2008 found that the centre’s economic performance was reasonably good and that the O2 Centre provided a wide attraction for restaurants and leisure. The Council has produced detailed guidance on how it will apply its policies to planning applications for shops, food, drink and entertainment uses in Finchley Road/Swiss Cottage. This aims to protect the character and function of the centre and manage the location and concentration of food, drink and entertainment uses so they do not cause harm to this character or nearby residents, uses or activities.

The Council will:

- support the core shop area and control the level and concentration of food, drink and entertainment uses in line with the Council’s Planning Guidance for Finchley Road/Swiss Cottage;
- amend the town centre boundary to include Swiss Cottage Library and Leisure Centre (see Map 19).



Kilburn High Road

Kilburn High Road, which straddles the border of Camden and Brent, is the second largest centre in the borough. It has a large number of small, independent shops and relatively few national chain stores. Although it is designated as a major centre in the London Plan, Kilburn mostly serves the day-to-day needs of the local population, rather than attracting people from further afield. The Camden Retail Study 2008 found that the economic performance of Kilburn has improved in recent years and that its evening economy is strong.

The Council funds the Town Centre Manager for the Kilburn town centre and works with its partners, including Brent Council and the Kilburn Business Partnership, to improve the centre. This includes holding regular forums for businesses and officers to share news and information; promoting access to toilet facilities; tackling graffiti; securing public art; encouraging accessible shops; tackling litter and waste; promoting recycling and improving community safety through a Business Crime Partnership.

The Council will:

- continue to work with its partners to make Kilburn town centre cleaner, safer and more successful;
- seek to undertake further improvements to the centre's environment, building on previous street and shopfront schemes;
- focus shopping provision in the core of the centre and allow a wider range of other uses and services elsewhere – see the Council's Camden Planning Guidance supplementary planning document for more detail on our approach;
- expect development to include appropriate design measures to prevent crime and anti-social behaviour.

Kentish Town

Kentish Town acts as a district centre serving local population's day-to-day shopping and service needs. The Camden Retail Study 2008 found that Kentish Town had good range of shops and services for a centre of its size, with many independent traders, and a significant amount of food and drink uses. Recent improvements have been made to the street environment and pedestrian movement in the centre including new pedestrian crossings, parking and loading bays, new and brighter street lights and repaved footpaths.

The Council will:

- support the shopping role of the centre by resisting proposals that would result in less than 75% of units in the core shop frontage being in retail use. Please see the Council's Camden Planning Guidance supplementary planning document for more detail on our approach;
- undertake further environmental improvements in Kentish Town centre.

West Hampstead

West Hampstead is a district centre that provides for local population's day-to-day needs for convenience and comparison shopping. It is highly accessible by public transport, with three stations (Thameslink, London Underground and London Overground) in the southern part of the centre, although links between them are currently poor. The northern end of the centre has a high quality environment with a 'village' character, while the southern area around the stations is less attractive and has a poor quality pedestrian environment. The area to the north of the railway lines lies within the West End Green/Parsifal Road Conservation Area, while the southernmost part of the centre is in the Swiss Cottage Conservation Area.

West Hampstead Interchange is identified as a growth area in this Core Strategy and the London Plan. Details of this area and the Council's aspirations for it are set out in Section 1 – Distribution of growth.

In response to concerns about the number of food, drink and entertainment uses in West Hampstead and their impact on the mix of uses in the centre and on local amenity, the Council has produced area-specific planning guidance for the centre. This provides detailed information on how our planning policies are implemented in relation to new and expanded shop, food, drink and entertainment uses in West Hampstead town centre.

The Council will:

- work with Transport for London and other partners to improve interchange between rail, underground and bus services and improve the ease of pedestrian environment in the area. The Council's proposals for works in West Hampstead is set out in the Camden Local Implementation Plan;
- ensure that development around the interchange provides an appropriate mix of uses and contributes towards improved interchange facilities and a high quality street environment (see Preferred approach CS1 – Distribution of growth);
- seek to control the location and concentration of food, drink and entertainment uses in West Hampstead town centre to ensure that they do not cause harm to residents or the character and retail function of the centre by applying the guidance set out in the Council's Supplementary Planning Document for West Hampstead;
- make sure that development conserves or enhances the special character and appearance of West Hampstead by applying the guidance in the conservation area statements for the area.

Hampstead

Hampstead, although one of the smallest of Camden's centres, draws more people from outside the borough than any centre after Camden Town. Visitors are attracted to the area by its high quality environment, 'village' feel and upmarket shops, cafes and bars.

The whole centre is within Hampstead conservation area and includes many listed buildings, recognising its special character and architectural and historic importance.

The Camden Retail Study 2008 found that Hampstead was operating successfully with a low level of vacant shops and high demand from retailers to open in the centre. Opportunities to expand Hampstead centre are limited by environmental constraints and a lack of potential development sites.

The Council will:

- expect development in Hampstead to be of the highest quality design and be sensitive to the area's unique character. Development should be consistent with the Council's Hampstead conservation area statement;
- expect proposals for new or altered shopfronts to preserve or enhance the character and appearance of the centre through respect for the original frontages.
- focus shopping provision in the core of the centre by resisting proposals that would result in less than 75% of units in the core shops frontage being in retail use – see the Council's Camden Planning Guidance supplementary planning document for more detail on our approach.

Central London

Central London contains a number of shopping and service areas as part of its diverse mix of uses. These range from larger areas predominantly serving workers and visitors to neighbourhood centres serving local residents to areas of specialist shopping. The main shopping streets in Camden's Central London area have been designated as Central London Frontages. The Council's approach to these areas is set out below. The Council has prepared a supplementary document, Planning Guidance for Central London – (2007), to provide detailed information on our approach to food, drink, entertainment, specialist and retail uses in Central London and will take this into account when assessing planning applications.

Tottenham Court Road/Charing Cross Road

This Central London Frontage operates as an extension to the West End and therefore attracts people from throughout London as well as visitors to the capital. It covers Tottenham Court Road, part of New Oxford Street, and the eastern side of Charing Cross Road as far as Cambridge Circus. (The western side of Charing Cross Road falls within the City of Westminster.) Tottenham Court Road is well-known for its concentration of furniture and electrical goods stores and the Camden Retail Study 2008 found that it was performing well. Charing Cross Road also has a specialist retail role, with many book and music shops. The Retail Study found that the performance of Charing Cross Road has improved over recent years.

The Tottenham Court Road area is identified as a growth area in this Core Strategy and the London Plan. Details of the Council's approach to development in the area are set out in Section 1 – Distribution of growth.

The Council will:

- promote and preserve the specialist retail character of Tottenham Court Road and Charing Cross Road by managing the level of shop and food, drink and entertainment uses in these areas, in line with the approach set out Planning Guidance for Central London;
- support the expansion of the Central London Frontage in New Oxford Street, where this would not cause harm to residential amenity.

Holborn

This comprises the shopping streets of High Holborn/Holborn (from the junction of New Oxford Street to Holborn Circus), and most of Kingsway south of High Holborn. It primarily operates as a town centre for local workers and businesses, with a mix of comparison and convenience stores, banks and building societies, sandwich shops and other food and drink uses. The Holborn area is largely characterised by offices and large office entrances often break up the frontage. The introduction of ground floor shop premises in these locations will help to make a more cohesive shopping and service area.

Holborn is identified as a growth area in this Core Strategy and the London Plan. Details of the Council's approach to development in the area are set out in Section 1 – **Distribution of growth**.

The Council will:

- promote the shopping and service character of Holborn Central London Frontage by managing the level of shop and food, drink and entertainment premises in the area, in line with the approach set out in our Planning Guidance for Central London supplementary document;
- expect the provision of new shop premises or other appropriate uses on the ground floor when properties that do not currently contribute to the shopping and service character of the Frontage are redeveloped.

King's Cross/Euston Road

This Central London Frontage is the main commercial area around King's Cross, including parts of Euston Road, King's Cross Road and Grays Inn Road. It is not continuous but is broken up by large uses such as King's Cross and St Pancras stations, the British Library and Camden Town Hall.

The eastern and western parts of this Central London Frontage have different characteristics. The eastern part is characterised by small or medium scale buildings with a mix of commercial uses on the ground floor serving local residents, workers, and travellers with residential, hotel and office accommodation above. It has seen intense pressure for additional food and drink uses, which has generally been resisted to preserve the character and function of this area and prevent unacceptable cumulative impacts. The Western section mainly consists of large office and hotel buildings. The ground floor of many of these contain shops or food and drink uses which serve the local worker and hotel populations. The development of further food, drink and entertainment uses in this section is considered acceptable in principle.

King's Cross is identified as a major growth area in this Core Strategy and the London Plan. Details of the Council's approach to development in the area are set out in Section 1 – Distribution of growth. The redevelopment of the King's Cross area is likely to stimulate future changes in this Central London Frontage.

The Council will:

- not grant permission for further loss of retail uses or for additional food, drink and entertainment uses in the eastern part of this Central London Frontage to protect its important retail role and prevent unacceptable cumulative impacts. The exception to this is the block bounded by Pentonville Road, King's Cross Bridge and St Chad's Place, where there is currently no housing and redevelopment may provide opportunities for food, drink and entertainment activities.
- permit additional food, drink and entertainment uses in the western part of the Frontage provided that they do not undermine the area's retail function and the mix of uses in the area, in line with the approach set out in Camden's Planning Guidance for Central London supplementary document;
- encourage shops and other appropriate uses in the parts of the Central London Frontage that currently do not have an active ground floor use;
- expect development to include appropriate design measures to prevent crime and anti-social behaviour;
- take into account the guidance in our Planning Guidance for Central London supplementary document when considering applications at this location.

Neighbourhood centres

Camden has over 30 neighbourhood centres which cater for the day-to-day shopping and service needs of their local populations. They contain a range of uses including shops, food and drinks uses, doctor's and dentist's surgeries and financial and professional services, and often have housing on upper floors.

The Council will seek to retain a strong element of convenience shopping for local residents in Camden's neighbourhood centres and ensure that development does not harm the function, character or success of a centre. We will take into account the individual character of the centre when assessing proposals but, as a guide, we will resist schemes that would result in less than half of ground floor premises in a neighbourhood centre being in retail use or in more than three consecutive premises being in non-retail use. We will also take into account any history of vacancy in shop units and the prospect of achieving an alternative occupier for vacant premises.

Applications for food, drink and entertainment uses will be carefully assessed to minimise the impact on local residents and the local area (see above). The Camden Development Policies document will contain the Council's detailed policies to manage the impact of food, drink and entertainment uses (see preferred policy DP31).

MARKETS AND SPECIALIST SHOPPING

- 6.44 Camden is well served by markets, ranging from street markets such as Inverness Street, Leather Lane and Queens Crescent to the world famous Camden Town markets (e.g. the Stables, Camden Lock and Buck Street markets). Markets add greatly to the variety, interest and attraction of shopping in the borough and are a source of local employment, often providing more flexible and casual work opportunities. Street markets can be an important source of fresh food, often grow more locally than food from supermarkets. They can also help to meet the specialist food needs of ethnic communities; black and minority ethnic groups make significantly more use of local markets than the general population.

- 6.45 It is important that markets are carefully managed to prevent any potential negative impacts such as congestion and litter. The Camden Development Policies document sets out detail on the Council's approach to planning applications involving markets (see preferred policy DP33).
- 6.46 Camden has a number of areas which provide specialist shopping, drawing people from beyond Camden and often from beyond London. These include the area around Museum Street for antiquarian books, prints and coins; Hatton Garden for jewellery; Denmark Street for music; Charing Cross Road for books; Tottenham Court Road for furniture and electronics; Drummond Street for ethnic Asian shops and restaurants; and parts of Covent Garden and Camden Town for fashion. Like markets, these specialist shopping areas help to provide variety and individuality that is in contrast to the more standard range of shops found in many centres.
- 6.47 The Council aims to support and protect these areas, which make a great contribution towards the attractiveness and diversity of the borough. Camden's specialist shopping areas fall within Central London and Camden Town, for which we have produced specific area guidance. These recognise the roles of our specialist shopping areas and, although councils have limited powers to protect specific retail uses, use the influence available to us to support and encourage them; for example, by restricting changes from shops (in use class A1) to other uses to maintain a stock of suitable premises.

ENVIRONMENTAL AND OTHER IMPROVEMENTS

- 6.48 The Council and its partners undertake a range of work to improve and support our centres. This include improvements to the street environment and transport provision and measures to improve public safety and prevent crime and anti-social behaviour. Please see preferred options CS7, CS8 and CS12, and the sections on individual centres above, for further information in relation to these matters.
- 6.49 The way centres look is an important factor in their character and the way they are perceived. A number of our centres lie wholly or partly within conservation areas (for example, Camden Town, Hampstead, West Hampstead and many neighbourhood centres), recognising their architectural and/or historical importance. Further information on these area and guidelines on the Council's approach to protecting them and managing change is set out in individual conservation area statements. The design of shopfronts can contribute greatly to the character of centres and their distinctiveness. Our approach to shopfronts is set out in the Camden Development Policies document (preferred policy DP34) and the Council's Camden Planning Guidance supplementary planning document.

Key references/evidence

- Camden Retail Study 2008; Roger Tym and Partners
- Planning Guidance for Central London/Camden Town/Finchley Road/Swiss Cottage/West Hampstead; London Borough of Camden (various dates)
- Camden Statement of Licensing Policy 2008
- The London Plan (consolidated with Alterations since 2004); Mayor of London; 2008
- Planning Policy Statement (PPS) 6 – Planning for Town Centres

ALTERNATIVE OPTIONS

- 6.50 Other options considered or suggested during consultation on Issues and Options are summarised below along with the Council's reason for not choosing them. Please see the Core Strategy Issues and Options Consultation Statement for a summary of the comments we received and the Council's response to them.

Alternative option

Reason option was not chosen

Allow new shop floorspace to be located outside of existing centres as well as inside.	The Council's preferred approach, which reflects the Camden Retail Study 2008, is to concentrate new shop floorspace at King's Cross with some new space provided through the redevelopment of premises in existing centres and as part of mixed use development in the growth areas. We will take a sequential approach when assessing a proposal for new retail development in a location that is not in a centre in accordance with government guidance in PPS6. Concentration of new shop floorspace in new and emerging centres will support the success of our centres, while allowing significant amounts of new floorspace outside them may harm their vitality and viability.
Apply a consistent policy approach to all our centres, rather than developing distinct approaches for each.	The Council considers that it is important to recognise the different characters and roles of Camden's centres which help to provide local identity and distinctiveness. Development that ignores its local context can harm this character. In accordance with PPS6, development should fit into a centre and complement its role and function. The Camden Retail Study 2008 identifies the individual character, performance and issues of each of our centres and it is important that our approach reflects these differences.
Do not seek to limit the loss of shops within our centres.	Some loss of shop units will be permitted provided this does not cause harm to a centre. However, allowing the uncontrolled loss of shop units would harm the vitality, viability and character of our centres and would be contrary to government guidance in PPS6.
Do not specifically encourage the provision of smaller units suitable for local independent shops.	Smaller independent shops play a key role in providing character and distinctiveness to centres and therefore the Council considers it is important to make sure that smaller units are encouraged in our centres as part of the range of provision needed in successful centres. Only providing larger shops, which are usually occupied by national chains, can demand the individual character of centres.
Increase or decrease the size of some of Camden's centres.	The Camden Retail Study 2008 found that the requirement for new retail provision in the borough will be met at King's Cross with some additional floorspace provided through the redevelopment of premises in existing centres and as part of mixed use development in the growth areas. Neither the Study or consultation on Issues and Options identified a need to increase or decrease the size of any centre. However, we are proposing to expand the boundary of the Finchley Road/Swiss Cottage centre to include the area around the Library and Leisure Centre to reflect the contribution of these uses to the function of the centre.

Appendices Key infrastructure programmes and projects

Strategic transport

Project/ programme name	Project/programme description	Growth Area/Town Centre	Delivery lead	Delivery period	Funding arrangements
Crossrail	Crossrail is the proposed new railway route running through London (west-east) from Maidenhead and Heathrow via Paddington, Liverpool Street and Stratford to Shenfield, and via Whitechapel to Isle of Dogs (Canary Wharf), Woolwich ending at Abbey Wood.	Tottenham Court Road; Farringdon.	Crossrail	2010-2017 onwards	Department for Transport Government allocated £5billion in 2007 Comprehensive Spending Review. Remaining £11billion to be obtained from other sources, including private investment. Crossrail Bill received Royal Assent July 2008.
Thameslink	New track, platforms (new and extended), and signalling are being built, resulting in new direct services.	Kings Cross	Network Rail	2007-2015	Department for Transport Government approved funding for £5.5 billion in 2007 High Output Specification.
Cross River Tram	Cross River Tram is a proposal for a tram service running on-street between Euston and Waterloo, with branches to Camden Town and King's Cross in the north, and Brixton and Peckham in the south.	Camden Town; Kings Cross; Euston.	Transport for London	2012-2016	Transport for London Funding allocated in TfL Business Plan to develop scheme to 2010. At present there is no Government funding for implementation.

Tottenham Court Road Station	<p>Enlargement of the Tottenham Court Road Underground Station ticket hall. Current proposals envisage the closure of Andrew Borde Street to create a site for the new main entrance to the station.</p> <p>Implementation of the proposed Crossrail 1 and Crossrail 2 schemes. These are planned to intersect at a new Tottenham Court Road Station likely to be constructed immediately to the south of the underground station into which it would be linked.</p>	Tottenham Court Road	Transport for London	2010-2017	Transport for London Funding allocated in London Underground Investment Programme to 2010.
Camden Town Station	<p>Identified need for capacity, safety and transport access improvements. London Underground has indicated that this remains a high priority.</p> <p>Planning Brief adopted in June 2007.</p>	Camden Town	London Underground Ltd.	2008-2018-	Transport for London Funding not identified.
Kings Cross-St Pancras Station	<p>The redevelopment of King's Cross St. Pancras Tube station to provide a modern station, with additional capacity and improved facilities, including:</p> <ul style="list-style-type: none"> • Increased capacity to meet passenger demand and ease congestion • Step-free access from street level to all platforms • Three new ticket offices and automated ticketing facilities • Seamless interchange between the Underground lines • Direct access to the high-speed rail link at St. Pancras and the new concourse at King's Cross mainline station • Restoration of St. Pancras station's Grade I listed façade 	Kings Cross	Transport for London	2008-2010	Transport for London Funding allocated in London Underground Investment Programme to 2010.

Strategic transport (continued)

Project/ programme name	Project/programme description	Growth Area/Town Centre	Delivery lead	Delivery period	Funding arrangements
Euston Station	<p>Need for rail and underground improvements but major development will have wider implications. Opportunity for more strategic area improvements</p> <p>Planning Brief being produced by LBC – publication summer 2008.</p> <p>TfL are also bringing forward Cross River Tram proposals which serve Euston</p>	Euston	Network Rail/British Land	2008-2016	<p>Network Rail/ British Land</p> <p>Funding from intensification of development opportunities on the site.</p> <p>See above for notes on Cross River Tram funding.</p>
Proposals at West Hampstead	<p>West Hampstead is potentially a major interchange in northwest Camden, where three railways and five rail services cross and the stations are within 200 metres of each other.</p> <p>Laing Rail (Chiltern Railways) has aspirations to provide a station at West Hampstead as part of a large-scale fully integrated interchange with associated development. Their scheme would provide platforms for Metropolitan and Chiltern Line trains (which currently pass through but do not stop) to enable passengers to interchange at West Hampstead.</p>	West Hampstead	TfL Interchanges/ Silverlink Metro	2016 -	<p>Transport for London</p> <p>Funding not identified.</p>

Social and community infrastructure

Project/ programme name	Project description	Growth Area/Town Centre	Delivery lead	Delivery period	Funding arrangements
Education and children's facilities					
Secondary school investment to be delivered through the Building Schools for the Future Programme					
South Camden Community School	Remodelling and expansion	N/a	LB Camden	2007-2014	Government (Dept. for Children, Schools & Families/Partnership for Schools (PfS)/ LB Camden
Maria Fidelis Convent School	Remodelling and expansion	N/a	LB Camden		
Adelaide Road	A new secondary school, including a new all-age special school.	N/a	LB Camden		
Hampstead School Parliament Hill School William Ellis School Acland Burghley School La Sainte Union Convent	Remodelling and refurbishment	N/a	LB Camden		
Jack Taylor school Brecknock Road Agincourt House	Remodelling and refurbishment of pupil referral units, including the Key Stage 3 Pupil Referral Unit (PRU) being relocated to the former site of Jack Taylor school.	N/a	LB Camden		

Social and community infrastructure (continued)

Project/ programme name	Project description	Growth Area/Town Centre	Delivery lead	Delivery period	Funding arrangements
Education and children's facilities (continued)					
Primary school investment to be delivered through the Primary Capital Programme (unless otherwise stated)					
Expansion of Emmanuel School (Kilburn)	Primary Strategy for Change: New building, and refurbishment/remodelling of existing from 0.5 Forms of Entry (FE) to 1FE	N/a	LB Camden	2009-2013	s106/Basic Need Supported Borrowing/Governors' 10%/Devolved Formula Capital/Local Authority Coordinated Voluntary Aided Programme/Primary Capital Programme from DfES
Relocation of Frank Barnes School (if decision is to move it from current location)	Primary Strategy for Change: Frank Barnes to remain on site, or rebuild Frank Barnes with either adaptations to Primrose Hill or rebuild of Edith Neville	N/a	LB Camden	2009-2013	LB Camden
Autistic Spectrum Unit (ASC) providing 24 additional places at one/two schools	Primary Strategy for Change: Extension and adaptation of existing facilities	N/a	LB Camden	2009-2013	Prudential borrowing and capital receipts/Primary Capital Programme from DfES
Stanhope Street Primary Pupil Referral Unit (PPRU)	Primary Strategy for Change: Adaptation and refurbishment of existing facility	N/a	LB Camden	2009-2013	Primary Capital Programme/Devolved Formula Capital

Health services					
Development of Integrated Care Centre in Kentish Town	<p>Restructuring of primary care facilities to provide a system of 'polyclinics' in the borough.</p> <p>Camden PCT owns and/or has long leases on a number of sites that will enable development of integrated health care centres.</p> <p>Proposed reduction in the number of GP sites over the next 5-10 years, but expected maintenance of significantly more primary care sites than the 5 integrated health care centres.</p> <p>There will be a mixture of integrated health care centres, some co-located with hospitals and others which stand alone. Those co-located with hospitals will provide 24 hour urgent care along with core GP services, diagnostics and outpatients in certain specialities as well as specialist community services, therapies and social care services.</p> <p>Stand alone integrated health care centres will provide all the above services with the exception of 24 hour urgent care, but will be open for extended hours.</p>	Kentish Town	Camden PCT	2008-18	<p>Funding sources identified in Commissioning Strategy Plan as:</p> <p>(1) Local Improvement Finance Trust (LIFT) scheme;</p> <p>(2) The Department of Health Community Hospital Fund;</p> <p>(3) The sale of existing assets;</p> <p>(4) 3rd party development funding;</p> <p>(5) Block capital.</p>
Development of Integrated Care Centre at St Pancras Hospital	As above	N/a	Camden PCT	2008-18	

Social and community infrastructure (continued)

Project/ programme name	Project description	Growth Area/Town Centre	Delivery lead	Delivery period	Funding arrangements
Health services (continued)					
Development of Integrated Care Centre at University College London Hospital, Phase II.	As above	N/a	Camden PCT	2008-18	Funding sources identified in Commissioning Strategy Plan as: (1) Local Improvement Finance Trust (LIFT) scheme; (2) The Department of Health Community Hospital Fund; (3) The sale of existing assets; (4) 3rd party development funding; (5) Block capital.
Development of Integrated Care Centre at the Royal Free Hampstead	As above	N/a	Camden PCT	2009-2013	
Development of Integrated Care Centre in Belsize Priory	As above	N/a	Camden PCT	2009-2013	
Kings Cross-St Pancras 'Walk-in' Centre	Walk-in centre to serve local community funded through s106.	Kings Cross	Camden PCT	2009-2013	S106 contributions

Emergency services					
London Fire Brigade accommodation needs	LFB do not envisage any restructuring of Camden's existing provision as a result of population growth. Fire stations will therefore remain in place at Euston; Belsize Park; Kentish Town; and West Hampstead.		N/a	LFEPA	2008 -
A new front counter in Hampstead – to replace the front counter facility in Hampstead police station	Metropolitan Police's Asset Management Plan (for Camden) Sets out the strategy for improving the MPA Estate in Camden. These are based on the following themes: (1) Safe neighbourhoods bases; (2) Custody centres; (3) Patrol bases; (4) Front counters; and (5) Office accommodation. A draft was published for public consultation purposes in November 2007 and results used to feed into a final Asset Management Plan.		Hampstead	Metropolitan Police Authority	2007-2017
New Custody Centre – to accommodate all custody cells and related facilities in the borough (preferred location Camden Town area)			Unknown		
New Patrol Base- to accommodate all of the operational officers and facilities in the borough (preferred location Camden Town area)			Unknown		
			Metropolitan Police Authority (MPA): Borough based Custody Centres and Patrol Bases. Funded through recycling of capital receipts from property disposals. Approved by MPA on scheme-by-scheme basis. Funding for Safer Neighbourhoods Bases (inc. Front Counters) secured from GLA until 2009/10.		

Social and community infrastructure (continued)

Project/ programme name	Project description	Growth Area/Town Centre	Delivery lead	Delivery period	Funding arrangements
Emergency services (continued)					
New Safer Neighbourhoods bases will provide accommodation for each Safer Neighbourhood team currently housed in temporary accommodation	Metropolitan Police's Asset Management Plan (for Camden) Sets out the strategy for improving the MPA Estate in Camden. These are based on the following themes: (1) Safe neighbourhoods bases; (2) Custody centres; (3) Patrol bases; (4) Front counters; and (5) Office accommodation. A draft was published for public consultation purposes in November 2007 and results used to feed into a final Asset Management Plan.	Unknown	Metropolitan Police Authority	2007-2017	Metropolitan Police Authority (MPA): Borough based Custody Centres and Patrol Bases. Funded through recycling of capital receipts from property disposals. Approved by MPA on scheme-by-scheme basis. Funding for Safer Neighbourhoods Bases (inc. Front Counters) secured from GLA until 2009/10.
New front counters – to be available in a wide mix of police accommodation in the borough and provide enhanced accessibility and a sense of reassurance for every member of the local community.		Unknown			

Emergency services				
A new front counter in Hampstead – to replace the front counter facility in Hampstead police station	<p>Metropolitan Police's Asset Management Plan (for Camden)</p> <p>Sets out the strategy for improving the MPA Estate in Camden. These are based on the following themes:</p> <ul style="list-style-type: none"> (1) Safe neighbourhoods bases; (2) Custody centres; (3) Patrol bases; (4) Front counters; and (5) Office accommodation. <p>A draft was published for public consultation purposes in November 2007 and results used to feed into a final Asset Management Plan.</p>	Hampstead	Metropolitan Police Authority	2007-2017
New Custody Centre – to accommodate all custody cells and related facilities in the borough (preferred location Camden Town area)		Unknown		Metropolitan Police Authority (MPA): Borough based Custody Centres and Patrol Bases. Funded through recycling of capital receipts from property disposals. Approved by MPA on scheme-by-scheme basis. Funding for Safer Neighbourhoods Bases (inc. Front Counters) secured from GLA until 2009/10.
New Patrol Base- to accommodate all of the operational officers and facilities in the borough (preferred location Camden Town area)		Unknown		

Social and community infrastructure (continued)

Project/ programme name	Project description	Growth Area/Town Centre	Delivery lead	Delivery period	Funding arrangements
Adult care facilities					
Maitland Park Road	Redevelopment of existing Alexandra House hostel (surplus to future requirements) into new care home, incorporating extra care sheltered housing.	N/a	LB Camden	2009-11	LB Camden To be funded through disposals of existing assets.
Wellesley Road	Redevelopment of the existing Wellesley Road Care Home to provide a new care home and extra care sheltered housing, if feasible.	N/a	LB Camden	2012-13	LB Camden To be funded through disposals of existing assets.
Charlie Ratchford Centre replacement, Crogsland Road (part of former Haverstock School)	Development of new resource centre with extra care sheltered accommodation provided above.	N/a	LB Camden	Not finalised	LB Camden To be funded through disposals of existing assets.
Kings Cross redevelopment area- Extra Care Home	Development of new extra care sheltered accommodation above multi- use building.	Kings Cross	One HG	2009-11	Housing Corporation/ One HG/ Argent

Utilities

Project/ programme name	Project description	Growth Area/Town Centre	Delivery lead	Delivery period	Funding arrangements
Water and wastewater infrastructure in the Opportunity Areas and Areas of Intensification.	<p>Camden's waste water drains into Beckton STW. Initial modelling indicates that local infrastructure improvements are likely to be required for the Opportunity Areas and Areas of Intensification, specifically Kings Cross and Euston. The existing strategic, 'trunk' infrastructure is likely to be able to accommodate growth levels.</p> <p>Thames Water published a Water Resources Management Plan for public consultation in May 2008. This identifies that following current trends in population growth and increased water consumption, Thames water have identified a shortfall in water supply for London leading up to 2036. However, Thames water will ensure an adequate supply through education and metering to reduce consumption, continuing to repair water pipes and providing a new reservoir if required.</p>	<p>Kings Cross; Euston.</p> <p>Plus, potentially all growth areas.</p>	Thames Water	Ongoing	<p>Thames Water/ Section106</p> <p>Certainty of funding unknown</p>
Development of new deep tunnel through the south of Camden, with a new vent located at St Pancras.	<p>National Grid's transmission network cross the borough from St John's Wood substation to City Road substation, from St John's Wood Substation to Tottenham Substation and St John's Wood to Mill Hill.</p> <p>National Grid is in discussions with LB Camden regarding future infrastructure improvements, including, potentially, a new grid supply point.</p>	N/a	National Grid	Currently unknown	<p>National Grid</p> <p>Certainty of funding unknown</p>

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