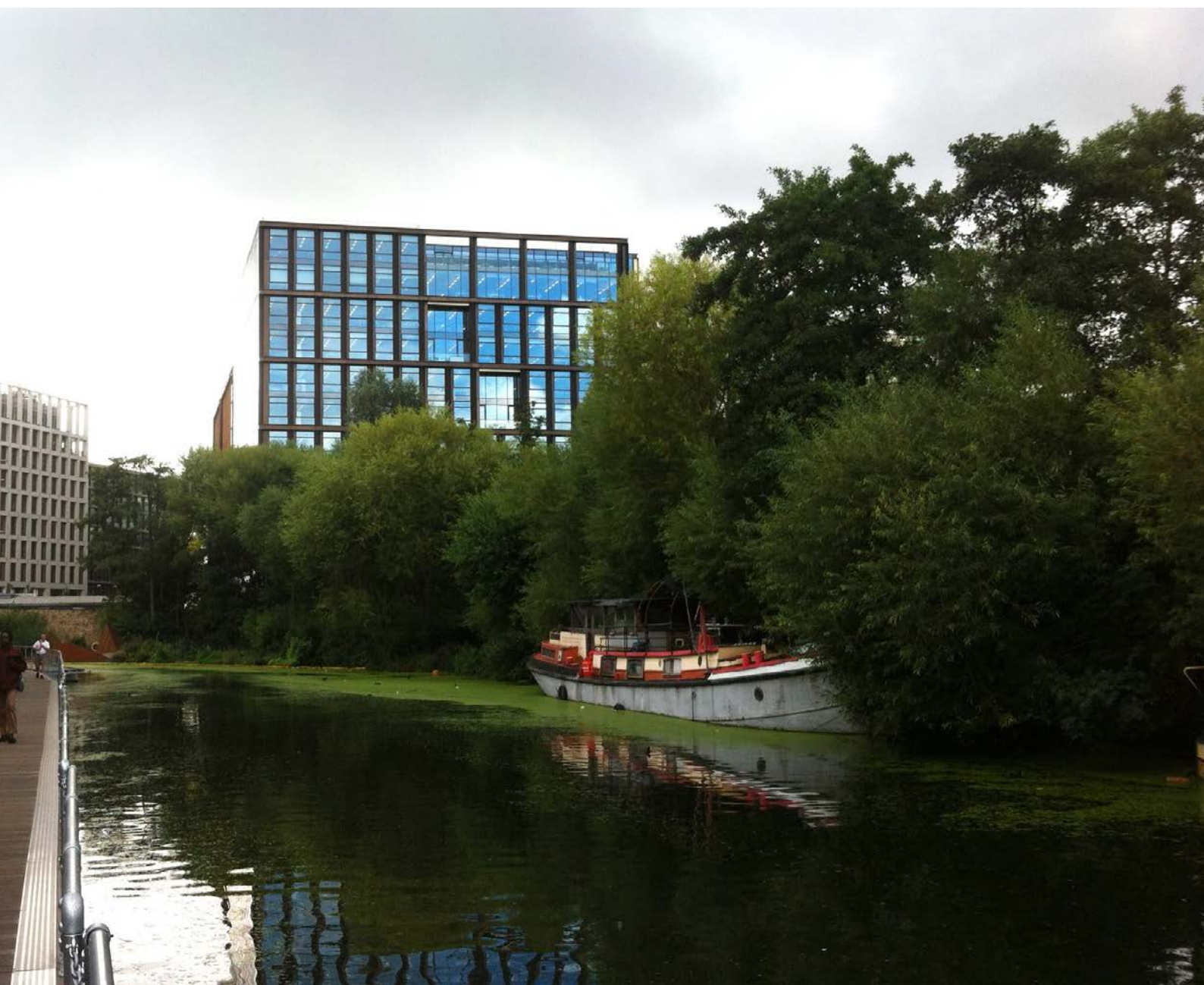


London Borough of Camden

Regeneration and Planning Authority Monitoring Report 2014/15



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Introduction

Under the Town and Country Planning regulations local planning authorities must publish information that shows how the implementation of their adopted plans is progressing, reports on any local plan preparation, and reports any activity relating to the duty to cooperate. Local authorities should also provide up-to-date information on the implementation of any neighbourhood plans.

Every year Camden Council monitors and analyses the performance of its planning policies and progress on its planning policy documents and publishes the details in the Authority Monitoring Report (AMR). This AMR reports on the period 1 April 2014 to 31 March 2015.

We monitored 40 indicators in 2014/15 to track our performance against our planning policies. Where possible we link indicators to existing planning policies and targets, although not all indicators are directly related to planning activity. Some, such as air quality and recycling indicators, monitor the significant effects of activities on which planning has limited influence on which nevertheless provide an insight on the state of the borough and its environment.

Key Trends

Housing

In 2014/15 a net total of 1,451 homes were completed, far exceeding the annual London Plan target of 665. Camden's five-year supply of deliverable sites for housing amounts to 6,479 homes (or circa 1,296 homes per year). This exceeds the target of 4,285 homes for the period which is derived from the London Strategic Housing Land Availability Assessment.

In 2014/15, 61 net affordable dwellings were completed comprising 13% of all net additional self-contained homes completed in the borough. While this is below Camden's overall target for 50% of housing to be provided as affordable housing it should be noted that the proportion of affordable housing completions varies greatly year on year due to affordable housing primarily being provided through the completion of a relatively small number of large schemes.

Camden has a good record with securing affordable housing. In the three years 2011/12 to 2013/14 Camden secured 37% affordable housing, above the average for London (32%), and more than the neighbouring boroughs of Islington (35%), Barnet (30%) and Westminster (13%).

Employment floorspace

The last 5 years have seen a gain in B1 floorspace of approximately 44,600sq m. In 2014/15 a total of 125,476sq m of B1 floorspace was completed and 72,272sq m was removed mostly due to changes of use of land and premises, resulting in a net gain of 52,204sq m of B1 floorspace.

Camden has a significant supply of office floorspace projected for development with approximately 263,689sq m net additional office floorspace expected to be created over the remainder of the plan period (to 2025). The majority of this floorspace will be provided at King's Cross Central.

The last five years have seen a gradual conversion of industrial and storage and distribution space to other uses. In 2014/15 this trend continued with losses in both B2 industrial floorspace and B8 storage and distribution.

Town centres and retailing

The percentage of vacant premises on Camden's protected shopping frontages dropped from 6.2% in 2014 to 5.5% in 2015. The vacancy rates on designated shopping frontages across the borough rose from 5.4% in 2007 gradually up to 7.7% in 2012. Since then the proportion of vacant units has been decreasing, down to 5.5% in 2015, which is similar to the pre-economic downturn levels. The vacancy rate for Britain is significantly higher at 12.7% (Local Data Company, shop vacancy rate, figure for December 2015).

The mix of uses on Camden's designated shopping areas has been stable in the last three years. This follows a period of decreasing proportions of shops (A1 use class) and increasing proportions of food, drink, and entertainment uses (A3, A4, A5).

Housing quality

Building for Life is a nationwide tool for assessing the design quality of homes in which points are awarded according to a number of criteria including environment and community, character, street, parking and pedestrianisation, and design and construction. Camden undertook 6 informal Building for Life assessments, which covers all but one all major residential scheme completed in 2014/15. Building for Life has 12 indicators which are scored on a traffic light system of green, amber, or red. Four of the schemes scored 12 green (Building for Life outstanding), one scheme scored 11 green, and the remaining scheme scored 5 green.

Sustainable development

In 2014/15 the majority of eligible schemes met their targets for sustainable design and construction. Developers are required provide a sustainability plan, either BREEAM assessments (Building Research Establishment Environmental Assessment Method) for commercial buildings and domestic refurbishment or Code for Sustainable Homes Assessments for new residential buildings.

In 2014/15, of the 24 schemes undertaking BREEAM assessments:

- 16 schemes achieved an 'Excellent' rating;
- 7 achieved a 'Very Good' rating; and
- 1 achieved a 'Good' rating.

In 2014/15, 14 schemes undertook a Code for Sustainable Homes assessment. All 14 schemes achieved Level 4 for Sustainable Homes and 50% credits in energy, water and materials categories.

Transport

There has been a considerable change in transport modes used within the borough over recent years, with a clear decrease in car usage and increase in bicycle travel. In the period 2006 to 2012 cycle flows increased from 9% to 16% of the proportion of traffic. In this period cars declined as a proportion of traffic, falling from 47% to 44%. The past three years has seen a flattening of these trends.

Heritage

Buildings at Risk are listed buildings which are in a poor condition and often, but not necessarily, vacant. They are in need of repair and if vacant need to be put to a suitable use. In 2014/15, 3 buildings were removed from the register as a result of repairs or being brought back into use and one entry was added having been identified through survey by the Council's Heritage and Conservation officers.

Policies

Planning policy documents being prepared or recently adopted

This section provides an update on progress of all planning policy documents being prepared or recently adopted in relation to the published indicative timetables in the Local Development Scheme 2015.

Local Plan

The Council is preparing a new draft Local Plan to ensure Camden has robust and up-to-date planning policies to deliver sustainable growth, sustainable communities and other local priorities. The Local Plan when approved, will replace our existing Core Strategy and Development Policies documents. The Council sought initial views on how the policies are working, and where they should be added, removed, or amended in late 2013/ early 2014.

Based on this input and updated evidence gathering, the Council published the Draft Camden Local Plan for comment on 16 February - 17 April 2015.

The comments received have been considered and the Local Plan Submission Draft will be consulted on in early 2016. The minor change in the indicative timetable in the LDS has been due to ensuring robust and additional evidence gathering is complete to support the policies. Further details are available at

www.camden.gov.uk/localplan

Gypsy and Traveller Site Allocations

Work has progressed in relation to planning policy for gypsy and travellers, with an up to date Needs Assessment for Gypsy and Traveller Communities being published in 2014. Indicative targets have been incorporated into new housing policies consulted on as part of the Draft Local Plan in 2015. The housing policy for gypsies and travellers is being revised to reflect the comments we have received and will be consulted on as part of the Local Plan Submission Draft 2016. The approach remains that sites for travellers will be secured by obtaining planning permission and / or through a review of the Sites Allocation document, which will be updated following the Local Plan adoption. The indicative timetable will be amended accordingly in an update to the Local Development Scheme.

North London Waste Plan

Camden is the lead borough in a group of seven planning authorities preparing the North London Waste Plan (NLWP). The six other boroughs are Barnet, Enfield, Hackney, Haringey, Islington and Waltham Forest.

The NLWP will establish a planning framework in the sub region for the development of waste management facilities needed to meet EU and national targets and to replace the current reliance on landfill. The plan will safeguard existing waste sites across the boroughs and identify new land to

meet North London's waste needs. It will also set out policies for determining waste planning applications.

Key evidence base documents for the NLWP, including a data study, reports on consultation work and the sustainability appraisal scoping report issued for consultation in May - June 2015.

www.nlwp.net

Community Infrastructure Levy (CIL) Charging Schedule

The CIL Charging Schedule was adopted by Council in March 2015 and came into force in April 2015 when the CIL commenced. The schedule was adopted in accordance with the timetable set out in the LDS.

Updates to Camden Planning Guidance

Camden Planning Guidance (CPG) is a series of documents that provide further advice and information on how we will apply our planning policies.

Updates in 2014/15:

Update to CPG1 Design (non designated heritage assets and the local list)

The Council updated CPG1 Design on 3 September 2014 following public consultation to take into account Non Designated Heritage Assets and the Local List.

Update to CPG8 Planning obligations (Community Infrastructure Levy)

The Council updated CPG8 Planning Obligations on 25 February 2015 to take into account Camden's Community Infrastructure Levy (CIL) Charging Schedule. The updated document was subject to two rounds of public consultation and independent examination. Camden's CIL charging schedule came into effect on 1 April 2015.

Updates to CPG1, 2, 3, and 4

The updated documents were adopted by the Cabinet Member for Regeneration, Transport and Planning on 17 July 2015 following formal consultation.

- CPG1 Design – updates to the waste and recycling standards and changes related to ensuring disabled access is maintained when reusing materials
- CPG2 Housing – updates related to the affordable rented housing type, viability assessments, deferred affordable housing contributions and other minor amendments
- CPG3 Sustainability – replacement of EcoHomes with BREEAM Domestic Refurbishment and other minor changes

- CPG4 Basements and Lightwells – updates throughout the guidance to strengthen the approach

Further information on the Camden Planning Guidance is available at www.camden.gov.uk/cpg

Statement of Community Involvement

The SCI sets out how we involve local people when considering planning applications and preparing our planning policies. This was last updated in July 2011 and needs to be updated to reflect the impacts of the Council's financial strategy and the opportunities that have arisen from increased electronic working practices. An updated Draft SCI has been approved for consultation for 12 weeks from 28 October – 20 January 2016. A decision on the final version is now expected until Spring 2016, due to an extended consultation period.

Current planning documents

The current statutory development plan for Camden, which forms the starting point our planning decisions consists of the following documents:

- Camden Core Strategy
- Camden Development Policies
- Fitzrovia Area Action Plan - March 2014
- Euston Area Action Plan- January 2015
- Fortune Green and West Hampstead Neighbourhood Plan - September 2015.
- The London Plan - March 2015 (includes the previous Further Alterations)

In addition, we have produced many other planning policy documents (known as supplementary planning documents or SPD) to provide further guidance on our approach to specific topics, areas or sites. Along with the Core Strategy, Development Policies and London Plan they make up Camden's Development Plan, the group of documents that set out our planning strategy and policies. Our current supplementary planning documents are listed below.

Camden Planning Guidance Supplementary Planning Guidance

- CPG 1 Design
- CPG 2 Housing
- CPG 3 Sustainability
- CPG 4 Basements and lightwells
- CPG 5 Employment sites and business premises
- CPG 6 Amenity
- CPG 7 Transport
- CPG 8 Planning obligations

Other Supplementary Planning Guidance documents

- Euston Area Planning Framework (April 2009)
- Hawley Wharf Area Planning Framework (February 2009)
- Camden Town Underground Station Planning Brief (October 2007)
- Sites of Nature Conservation Importance in Camden SPD (September 2006)
- King's Cross Opportunity Area Planning and Development Brief (January 2004)
- Planning Framework for Tottenham Court Road Station and St Giles High Street Area (July 2004)
- Denmark Place Planning Brief (July 2004)
- Planning Brief for 21-31 New Oxford Street (former Post Office Site) (July 2004)

Partnership working and Duty to Co-operate

Partnership working

The Council actively seeks to work in partnership with the Mayor of London/GLA, neighbouring authorities and other stakeholders, particularly where there are clear advantages to delivering planning and regeneration outcomes. A number of planning and policy guidance documents are being prepared through this collaborative approach.

The Euston Area Plan was prepared in partnership with the Greater London Authority and Transport for London.

The North London Waste Plan is being prepared by the North London Waste Authorities, comprising Camden, Barnet, Enfield, Hackney, Haringey, Islington and Waltham Forest.

The Council continues to work with LB Haringey to support the Highgate Neighbourhood Planning Forum with the emerging Highgate Neighbourhood Plan, which covers areas in Camden and Haringey. The Council are also working with LB Islington to support the emerging Mount Pleasant Forum and area which covers areas in Camden and Islington.

We are also working with other neighbouring boroughs (LB Brent and Westminster City Council) to support a number of emerging cross-borough neighbourhood forums / areas.

Duty to Co-operate

Under the Localism Act 2011, councils are required “to engage, constructively, actively and on an ongoing basis” with neighbouring planning authorities and a list of prescribed bodies in the preparation of development plan and other local development documents concerning matters of strategic significance’. The prescribed bodies include:

- The Environment Agency,
- Historic England
- Natural England,
- The Mayor of London,
- The Civil Aviation Authority,
- The Homes and Communities Agency,
- NHS (Joint Commissioning Bodies),
- Office of Rail Regulation,
- The Highways Agency,
- Transport for London,
- Integrated Transport Authorities,
- Highways Authorities, and
- The Marine Management Organisation.

(Prescribed in Regulation 4. of the Town and Country Planning (Local Planning) (England) Regulations 2012)

A full auditable record of Duty to Co-operate actions will be maintained and presented at public examinations for the preparation of all relevant documents. A list of key Duty to Co-operate actions for the reporting year is set out below.

Duty to Co-operate Actions 2013/14

Local Plan

Preparing the Local Plan continued throughout this period, building on the initial engagement work undertaken late 2013 and updating the evidence base. Key actions include:

- Met with adjoining authorities Brent and Haringey to discuss key duty to cooperate strategic issues, including housing, employment issues and town centre use issues.
- Joint meeting with Camden, Brent and Islington to discuss both Brent and the Camden & Islington SHMAs.
- Met with the GLA to discuss general strategic issue.
- Jointly with LB Islington we appointed a consultant to carry out a joint Strategic Housing Market Assessment (SHMA) (appointed May 2014). The two boroughs have continued to work closely together (via meetings, phone calls and email) to instruct the consultant on the scope and content of a householder survey and submit joint comments on initial drafts of the SHMA report.
- Consulted with key infrastructure providers in updating the Infrastructure schedule evidence base
- Provided stakeholder evidence to Haringey for their Gypsy & Travellers Needs Assessment.
- Submitted evidence to a London Assembly investigation on Travellers Sites in London.
- Officers regularly attended ALBPO meetings with London authorities to discuss general strategic issues
- Consultation on the Regulation 18 version - Draft Local Plan ran from 17 February 2015 – 17th April 2015. All statutory bodies, including GLA and adjoining authorities were consulted.
- Engaged with the Business Community and Development industry on the key growth, employment and housing issues in workshops.

Euston Area Plan

- Continued working in partnership with Greater London Authority and Transport for London in the preparation of the planning framework.
- Liaised on an ongoing basis with Westminster City Council and other adjacent London boroughs and statutory consultees through to adoption.
- EAP was submitted for public examination in April 2014 with a full duty to cooperate statement published.

- As part of the examination process statement of common grounds were produced and agreed with both Historic England (then referred to as English Heritage) and High Speed 2 (HS2).
- The Inspector confirmed the plan's preparation complied with the Duty to Co-operate in the Inspector's Report December 2014.
- The Euston Area Plan was adopted in January 2015.

North London Waste Plan

The North London Boroughs of Barnet, Camden, Enfield, Hackney, Haringey, Islington and Waltham Forest are working together as planning authorities to prepare the North London Waste Plan (NLWP). The boroughs have a duty to co-operate with waste planning authorities (WPAs) where there is a "significant impact" on the area where the waste is received.

During 2014/15 the North London Boroughs continued liaison with the 41 WPAs who receive 'significant' waste exports from north London. This took place via email/letter correspondence and meetings. A full audit of engagement with WPAs and prescribed public bodies, and how this has influenced the Draft NLWP, is available in the [Duty to Co-operate Report \(July 2015\)](#).

Camden Planning Guidance

As part of consultations for changes to Camden Planning Guidance the Council:

- Placed an advertisement in the Camden New Journal,
- Published details on the planning pages of the Council's website
- Published details on We Are Camden (the Council's public discussion and consultation website),
- Sent emails sent to all Councillors, statutory consultees and individuals and groups on our planning policy database. This database comprises people who have previously commented on planning policy matters (including Camden Planning Guidance) and other interested parties who have requested email notifications, and
- Consulted with all neighbouring authorities (Barnet, Brent, City of London, Haringey, Islington).

Update to CPG1 Design (non designated heritage assets and the local list)

- Consultation on the amendments to the Camden Planning Guidance took place from 28 October 2013 to 20 December 2013. The Local List was subject to additional stages of consultation.
- The updated CPG1 Design was adopted on 3 September 2014 to take into account Non Designated Heritage Assets and the Local List.

Update to CPG8 Planning obligations (Community Infrastructure Levy)

- The CIL charging schedule was subject to two rounds of public consultation and independent examination. Camden's CIL charging schedule came into effect on 1 April 2015.
- Amendments to Camden Planning Guidance 8 Planning obligations were approved for public consultation on 27 March 2015. Consultation ran from 30 April 2015 to 11 June 2015.
- The updated CPG8 was approved on 25 February 2015 to take into account Camden's Community Infrastructure Levy (CIL) Charging Schedule.

Updates to CPG1, 2, 3, and 4

- Amendments to Camden Planning Guidance on Design, Housing, Sustainability and Basements were approved for public consultation on 27 February 2015. Consultation ran from 12 March 2015 to 23 April 2015.
- The updated guidance documents were adopted on 17 July 2015.

Neighbourhood planning

Neighbourhood Planning, established under the Localism Act and Neighbourhood Planning Regulations 2012, continues to be popular with Camden's communities. Neighbourhood plans are planning documents, prepared by the community, to influence the future of their area by setting out their vision and general planning policies to shape and direct development in their neighbourhood.

Neighbourhood plans have to be in line with the overall strategic approach in Camden's existing adopted plans and national policy. Once communities interested in neighbourhood planning have both their area and forum designated by the Council they can start the process of preparing a neighbourhood plan for their area.

As of January 2016, there are 9 designated neighbourhood areas and forums and one designated area in the borough, these are:

- Camley Street;
- Church Row and Perrins Walk;
- Dartmouth Park;
- Fitzrovia East (area only);
- Fortune Green and West Hampstead;
- Hampstead;
- Highgate (also covers part of Haringey);
- Kentish Town;
- Redington and Frogna;
- Somers Town;

The preparation process of a neighbourhood plan includes 6 week local public consultation carried out by the Neighbourhood Forum; the submission of the neighbourhood plan to the Council for further consultation; an Independent Examination of the neighbourhood plan; and a local referendum.

Fortune Green and West Hampstead Neighbourhood Forum became the first Neighbourhood Plan to be adopted in Camden in September 2015, following an independent examination and successful public referendum.

Kentish Town Neighbourhood Forum have submitted their Neighbourhood Plan to the Council for consultation and the independent examination is expected to be in early 2016.

Highgate Neighbourhood Forum and Somers Town Neighbourhood Forum have commenced their local public consultation on their Neighbourhood Development Plan.

Development Management statistics

In 2014/15 Camden approved 76% of all applications. Major developments comprised 1.6% of all applications. Refer to Tables 1 – 4, below.

Table 1. Planning decisions – major applications 2005/06-2013/14

Period	Decisions	% of total	Granted	% granted
2005/06	58	1.90%	44	76%
2006/07	45	1.50%	37	82%
2007/08	30	0.90%	15	50%
2008/09	28	1.00%	19	68%
2009/10	45	1.70%	32	71%
2010/11	68	2.00%	54	79%
2011/12	42	1.20%	32	76%
2012/13	55	1.61%	42	76%
2013/14	59	1.47%	35	59%
2014/15	70	1.59%	61	87%

Source: Development Management, LB Camden

Table 2. Planning decisions – minor applications 2005/06-2013/14

Period	Decisions	% of total	Granted	% granted
2005/06	956	31%	791	83%
2006/07	926	30%	769	83%
2007/08	907	27%	708	78%
2008/09	777	27%	649	84%
2009/10	868	33%	751	87%
2010/11	1,383	42%	1,187	86%
2011/12	1,459	43%	1,247	85%
2012/13	1,527	45%	1,230	81%
2013/14	1,511	38%	1,142	76%
2014/15	1,640	37%	1,167	71%

Source: Development Management, LB Camden

Table 3. Planning decisions – other applications 2005/06-2013/14

Period	Decisions	% of total	Granted	% granted
2005/06	2,081	67%	1,798	86%
2006/07	2,076	68%	1,800	87%
2007/08	2,420	72%	2,061	85%
2008/09	2,079	72%	1,799	87%
2009/10	1,731	65%	1,495	86%
2010/11	1,869	56%	1,639	88%
2011/12	1,871	55%	1,679	90%
2012/13	1,827	54%	1,571	86%
2013/14	2,449	61%	1,975	81%
2014/15	2,689	61%	2,105	78%

Source: Development Management, LB Camden

Table 4. Planning decisions – all applications 2005/06-2013/14

Period	Decisions	% of total	Granted	% granted
2005/06	3,095	100%	2,633	85%
2006/07	3,047	100%	2,606	86%
2007/08	3,357	100%	2,784	83%
2008/09	2,884	100%	2,467	86%
2009/10	2,644	100%	2,278	86%
2010/11	3,320	100%	2,880	87%
2011/12	3,372	100%	2,958	88%
2012/13	3,409	100%	2,843	83%
2013/14	4,019	100%	3,152	78%
2014/15	4,399	100%	3,333	76%

Source: Development Management, LB Camden

Monitoring indicators by policy

Table 5. List of monitoring indicators relevant for each policy

POLICY	INDICATORS
1 Location and management of Camden's growth	
CS1 Distribution of Growth:	0, 13, 14
CS2 Growth areas:	13, 14, 19, 20
CS3 Other highly accessible areas:	13, 18, 19, 20
CS4 Areas of more limited change:	13
CS5 Managing the impact of growth and development:	13, 18
DP1 Mixed use development:	No indicator
2 Meeting Camden's needs Providing homes, jobs and facilities	
CS6 Providing quality homes:	1, 8, 9
CS7 Promoting Camden's centres and shops:	18, 19, 20
CS8 Promoting a successful and inclusive Camden economy:	13, 14, 15, 16, 17
CS9 Achieving a successful Central London:	13, 18, 19, 20
CS10 Supporting community services and facilities:	39
CS11 Providing sustainable and efficient travel:	31, 32, 33
CS12 Sites for gypsies and travellers:	10
DP2 Making full use of Camden's capacity for housing:	9
DP3 Contributions to the supply of affordable housing:	1, 8
DP4 Preventing the loss of affordable housing:	1, 8
DP5 Homes of different sizes:	8
DP6 Lifetime homes and wheelchair homes:	11
DP7 Sheltered housing and care homes for older people:	No indicator
DP8 Homeless people, vulnerable people and hostels:	No indicator
DP9 Student Housing, bedsits and other housing with shared facilities:	1, 7
DP10 Helping and promoting small and independent shops:	No indicator
DP11 Markets:	No indicator

DP12 Managing the impact of food, drink, entertainment and other town centre uses:	18, 19, 20
DP13 Employment sites and premises:	13, 14, 15, 16, 17
DP14 Tourism development and visitor accommodation:	21
DP15 Community and leisure uses:	39
DP16 Transport implications of development:	33, 34
DP17 Walking, cycling and public transport:	31
DP18 Parking standards and limiting the availability of car parking:	32, 33
DP19 Managing the impact of parking:	No indicator
DP20 Movement of goods:	No indicator
DP21 Development connecting to the highway network:	No indicator
3 A sustainable and attractive Camden Tackling climate change and improving and protecting Camden's environment and quality of life	
CS13 Tackling climate change through promoting higher environmental standards:	22, 23, 24, 25, 33
CS14 Promoting high quality places and conserving our heritage:	12
CS15 Improving and protecting our parks and open spaces and encouraging biodiversity:	26, 27
CS16 Improving Camden's health and wellbeing:	25
CS17 Making Camden a safer place:	12
CS18 Dealing with our waste and encouraging recycling:	28, 29
CS19 Delivering and monitoring the Core Strategy:	39.
DP22 Promoting sustainable design and construction:	22, 23.
DP23 Water:	24, 36, 36.
Improving and protecting our environment and quality of life	
DP24 Securing high quality design:	12.
DP25 Conserving Camden's heritage:	34.
DP26 Managing the impact of development on occupiers and neighbours:	No indicator
DP27 Basements and lightwells:	24, 36, 37

DP28 Noise and vibration:	No indicator
DP29 Improving access:	11
DP30 Shopfronts:	No indicator
DP31 Provision of, and improvements to, open space, sport and recreation:	26, 27
DP32 Clear Zone and air quality:	25

Housing

The Council's planning policy documents seek to make full use of Camden's capacity for housing to establish a plentiful supply and broad range of homes with particular concern to provide affordable housing. In addition to meeting or exceeding Camden's housing targets, the Local Development Framework seeks to ensure that new homes are built to a high standard and provide well-designed accommodation that meets the needs of a range of occupiers.

The following housing indicators seek to monitor past and projected housing delivery against our housing targets.

1. Housing trajectory

OBJECTIVE	Meeting the housing needs of Camden's population
TARGET	See housing trajectory
TARGET MET	Yes
RELATED POLICIES	CS1 Distribution of Growth, DP2 - Making full use of Camden's capacity for housing, DP3 – Contributions to the supply of affordable housing, DP4 – Minimising the loss of affordable homes

2. Net additional dwellings – in previous years

OBJECTIVE	Meeting the housing needs of Camden's population
TARGET	London Plan housing target for the preceding 5 years
TARGET MET	Yes
RELATED POLICIES	DP3 – Contributions to the supply of affordable housing, DP4 – Minimising the loss of affordable homes

3. Net additional dwellings – for the reporting year

OBJECTIVE	Meeting the housing needs of Camden's population
TARGET	665 net additional homes (including 500 conventional homes and 165 non-self contained housing homes)
TARGET MET	Overall target met. (439 self-contained homes and 1,083 non-self-contained homes completed). Please see para 5.1 for further details
RELATED POLICIES	DP2 – Making full use of Camden's capacity for housing DP3 – Contributions to the supply of affordable housing, DP4 – Minimising the loss of affordable homes

4. Net additional dwellings – in future years (including five-year housing land supply)

OBJECTIVE	Meeting the housing needs of Camden's population
TARGET	6,650 homes between 2011 and 2021 (LP 2011 target) 8,892 homes between 2015 and 2025 (LP 2015 target)
TARGET MET	On course to meet these targets
RELATED POLICIES	DP2 – Making full use of Camden's capacity for housing DP3 – Contributions to the supply of affordable housing, DP4 – Minimising the loss of affordable homes

5. Managed delivery target

OBJECTIVE	Meeting the housing needs of Camden's population
TARGET	To keep the annual managed delivery requirement below the annual housing target set by the London Plan
TARGET MET	On course to meet overall target.
RELATED POLICIES	DP2 – Making full use of Camden's capacity for housing DP3 – Contributions to the supply of affordable housing DP4 – Minimising the loss of affordable homes

- 5.1. The housing indicators above (indicators 1 to 5) are included in our housing trajectory which is presented in Table 7 and Figure 1 below. The Council produces and updates a housing trajectory each year as part of the Authority Monitoring Report. It shows how we are bringing forward sites to deliver self-contained homes over the next 15 years, and measures Camden's anticipated performance against our monitoring target for additional homes. The housing trajectory relates to the creation of conventional self-contained homes and non-self contained dwellings through the planning process. The annual target between 2011 and 2021 is 665 homes (500 conventional self-contained and 165 non-self contained). During 2014/15, there was a net increase of 1,541 homes (458 additional conventional self-contained homes and gain of 1,083 non-self contained homes). Camden is on target to meet its long term housing supply targets, with the estimated number of completed homes exceeding the London Plan target for the plan period.
- 5.2. Table 6 below shows Camden's housing target for the year of assessment. Figure 1 shows the housing provided in Camden up to 2014/15 and gives a projection of likely provision set against the London Plan housing targets. The bottom chart on Figure 1 shows that Camden is on target to meet and exceed its London Plan target before the end of the plan period.

Table 6. London Plan Housing Provision Annual Target and 2014/15 Completions

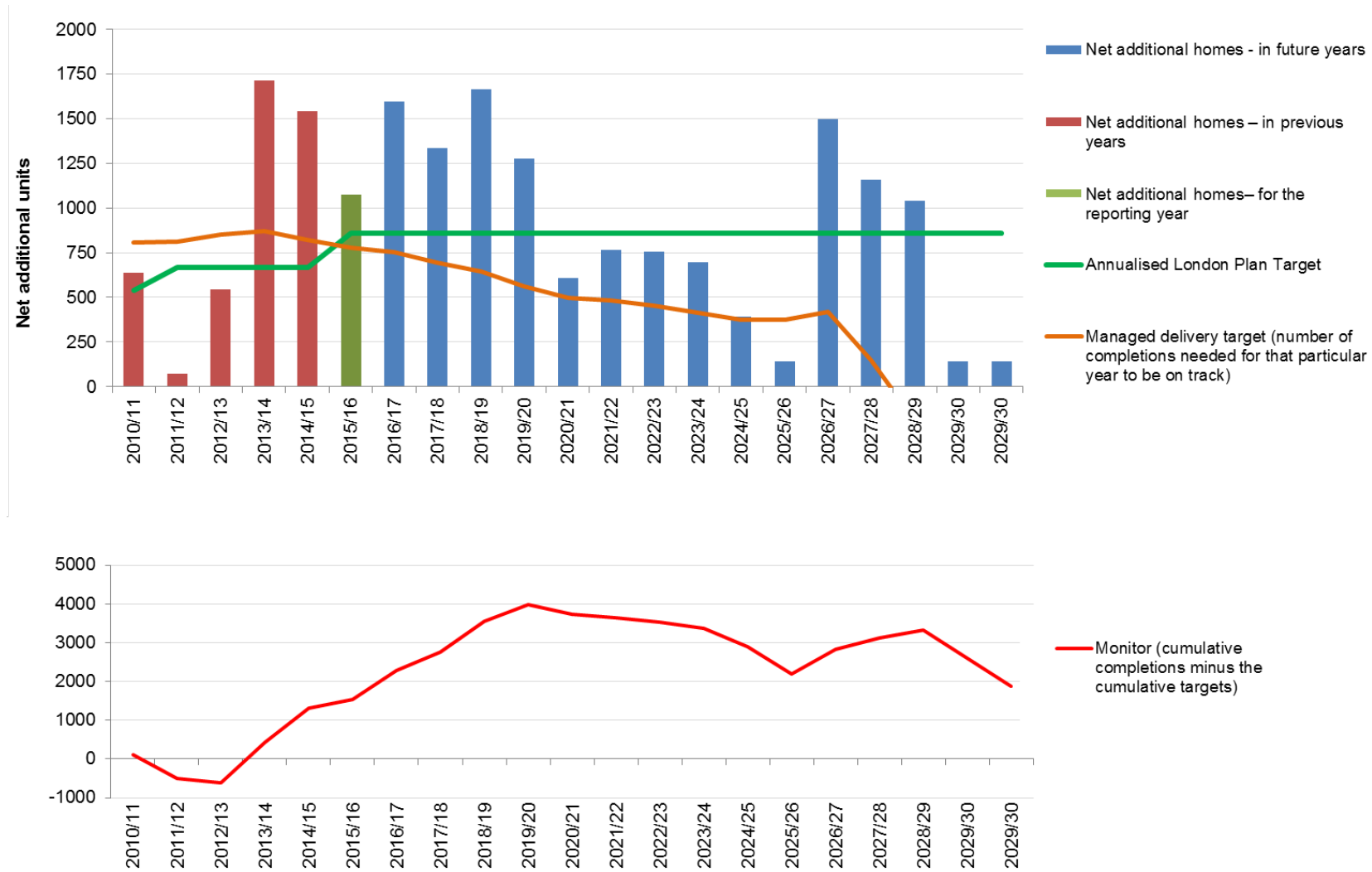
Plan Period	London Plan Target	2014/15 Camden Provision
Self-contained homes	500	458
Non-self contained household spaces (e.g. Halls of residence, hostels)	165	1,083
Total	665	1,541

Source: Strategic Planning and Implementation team, LB Camden

Table 7. Camden's Housing Trajectory 2015 (Summary)

	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Net additional dwellings – in previous years	551	373	578	506	458																
Net additional student accommodation - completions	110	96	0	1205	1054																
Net additional hostel bedrooms - completions	-22	-395	-33	4	29																
Allocated Sites						177	308	317	844	459	268	477	464	406			1,358	1,020	900		
Local authority delivery sites (not covered above) (some)						10	400	400	200	200	200	150	150	150	150						
West Hampstead Growth Area														100							
Permissions (dwellings)						702	702	431	431	431											
Permissions (student accommodation)						218	218	218	218	218											
Permissions (hostel bedrooms)						-31	-31	-31	-31	-31											
Windfall Projection (small sites)											140	140	140	140	140	140	140	140	140	140	140
Net additional homes – in future years						1,076	1,597	1,335	1,662	1,277	608	767	754	696	390	140	1498	1,160	1,040	140	140
Annualised London Plan Target	537	665	665	665	665	857	857	857	857	857	857	857	857	857	857	857	857	857	857	857	857
Cumulative Annualised Planning Target	537	1202	1867	2532	3197	4054	4911	5768	6625	7482	8339	9196	10053	10910	11767	12624	13481	14338	15195	16052	16909
Cumulative Completions	639	713	1258	2973	4514	5590	7187	8521	10183	11460	12068	12835	13589	14285	14675	14815	16313	17473	18513	18653	18793
Monitor (cumulative completions minus the	102	-489	-609	441	1317	1536	2276	2753	3558	3978	3729	3639	3536	3375	2908	2191	2832	3135	3318	2601	1884
Managed delivery target (no of completions needed to be on	805	814	852	870	820	775	755	694	645	560	495	484	453	415	375	372	419	149	-188	-802	-1744

Figure 1. Camden’s Housing Trajectory for self-contained homes, student accommodation and hostels includes windfall assumptions for self-contained only and excludes reduction in the number of long term vacant homes)



Five Year Housing Land Supply

- 5.3. The National Planning Policy Framework (NPPF) states that local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land.
- 5.4. Camden's five-year land supply has been included in our housing trajectory above. To inform and underpin Camden's five-year housing land supply the Council has undertaken the following tasks:
- assessed the likely level of housing that could be provided if unimplemented planning permissions are implemented;
 - assessed land availability by identifying buildings or areas of land that have development potential for housing, including those within mixed use developments, and the potential level of housing that can be provided on identified land;
 - evaluated past trends in windfall land¹ coming forward for development and estimated the likely future implementation rate;
 - identified constraints and issues that might make a particular site unavailable, unviable or unsuitable for development.
- 5.5. We estimate that the amount of windfall housing will remain relatively constant throughout the plan period (although this will be annually reassessed through the housing trajectory), while the proportion of dwellings built on identified sites will fluctuate.
- 5.6. We have identified sites that have the potential to deliver housing during the next 5 years, following the government's assessment criteria. Potential sites include sites that have planning permission (outline or a full planning permission that has not been implemented) sites in the Site Allocations document 2013 and the Council's Community Investment Programme² that have the potential to make a significant contribution to housing delivery during the 5 year period.
- 5.7. Taking into account all of the sources mentioned above, Camden's five-year supply (2016/17 – 2020/21) of deliverable sites for housing amounts to 6,479 homes (or circa 1,296 homes per year). This exceeds the target of 4,285 homes for the period which is derived from the London Strategic Housing Land Availability Assessment. Table 8 outlines the proposed sites that Camden expects to be developed in the next five years. 'Permissions' refer to unallocated sites that had planning permission or prior approval at the end of March 2015. These include 67 sites that each provide 10 or

1.1. _____

¹ Windfall sites are sites that do not yet have planning permission and have not been individually identified in a development plan document.

² Some delivery subject to funding and planning permission.

more additional homes and have been assessed as deliverable: 38 of these are already under construction. Sites with permission for 10 or more additional homes are expected to deliver 1,435 net additional homes in total. One fifth of those homes are expected to be delivered by schemes that have prior approval under permitted development rights.

- 5.8. With regards to self-contained homes, sites providing fewer than 10 self-contained dwellings represent over 92% of existing number of schemes and 37% of net additional homes. It would not be feasible to predict delivery dates for so many individual sites at that scale. Therefore, to calculate the number of homes deliverable, we applied the past ratio of completions to permissions for small sites (59%) to current small-site permissions. We therefore expect that sites with permission for less than 10 additional homes will deliver 699 homes in total.
- 5.9. The overall number of deliverable homes under the permitted homes is likely to provide 1,994 homes from 2016/17 to 2020/21.
- 5.10. Due to its central London location we expect certain amount of windfalls every year. For the first five years of the period starting from 1st April 2015 we relied on the above information to predict housing delivery. For the remainder of the 15 year housing trajectory we also included windfall assumptions of 140 homes a year. This figure is based on the previous delivery of the housing schemes providing less than 10 additional homes.

Table 8. Five year housing delivery 2016/17 – 2020/21

Address	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Odeon Cinema Site, Grafton Way		58				58
Astor College, 99 Charlotte Street		16				16
Hawley Wharf, Water Lane and 39-45 Kentish Town Rd.		8				8
1 Dumpton Place & Rear of Gloucester Avenue		64	64			128
57-71 Pratt Street, 10-15 Georgiana Street and Royal			36			36
2-12 Harmood St / rear of 34 Chalk Farm Road			17			17
Royal Mail Sorting Office, 21-31 New Oxford St WC1			100	100	90	290
St Giles Circus/Denmark Place (inc 126-40 Charing Cross		21				21
Land Bounded by 50-57 High Holborn, (including Brownlow	30					30
19-37 Highgate Road, Day Centre, former Lensham House	30					30
Kentish Town Police Station, 10A,12A, 14 Holmes Road				42		42
Kingsway College, Grays Inn Rd, Sidmouth St WC1			50	67		117
Land bound by Wren Street, Pakenham Street, Cubit Street,			60			60
Kings Cross Central - Triangle Site	150	150	200	150	178	828
154 Loudoun Road			97	100		197
187-199 West End Lane NW6 (West End Lane 1)			100			100
156 West End Lane NW6 (West End Lane 2)	98					98
O2 car park			120			120
Total Site Allocations identified above	308	317	844	459	268	2,196
Additional Local Authority sites	400	400	200	200	200	1,400
Permissions (dwellings)	702	431	431	431		1994
Permissions (student accommodation not covered above)	218	218	218	218		872
Permissions (hostel bedrooms)	-31	-31	-31	-31		124
Windfall projection (small sites)	0	0	0	0	140	140
Total net additional homes - in future years	1,597	1,335	1,662	1,277	608	6,479
London Plan target	857	857	857	857	857	4,285

Source: Sites Development Team, Strategic Planning and Implementation team, LB Camden

6. Affordable housing completions

OBJECTIVE	Meeting the housing needs of Camden's population
TARGET	50% of the borough-wide target for additional self-contained homes is provided as affordable housing
TARGET MET	No
RELATED POLICIES	CS6 - Providing quality homes DP3 – Contributions to the supply of affordable housing DP4 – Minimising the loss of affordable homes

- 6.1. In November 2010, the Council adopted its Core Strategy and the Development Policies documents. This introduced a sliding scale approach to affordable housing whereby requiring a varying percentage of self-contained homes to be affordable depending on the size of the housing scheme i.e. 10% of 10 homes, 20% of 20 homes, and 50% of 50 or more of additional homes.
- 6.2. The Council expects residential developments providing 10 or more self-contained homes to make a contribution to the supply of affordable housing. The Council negotiates on the basis of a target of 50% affordable housing for each development. In considering the amount of affordable housing sought in new developments the Council takes into consideration a number of factors including character and size of the site, other planning objectives that are a priority for the site and the financial viability of the development (refer to DP3 in the Development Policies document for more detail).
- 6.3. In 2014/15, 61 net affordable dwellings were completed, 13% of all net additional self-contained homes completed in the Borough. Delivery of housing and the overall proportion of completed affordable housing can show significant swings from one year to another as illustrated in Table 9 and Figure 2, below. The fluctuations are due to different number and size of schemes brought forward by the developers each year.
- 6.4. The number of completed affordable homes is closely linked to the size of the completed schemes. For example, during 2014/15 total of 102 housing schemes were completed 94 of which were below the affordable housing threshold. Total of 257 homes, close to half of all completed homes, were completed from these smaller schemes. Furthermore, high land values in Camden affects financial viabilities therefore it is often very difficult to secure greater numbers of affordable housing. Furthermore, in order to address any shortfall, the Council negotiates affordable housing contributions in lieu of affordable homes not provided as part of a scheme. During 2014/15 close to £5.9m of such contributions were agreed from permitted schemes and a further £8.9m was agreed to be deferred should the viability of the schemes change upon completion of the relevant homes.
- 6.5. Camden has a good record with securing affordable housing. Despite high land values in the borough, in the three years 2011/12 to 2013/14 Camden secured 37% affordable housing, above the average for London (32%), and

more than the neighbouring boroughs of Islington (35%), Barnet (30%) and Westminster (13%) (London Plan AMR 2013/14, page 23).

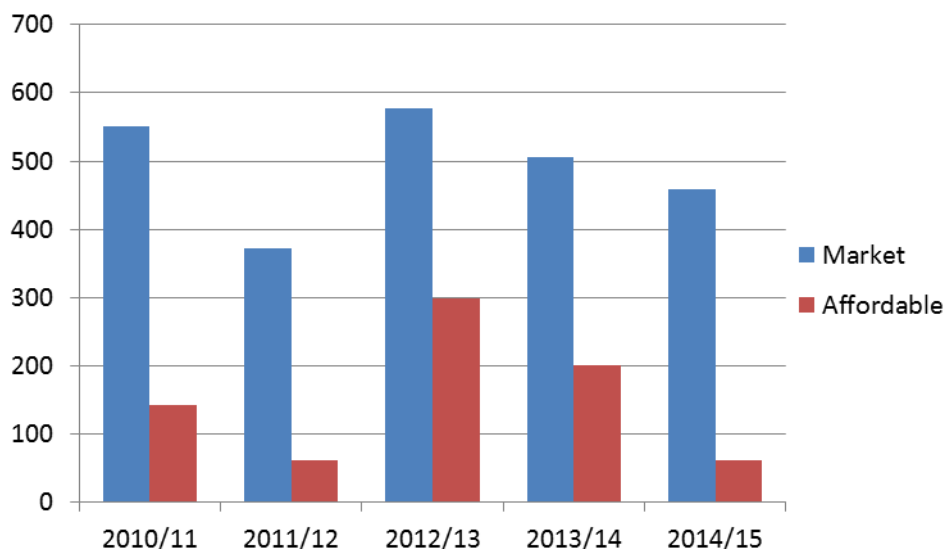
Table 9. Affordable Housing completed, 2010/11 to 2014/15

Financial Year	Total number of completed self-contained homes		Affordable Housing Completed	
	Gross*	Net	Gross	Net
2010/11	760	551	142 (19%)	142 (26%)
2011/12	593	373	164 (28%)	62 (17%)
2012/13	796	578	377 (47%)	299 (52%)
2013/14	659	506	201 (31%)	201 (40%)
2014/15	553	458	81 (12%)	61 (13%)

Source: London Development Database

* Gross figures only consider what has been built, whereas the net figures take into account the number of homes lost through demolition or conversion as part of the development.

Figure 2. Net additional market and affordable housing completed (2010/11 – 2014/15)



Source: London Development Database

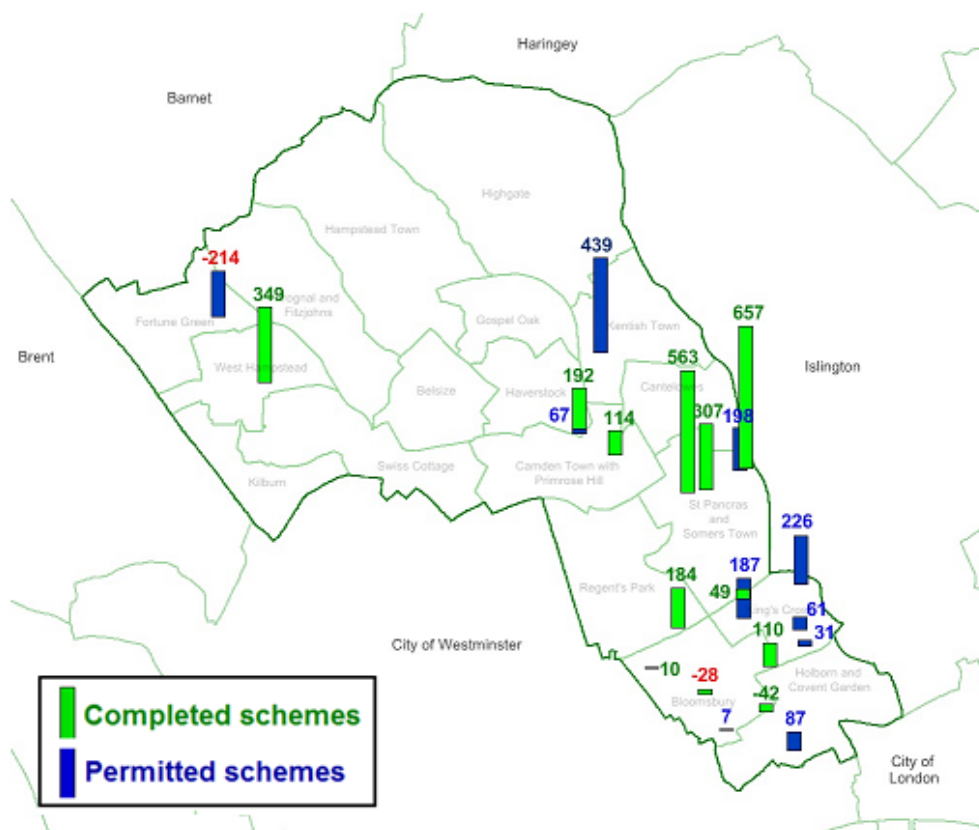
- 6.6. Affordable housing is mainly required from schemes that produce 10 or more additional dwellings. As a result, 95% of all affordable homes completed were in schemes of 10 dwellings or more. This is in contrast to the profile of total number of schemes completed overall in Camden, in which 92% were in schemes of 10 dwellings or less.
- 6.7. According to our records, during 2014/15, 23% of all permitted homes were affordable (804 out of 3,547 homes).

7. Completed non-self contained homes by type (student accommodation and hostels)

OBJECTIVE	Meeting the housing needs of Camden's population
TARGET	Gain of 165 non-self contained homes in the reporting year
TARGET MET	Yes. Recorded gain of 1,083 bedrooms
RELATED POLICIES	DP9 Student Housing, bedsits and other housing with shared facilities

- 7.1. The London Strategic Housing Land Availability Assessment (SHLAA) 2009 identified that Camden had a capacity for achieving 165 non-self contained dwellings per year between 2011 and 2021 (25% of the overall target for housing delivery). This study was later updated with the 2014 study which identified capacity of 115 bedrooms between 2015 and 2025. This study classifies non-self contained dwellings as development of residential premises that do not fall within planning use class C3 (dwelling houses).
- 7.2. From 1 April 2010 to 31 March 2015 we recorded 2,048 additional non-self contained housing units in Camden, mostly from student accommodation. In fact during the same period there was an overall net loss of 417 hostel bedrooms and a gain of 2,465 student bedrooms. During 2014/15, a total of 1,083 bedrooms (1,054 additional student bedrooms and 29 hostel bedrooms) were completed in the borough exceeding the 165 bedroom target.
- 7.3. The distribution of completed and pipeline of permitted student accommodation schemes is demonstrated by Figure 8 below. As of 1 April 2015 there were 1,089 unimplemented student bedrooms in the Borough.

Figure 3. Geographical distribution of completed and unimplemented Student Accommodation schemes (2010/2015)



Source: London Development Database

8. Mix of dwelling sizes in developments

OBJECTIVE	Meeting the housing needs of Camden's population
TARGET	To secure a range of housing types to meet housing needs
TARGET MET	Yes
RELATED POLICIES	Development Policy DP5

- 8.1. Camden's Housing Needs Survey identified needs for a range of housing to cater for the population of Camden. Camden aims to secure a range of suitable housing types, as well as a range of tenures. Policy DP5 in Camden Development Policies states that Camden "will contribute to the creation of mixed and inclusive communities by securing a range of self-contained homes of different sizes" and sets out a Dwelling Size Priorities Table in the policy (republished in this report in Table 12 below). The council will aim for at least 50% of social rented dwellings and 10% of intermediate affordable dwellings to be large homes with 3-bedrooms or more, and for at least 40% of market housing to contain 2-bedrooms.

- 8.2. Figure 9 shows that 29% of all self-contained homes completed in 2014/15 had one-bedroom, 40% had two bedrooms, 16% had three bedrooms and 10% had four or more bedrooms. Overall there is a good mix of housing sizes across all tenures.

Table 10. Mix of dwelling sizes

No. of Bedrooms	2010/11	2011/12	2012/13	2013/14	2014/15
studio	8%	4%	1%	6%	4%
1	34%	40%	38%	33%	29%
2	34%	33%	38%	41%	40%
3	15%	16%	17%	16%	16%
4 +	9%	7%	6%	4%	10%

Source: London Development Database

- 8.3. According to our records, 22% of completed social rented homes had one bedroom, 33% had two bedrooms, 26% had three bedrooms and 19% had four or more bedrooms. Please see table below for further details.

Table 11. Mix of dwelling sizes by tenure

Number of bedrooms	Intermediate	Market	Social Rented
1 or studio	52%	34%	22%
2	44%	40%	33%
3	4%	16%	26%
4+	0	9%	19%
Total by tenure	100%	100%	100%

Source: London Development Database

- 8.4. During 2014/15 the actual proportion of completed large homes fell short of the guidance set out in the priorities table. During 2014/15, 96% of all completed intermediate homes consisted of one and two bedroom units. During the same period 40% of all market housing contained 2-bedrooms. Please see the table below.

Table 12. Dwelling Size Priorities Table

	1-bedroom (or studio)	2-bedroom	3-bedrooms	4-bedroom or more	Aim	2014/15 completions
Social Rented	lower	medium	high	very high	50% large	44% large
Intermediate affordable	medium	high	high	High	10% large	4% large
Market	lower	very high	medium	medium	40% 2-bed	40% 2-bed

Source: Local Development Framework

9. Vacant dwellings

OBJECTIVE	Meeting the housing needs of Camden's population
TARGET	Reduction in the number of dwellings which are vacant for more than 6 months
TARGET MET	No
RELATED POLICIES	London Plan target

- 9.1. According to our Council tax records, as at 31st March 2015 there were 1,305 properties of all tenures that had been vacant for more than 6 months. This represents a slight increase of 59 long term vacant dwellings over the year.

Table 13. Number of dwellings vacant for more than 6 months

Date	Dwellings
01/04/2013	1,139
01/04/2014	1,246
01/04/2015	1,305

Source: Camden Council tax records

10. Net additional Gypsy and Traveller pitches

OBJECTIVE	Meeting the housing needs of Camden's population
TARGET	No net loss of gypsy traveller sites
TARGET MET	Yes
RELATED POLICIES	CS12 Sites for Gypsies and Travellers

- 10.1. The Housing Act 2004 required local authorities to include Gypsies and Travellers in their Accommodation Needs Assessment, and to have a strategy in place which sets out how any identified needs will be met as part of their wider housing strategies. There are two permanent gypsy and traveller sites in the borough, providing five pitches. These sites (105 Camden Street and 96 Castlehaven Road) are managed by Camden Council. In addition, there is a privately owned site for travelling show people at the Vale of Health. In 2012/13 there was no loss of gypsy accommodation in the borough.

Table 14. Gypsy and traveller pitches in Camden

Site/ Location Name and address	Grid Ref	Total number of pitches	Total number of Caravans/ Movable Dwellings on both residential and transit pitches
105 Camden Street NW1 0HS	529147 183902	4	6
96 Castlehaven Road NW1 8PU	529147 183902	1	1

Source: Camden iForm. Data correct as of 01/02/2013

11. Number and proportion of completed wheelchair homes

OBJECTIVE	Meeting the housing needs of Camden's population
TARGET	All new housing to meet Lifetime Homes standards and be 10% wheelchair housing
TARGET MET	Yes for permitted schemes (information not available for completed schemes)
RELATED POLICIES	DP6 Lifetime homes and wheelchair homes DP29 Improving access

11.1. Camden recognises that housing should be built to be accessible to everyone, regardless of their ease of mobility. Therefore, policy DP6 seeks for all housing development to meet Lifetime Homes standard and for 10% of homes developed to either meet wheelchair housing standards or be easily adaptable to meet them.

11.2. During 2014/15 a total of 2,115 out of 3,547 homes that were permitted in the borough proposed to comply with all lifetime homes criteria. The Council acknowledges that the design or nature of some existing properties means that it will not be possible to meet every element of the lifetime homes standard, for example in listed buildings and change of use applications, but considers that each scheme should achieve as many features as possible. A significant number of housing schemes propose to partially meet lifetime homes standards. We are currently exploring ways to monitor whether built schemes meet the required lifetime homes criteria.

In this monitoring year, 231 permitted homes (7% of total Lifetime Homes) proposed to either meet wheelchair housing standards or are to be easily adaptable to meet them.

Permitted development change of use from office to residential

The government in May 2013 introduced a right to convert offices into homes without the need to apply for a planning permission. Applicants seeking to convert premises in office use into residential ask the Council whether a prior approval is needed for the permitted change of use. In receipt of the prior approval application, the Council then decides whether the proposed change of use requires prior approval from the Council and if it does whether to approve or dismiss the application.

Between 30 May 2013 and 30 September 2015 Camden Council received a total of 230 prior approval applications under Class J of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2013 and under Class O of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2015. About 81% of the decided prior approval applications were approved.

At the end of September 2015, the Council recorded the following:

- 135 were granted approval,
- 32 were refused (2 appealed),
- 47 were withdrawn and
- 15 decisions were pending

One application did not require prior approval.

The overall impact of the approved developments would be loss of circa 65,000 sqm of office floorspace making way for up to 944 self-contained homes. Please note that we have identified multiple applications for certain sites which creates uncertainties in the predicted number of homes. These proposed housing figures do form part of the housing trajectory.

In October 2015 the Council made Article 4 Directions to restrict this right for large parts of the borough where it was considered expedient on planning grounds. The Article 4 Directions came into force on 19th October 2015 and were subsequently modified by the Secretary of State on the 5th November 2015. The areas subject to the modified Direction can be viewed on the Council's webpages (www.camden.gov.uk/officetoresidential).

12. Housing Quality – Building for Life Assessments

OBJECTIVE	To show the level of quality in new housing development
TARGET	Majority of assessed developments scoring 9 'greens' (capable of being awarded Building for Life accreditation).
TARGET MET	Yes
RELATED POLICIES	<p>Core Strategy</p> <p>CS6 Providing quality homes</p> <p>CS11 Promoting sustainable and efficient travel</p> <p>CS13 Tackling climate change through promoting higher environmental standards</p> <p>CS14 Promoting high quality places and conserving our heritage</p> <p>CS17 Making Camden a safer place</p> <p>Development Policies</p> <p>DP15 Community and leisure uses</p> <p>DP17 Walking cycling and public transport</p> <p>DP18 Parking standards and limiting the availability of car parking</p> <p>DP22 Promoting sustainable design and construction</p> <p>DP24 Securing high quality design</p>

- 12.1. Building for Life 12 is a government endorsed industry standard for well designed homes and neighbourhoods. Building for Life 12 (BfL12) was developed by Cabe at the Design Council, Design for Homes and the Home Builders Federation, supported by Nottingham Trent University.
- 12.2. Local authorities are encouraged to use BfL12 to guide discussions about creating good places to live and it is also designed to help local planning authorities assess the quality of proposed and completed developments. Building for Life 12 focuses on schemes between 25 to 50 homes per hectare which generally are located in suburban or rural locations. So the standard can be used in urban locations six of the twelve questions now have an alternative prompt to suit urban situations.
- 12.3. BfL12 has a traffic light system, where schemes can be scored red, amber or green on each of the criteria. Developments that achieve 9 greens are eligible for Built for Life accreditation. Camden undertook 6 informal Building for Life assessments, which covers all but one all major residential scheme completed in 2014/15. Four of the schemes scored 12 green (Building for Life outstanding), one scheme score 11 green, and the remaining scheme scored 5 green. The results are set out in the table below.

Table 15. Building for life assessments 2014/15

	30a Highgate Road 2011/5391/P	24-28 Warner Street 2011/5129/P	24-28 Gray's Inn Road 2012/0081/P	Twyman House, 31 - 39 Camden Road 2011/2072/P	45 Sidmouth Street 2011/0503/P	52 Prince Of Wales Road 2005/4187/P
Integrating into the neighbourhood						
1 Connections	Green	Green	Green	Green	Green	Red
2 Facilities and services	Green	Green	Green	Green	Green	Green
3 Public transport	Green	Green	Green	Green	Green	Green
4 Meeting local housing requirements	Green	Green	Green	Amber/ Green	Green	Green
Creating a place						
5 Character	Green	Green	Green	Green	Green	Amber
6 Working with the site and its context	Green	Green	Green	Green	Green	Green
7 Creating well defined streets and spaces	Green	Green	Green	Green	Green	Amber
8 Easy to find your way around	Green	Green	Green	Green	Green	Red
Street and home						
9 Active streets	Green	Green	Green	Green	Green	Amber
10 Cycle and car parking	Green	Green	Green	Green	Green	Green
11 Shared spaces	Green	Green	Green	Green	Green	Red
12 Private amenity and storage	Green	Green	Green	Green	Green	Amber

Source: LB Camden

52 Prince Of Wales Road

A large factor behind the lower building for life score on this scheme is the site and its access constraints. The site is long and narrow, running parallel to a railway viaduct. The scheme needed to retain a two way servicing access on the east side to the viaduct and Network Rail archways, and a pedestrian route on the west side which allows access to the Talacre sports centre. Due to these constraints the scheme did not score 'green' for a number of the Building for Life criteria, for connections, creating well defined spaces, easy to find your way around, and shared spaces. The scheme however brings significant planning benefits, for example the provision of 39% affordable housing by floorspace comprising the development of 14 affordable (social) rented units, 5 shared ownership units.

Employment

13. Employment floorspace completed

OBJECTIVE	Provide adequate employment floorspace to meet demand.
TARGET	No target
RELATED POLICIES	CS1 Distribution of growth CS8 Promoting and a successful and inclusive Camden economy DP13 Employment premises and sites

B1 business floorspace

- 13.1. The B1 business use class includes offices (B1a), light industrial uses (B1b), and warehouses (B1c).
- 13.2. In 2014/15 a total of 125,476sq m of B1 floorspace was completed and 72,272sq m was removed resulting in a net gain of 52,204sq m of B1 floorspace.
- 13.3. Trends in B1 floorspace vary year by year however the last 5 years have seen a gain in B1 floorspace of approximately 44,593sq m (see Figure 4 below). Most loss of B1 business floorspace is for redevelopment or conversion to housing.
- 13.4. The scheme with the largest gain of B1 floorspace was the completion of 6 Pancras Square in King's Cross Central (2011/4713/P) which provided a net gain of 41,035sq m of B1a floorspace.
- 13.5. Seven schemes involved a net gain of B1 floorspace and 43 schemes involved a net loss of B1 floorspace in 2014/15, showing a general trend of loss of small offices or parts of offices and replacement with larger offices.

B2 general industrial floorspace

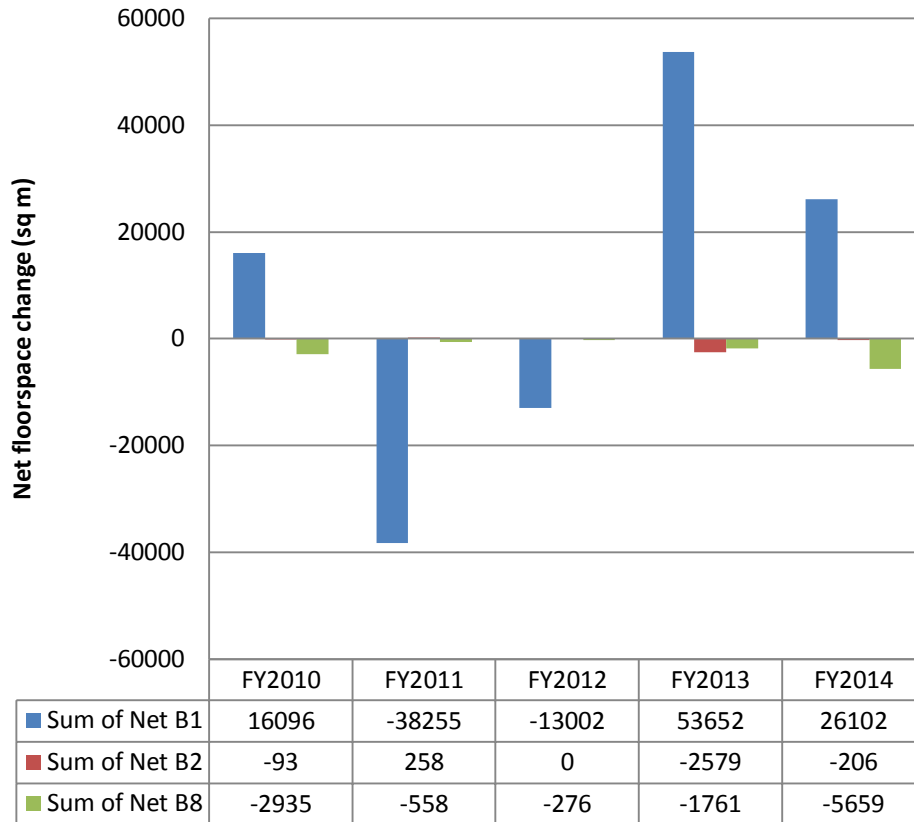
- 13.6. There was one scheme completed in 2014/15 which resulted in change to B2 general industrial floorspace, which was the change of use of 206sq m of B2 floorspace to provide a three storey and basement single family dwellinghouse (2009/3968/P).

B8 storage and warehousing floorspace

- 13.7. There were four schemes completed in 2014/15 which resulted in a change of B8 (storage and warehousing) floorspace, all of which involved a net loss. The largest loss of B8 floorspace was at Bentley House 200 Euston Road (2010/3449/P) which resulted in a loss of 4,501 sq m of B8 floorspace (the majority of the loss in this year). This scheme was for a change of use of commercial building from storage to provide 184 bedspaces of student

accommodation. This scheme was refused by the Council in part due to the loss of employment floorspace, but was later allowed on appeal.

Figure 4. Change in employment floorspace chart (5 years)



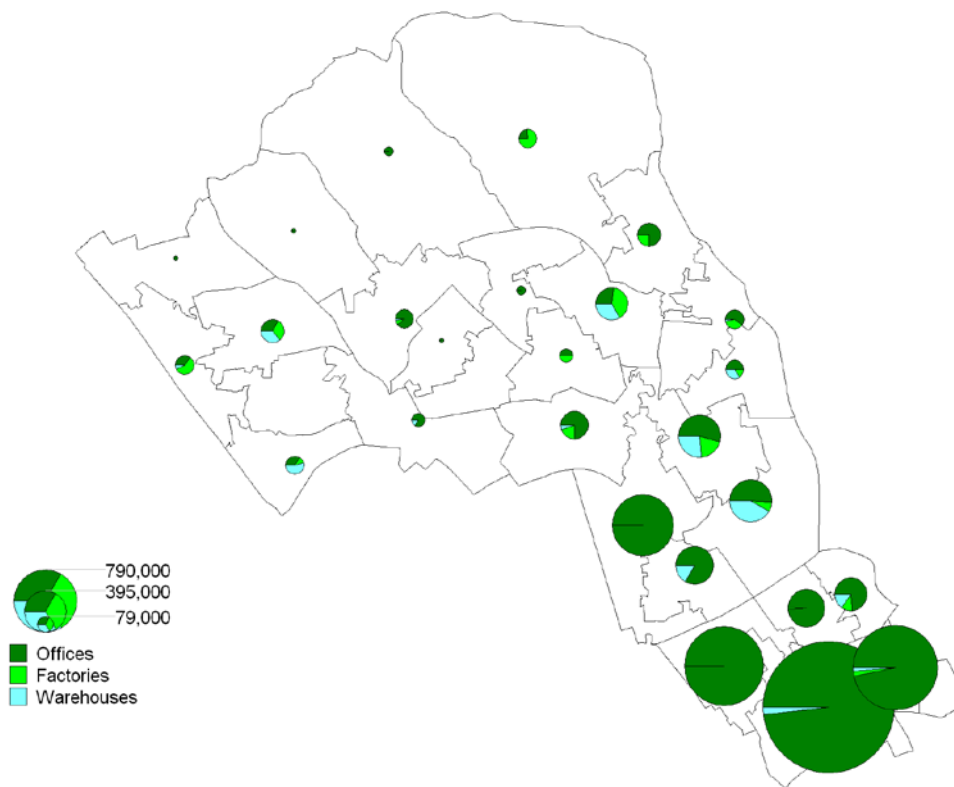
Source: London Development Database

According to the Valuation Office Agency's experimental Business Floorspace 2012 figures, the commercial and industrial floorspace in Camden in 2012 were:

- 2,171,000 sq m of office
- 163,000 sq m of industrial
- 193,000 sq m of warehouse

- 13.8. As shown in Figure 5, the majority of business floorspace in 2008 was within the Central London Area. However, the majority of future employment floorspace is expected to be completed in the King's Cross Growth Area (St Pancras and Somers Town ward) as a result of the King's Cross Central development. For anticipated floorspace figures please refer to Table 17.

Figure 5. Commercial and Industrial Floorspace and Rateable Value Statistics (2005 Revaluation), 2008



Source Commercial and Industrial Floorspace and Rateable Value Statistics (2005 Revaluation), 2008 (latest available). Valuation Office Agency, <http://www.neighbourhood.statistics.gov.uk>, Physical Environment

14. Employment land available

OBJECTIVE	Provide adequate employment floorspace to meet demand
TARGET	No target
RELATED POLICIES	CS1 Distribution of growth CS8 Promoting and a successful and inclusive Camden economy DP13 Employment premises and sites

14.1. This indicator reports the supply of employment land in the borough. Employment land refers to:

- Offices, research and development, and light industry (B1),
- General industrial uses (B2),
- Storage and distribution (warehousing) (B8), and
- Other classified uses of a similar nature under sui generis.

Employment sites and premises that meet the needs of businesses are protected by Core Strategy CS8 and policy DP13 in Camden Development Policies. Camden seeks to ensure a range of employment sites and premises are available across the borough to suit the different needs of businesses for space and location, to support Camden's economy and competitiveness and to provide a diverse range of employment opportunities.

The amount of employment land available is estimated by calculating all existing, unimplemented planning permissions in the borough for employment uses combined with the development projected to come forward in Camden's Growth Areas.

Growth Areas projected floorspace by end of plan period

The London Plan allocates employment growth in Opportunity Areas and Intensification Areas. Those located in LB Camden are designated as Growth Areas in the Core Strategy. The estimates are derived from a range of sources including the London Employment Sites database. This estimate in number of new jobs has been converted to floorspace, where they are not available, to establish the approximate quantity of new floorspace that may be expected to be constructed in these areas. The conversion has been undertaken at a rate of 1 job = 12sq m. This rate is derived from Employment Densities Guide 2nd Edition (Drivers Jonas Deloitte 2010).

Table 16. Growth Area Indicative Employment and Office Floorspace

Growth Area	Indicative Employment Capacity (jobs)	Indicative employment floorspace
Euston	7,700	180,000 ⁺
King's Cross	25,000	455,000 [*]
Tottenham Court Road	5,000	60,000
Holborn	2,000	24,000
West Hampstead	100	1,200

* Development in King's Cross Growth Area (King's Cross Central Ref: 2004/2307/P) is already included in as a permission under construction in Table 17, below. + Euston Area Plan, September 2014.

Permissions

- 14.2. All Schemes with planning permission that have not been built yet are included in the figures. This comprises schemes that have not been started or are under construction as of the end of the financial year 2014/15. An analysis of the planning permissions pipeline involving a net change of employment floorspace is provided in Table 17.

Table 17. Employment land pipeline: permissions under construction and not started (sq m)

		Under construction	Not started	Grand Total
Camden (excluding Kings Cross Central)	Proposed B1	98,927	91,470	190,397
	Net B1	-42,904	-74,582	-117,486
	Proposed B2	2,367	0	2,367
	Net B2	-3,225	-792	-4,017
	Proposed B8	8,467	2,730	11,197
	Net B8	-5,745	-8,986	-14,731
King's Cross Central	Proposed B1	19,038	373,320	392,358
	Net B1	19,038	362,137	381,175
	Proposed B2	0	0	0
	Net B2	0	-9,162	-9,162
	Proposed B8	0	5,113	5,113
	Net B8	0	-28,044	-28,044
Total	Proposed B1	117,965	464,790	582,755
	Net B1	-23,866	287,555	263,689
	Proposed B2	2,367	0	2,367
	Net B2	-3,225	-9,954	-13,179
	Proposed B8	8,467	7,843	16,310
	Net B8	-5,745	-37,030	-42,775

Source: London Development Database

- 14.3. The planning application for King's Cross Opportunity Area (2004/2307/P) accounts for the majority of B1 uplift and loss of B2 industrial and B8 storage and distribution floorspace. Development at King's Cross will result in:
- 455,510sq m additional B1 business floorspace;
 - 9,162sq m less B2 general industrial floorspace; and
 - 28,044sq m less B8 storage / distribution floorspace.
- 14.4. Redevelopment anticipated in Camden's Site Allocations policy document has not been included in this calculation because:
- Many of the redevelopments included will not result in a net increase in employment floorspace.
 - For those that will, it is difficult to estimate the quantity or composition of floorspace uplift at this stage.

Permitted development rights for office to residential use

- 14.5. Permitted development rights allow certain limited forms of development without planning permission, as set out in the Town and Country Planning (General Permitted Development) Order 1995. The permitted development order has been subject to a number of subsequent amendments.
- 14.6. Permitted development rights to allow a change of use from B1(a) offices to C3 residential came into force on 30 May 2013. Camden Council has an exemption from these permitted development rights which extends over Camden's part of the Central Activities Zone.
- 14.7. The Council has received a number of prior approval applications for change of use to office to residential use. Since the new permitted development right was introduced the Council has granted 115 prior approval applications, totalling 66,692sq m of office floorspace. Table 18 below shows the implementation status of these schemes. It should be noted that not all schemes will be implemented. Prior approval schemes are included within the employment land pipeline above.

Table 18. Prior approval applications granted for B1a office to C3 residential use

	Prior approval schemes	Office space to be converted (GIA) (sq m) estimate	Residential units to be built
Completed	11	3,696	44
Started	38	25,980	382
Not started	66	37,286	518
Total	115	66,962	944

Source: Northgate M3 Planning

- 14.13. In October 2015 the Council made Article 4 Directions to restrict this permitted development right for large parts of the borough where it was considered expedient on planning grounds. The Article 4 Directions came into force on 19th October 2015 and were subsequently modified by the Secretary of State on the 5th November 2015. The areas subject to the modified Direction can be viewed on the Council's webpages (www.camden.gov.uk/officetoresidential).

15. Jewellery workshops in Hatton Garden

OBJECTIVE	To promote a successful and inclusive Camden economy To promote and protect the jewellery industry in Hatton Garden
TARGET	No target
RELATED POLICIES	CS8 Promoting a successful and inclusive Camden economy DP1 Mixed use policy DP13 Employment sites and premises

- 15.1. The Council promotes and protects the jewellery industry in Hatton Garden. Under policy DP13 the Council will only permit the conversion of office premises where it can be demonstrated that they have been vacant and marketed for at least two years and that they are replaced by a mixed use development that includes jewellery workshops and residential uses. Policy DP1 requires that developments in Hatton Garden are mixed use with their secondary uses being provided as premises suitable for the jewellery industry. Monitoring for the securing of Jewellery workshop space in Hatton Garden began in 2010/11.

2010/11

- 15.2. In 2010/11 a total of 1,327sq m of jewellery workshop space and a financial contribution in lieu of provision of jewellery workshop space to the value of £45,000 was secured in S106 agreements as part of planning applications.

2011/12

- 15.3. In 2011/12 no workshop space was secured in planning applications. One scheme (2011/1963/P) was permitted which included the requirement to pay a financial contribution to the value of £16,214 in lieu of provision of jewellery workshop space. This scheme was too small to provide jewellery space on site as it involved conversion of 57sq m of B1 office floorspace to a residential dwelling.

2012/13

- 15.4. In 2012/13 no schemes involved changes of use for jewellery workshops in Hatton Garden.

2013/14

- 15.5. In 2013/14 we recorded loss of 57sq m of jewellery workspace in the basement 24 Hatton Garden EC1N 8BQ which was vacant for over 5 years. This use has now been replaced with a dental clinic.
- 15.6. During the same period the Council approved the four applications in the Hatton Garden area relating to office/workspace uses resulting in net loss of 189sq m of mostly office provision. These schemes were:

- change of use of 237sq m of office floorspace into residential,
- change of use of 52sq m of retail use into jewellery workshops,
- extension to an existing building on Hatton Garden in order to create 36sq m of additional office/workspace provision, and
- change of use 40sq m of office floorspace to a 2-bedroom residential flat.

2014/15

- 15.7. In 2014/15 no completed schemes involved changes of use for jewellery workshops in Hatton Garden. During the same period the Council approved two planning applications in the Hatton Garden area for loss of 112sq m of vacant retail floorspace connected with the jewellery sector and further loss of 22sq m of jewellery workshop floorspace as a result of reconfiguring the use of a building.

16. Change in VAT registered businesses

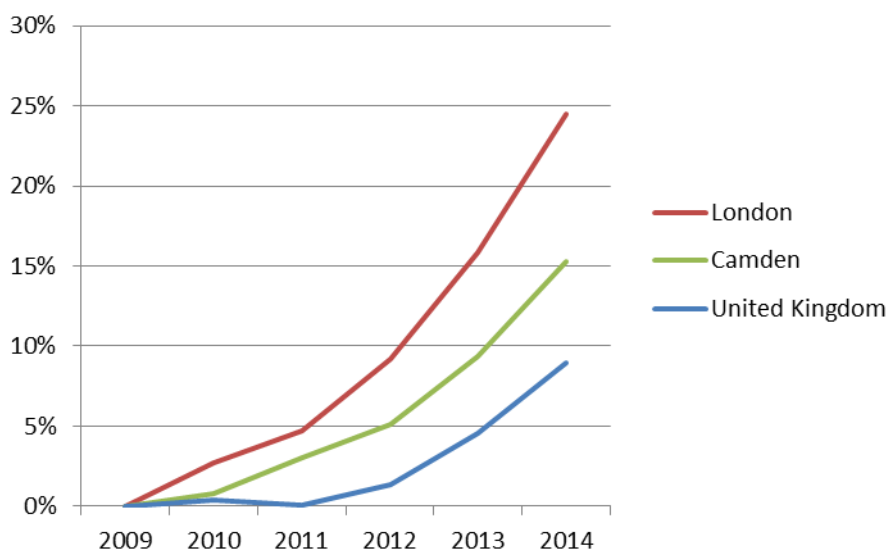
OBJECTIVE	To monitor economic prosperity and diversity
TARGET	No net loss in the number of businesses
TARGET MET	Met
RELATED POLICIES	CS8 Promoting a successful and inclusive Camden economy DP13 Employment sites and premises

- 16.1. According to this measure Camden has the second largest number of businesses in London (29,020 enterprises), with Westminster having the most (53,160 enterprises).
- 16.2. The number of business in Camden grew by 5% in 2014, behind London (7%) but ahead of the United Kingdom (4%) (see Table 19 below).

Table 19. Business Enterprises

	United Kingdom	London	Camden
2009	2,341,900	402,315	25,175
2010	2,351,425	413,260	25,380
2011	2,342,595	421,185	25,930
2012	2,372,960	439,405	26,460
2013	2,448,745	466,135	27,530
2014	2,550,890	500,825	29,020

Source: Office for National Statistics, Business Demography 2014, Enterprise Births, Deaths and Survivals (Table 3.1 – Count of Active Enterprises for 2009 – 2014)

Figure 6. Change in number of businesses (percentage from 2009)

Source: Office for National Statistics, Business Demography 2014, Enterprise Births, Deaths and Survivals (Table 3.1 – Count of Active Enterprises for 2009 – 2014)

17. Local training scheme places achieved from completed development

OBJECTIVE	To ensure that new development provides training opportunities for Camden residents
TARGET	No target
RELATED POLICIES	CS8 Successful and inclusive economy DP13 Employment premises and sites

- 17.1. Planning guidance indicates that developers should provide one apprentice per £3m build cost. The number of apprenticeship places negotiated in development has been increasing.

Table 20. Apprenticeship places negotiated through s106 agreements

Year	Places
2012/13	75
2013/14	132
2014/15	150

Source: LB Camden Economic Development

Town Centres and retail

- 17.2. Following the economic downturn in 2008 vacancy rates in shopping areas increased across Great Britain. In the period 2008-2011 town centre vacancy rates across Great Britain increased from 5% to 14.5%. In comparison to national figures London maintained lower levels of vacancy, with 10.2% in 2011³. Camden also experienced increasing vacancy rates and a loss of retail uses in its centres, although at lower rates than the national and London wide levels. In 2011 Camden had a vacancy rate in shopping areas of 7.5%. In recent years as the economy has improved this vacancy rate has declined both nationally and in Camden. The following section on vacancy sets out these trends.
- 17.3. Some of the factors influencing town centres and retailing are:
- economic conditions,
 - increasing consumer mobility and changing shopping preferences: consumers seeking locations with greater choice and which provide a shopping 'experience', leading to fewer, longer trips to reach larger centres⁴,
 - increasing market share of large retailers and a decline of share for the small independent retail sector⁵, and
 - increasing online sales.
- 17.4. Camden monitors three indicators related to its town centres and retailing:
- the proportion of retail uses, and food, drink and entertainment uses in protected frontages in the borough,
 - the proportion of vacant premises on protected frontages in the borough, and
 - the change in the amount of floorspace through development for all A use class uses (retail, professional services, cafes and restaurants, drinking establishments and hot food take aways) across the borough.

1.1. _____

³ London Data Company as referenced in the Guardian:
<http://www.guardian.co.uk/news/datablog/2011/sep/08/high-street-vacancy-rates-retail#data>

Note: London Data Company statistics are not directly comparable with figures from the LB Camden Annual Retail Frontages Survey. For example Camden Town in 2011 was 9.2% vacant according to the Local Data Company whereas it was to 5% vacant according to the Annual Retail Frontages Survey. This variation could be due to different in town centre boundaries.

⁴ CBRE, UK Shoppers Spend More But Take Less Trips, Press Release, 24 October 2011

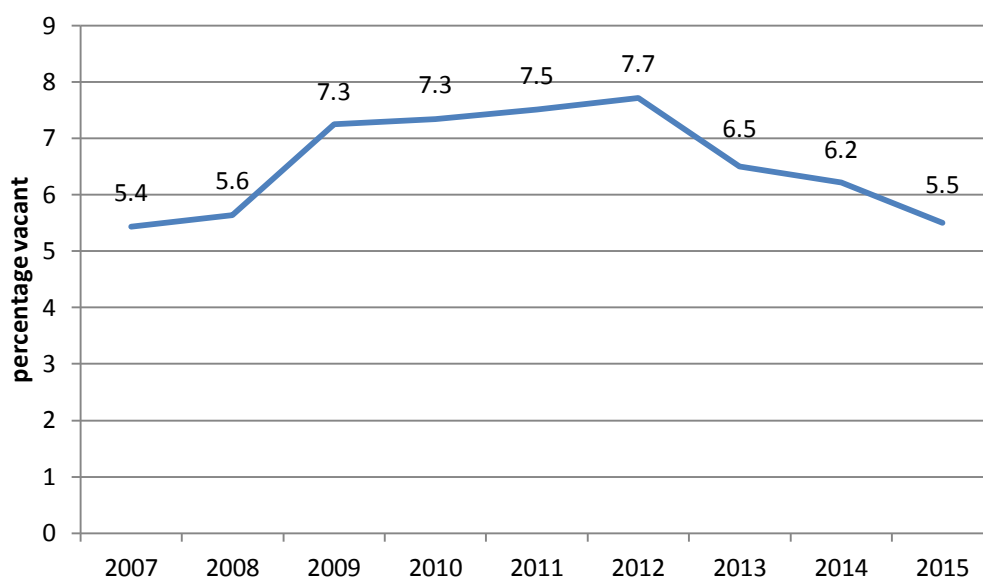
⁵ Page 24-25 House of Commons, All-Party Parliamentary Small Shops Group, High Street Britain: 2015

18. Vacancy in shopping streets

OBJECTIVE	Minimise the number of vacant premises.
RELATED POLICIES	CS7 Promoting Camden's centres and shops DP12 Supporting strong centres and managing the impact of food drink, entertainment and other town centre uses

- 18.1. 2015 saw a reduction in vacant premises on Camden's protected shopping frontages. The percentage of vacant premises on Camden's protected shopping frontages dropped from 6.2% in 2014 to 5.5% in 2015.
- 18.2. The vacancy rates on designated shopping frontages across the borough rose from 5.4% in 2007 gradually up to 7.7% in 2012. Since then the proportion of vacant units has been decreasing, down to 5.5% in 2015, which is similar to the pre-economic downturn levels.
- 18.3. According to the Local Data Company the shop vacancy rate for Britain is significantly higher at 12.7% (December 2015 figure), but is also on a slightly downward trend since 2013.

Figure 7. Vacancy rate, all designated shopping frontages, 2007-2015



Source: LB Camden Annual Retail Frontages Survey

Table 21. Vacancy rates for the individual centres 2015

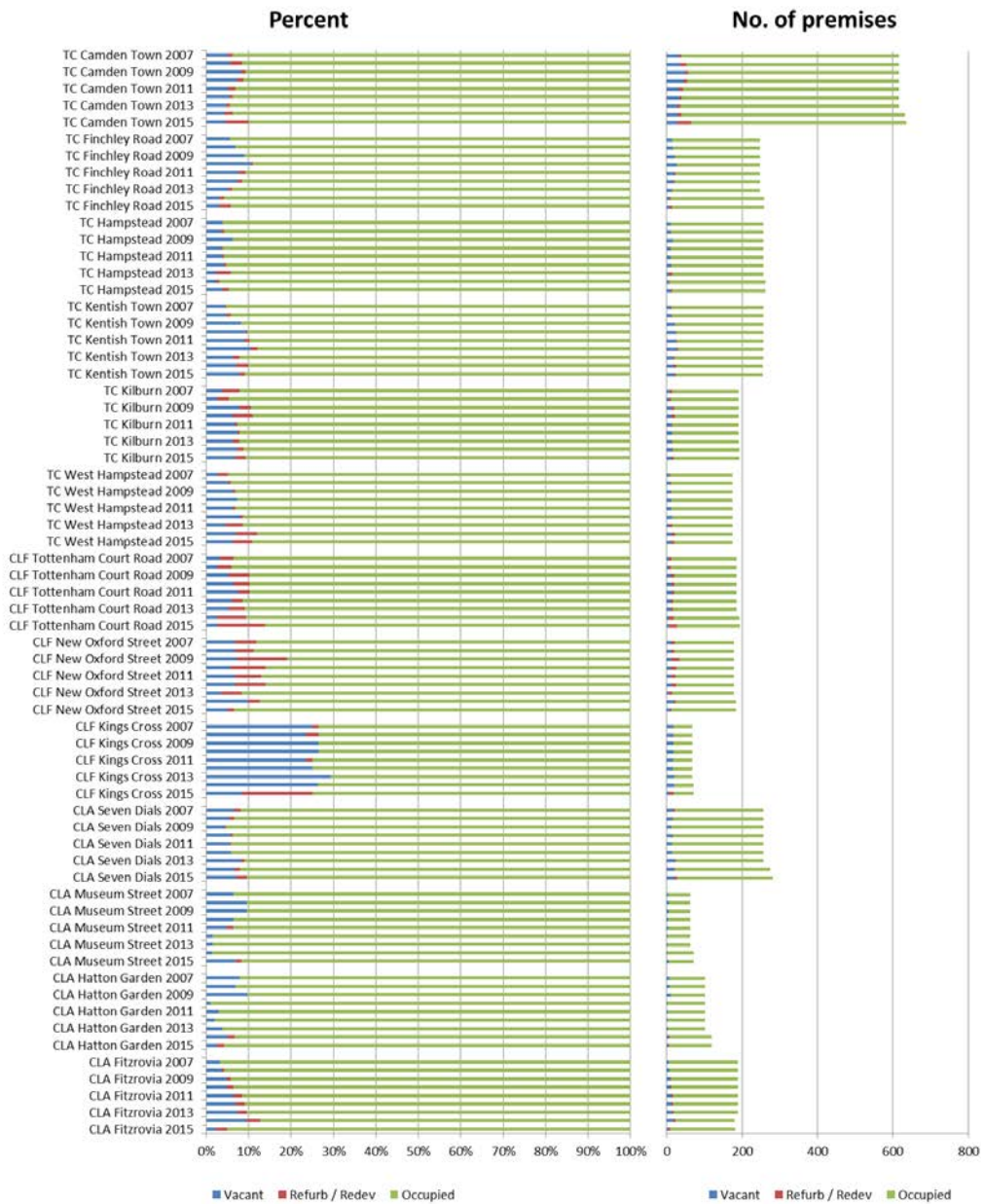
Town Centres	Vacant
Camden Town	5%
Finchley Road	3%
Hampstead	4%
Kentish Town	8%
Kilburn	7%
West Hampstead	6%
Central London Areas	Vacant
Fitzrovia	2%
Hatton Garden	3%
Museum Street	7%
Seven Dials	7%
Central London Frontages	Vacant
Kings Cross	8%
New Oxford Street	5%
Tottenham Court Road	3%

Source: LB Camden Annual Retail Frontages Survey

*The high vacancy rate on the King's Cross Central London Frontage is largely due to the redevelopment of the Lighthouse Block which previously contained 14 separate shops at ground level all of which remain vacant while the site is redeveloped.

- 18.4. Refer to Figure 8 on the following page for the change in vacancy for each centre over time.
- 18.5. Neighbourhood Centres have mixed trends centre by centre, but overall there is a vacancy rate of 5%, which has decreased from 7% in 2014 and 8% in 2013.

Figure 8. Vacancy rates and premises in Town Centres, Central London Frontages, Central London Local Areas, 2007-2015



Source: LB Camden Annual Retail Frontages Survey

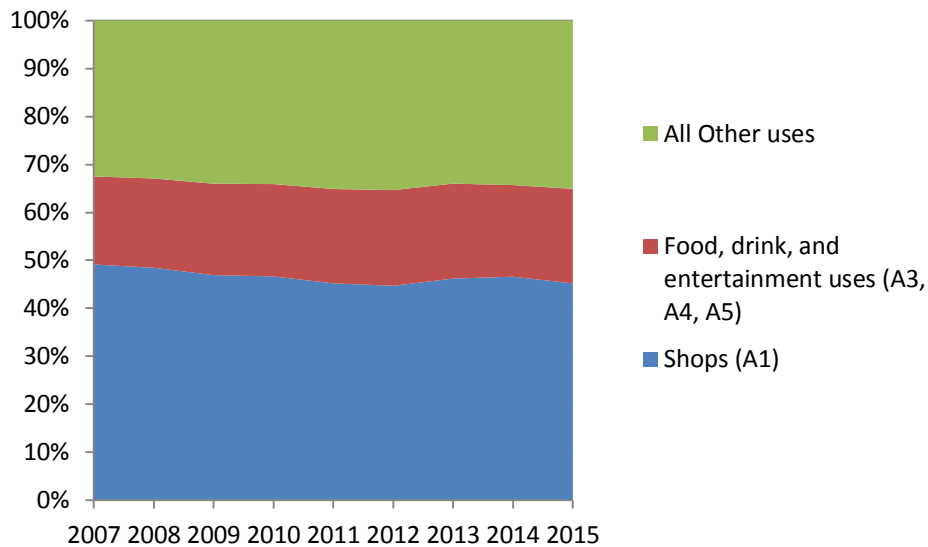
19. Retail and food, drink and entertainment uses in shopping streets

OBJECTIVE	Protecting and improving Camden’s shopping streets.
RELATED POLICIES	CS7 Promoting Camden’s centres and shops DP12 Supporting strong centres and managing the impact of food drink, entertainment and other town centre uses

LB Camden

19.1. In the period 2007 to 2011 the proportion of food, drink, and entertainment uses on protected frontages in Camden increased, and the proportion of A1 shops decreased, in line with national trends. There was a small reversal of these trends in 2013 and 2014, and in 2015 the proportions have returned the levels seen in 2011 and 2012.

Figure 9. Retail (A1 shops), food, drink and entertainment (A3, A4, A5), all protected shopping frontages in LB Camden, 2007 to 2015



Source: LB Camden Annual Retail Survey

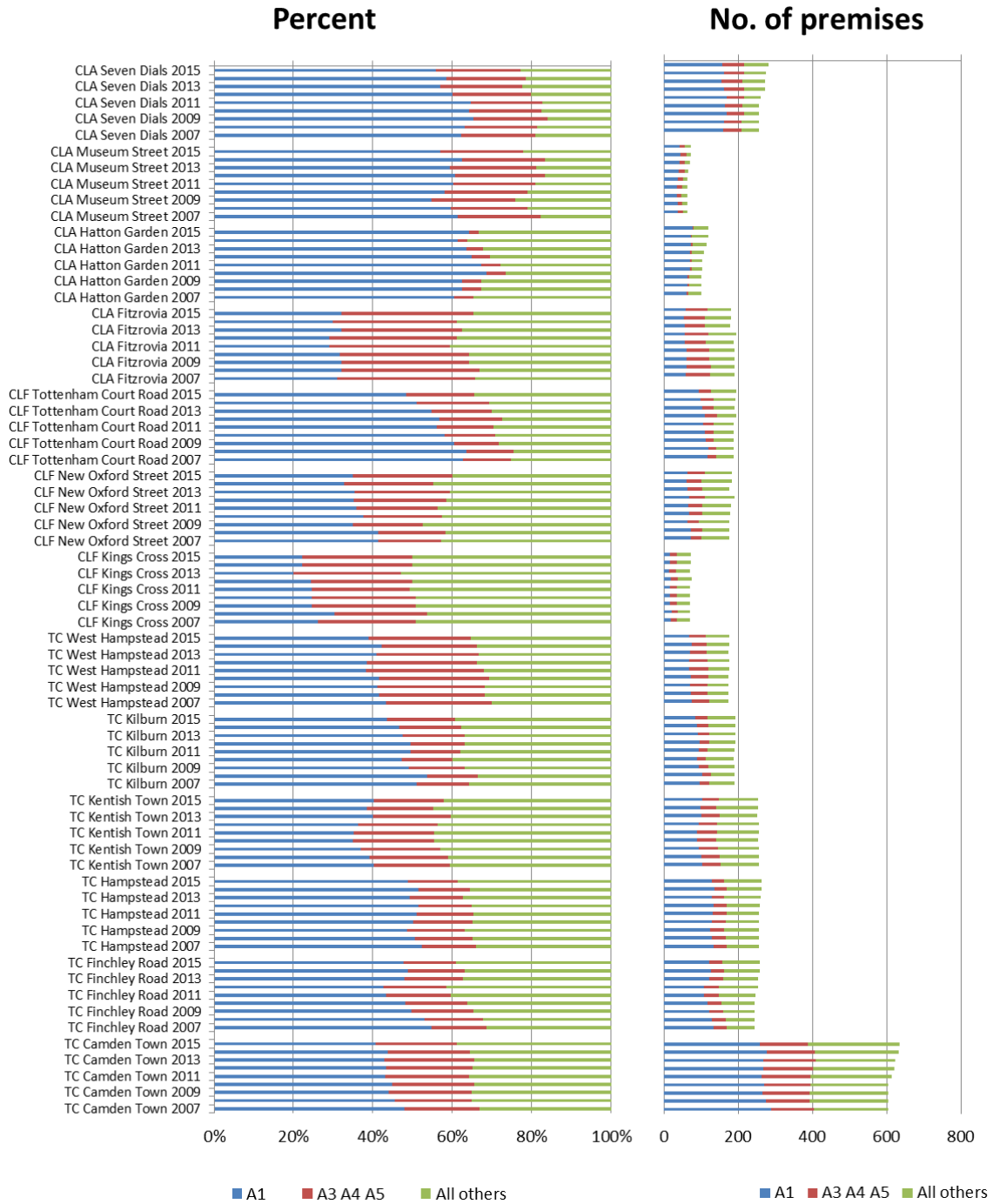
Table 22. Retail (A1 shops), food, drink and entertainment (A3, A4, A5), all protected shopping frontages in LB Camden, 2007 to 2015

	Shops (A1)	Food, drink, and entertainment uses (A3, A4, A5)	All Other uses
2007	49%	18%	33%
2008	48%	19%	33%
2009	47%	19%	34%
2010	47%	19%	34%
2011	45%	20%	35%
2012	45%	20%	35%
2013	46%	20%	34%
2014	47%	19%	34%
2015	45%	20%	35%

Source: LB Camden Annual Retail Survey

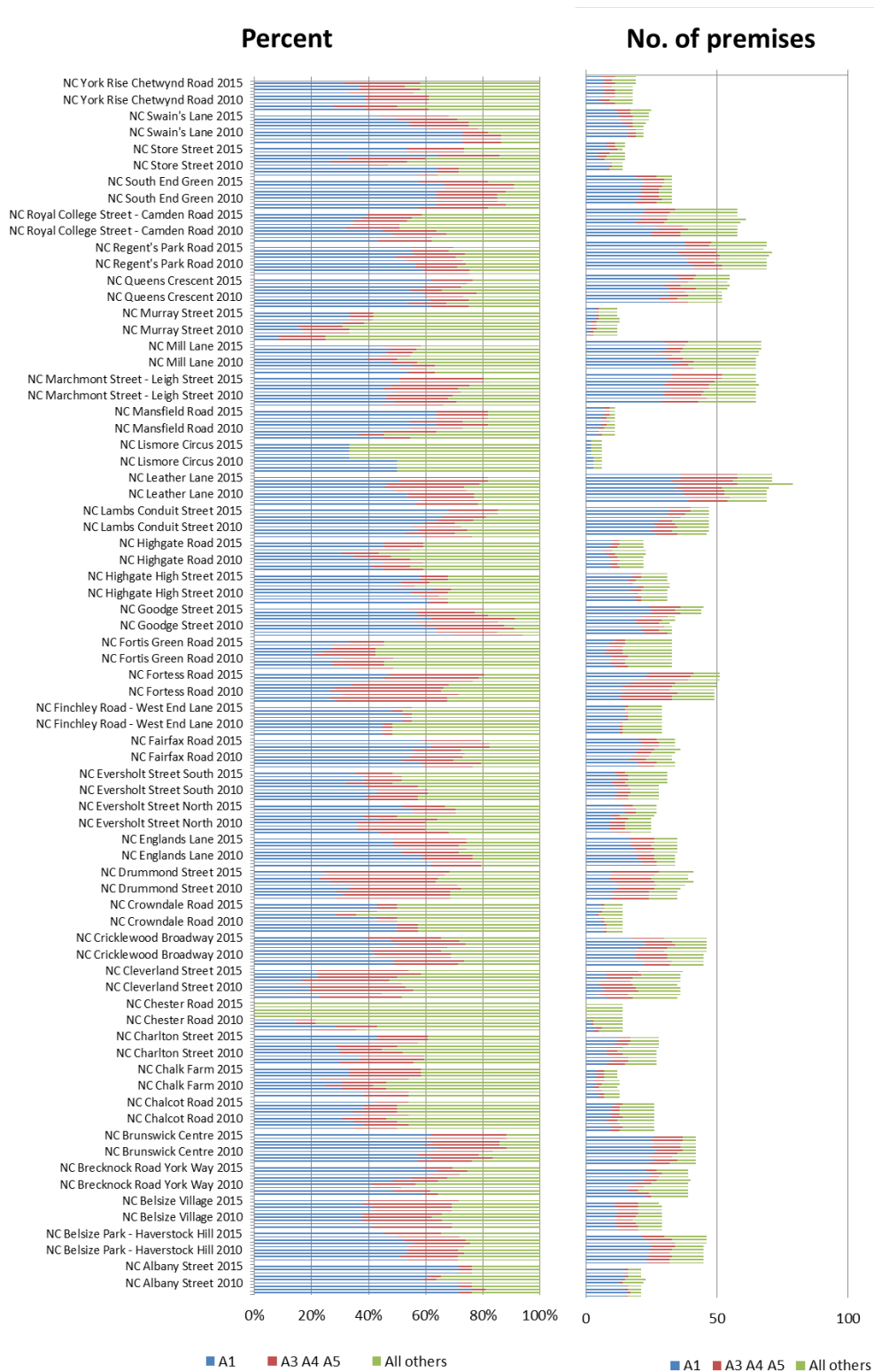
- 19.2. The breakdown of these uses by each centre is shown on the charts on the following pages.

Figure 10. Retail (A1 shops), food, drink and entertainment (A3, A4, A5) in Town Centres, Central London Frontages, Central London Local Areas, 2007-2015



Source: Annual LB Camden Retail frontages survey

20. Retail (A1 shops), food, drink and entertainment (A3, A4, A5) in Neighbourhood Centres, 2007-2015



Source: Annual LB Camden Retail frontages survey

21. Retail and food, drink and entertainment floorspace completed

OBJECTIVE	Protecting and improving Camden's shopping streets.
RELATED POLICIES	CS7 Promoting Camden's centres and shops DP12 Supporting strong centres and managing the impact of food drink, entertainment and other town centre uses

- 21.1. The predominant trend for retail floorspace change in Camden is the redevelopment of mixed use schemes to provide a similar quantity but higher quality of retail space. The yearly results show some variation, affected by a small number of large schemes.
- 21.2. In 2014/15 there was little net change in the A uses overall, the largest being the addition of 1,123sq m of A3 café and restaurant uses through 7 schemes.

Table 23. 'A' uses change 2008/09 to 2014/15

Year	A1 shops (sq m net)	A2 financial and professional services (sq m net)	A3 Restaurants and cafes (sq m net)	A4 Drinking establishments (sq m net)	A5 Hot food take away (sq m net)
2008/09	4,347	177	318	-1,635	0
2009/10	-2,669	-293	888	-157	0
2010/11	-4,116	-623	1,556	-436	0
2011/12	1,492	1,947	2,293	1,803	1,947
2012/13	123	-134	954	-1,506	-85
2013/14	-96	368	1391	311	0
2014/15	-32	105	1123	346	346

Source: London Development Database

22. Hotel accommodation

OBJECTIVE	Protecting existing visitor accommodation in appropriate locations. Ensuring large scale tourism development is located in highly accessible locations.
TARGET	London Plan target of achieving 40,000 net additional hotel bedrooms by 2026 across London
TARGET MET	Part met
RELATED POLICIES	CS8 Promoting a successful and inclusive Camden economy DP14 Tourism development and visitor accommodation

22.1. With around 22,000 rooms, Camden has the second highest number of hotel rooms of London boroughs. Neighbouring Westminster has the highest number with around 35,000 rooms (London Development Agency, Planning for Visitor Accommodation in London).

22.2. The London Plan sets a target of achieving 40,000 net additional hotel bedrooms across London by 2031. Camden's development policies aim to maintain and encourage a range of attractions and accommodation in the borough for Camden's visitors.

Table 24. Net hotel rooms completed

Year	Net hotel rooms completed
2006/07	149
2007/08	-47
2008/09	124
2009/10	18
2010/11	261
2011/12	215
2012/13	84
2013/14	100
2014/15	580

Source: London Development Database

22.3. Majority of net additional hotel rooms in the last three years were created either as a result of refurbishments or via change of use of office floorspace into hotel use. Below are some of the larger hotel developments in the last three years:

- 2012/13: 151 room Club Quarters hotel at 61-62 Lincoln's Inn Fields (2010/3759/P)
- 2013/14: 100 room Great Northern Hotel, King's Cross (2006/3220/P and 2010/3304/P)
- 2014/15: 150 room Premier Inn, Red Lion Street (2012/1302/P), 270 room Premier Inn, Euston Road (2010/1840/P) and 174 room The Hoxton Hotel, Holborn (2011/4914/P)

22.4. All of the above schemes are located in highly accessible areas.

Sustainable development

23. Sustainable design assessment, BREEAM, BREEAM non-domestic refurbishment, Code for Sustainable Homes

OBJECTIVE	Protecting and enhancing our environment
TARGET	BREEAM 'Very good' (encouraging Excellent), and 60% of credits in the Energy and Water categories, and 40% of credits in the Materials category Code for Sustainable Homes: Level 4, and 50% of credits in the Energy, Materials and Water categories.
TARGET MET	Part met
RELATED POLICIES	CS13 – Tackling climate change through promoting higher environmental standards DP22 – Promoting sustainable design and construction

- 23.1. The majority of relevant major developments approved in 2014/15 included a sustainability plan to demonstrate the environmental performance of the proposal. These sustainability plans include BREEAM assessments (Building Research Establishment Environmental Assessment Method) for commercial buildings and domestic refurbishment and/or Code for Sustainable Homes Assessments for new residential buildings. Sustainable assessment tools such as BREEAM and Code for Sustainable Homes measure the performance of buildings against set sustainability criteria. Buildings that achieve high ratings use less energy, consume less water and have lower running costs than those designed to building regulations alone.
- 23.2. BREEAM schemes are scored (awarded credits) for their performance in specific categories. The categories are: energy, health and well-being, management, water, materials, waste, pollution, transport, land use and ecology. As it is relatively easy to obtain credits in transport and management in Camden we have been requiring developments to achieve particular credit levels in the energy, water and materials categories (stated above) which are considered to have the greatest environmental benefits.
- 23.3. BREEAM is a tool to measure the sustainability of new and extended non-residential buildings of 500sq m or more floorspace. The development can be awarded the following ratings of pass, good, very good, excellent and outstanding.
- 23.4. In 2014/15, of the 24 schemes undertaking BREEAM assessments:
- 16 schemes achieved an 'Excellent' rating;
 - 7 achieved a 'Very Good' rating; and
 - 1 achieved a 'Good' rating.

Of these three schemes did not meet credit requirements for the energy category. These schemes related to refurbishments and extensions and two are listed buildings.

- 23.5. The Code for Sustainable Homes is an environment impact rating system for all new housing. It sets standards for energy efficiency (above those of building regulations) and sustainability. New housing is awarded a code level from 1 to 6 based on their performance against key sustainability criteria (level 1 is the lowest and level 6 is the highest) and similar to BREEAM, the Code for Sustainable Homes requires schemes to meet specific credit levels for energy, water and materials.
- 23.6. Following the technical housing standards review, the government [withdrew](#) the Code of Sustainable Homes in April 2015. The next AMR will therefore not monitor the indicator for the Code for Sustainable Homes.
- 23.7. In 2014/15, 14 schemes undertook a Code for Sustainable Homes assessment. All 14 schemes achieved Level 4 for Sustainable Homes and 50% credits in energy, water and materials categories.
- 23.8. Table 38 on page 108 provides a list of all relevant major schemes (30 in total) for the 2014/15 period.

24. Renewable energy generation

OBJECTIVE	Protecting and enhancing our environment
TARGET	Major schemes to achieve 20% of energy from renewable sources
TARGET MET	Part met
RELATED POLICIES	CS13 – Tackling climate change through promoting higher environmental standards DP22 – Promoting sustainable design and construction

- 24.1. In order to achieve the greatest level of carbon dioxide reduction schemes are first asked to reduce the demand for energy through good design and second to supply energy efficiently for example through decentralised energy networks or combined heat and power. Production of renewable energy on site is the final stage in the energy hierarchy.
- 24.2. This indicator can include sources of site related decentralised renewable energy. In addition, some developments could meet their renewable energy target through biomass boilers, but we no longer encourage use of biomass boilers due to air quality implications.
- 24.3. Of all the relevant schemes in 2014/15, 23 of the 30 proposed a renewable energy source. Table 25, below shows the number of schemes providing renewable energy generation compared with the previous four years. Table 38 on page 108 shows the percentage reduction predicted with the type of renewable energy source.

- 24.4. Generally, schemes are permitted which do not include renewable energy generation if they are change of use only or if the building is better suited to making CO2 savings through other energy efficiency measures.

Table 25. Renewable energy generation in major schemes permitted

Percent of energy produced on site from renewable sources	2010/11	2011/12	2012/13	2013/14	2014/15
More than 20%	2	10	4	9	10
Less than 20%	18	4	6	6	13
Unspecified percentage	0	0	4	1	1
No renewables	9	5	9	2	6
Total	29	19	23	18	30

Source: Strategic Planning and Implementation Team

25. Sustainable urban drainage systems (SUDS)

OBJECTIVE	To mitigate against surface water flooding
TARGET	No target
RELATED POLICIES	CS13 – tackling climate change and improving and protecting Camden and environment and quality of life DP23 – Water DP27 – Basements and lightwells

- 25.1. Sustainable drainage systems are designed to control surface water run off close to where it falls and mimic natural drainage as closely as possible. In 2014/15 Camden required 28 schemes to provide SUDS, secured through condition. In some instances it may not be necessary to secure SUDS through condition where they have been designed into the scheme at the planning application stage. The number of schemes where the Council has required SUDS secured through condition is shown in Table 26 below.

Table 26. Planning schemes permitted with conditions for Sustainable Urban Drainage Systems (SUDS)

Year	Schemes
2010/11	35
2011/12	20
2012/13	20
2013/14	15
2014/15	44

Source: Strategic Planning and Implementation Team

26. Air Quality

OBJECTIVE	Protecting and enhancing our environment Reduction in the level of identified air pollutants in the National Air Quality Strategy
TARGET	Multiple. See details below.
TARGET MET	Part met
RELATED POLICIES	CS13 Tackling climate change through promoting higher environmental standards DP32 Clear Zone and air quality

- 26.1. An Air Quality Management Area (AQMA) has been established across the borough in response to the air quality in the borough failing to meet the Government's objectives for nitrogen dioxide (NO₂) and fine particles (PM₁₀). The Council has produced an Air Quality Action Plan that identifies actions to reduce the level of nitrogen oxides and particulate matter. This initiative supports policies CS13 and DP32 and can also be used to illustrate any significant effects from the application of policy CS11.
- 26.2. Six airborne pollutants are measured in Camden: Sulphur Dioxide (SO₂), Nitrogen Dioxide (NO₂), Fine Particles (PM₁₀) Ozone and Carbon Monoxide. These are presented in Table 27 below, along with Camden's compliance with EU limit levels for these pollutants.

Table 27. Air Pollutants measured in Camden

Pollutant	Target	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Nitrogen Dioxide (NO ₂)*	Annual Mean Objective of 40 µg/m ³	✗	✗	✗	✗	✗	X	X	X	X	X
	Hourly Objective of 200 µg/m ³	✓	✓	✗	✗	✗	X	X	X	X	X
Sulphur Dioxide (SO ₂)**	Hourly mean of no more than 24 occurrences greater than 350 µg/m ³	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Daily mean of no more than 3 days greater than 125 µg/m ³	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	15 minute mean objective of no more than 35 occurrences greater than 267 µg/m ³	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Particulate Matter (PM ₁₀)*	Annual Mean Objective of 40 µg/m ³	✓	✗	✓	✓	✓	✓	✓	✓	✓	✓
	Daily objective of no more 35 days with a daily mean of 50 µg/m ³	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Ozone (O ₃)**	Hourly objective of no more than 18 days where the maximum rolling 8hour mean is greater than 100 µg/m ³	✓	✗	✓	✓	✓	✓	✓	✓	✓	✓
Benzene **	Annual Mean Objective of 5 µg/m ³	✓	✓	n/a [†]							
Carbon Monoxide (CO)**	Annual Mean Objective of 10 µg/m ³	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

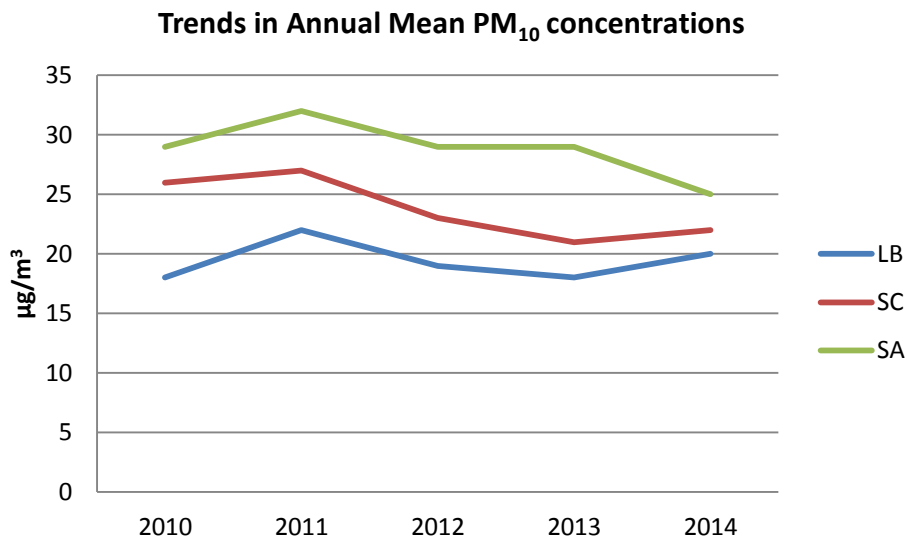
Source: Air Quality Projects & Policy, LB Camden

* Average measurement from Swiss Cottage, Shaftsbury Avenue and Bloomsbury Monitoring Sites (NO₂ levels also measured at Euston Road Monitoring Site)

** Measurement from Bloomsbury Monitoring Site

† Benzene not measured in Camden since 2007 as historic modelling has shown levels for this pollutant to be negligible.

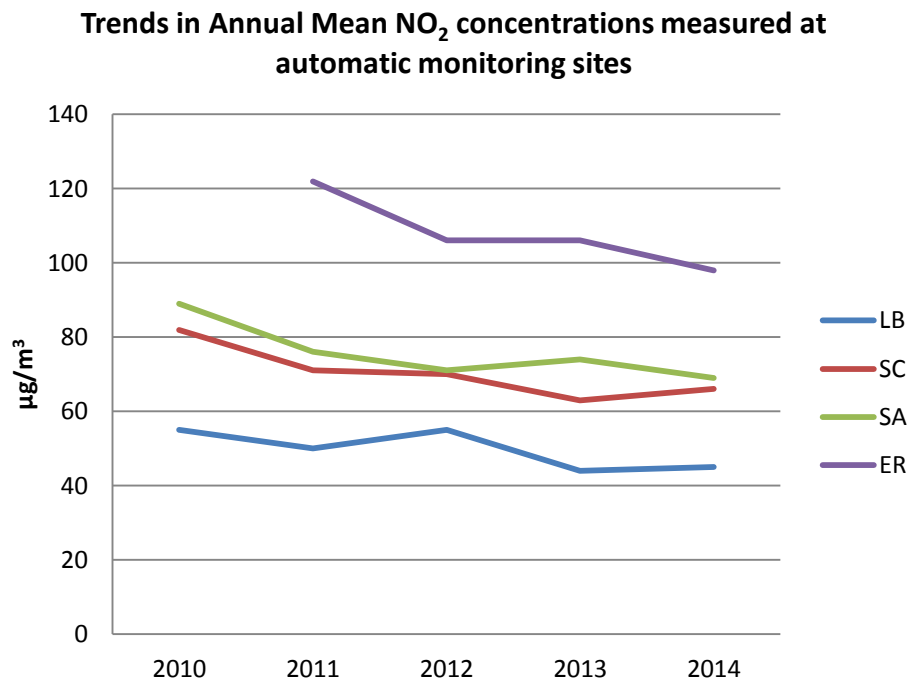
Figure 11. Annual mean PM₁₀ concentration (micrograms) at 3 measurement stations in Camden



Source: Corporate Sustainability Team, LB Camden

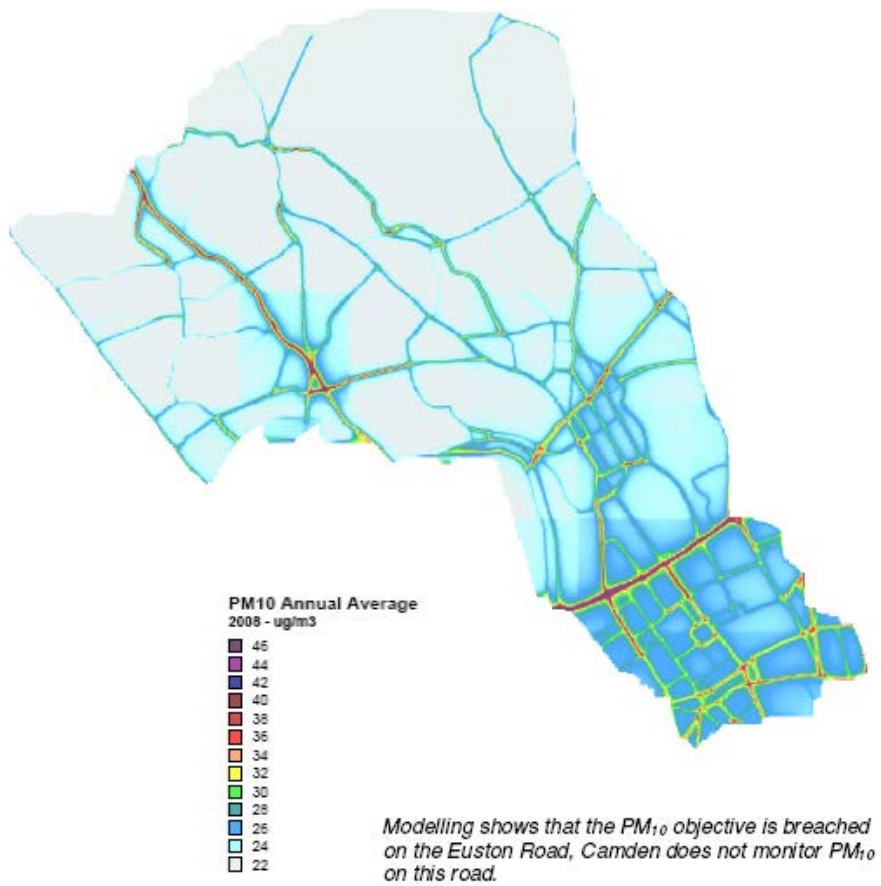
- 26.3. The concentrations of PM₁₀ recorded in the Borough at Shaftesbury Avenue (SA), Bloomsbury (LB) and Swiss Cottage (SC) continue to meet the objective of less than 40 µg/m³. Concentrations of PM₁₀ increased marginally at each of the three sites between 2010 and 2011 before recording decreasing levels in 2012 and 2013. In 2014 levels increased at SA and SC sites while continuing to decrease at LB. 2014 saw the first year of PM₁₀ monitoring at Euston Rd, with an annual mean of 29 µg/m³ recorded.

Figure 12. Annual mean NO₂ concentration (micrograms) at 4 measurement stations in Camden

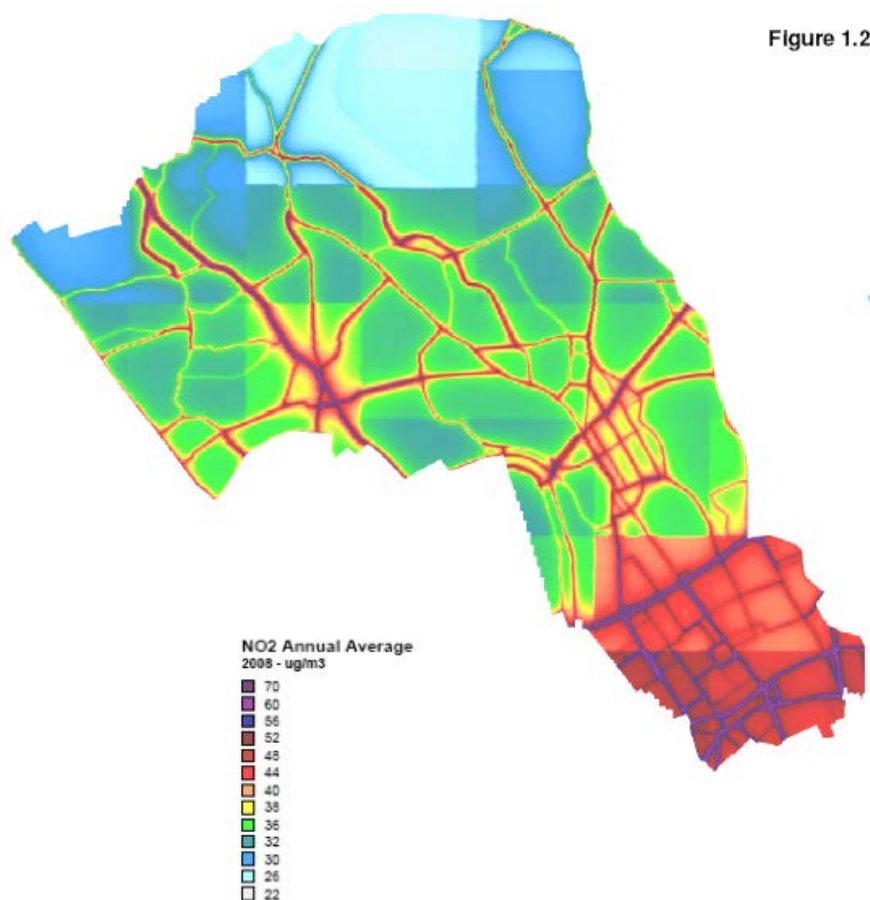


Source: Corporate Sustainability Team, LB Camden

- 26.4. The annual mean objective for nitrogen dioxide was not achieved at any of the monitoring sites in 2014. Levels of NO₂ have remained largely static since 2001, although there has been a slight downward trend since 2009.
- 26.5. Camden also monitors NO₂ at fourteen additional sites across the borough through a network of diffusion tubes. The overall picture for these sites concurs with the downward trend in overall levels reported by the automatic monitoring sites graphed above.
- 26.6. Modelling from 2008 (and the situation has not changed significantly since 2008) indicates that high levels of PM₁₀ and NO₂ across the borough are concentrated along roads with high levels of traffic and a large proportion of HGVs and buses, as mapped on Figure 13 and, below.

Figure 13. Modelled PM₁₀ levels

Source: Corporate Sustainability Team, LB Camden

Figure 14. Modelled NO₂ emissions

Source: Corporate Sustainability Team, LB Camden

- 26.7. The Council actively seeks to improve air quality throughout the borough using policies and projects set out in its Air Quality Action Plan. Full details of areas of focus (reducing transport emissions, reducing emissions from new developments, reducing emissions from gas boilers and industrial processes, awareness raising initiatives, and lobbying and partnership working) can be found in the Action Plan, which is available at www.camden.gov.uk/AQ. An Action Plan for 2016-18 is currently being developed and will be publically consulted on in Spring 2016.

27. Open spaces and nature conservation sites

OBJECTIVE	To protect and enhance the Borough's open spaces
TARGET	No net loss of open space
TARGET MET	Met
RELATED POLICIES	CS15 Improving and protecting our parks and open spaces and encouraging biodiversity DP31 Provision of, and improvements to, open space, sport and recreation

Total open space

- 27.1. The Council's 2008 Open Space Review identified that there are 280 open spaces, totalling an area 526.6 hectares and representing 25% of the borough's land area. Of these, 110 (75% of open space area) are publicly accessible. Monitoring open space typologies helps the Council to focus resources to where they are most needed and survey any changes over time.

Table 28. Open Space Typologies in Camden 2008

Typology (based on PPG17)	Publicly Accessible		Private Open Space		Total	
	No.	Ha.	No.	Ha.	No.	Ha.
Local Parks and Gardens ¹	45	366	27	16.8	72	382
Amenity green space	26	8.1	54	46	70	54.1
Green Corridors	3	7	18	9.6	21	16.6
Provision for Children and Young People	13	1.6	13	5.1	26	6.7
Civic and Market Squares and Other Paved Open Space	10	1.3	5	1.1	15	2.4
Natural and Semi-Natural Green space	8	1.5	31	33	39	34.5
Allotments and Community Gardens	5	1.2	6	2.6	11	3.8
Housing Estate Areas ²	26	12.9	n/a	n/a	26	12.9
Outdoor Sports	0	0	11	8.4	11	8.4
Cemeteries and Churchyards	0	0	5	4.9	5	4.9
Total	1,102	399	170	127	280	527

¹ Kenwood Estate and the SSSIs included as part of Hampstead Heath area of open space is not double counted.

² Housing estate open spaces that have not been identified within other categories.

Source: Camden Open Space Study Review 2008

Open space change

- 27.2. No development was completed in 2013/14 or in 2014/15 which resulted in loss or gain of open space.

28. Areas of biodiversity importance

OBJECTIVE	To protect and enhance the environment
TARGET	No net loss in area and populations of biodiversity
TARGET MET	No / unknown
RELATED POLICIES	CS15 Improving and protecting our parks and open spaces and encouraging biodiversity DP31 Provision of, and improvements to, open space, sport and recreation

- 28.1. Natural habitats and species are protected by LDF policies CS15 and DP31. Greenspace Information for Greater London (GiGL) provide annual

updates on biodiversity habitats, defined as Sites of Special Scientific Interest, Sites of Importance for Nature Conservation (defined below as Sites of Metropolitan and Borough Importance) and other local sites. 2013/14 data shows a total of 430ha of land is classed as having biodiversity importance (no change from 2011/12).

- 28.2. As part of the evidence base for the Local Plan, LB Camden commissioned the London Wildlife Trust to undertake a review of the Sites of Importance for Nature Conservation (SINC) within the Borough.
- 28.3. Each surveyed site was to be reviewed for potential boundary changes (loss or gain of SINC valued habitat) and against the GLA Open Space and Habitat Survey for Greater London SINC Status Criteria.
- 28.4. The surveys of the SINC and additional sites were undertaken between 30 April and 30 June 2014 and it is proposed that of the 40 surveyed sites:
- 1 Borough Grade II SINC is upgraded to Borough Grade I SINC;
 - 1 current non-SINC site is proposed to be graded as a Borough Grade II SINC;
 - 2 current non-SINC sites are proposed to be graded as Local Grade SINC;
 - 14 SINC require boundary changes with 3.04ha of former SINC area to be removed and 1.19ha of area to be added;
 - 34 SINC require updates to citations.
- 28.5. In addition it is proposed that a total of 6 Strategic Wildlife Corridors are recognised within the Borough these are:
- Regent's Canal Link
 - Nash Ramblas Link
 - Hampstead Ridge
 - North London Line
 - Thameslink railway corridor
 - Metropolitan and Jubilee underground line corridor
- 28.6. The revised SINC boundaries will be adopted as part of the Local Plan.
- 28.7. The table below summarises the areas of biodiversity importance.

Table 29. Areas of biodiversity importance 2014/15

Designation type	Number of sites	Area (ha)	Area (ha) following review
Sites of Special scientific Interest	1	16.1	15.4
Sites of Metropolitan Importance	5	323.8	321.7
Sites of Borough Importance Grade 1	7	39.8	39.7
Sites of Borough Importance Grade 2	9	31.9	33.4
Sites of Local Importance	15	18.4	18.9
Total	37	430.0	429.1

Sources: Greenspace Information for Greater London 2014, London Wildlife Trust, Review of Sites of Importance for Nature Conservation (SINC) in the London Borough of Camden.

29. Safeguarding of the Regis Road waste site

OBJECTIVE	Protecting and enhancing our environment
TARGET	Development of waste management facilities needed to meet EU and national targets
TARGET MET	Yes
RELATED POLICIES	CS18 – Dealing with our waste and encouraging recycling

- 29.1. No new waste management facilities were permitted or constructed in Camden in 2014/15. Camden has one waste management facility safeguarded under Core Strategy policy CS18 – Dealing with our waste and encouraging recycling. Regis Road is a civic amenity site, recycling and reuse centre at Regis Road accepting both household waste and recyclable materials.

30. Municipal waste arisings and household recycling rates

OBJECTIVE	Protecting and enhancing our environment
TARGET	Recycle and compost at least 30% of household waste
TARGET MET	Yes
RELATED POLICIES	CS18 – Dealing with our waste and encouraging recycling

Camden's Green Action for Change aims for a recycling and composting rate of 40% across north London boroughs by 2020.

We aim to reduce residual household waste from 2008/09 levels by:

- 3% by 2012
- 7.5% by 2015
- 15% by 2020

- 30.1. The last 10 years have seen a general trend of reducing volumes of waste and increasing recycling rates despite population growth as set out in Table 30 below.
- 30.2. The total municipal waste arisings for Camden in 2014/15 was 114,684 tonnes and the amount recycled was 21,626 tonnes. In 2014/15 26% of household waste was recycled.

Table 30. LB Camden Municipal Waste Arisings

Year	Total Municipal Waste Arisings	Camden Household Waste	Camden Non-Household Waste	Camden Household Recycling	Camden Non Household Recycling	% of household waste recycled
2001/02	134,503	83,668	36,921	12,533	-	14.46%
2002/03	135,225	83,135	36,503	13,857	-	16.07%
2003/04	132,105	78,868	34,955	16,486	-	19.17%
2004/05	133,494	63,782	48,641	19,788	-	25.21%
2005/06	134,914	55,990	58,108	19,580	305	27.14%
2006/07	135,697	54,231	57,978	21,248	2,096	28.05%
2007/08	131,426	51,753	57,010	19,607	2,902	27.12%
2008/09	126,589	50,532	53,135	20,391	2,452	28.27%
2009/10	122,606	48,516	50,649	20,875	2,511	29.75%
2010/11	121,322	51,437	41,754	24,652	2,792	32.23%
2011/12	117,582	50,688	38,481	25,124	2,793	32.97%
2012/13	110,890	40,567	35,170	21,274	2,491	30.91%
2013/14	110,465	44,403	32,159	21,327	1,677	29.32%
2014/15	114,684	60,745	24,538	21,626	3,939	26.26%

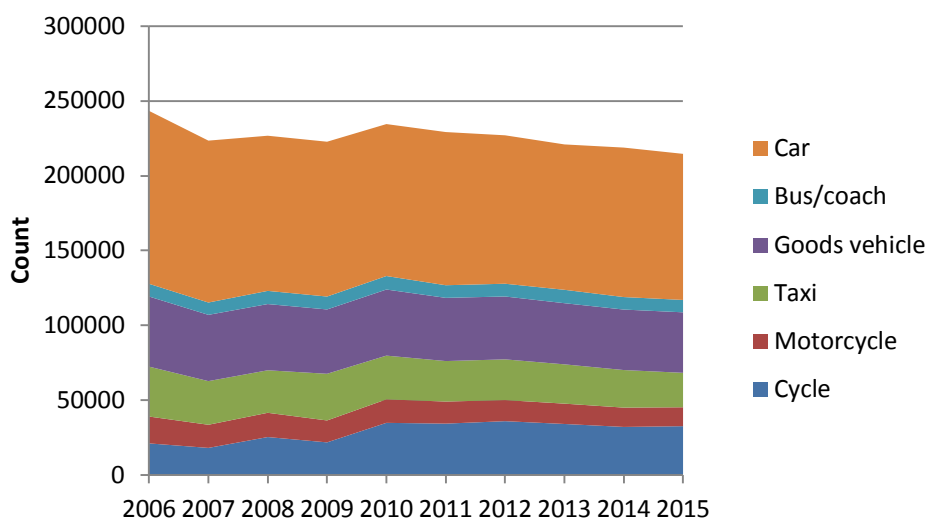
Transport

31. Proportion of the population travelling to work on foot or bicycle

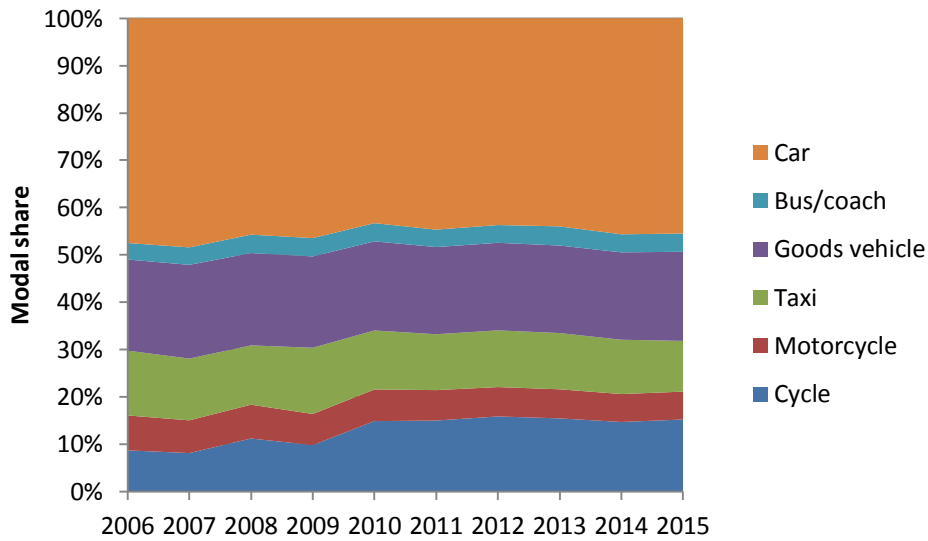
OBJECTIVE	Protecting and enhancing our environment
TARGET	More than double cycling's proportion of total traffic flows from 9.7% in 2009/10 to 25% in 2019/20.
TARGET MET	Ongoing
RELATED POLICIES	CS11 Providing sustainable and efficient travel CS13 Tackling climate change and improving and protecting Camden and environment and quality of life DP16 Transport implications of development

- 31.1. There has been a considerable change in transport modes used within the borough over recent years, with a clear decrease in car usage and increase in bicycle travel. According to screenline data in the period 2006 to 2012 cycle flows increased from 9% to 16% of the proportion of traffic. In this period cars declined as a proportion of traffic, falling from 47% to 44%. The past three years has seen a flattening of these trends. Refer to Figure 15 and Figure 16 below.

Figure 15. Transport screenlines – counts by mode



Source: Screenlines, 6-hour flows (peak hour and mid day), Public Realm and Transport, LB Camden

Figure 16. Transport screenlines – percentage of counts by mode

Source: Screenlines, 6-hour flows (peak hour and mid day), Public Realm and Transport, LB Camden

Note: The reductions in the levels of cycle usage in 2008 and 2009 may be attributed to the fact that 2008 surveys were carried out in May and 2009 surveys in March when the weather conditions were unfavourable for cyclists.

32. Traffic flows

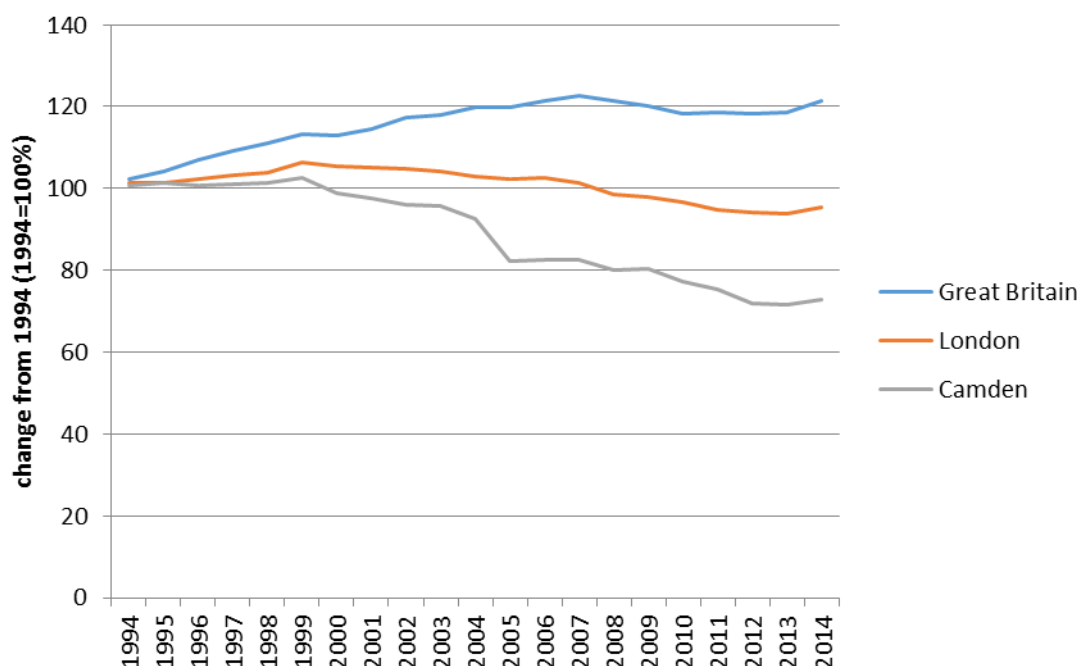
OBJECTIVE	Protecting and enhancing our environment
TARGET	Core Strategy: Reduce traffic in the borough by 15% from 2001 levels Local Implementation Plan: Reduce the current proportion of residents' trips made by car and motorcycle from an average of 19% across 2006/07 – 2008/09 to an average of 17% across 2016/17 – 2018/19
TARGET MET	Yes Ongoing
RELATED POLICIES	CS11 Providing sustainable and efficient travel CS13 Tackling climate change and improving and protecting Camden and environment and quality of life DP16 Transport implications of development

- 32.1. Traffic in Camden has decreased significantly since 1994 in contrast to the national and regional trends of increasing traffic.
- 32.2. In the 10 year period 2004-2014 traffic flow in Camden reduced 22%, outperforming all London Boroughs in this regard. Wandsworth, City of London, and Westminster were the next best performers reducing traffic by 21%, 19%, and 16% respectively. Figure 17 shows the longer term trends

from 1994. The sharp decline for Camden in 2003 is due to introduction of the congestion charging zone.

- 32.3. In opposition to the overall trend, 2014 saw an increase in traffic in Britain, London, and Camden. In 2013 Camden had 443 million vehicle kilometres which increased to 450 million vehicle kilometres in 2014.

Figure 17. Motor vehicle traffic, percentage change from 1994 levels



Source: Department for Transport statistics, Motor vehicle traffic (vehicle kilometres) by local authority in Great Britain, annual from 1993, annual from 1993 to 2014 (Table TRA8904).

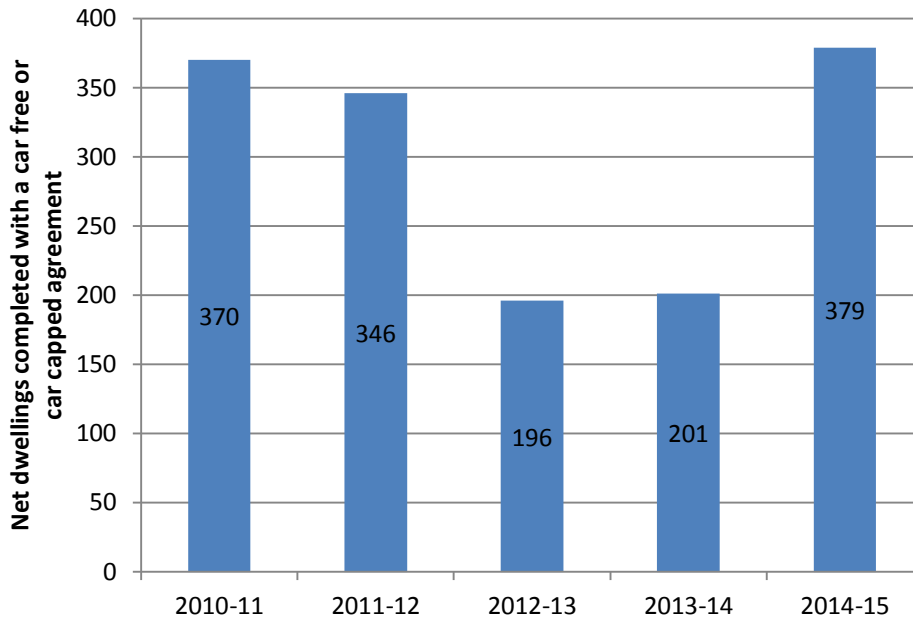
33. Car free and car capped developments

OBJECTIVE	Reduce the environmental impact of travel Reduce congestion
TARGET	No target
RELATED POLICIES	CS11 Providing sustainable and efficient travel CS13 Tackling climate change and improving and protecting Camden and environment and quality of life DP16 Transport implications of development DP18 Parking standards and limiting the availability of car parking

- 33.1. Car free development is that which has no on-site car parking, and where the occupiers are not issued with on-street parking permits. Car capped refers to restricting any increase in on-site spaces or additional on street permits from the existing provision.

- 33.2. The Council expects developments to be car free in almost all instances. Developments in the Central London Area, Town Centres and Controlled Parking Zones, which cover almost the entire borough, are expected to be car free.
- 33.3. In 2014/15 379 dwellings were completed in schemes with car free agreements - not having a parking space or permit.

Figure 18. Net dwellings completed with a car free agreement



Source: Section 106 database, London Development Database

34. Travel Plans

OBJECTIVE	Reduce the environmental impact of travel Reduce congestion
TARGET	Increase in the total number of travel plans agreed for new developments Further targets in the Local Implementation Plan
TARGET MET	Yes
RELATED POLICIES	CS11 Providing sustainable and efficient travel CS13 Tackling climate change and improving and protecting Camden and environment and quality of life DP16 Transport implications of development

In 2014/15 30 schemes were permitted with travel plans. Schemes have to produce a travel plan if the development significantly increases transport

demand or if any increase is likely to be using unsustainable forms of transport.

Figure 19. Travel Plans negotiated

Year	Travel Plans
2000-01	2
2001-02	3
2002-03	4
2003-04	10
2004-05	12
2005-06	13
2006-07	27
2007-08	14
2008-09	8
2009-10	22
2010-11	26
2011-12	12
2012-13	16
2013-14	8
2014-15	30

Source: Section 106 database

Heritage

35. Buildings at risk

OBJECTIVE	To protect and enhance our environment
TARGET	Remove at least 5% of total number of Buildings at Risk in Camden from the Register annually.
TARGET MET	Met
RELATED POLICIES	DP25 Conserving Camden's heritage

- 35.1. Buildings at Risk are listed buildings which are in a poor condition and often vacant. They are in need of repair and if vacant need to be put to a suitable use. The nationwide register of buildings at risk is maintained and published annually by Historic England, with a separate volume published covering London only. The 2014 register showed a total of 43 Buildings at Risk entries – 3 more than 2013.
- 35.2. In 2014/15, 3 buildings were removed from the register as a result of repairs or being brought back into use and two entries were added having been identified through survey by the Council's Heritage and Conservation officers.

Table 31. Buildings at Risk added and removed 2014/15

Code	Site
Added	
1379076	Railings and bollards to terraced paths, Holly Hill NW3
1245872	The Danish Church, St Katherines Precinct NW1
Removed	
1356760	Stanley Buildings South, Flats 21-30, Clarence Passage, King's Cross N1
1113193	Monuments in St Andrews Gardens, Gray's Inn Road WC1
1271619	70-72 (consecutive), Guilford Street WC1

Source: Buildings at Risk 2015, Historic England

Table 32. Buildings at Risk in Camden 2009–2015

Year	Buildings removed since previous year	Buildings added since previous year	Buildings at Risk entries
2009	4	3	55
2010	4	2	53
2011	6	3	49
2012	10	4	43
2013	6	3	40
2014	5	8	43
2015	3	2	42

Source: Buildings at Risk 2015, English Heritage

- 35.3. It should be noted that entries on the statutory list of buildings of special architectural or historic interest may comprise a number of separate buildings.

Basements

36. Basements

OBJECTIVE	Protecting and enhancing our environment
RELATED POLICIES	DP23 – Water DP27 – Basements and lightwells

- 36.1. With a shortage of development land and high land values in the borough Camden has experienced a significant increase in the number of basement applications. In the last two years however the number of basement schemes has dropped. While basement developments can help to make efficient use of the borough's limited land, in some cases they may cause harm to the amenity of neighbours, affect the stability of buildings, cause drainage or flooding problems, or damage the character of areas and the natural environment.
- 36.2. Camden has a comprehensive policy framework for dealing with basement applications. This requires applicants to submit material to demonstrate that proposed basement schemes will not harm the built and natural environment or local amenity. The level of information required from applicants is commensurate with the scale and location of the scheme. Applicants are required to submit this information within a Basement Impact Assessment and in certain situations applicants are also required to fund an independent verification of their submitted Basement Impact Assessments.
- 36.3. In 2014/15, Camden approved 77 schemes which involved basement or lightwell excavation. This compares to 64 basement schemes which were approved in 2013/14. Details regarding basement schemes are set out in the table below.

Table 33. Number of basement applications decided

	Granted	Refused	% Granted	% Refused
2008/09	141	24	85%	15%
2009/10	133	41	76%	24%
2010/11	118	44	73%	27%
2011/12	113	44	72%	28%
2012/13	115	31	79%	21%
2013/14	64	15	81%	19%
2014/15	77	13	86%	14%

Source: Camden Development Monitoring

Table 34. Basement schemes (detailed)

	2011/ 12		2012/ 13		2013/ 14		2014/ 15	
Basement schemes approved	113		115		64		77	
Basement schemes refused	44		31		15		13	
TOTAL SCHEMES	157		146		79		90	
1 storey in depth	144	92%	137	94%	65	82%	70	78%
> 1 storey in depth	13	8%	9	6%	14	18%	20	22%
Residential use	144	92%	130	89%	71	90%	77	86%
Other use	13	8%	16	11%	8	10%	13	14%
Detached	53	34%	48	33%	29	37%	40	44%
Semi-detached	37	24%	38	26%	28	35%	15	17%
Terrace	67	43%	60	41%	22	28%	35	39%

Source: Camden Development Monitoring

37. Basement schemes with SUDS

OBJECTIVE	Protecting and enhancing our environment
TARGET	No target
RELATED POLICIES	DP23 – Water DP27 – Basements and lightwells

- 37.1. Sustainable Urban Drainage Systems are low environmental impact approaches to drain away dirty and surface water run off through collection, storage and cleaning before slow release back into the environment. It is intended to prevent flooding, pollution and contamination of groundwater.
- 37.2. In 2013/14 Camden approved 17 basement schemes which incorporated conditions for SUDS.

Table 35. Basement schemes with SUDS

Year	SUDS
2010/11	11
2011/12	18
2012/13	17
2013/14	10
2014/15	17

Source: Camden Development Monitoring

- 37.3. However it should be noted that developers can use alternative design solutions, other than SUDS, to ensure adequate drainage for their schemes.

Planning obligations (Section 106 agreements)

38. S106 agreements signed

38.1. In 2014/15 386 s106 agreements were signed.

39. Section 106 financial activity

39.1. In 2014/15 financial contributions totalling £30.26 million were received.

Table 36. s106 financial activity

	Opening Balance	Received in Year	Expenditure	Closing Balance
Year	£000s	£000s	£000s	£000s
2001/02	£ 2,368	£ 1,222	£ 595	£ 2,995
2002/03	£ 2,995	£ 3,238	£ 426	£ 5,807
2003/04	£ 5,807	£ 804	£ 1,412	£ 5,199
2004/05	£ 5,199	£ 2,264	£ 1,693	£ 5,770
2005/06	£ 5,770	£ 1,566	£ 915	£ 6,421
2006/07	£ 6,421	£ 3,007	£ 1,582	£ 7,846
2007/08	£ 7,846	£ 8,689	£ 628	£ 15,908
2008/09	£ 15,908	£ 3,547	£ 1,291	£ 18,164
2009/10	£ 18,164	£ 3,216	£ 2,730	£ 18,650
2010/11	£ 18,650	£ 7,025	£ 2,908	£ 22,767
2011/12	£ 22,767	£ 11,180	£ 7,427	£ 26,520
2012/13	£ 26,520	£ 9,561	£ 3,349	£ 32,732
2013/14	£ 32,732	£ 16,991	£ 2,403	£ 47,320
2014/15	£ 47,320	£ 30,264	£ 7,420	£ 70,164

Source: Camden Finance, Site Development Team

Further information on planning obligations and s106 contributions are set out in the **S106 Annual Report 2014/15** which is available for download from Council's website at:

https://www.camden.gov.uk/ccm/cms-service/stream/asset/?asset_id=3364367

This report sets out how the Council will spend the money collected through s106 agreements, detailing the projects and programmes which will be undertaken in the coming years and are funded with financial contributions collected through planning obligations.

Infrastructure

40. Delivery of identified infrastructure projects (appendix 1 of the Core Strategy)

OBJECTIVE	Support Camden's growth and development
TARGET	Various
TARGET MET	Part met
RELATED POLICIES	CS19 – Delivering and monitoring the Core Strategy

Table on following page

Table 37. LDF Infrastructure table update

Item no.	Area	Infrastructure item / programme name	Project/programme description	Location/ Growth Area	Delivery lead	Delivery period	Funding arrangements/ Comments	Relevant Core strategy policies*	Status	
1	Children and Education Services	Early Years	Provision of additional two year old places to meet identified need – c.125 places.	Borough wide	Voluntary/ Private Sector	2010 – 2026		CS10	Complete Since September 2013 there has been a statutory requirement to provide 15 hours per week of early education for 20% most disadvantaged 2 year olds, extended to 40% from September 2004.	
2			Provision of additional three and four year old places to meet identified need – c.210 old places for three year olds and c.247 places for four year olds.	Borough wide	LBC - Children, Schools and Families Directorate	2010 - 2026		CS10	Complete Camden provides a 25 hour offer of early education and childcare in maintained children's centres and school nurseries for 3 and 4 year olds (the statutory entitlement is 15 hours per week. LBC provides an additional 10 hours per week).	
		Primary Schools	Expansion of provision (0.5 FoE expansion)	Emmanuel School – West Hampstead/Fortune Green (North West subarea)	LBC - Children, Schools and Families Directorate	By 2013	Primary Capital Programme (PCP), S. 106, Basic Need, and Local Authority Coordinated Voluntary Aided Programme (LCVAP)	CS3; CS10	Complete Opened at start of academic year September 2011 (one year earlier than originally planned).	
			New resource base for 14 children with autistic spectrum disorder (ASD) and associated improvements to Kentish Town School	Kentish Town (North West sub-area)		By September 2010	Prudential borrowing, PCP, LCVAP	CS3; CS10	Complete Alterations and extensions to the Kentish Town CoE Primary School were completed in September 2011.	
			Expansion of provision (1 school / 2FE), King's Cross	King's Cross	LBC - Children, Schools and Families Directorate			Funded by the developer	CS3; CS10	Complete King's Cross Academy opened in the Plimsoll Building in September 2015. In its first year, it will provide 2 reception classes for up to 60 children and a 26 place nursery for 3 to 5 year olds. The Academy will expand over time to serve 420 primary school pupils, plus the nursery. King's Cross Academy is co-located with Frank Barnes School for Deaf Children
			Estimated provision of up to 3 to 5 additional forms of entry over the planning period.	Demand generated in various locations.	LBC - Children, Schools and Families Directorate			Various	CS3; CS10	0.5 FE at St Luke's Free School was provided from 2011/12. 1FE provided through opening of Abacus Free School in Belsize Park from September 2013. The Council is seeking to provide 2FE at Kingsgate School from 2016/17 at the Liddell Road site: a planning application was granted at the end of 2014 (2014/7649/P). Additional capacity at King's Cross Academy, Kingsgate School and Hawley School will ensure there is sufficient primary school provision until 2024. Additional capacity of 1 Form Entry at Edith Neville could potentially be made available if required.
			Primrose Hill - remodel/change of use for a temporary bulge class (1FE) including the Courthope Education Centre	Primrose Hill school - Planning Area 3	LBC - CSF	2009/10	Funded from DfE Basic Needs and Council funds.			Temporary class working through school. Reception from September 2009 to completion of Year 6 in Summer 2016.
			Abacus Belsize Free School (1FE)	Planning Area 3	Community	2013/14	Funded by DfE Free School Programme			Was located at a temporary school site in Belsize ward. Now at Jubilee Waterside in St Pancras and Somers Town ward.
			Hampstead Parochial - temporary bulge class (1FE)	Hampstead Parochial - Planning Area 1	LBC - CSF	2014/15	Funded from DfE Basic Needs.			Temporary class working through school from 2014/15 academic year. Reception from September 2014.

Item no.	Area	Infrastructure item / programme name	Project/programme description	Location/ Growth Area	Delivery lead	Delivery period	Funding arrangements/ Comments	Relevant Core strategy policies*	Status
			Kingsgate - permanent expansion of an additional (2FE) on a dual site split between the existing Kingsgate school and Liddell Road.	Kingsgate - Planning Area 1	LBC - CSF	2016/17	Funded by the Community Investment Programme (CIP)		Permanent provision expansion currently proposed to open from the 2016/17 academic year. In the meantime there is a 'bulge class' on the original school site.
			Hawley Infants/primary - permanent expansion to full 1FE including a junior school on a new site provided by developer at Hawley Wharf	Hawley Primary School - Planning Area 3	LBC - CSF	2016/17	Funded by the developer through a S106 agreement.		Permanent provision currently proposed to open from the 2016/17 academic year
	Secondary Schools	Expansion of provision (one new school, 6FE) plus 250 place Sixth Form, Adelaide Road, Swiss Cottage	UCL Academy, Adelaide Road, Swiss Cottage ward	LBC - Children, Schools and Families Directorate	2012/13	Built through BSF (Building Schools for the Future funding)	CS3; CS10	Opened in September 2012 with 180 students in Foundation and 125 students in Level 3. Expected to reach its full capacity of 1,150 students by Autumn 2016.	
Expansion of provision (one new school, 6FE) plus 250 place Sixth Form, Adelaide Road, Swiss Cottage			Expansion of provision at Swiss Cottage Special School from 150 pupils to 230 pupils, Adelaide Road	LBC - Children, Schools and Families Directorate		Built through BSF	CS3; CS10	The School now has a sixth form, which opened in November 2012 when the school moved from a period of using temporary sites to purpose-built accommodation on its original site. The nature of the school's intake has also changed, mainly as a result of the closure of another special school in the Borough. There are now significantly higher numbers of pupils with profound and multiple learning difficulties and autistic spectrum disorders.	
Expanded provision – 2 FE 11-16 plus 100 new sixth form places				LBC - Children, Schools and Families Directorate			CS3; CS10	The UCL Academy opened in September 2012 providing an additional 6 forms of entry (6FE) and currently has Years 7 to Year 10 and post 16 pupils on roll. A number of schools in the borough are currently operating with vacancies totalling 170 in the October 2013 DfE schools' census. Existing capacity, together with the potential for Regent High school to admit two further forms of entry should be sufficient to accommodate numbers until the end of the reporting period (2024/25), except for a potential 1FE bulge classes in 2022 and 2023.. There may be need for further expansion in the longer term especially in light of the possible implications of development in the Euston Area.	
Estimated provision requirement to meet demand for up to 4 additional FE.				LBC - Children, Schools and Families Directorate			CS3; CS10	Not needed?	
Regent High School - remodelled and expanded provision by 2FE (60 places per year group)			Regent High School - St Pancras and Somers Town ward	LBC - Children, Schools and Families Directorate	Implementation not yet decided	Built through BSF	CS2; CS3; CS4; CS9; CS10	Regent High School remodelled and expanded by 2FE.	
8			Special Schools	Swiss Cottage School, Development and Research Centre permanent expansion into a new building situated next to UCL Academy by 73 additional places compared to January 2012.	Swiss Cottage School, Adelaide Road, Swiss Cottage.	LBC - Children, Schools and Families Directorate	2012/13	Built through BSF	CS3; CS10

Item no.	Area	Infrastructure item / programme name	Project/programme description	Location/ Growth Area	Delivery lead	Delivery period	Funding arrangements/ Comments	Relevant Core strategy policies*	Status
			Frank Barnes School for Deaf Children - permanent relocation in new school building to King's Cross Academy site	King's Cross area (St Pancras and Somers Town ward) Planning Area 4	LBC - Children, Schools and Families Directorate	2015/16			Completed. Frank Barnes School for Deaf Children opened in the Plimsoll Building in September 2015. This is a permanent relocation of the Frank Barnes school for Deaf children from a current site. Frank Barnes School for Deaf Children is co-located with King's Cross Academy.
11		Further Education	Expanded provision required to meet estimated demand for 160 additional places.	.	LB C / Children Schools and Families Directorate (in liaison with neighbouring LAs).	2010 - 2026	.		CS10 The WKC Camden campus was recently rebuilt on a site in King's Cross as part of a £52.5m investment completed under the (now defunct) Government's Building Colleges for the Future programme. The UCL Academy Sixth Form (Level 3) specialises in STEM subjects: science, technology, engineering and mathematics: 125 places are available in September 2015. Alexandra College opened in September 2015 and will provide 50 places.
12		Adult Learning	Expanded provision for 271 FTE Adult learner places Local provision required for the expanding residential population	Borough wide (and within other London Boroughs)	Learning and Skills Council/ Skills Funding Agency	2011 – 2026			CS10 In 2013/14 2,742 learners enrolled on community learning programmes; this was a 13% reduction from 12/13 due to changes in SFA funding.
24		King's Cross redevelopment area- Extra Care Home	Development of new extra care sheltered accommodation above multi- use building.	King's Cross	One HG	40132	Housing Corporation/ One HG/ King's Cross Central Limited Partnership	CS2; CS6; CS9; CS10	Longer term project
25	Leisure and Community facilities	Sport and Leisure – Swimming Pool.	Swimming pool: 25m long, 5 lane pool, in addition to a learner pool of 15m in length.	King's Cross	LB Camden Sports	2011-2016	To be provided as part of the King's Cross Development.	CS2; CS9; CS10	Delivered as part of the King's Cross development at 5 St Pancras Square.
26		Sports and Leisure - Sports Halls	6 Sports halls (ca.4 badminton courts per sports hall + some additional facilities)	Various locations	LB Camden (Culture and Environment Directorate)	2010-2017	Proposed in BSF Business Plan.	CS10	A 4-court sports hall was built as part of the UCL Academy and the sports hall facilities have been refurbished at Regent High School. new 4 court hall sports hall (replacing the existing facility). will potentially be provided as part of the remodelling and refurbishment of the Parliament Hill School and William Ellis School, Highgate. This would provide out-of-hours community access – a planning application was submitted to LBC at the end of 2014.
27			1 Sports hall (4 courts)	King's Cross	Private developers	2011-2016	To be provided as part of the King's Cross Development	CS2; CS9; CS10	Linked to phasing of King's Cross development. Anticipated to open 2017/18.
28		Child Play Spaces	28 play spaces / MUGAs (out of total identified requirement for 50)	In areas currently deficient in access	Developers (via s106 / CIL) and LBC (via a DfCSF grant)	2010	28 play areas are planned for and funded.	CS10; CS15	No information available

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29		Outdoor Play Spaces.	22 play spaces / MUGAs	Proximate to areas of deficiency and significant new development	Developers (via s106 / CIL) and LBC.	2011 - 2026	Funding not secured. Will include developer contributions (via s106 and CIL) along with any future central government funding streams which emerge.	CS10; CS15	Longer term project
30		Community Centres	Refurbishment and some expansion of 8 existing community centres.	Various locations	LBC and Voluntary and Community Sector	By 2012	LBC and Voluntary Sector Grants/fundraising.	CS10	Improvements to community infrastructure at Castlehaven Community Centre, Kentish Town Community Centre, Queen's Crescent Community Centre, Marchmont Street Community Centre and Samuel Lithgow Youth Centre have been delivered. The following will be delivered through the Community Investment Programme (CIP):- new St Pancras Community Centre, repair and improvements to the Highgate Newtown Community Centre and the redevelopment of the Surma Community Centre (Bengali Workers Association) and Abbey Community Centre to new sites as a part of wider redevelopment plans.
31		Community Centres	Additional community centre space provision is likely to be required to meet demands from increased population.	South and North West of the Borough		2012 – 2026.	As yet undetermined – potential provision from development (via s106 /CIL) and LBC.	CS10	Longer term project
32		Faith Facilities.	1 Mosque To serve both existing need and need from new population growth which is likely to drive demand.	Site yet to be identified.	Voluntary and Community Sector (Camden's Muslim Community)	Unknown	Voluntary and Community Sector (Camden's Muslim Community) – Majority of funding not yet in place.	CS10	Longer term project
33		Open Space	To provide additional and improved open space in line with the provisions set out in Policy CS 15	Borough wide with focus on areas identified in Policy CS15	Developers and LB Camden	2010-2025	Developer contributions through Section 106/Community Infrastructure Levy	CS15	See indicator 27 on page 70.
34	Emergency Services	Police	New Safer Neighbourhood Bases – to provide accommodation for each Safer Neighbourhood team currently housed in temporary accommodation.	Various locations.	Metropolitan Police.	By 2017.	Identified in Metropolitan Police's Asset Management Plan (For Camden) part of which involves the modernisation and consolidation of MPA's estate and relocation of facilities if required. GLA funding.	CS10; CS17	Incomplete. Several Safer Neighbourhood Teams are based in main police buildings, which may become permanent depending on resources. Number of borough officers has increased from 749 in 2011 to 751 in 2015. The number of police stations has decreased from 5 to 3.
35			New Custody Centre/Patrol Base.	Undetermined.	Metropolitan Police	By 2017.	Identified in Metropolitan Police's Asset Management Plan (For Camden) part of which involves the modernisation and consolidation of MPA's estate and relocation of facilities if required.	CS3; CS7; CS10; CS17	No information available
36			New Police control/IT room and public help desk.	King's Cross	Metropolitan Police	By 2017	Part of King's Cross Development.	CS2; CS9; CS10; CS17	No information available

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37			Deliver the police 'citizen focused' approach, by locating small front office type facilities in accessible locations, including shopping frontages and main community facilities as appropriate.	Borough wide	Metropolitan Police	By 2017	Identified in Metropolitan Police's Asset Management Plan (For Camden) part of which involves the modernisation and consolidation of MPA's estate and relocation of facilities if required.	CS3; CS4; CS9; CS10; CS17	Incomplete. Some Safer Neighbourhood bases have a facility to open with a front office.
38		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.	Borough wide	LFEPA	2008 - Plan extends over 5 years	N/A	CS10	Fire stations in Euston;; Kentish Town; and West Hampstead have all been retained. Belsize Fire Station was closed in 2014.
39		Ambulance	London Ambulance Services NHS Trust	Borough wide	London Ambulance Services NHS Trust	Extends over 5 years	London Ambulance Services Strategic Plan 2006/07-2012/13 does not set out specific facility requirements for ambulance services in Camden; infrastructure needs are not clearly related to development growth.	CS10; CS16	N/A
40	Strategic Transport	CrossRail	CrossRail is the proposed new railway link 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	TfL / Network Rail	by 2017	Committed scheme in TfL Business Plan. 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. Mayor's CrossRail Levy. Developer contributions from new developments through the CrossRail Levy as defined in the London Plan and Supplementary Planning Guidance: Use of planning obligations in the funding of CrossRail	CS2; CS9; CS11	Appropriate developments in Camden continue to provide CrossRail contributions CrossRail is scheduled to open in 2018/19
41		First Capital Connect (formerly ThamesLink)	New track, platforms (new and extended), and signalling are being built, resulting in new direct services. To provide additional capacity (increase capacity by 90% with expected completion by 2015)	King's Cross - St Pancras, Camden Road, Kentish Town, West Hampstead	Network Rail	2011-2015	Under construction Government approved funding for £5.5 billion in 2007 Track and Station upgrades to 12 car operation and 24 trains per hour in central section.	CS2; CS3; CS9; CS11	Scheduled to be complete by 2018, being delivered through the ThamesLink Investment Programme. By December 2018, 16 trains per hour will operate via St Pancras International during peak periods; half of these will serve London Bridge. Entire fleet due to be replaced during 2016-2018 by new-build trains.
42		East Coast Mainline	To provide additional capacity Additional 12 car services on outer suburban commuter services. New station concourse at King's Cross station.	King's Cross	Network Rail	by 2014	Committed Network Rail Scheme.	CS2; CS9; CS11	No major capacity improvements delivered on East Coast services. Great Northern – rolling stock to be replaced by 2018 Works at Ely Junction will open up a new link from St Pancras to Cambridge and Peterborough. New western concourse at King's Cross opened in 2012.

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43		CTRL Domestic Services	To provide high speed rail link High speed trains on selected routes from Kent and Medway	King's Cross - St Pancras	Network Rail	2009	Completed	CS2; CS9; CS11	Completed
44		London Underground capacity improvements	Improvements in signalling, new train stock and higher frequency services to improve overall system capacity. Jubilee line (25% capacity increase) Victoria Line (19% capacity increase) Northern Line (20% capacity increase) Piccadilly Line (25% capacity increase) Metropolitan Line (49% capacity increase) Circle and Hammersmith and City Lines (49% capacity increase)	Borough wide	TfL	2009 - 2022	Committed schemes in TFL Business Plan.	CS2; CS3; CS9; CS11	Jubilee Line – an upgrade of the signalling and introduction of automatic train operation occurred in 2011/12. Frequencies have increased to around 30 trains per hour during peak times. Victoria Line – signalling has been upgraded to allow operation of 33 trains per hour and a new train fleet came into service 2009-11. Northern Line – works to upgrade and extend the northern line will be completed in 2022. Piccadilly Line - renewal of signalling and train fleet by early 2020s. Metropolitan Line – rolling stock on the line was replaced in 2010-12. An upgrade of the track, electrical supply and signalling systems is scheduled to be completed by 2018. Circle and Hammersmith – new rolling stock has been introduced. The track, electrical supply and signalling systems are being upgraded – this work is expected to be completed by 2018.
45		London Overground station capacity improvements	• Improve reliability and 50% more capacity overall Refurbishment works, renewal of all systems and equipment (covering at least 90% of all publicly accessible space in the stations)	West Hampstead Finchley Road/ Swiss Cottage Hampstead Kilburn High Road Kentish Town Road Camden Town	TfL	2009 – 2018.	Committed scheme Funding available from London Over-ground funding to 2018	CS2; CS3; CS11	Project underway From May 2011 frequencies were increased to 4 trains per hour on Stratford-Richmond, Stratford-Willesden and Gospel Oak-Barking routes. New rolling stock was introduced in early 2010s. London Overground trains are being extended from 4 to 5 carriages during 2015. The electrification project on the Gospel Oak to Barking Line will allow the operation of longer trains (to be completed by 2017). There is a proposal to build a new accessible station at West Hampstead.
46		Tottenham Court Road Station	Enlargement of the Tottenham Court Road Underground Station ticket hall. Implementation of the proposed CrossRail 1 scheme and capacity for the CrossRail 2 schemes, which is are planned to intersect with CrossRail 1 at a new Tottenham Court Road Station. The new station is likely to be constructed immediately to the south of the underground station to which it will be linked.	Tottenham Court Road.	TfL	2010 – 2017.	Committed scheme. Funding allocated in the London Underground Investment Programme to 2010.	CS2; CS9; CS11	Under construction A new enlarged ticket hall was opened in early 2015. The upgrade, including step-free access and lifts, will be completed by end of 2016.

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47		King's Cross St. Pancras Station.	- The redevelopment of King's Cross St. Pancras Tube station to provide a modern station with additional capacity and improved facilities, including: Increased capacity to meet passenger demand and ease congestion. Step free access to all platforms. Three new ticketing offices and automated ticketing facilities. Seamless interchange between the underground lines and direct access to the high speed international rail link at St. Pancras and the new concourse at King's Cross mainline station.	King's Cross	Transport for London.	2008 - 2010	Committed scheme. Funding allocated in the London Underground Investment Programme to 2010.	CS2; CS9; CS11	Completed, capacity improvements, including the opening of a new ticket hall has been delivered (2012/13).
48		Camden Town Station	Identified need for capacity, safety and access improvements.	Camden Town.	Transport for London.	2018- 2021	Transport for London – funding not yet identified, to be kept under review as part of future TFL business planning.	CS3; CS11	Not yet funded
49		Euston Station	New rail and underground station/station improvements. Improved interchange/access and capacity. Planning brief adopted by LB Camden in 2008.	Euston	Transport for London/Network Rail.	2008 – 2016.	Network Rail/TFL.	CS2; CS9; CS11	Form of improvements to rail and underground stations dependent on HS2 and Crossrail 2. Likely to occur later in the plan period.
50		West Hampstead Interchange	West Hampstead is potentially a major interchange in northwest Camden with three stations providing five railway services – all within 200 metres of each other.	West Hampstead.	Transport for London/ Silverlink Metro/ Chiltern Railways.	2016- 2025	LB Camden funding in place for street level public realm improvements. No funding/scheme design have been identified for more ambitious interchange proposals.	CS2; CS3; CS11	New Thameslink station opened in 2011. Improvements are proposed to upgrade the London Overground station. Proposals for a fully integrated interchange have not been realised. No funding identified for accessibility improvements to the Underground (Jubilee line) station.
51		Other rail and underground station improvement schemes	Station congestion improvement schemes; improved interchange and accessibility (including step free access).	Holborn; Camden Rd; Hampstead Heath; Gospel Oak; Warren Street.	TfL	2016- 2026	Subject to scheme design and funding not yet identified. TfL liaising with LBC in relation to ongoing business planning exercise for these schemes. Decision in relation to Gospel Oak scheme expected 2011/12.	CS2; CS3; CS9; CS11	Holborn capacity upgrade not yet funded. Camden has prioritised Holborn as a 'Major Scheme Project' for funding through TfL's Major Scheme programme. This scheme is expected to provide a new station entrance for the Underground station. Work to rebuild London Overground's Hampstead Heath station entrance building was completed in 2014 with two new lifts installed making it more accessible. Camden Road and Gospel Oak stations also had two lifts installed in 2012 to carry passengers between street level and the platforms.
52		Bus	Bus Service Enhancement- Bus Priority Lanes; Bus Stop Accessibility; Bus Service Enhancement;	New services to King's Cross; Borough wide.	TfL	2010 – 2026	TfL Business Plan.	CS2; CS11	Longer term project

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53		Road Network	Transformation of the Tottenham Court Road area, making it safer and more attractive for residents and visitors, creating new public spaces and providing a good public realm. The project would involve replacing the one-way system with two-way streets, introducing some protected cycle lanes, wider pavements and more trees.	Borough wide	TfL/ Camden	2015 – 2026	TfL Business Plan/Camden LIP	CS7; CS11	The West End Project is scheduled to be implemented 2015-2017. West End Project consultation ran Monday 9 June until Friday 1 August 2014. Cabinet decision 21 January 2015 to proceed with detailed design and implementation of the project.
54		Cycle Hire Scheme	71 Cycle hire stations	Central London.	TfL	By 2011	TfL Business Plan.	CS2; CS3; CS9; CS11	A cycle hire station with 57 docking points opened in Royal College Street in 2013. Docking stations have also been introduced in numerous other locations. Significant investment in the cycle network is being delivered through the Mayor's Cycle Funding. There are three main types of route – Superhighways, faster radial routes often on main roads; Quietways, radial and orbital back-street routes and in central London, the Central London Grid, joining the other routes together.
55		Cycle Parking/Secure Cycle Stations.	Cycle Parking - To increase and improve cycle facilities	Borough wide	Camden	2010 – 2026	Funding not yet in place – Developer contributions will form an important source of funding.	CS11	Longer term project

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56		Public Realm improvements.	<p>Improvements to public realm at to facilitate pedestrian movement and connectivity.</p> <p>– initial focus on Camden Town and Bloomsbury.</p> <p>Other schemes to include: Euston Road crossings. Improved cycle/pedestrian links between Euston and King's Cross. St Giles Circus. Kilburn High Road. Chalk Farm. Kentish Town</p>	Borough wide.	TfL/Network Rail/Camden	2010 – 2026	LB Camden/TFL/Developer Contributions.	CS2; CS3; CS7; CS9; CS11; CS14	<p>Widespread enhancements in Fitzrovia to cycle lanes and pedestrian crossings in the area, converting traffic signals to zebra crossings at two junctions and creating a micro park at the southern end of Charlotte Street and a pocket park in Warren Street by closing part of it to traffic.</p> <p>The Olympic Walking Route between St Pancras and Euston Stations has involved raising junctions, repaving footways, updating Legible London signs and installing benches along Brill Place, Phoenix Road and Eversholt Street.</p> <p>Kentish Town has benefitted from a range of measures to improve walking, cycling and traffic flow. This has included constructing a new, clearer and much shorter night entrance to the train station, beside the tube station, that removes a long walk around the block.</p> <p>Hampstead has been improved through a series of small measures to ensure that vehicles use the correct streets.</p> <p>In Highgate new pavements and crossing points have been built to better connect the green spaces and bus stops together.</p> <p>Earlham Street has been greatly improved by for residents, businesses, visitors and the street market by reducing traffic by 95% by closing the exit onto Shaftesbury Avenue, reversing Tower Street and improving the parking layout.</p> <p>Shelton Street was improved for pedestrians from Drury Lane to Mercer Street by installing four raised junctions, making all crossings step-free, repaving pavements, installing granite setts in the road at two junctions and simplifying the parking layout. A partnership scheme with Westminster City Council.</p> <p>Improved Chancery Lane by widening the pavements and installing high quality York stone paving, resurfacing the carriageway and removing street clutter by removing lampposts and installing lanterns on the buildings instead. A partnership scheme with the City of London and Westminster City Council.</p> <p>Holborn Circus has been greatly improved by a major road safety scheme, which created two large, new public spaces, adding pedestrian crossings to all side roads, and relocated the historic statue to a much better setting so it can now be approached and appreciated by people. In partnership with the City of London.</p> <p>Greville Street was improved for pedestrians by installing new paving on the footways, resurfacing carriageway and the raised junctions.</p> <p>Stanhope Street and Everton Buildings are being improved to provide safer routes to school with a much wider pavement beside Netley Primary School, two new raised junctions to calm the traffic and help pedestrians cross the road, and create a new, linear pocket park.</p> <p>Grafton Road is being improved to provide a safer route to school scheme with wider pavements outside Carlton Primary School.</p> <p>Judd Street raising a loading bay to widen a narrow section of pavement to assist pedestrians.</p> <p>Royal College Street was greatly improved for cyclists by splitting the two-way cycle lane so it runs on both sides of the street, and protecting them from traffic by using new planters. Planning to extend these segregated cycle lane improvements further along Royal College Street from Camden Road to Kentish Town.</p> <p>Bernard Street and Guilford Street improved for cycling as part of the Camden's Quiet Way.</p>

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57	Utilities and Physical Infrastructure	Legible London	Through signage, improve legibility and accessibility for pedestrians and encourage people to walk. Scheme to be rolled out throughout the Borough in appropriate locations within the Plan period	Central London, Camden Town and West Hampstead.	TfL	Central London: rolled out by 2012 Rest of borough: 2012-2026	TFL/Developer contributions.	CS2; CS3; CS7; CS9; CS11; CS14	Work in progress
58		Electricity	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 from St John's Wood to Mill Hill. National Grid is in discussions with LB Camden regarding future infrastructure improvements, including, potentially, a new grid supply point.	South of Camden, with a new vent located at St Pancras.	National Grid	Currently unknown	Identified by National Grid as part of current investment programme.	CS2; CS3	Longer term project
59		Electricity	Estimated provision of additional 77,152 KVA to 2026 and related local and strategic infrastructure. LBC unable to verify whether electricity providers have existing capacity/plans in place to provide required electricity. Based on limited information available required infrastructure is likely to include new primary and secondary substations.	Borough wide	EDF	Unknown.	Unknown – the current rules set by the industry regulator OFGEM encourage reactive management for responding to demand for electricity. Requirements likely to be charged to developers.		Longer term project
60		Gas	Provision of additional 14,273 m3/hr and related local infrastructure. LBC unable to verify whether electricity providers have existing capacity/plans in place to provide required electricity. Based on limited information available, infrastructure is likely to be limited to extension of mains to new developments and on-site works.	Borough wide	National Grid	Unknown.	Unknown – the current rules set by the industry regulator OFGEM encourage reactive management for responding to demand for gas. Requirements likely to be charged to developers.		Longer term project
									Since 2012, decentralised heat networks have been established in King's Cross, Bloomsbury and Gospel Oak.

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61		Water and wastewater infrastructure in the Opportunity Areas and Areas of Intensification.	<p>- Local infrastructure improvements are likely to be required for the Opportunity Areas and Areas of Intensification, specifically King's Cross and Euston. Additional water supply of 9,931,350 l/day likely to be required by 2026.</p> <p>Thames Water propose a range of measures: education and metering to reduce consumption; Victorian Mains Replacement programme - replacement of 400km per year of water mains over the period 2010 to 2015; The Thames Gateway Water Treatment Plant will provide additional potable water for London. The plant should be completed by 31 March 2010.</p> <p>The proposed Upper Thames Reservoir in Oxfordshire is Thames Water's preferred option to maintain a security of supply in London and in its Swindon and Oxfordshire Water Resource Zones from 2026 onwards.</p> <p>For Wastewater/Sewerage, the following measures are required: Local infrastructure improvements in growth areas to cope with increased sewerage/waste water. New and refurbished pumping stations required The proposed London Tideway Tunnels (Thames Tunnel and Lee Tunnel), each of which will deal with combined sewer overflows that discharge storm sewage into the River Thames and Lee.</p>	Borough wide with emphasis upon Growth Areas.	Thames Water	2010-2026	<p>Thames Water - Costs identified are across the Thames Water Region at £4,376m</p> <p>Developer contributions to local infrastructure improvements required to accommodate growth (e.g. in local sewer network).</p>	CS2; CS13, CS19	Longer term project
62		Flood risk	Implementation of Sustainable Urban Drainage Systems (SUDs) and promotion of flood resistant architecture and on-site retention features.	Borough wide. Problem hotspots mainly in North West of Borough.	LBC/Devel opers	2010-2026.	Developer contributions	CS13	Refer to Indicator 23, page 61
1	Children and Education Services	Early Years	Provision of additional two year old places to meet identified need – c.125 places.	Borough wide	Voluntary/ Private Sector	2010 – 2026		CS10	<p>Complete</p> <p>Since September 2013 there has been a statutory requirement to provide 15 hours per week of early education for 20% most disadvantaged 2 year olds, extended to 40% from September 2004.</p>

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2			Provision of additional three and four year old places to meet identified need – c.210 old places for three year olds and c.247 places for four year olds.	Borough wide	LBC - Children, Schools and Families Directorate	2010 - 2026		CS10	Complete Camden provides a 25 hour offer of early education and childcare in maintained children's centres and school nurseries for 3 and 4 year olds (the statutory entitlement is 15 hours per week. LBC provides an additional 10 hours per week).
		Primary Schools	Expansion of provision (0.5 FoE expansion)	Emmanuel School – West Hampstead/Fortune Green (North West subarea)	LBC - Children, Schools and Families Directorate	By 2013	Primary Capital Programme (PCP), S. 106, Basic Need, and Local Authority Coordinated Voluntary Aided Programme (LCVAP)	CS3; CS10	Complete Opened at start of academic year September 2011 (one year earlier than originally planned).
			New resource base for 14 children with autistic spectrum disorder (ASD) and associated improvements to Kentish Town School	Kentish Town (North West sub-area)		By September 2010	Prudential borrowing, PCP, LCVAP	CS3; CS10	Complete Alterations and extensions to the Kentish Town CoE Primary School were completed in September 2011.
			Expansion of provision (1 school / 2FE), King's Cross	King's Cross	LBC - Children, Schools and Families Directorate			CS3; CS10	Complete King's Cross Academy is opening in the Plimsoll Building in September 2015. In its first year, it will provide 2 reception classes for up to 60 children and a 26 place nursery for 3 to 5 year olds. The Academy will expand over time to serve 420 primary school pupils, plus the nursery.
			Estimated provision of up to 3 to 5 additional forms of entry over the planning period.	Demand generated in various locations.	LBC - Children, Schools and Families Directorate			CS3; CS10	0.5 FE at St Luke's Free School was provided from 2011/12. 1FE provided through opening of Abacus Free School in Belsize Park from September 2013. The Council is seeking to provide 2FE at Kingsgate School from 2016/17 at the Liddell Road site: a planning application was submitted at the end of 2014 (2014/7649/P). There may be a need for additional primary school provision within the Euston Area. The Euston Area Plan identifies the provision of a new 2FE primary school on the North Euston Cutting and a further 1-2FE within the Regent's Park area.
			Primrose Hill - remodel/change of use for a temporary bulge class (1FE) including the Courthope Education Centre	Primrose Hill school - Planning Area 3	LBC - CSF	2009/10	Funded from DfE Basic Needs and Council funds.		Temporary class working through school. Reception from September 2009
			Abacus Belsize Free School (1FE)	Planning Area 3	Community	2013/14	Funded by DfE Free School Programme		Permanent provision currently located at a temporary school site in Belsize ward
			Hampstead Parochial - temporary bulge class (1FE)	Hampstead Parochial - Planning Area 1	LBC - CSF	2014/15	Funded from DfE Basic Needs.		Temporary class working through school from 2014/15 academic year. Reception from September 2014.
			Kingsgate - permanent expansion of an additional (2FE) on a dual site split between the existing Kingsgate school and Liddell Road.	Kingsgate - Planning Area 1	LBC - CSF	2016/17	Property and Contracts - any information?		Permanent provision expansion currently proposed to open from the 2016/17 academic year
			Hawley Infants/primary - permanent expansion to full 1FE including a junior school on a new site provided by developer at Hawley Wharf	Hawley Primary School - Planning Area 3	LBC - CSF	2016/17	Property and Contracts - any information?		Permanent provision currently proposed to open from the 2016/17 academic year

Item no.	Area	Infrastructure item / programme name	Project/programme description	Location/ Growth Area	Delivery lead	Delivery period	Funding arrangements/ Comments	Relevant Core strategy policies*	Status
		Secondary Schools	Expansion of provision (one new school, 6FE) plus 250 place Sixth Form, Adelaide Road, Swiss Cottage	UCL Academy, Adelaide Road , Swiss Cottage ward	LBC - Children, Schools and Families Directorate	2012/13	Built through BSF	CS3; CS10	Opened in September 2012 with 180 students in Foundation and 125 students in Level 3. Expected to reach its full capacity of 1,150 students by Autumn 2016.
			Expansion of provision (one new school, 6FE) plus 250 place Sixth Form, Adelaide Road, Swiss Cottage	Expansion of provision at Swiss Cottage Special School from 150 pupils to 230 pupils, Adelaide Road	LBC - Children, Schools and Families Directorate			CS3; CS10	The School now has a sixth form, which opened in November 2012 when the school moved from a period of using temporary sites to purpose-built accommodation on its original site. The nature of the school's intake has also changed, mainly as a result of the closure of another special school in the Borough. There are now significantly higher numbers of pupils with profound and multiple learning difficulties and autistic spectrum disorders.
			Expanded provision – 2 FE 11-16 plus 100 new sixth form places		LBC - Children, Schools and Families Directorate			CS3; CS10	The UCL Academy opened in September 2012 providing an additional 6 forms of entry (6FE) and currently has Year 7 and Year 8 and post 16 pupils on roll. A number of schools in the borough are currently operating with vacancies totalling 170 in the October 2013 DfE schools' census. Existing capacity, together with the potential for Regent High school to admit two further forms of entry should be sufficient to accommodate numbers until the end of the reporting period (2023/24), except for a potential 1FE bulge in Year 7 in 2020/21. There may be need for further expansion in the longer term especially in light of the possible implications of development in the Euston Area.
			Estimated provision requirement to meet demand for up to 4 additional FE.		LBC - Children, Schools and Families Directorate			CS3; CS10	It is estimated that 2-3FE will be required by 2021/22.
			Regent High School - remodelled and expanded provision by 2FE (60 places per year group)	Regent High School - St Pancras and Somers Town ward	LBC - Children, Schools and Families Directorate	Implementation not yet decided	Built through BSF	CS2; CS3; CS4; CS9; CS10	Regent High School remodelling and expansion by 2FE currently being built by contractor however the implementation date is currently under review.
8		Special Schools	Swiss Cottage School, Development and Research Centre permanent expansion into a new building situated next to UCL Academy by 73 additional places compared to January 2012.	Swiss Cottage School, Adelaide Road, Swiss Cottage.	LBC - Children, Schools and Families Directorate	2012/13	Built through BSF	CS3; CS10	Permanent expansion opened late 2012, due to overrunning contractor. The new Swiss Cottage School expanded to admit pupils from Jack Taylor special school.
			Frank Barnes School for Deaf Children - permanent relocation in new school building to King's Cross Academy site	King's Cross area (St Pancras and Somers Town ward) Planning Area 4	LBC - Children, Schools and Families Directorate	2015/16			Permanent relocation of the Frank Barnes school for Deaf children from a current temporary site.

Item no.	Area	Infrastructure item / programme name	Project/programme description	Location/ Growth Area	Delivery lead	Delivery period	Funding arrangements/ Comments	Relevant Core strategy policies*	Status
11		Further Education	Expanded provision required to meet estimated demand for 160 additional places.	.	LB C / Children Schools and Families Directorate (in liaison with neighbouring LAs).	2010 - 2026	.	CS10	The WKC Camden campus was recently rebuilt on a site in King's Cross as part of a £52.5m investment completed under the (now defunct) Government's Building Colleges for the Future programme. The UCL Academy Sixth Form (Level 3) specialises in STEM subjects: science, technology, engineering and mathematics: 125 places are available in September 2015.
12		Adult Learning	Expanded provision for 271 FTE Adult learner places Local provision required for the expanding residential population	Borough wide (and within other London Boroughs)	Learning and Skills Council/ Skills Funding Agency	2011 – 2026		CS10	In 2013/14 2,742 learners enrolled on community learning programmes; this was a 13% reduction from 12/13 due to changes in SFA funding.
24		King's Cross redevelopment area- Extra Care Home	Development of new extra care sheltered accommodation above multi- use building.	King's Cross	One HG	40132	Housing Corporation/ One HG/ King's Cross Central Limited Partnership	CS2; CS6; CS9; CS10	Longer term project
25	Leisure and Community facilities	Sport and Leisure – Swimming Pool.	Swimming pool: 25m long, 5 lane pool, in addition to a learner pool of 15m in length.	King's Cross	LB Camden Sports	2011- 2016	To be provided as part of the King's Cross Development.	CS2; CS9; CS10	Delivered as part of the King's Cross development at 5 St Pancras Square.
26		Sports and Leisure - Sports Halls	6 Sports halls (ca.4 badminton courts per sports hall + some additional facilities)	Various locations	LB Camden (Culture and Environment Directorate)	2010- 2017	Proposed in BSF Business Plan.	CS10	A 4-court sports hall was built as part of the UCL Academy and the sports hall facilities have been refurbished at Regent High School. There is potential for additional shared access (e.g. new sports hall opened at South Hampstead School in Autumn 2014). A new 4 court hall sports hall (replacing the existing facility) will potentially be provided as part of the remodelling and refurbishment of the Parliament Hill School and William Ellis School, Highgate. This would provide out-of-hours community access – a planning application was submitted to LBC at the end of 2014.
27			1 Sports hall (4 courts)	King's Cross	Private developers	2011- 2016	To be provided as part of the King's Cross Development	CS2; CS9; CS10	Linked to phasing of King's Cross development. Anticipated to open 2017/18.
28		Child Play Spaces	28 play spaces / MUGAs (out of total identified requirement for 50)	In areas currently deficient in access	Developers (via s106 / CIL) and LBC (via a DfCSF grant)	2010	28 play areas are planned for and funded.	CS10; CS15	No information available
29		Outdoor Play Spaces.	22 play spaces / MUGAs	Proximate to areas of deficiency and significant new development	Developers (via s106 / CIL) and LBC.	2011 - 2026	Funding not secured. Will include developer contributions (via s106 and CIL) along with any future central government funding streams which emerge.	CS10; CS15	Longer term project

Item no.	Area	Infrastructure item / programme name	Project/programme description	Location/ Growth Area	Delivery lead	Delivery period	Funding arrangements/ Comments	Relevant Core strategy policies*	Status
30		Community Centres	Refurbishment and some expansion of 8 existing community centres.	Various locations	LBC and Voluntary and Community Sector	By 2012	LBC and Voluntary Sector Grants/fundraising.	CS10	Improvements to community infrastructure at Castlehaven Community Centre, Kentish Town Community Centre, Queen's Crescent Community Centre, Marchmont Street Community Centre and Samuel Lithgow Youth Centre have been delivered. The following will be delivered through the Community Investment Programme (CIP):- new St Pancras Community Centre, repair and improvements to the Highgate Newtown Community Centre and the relocation of the Surma Community Centre (Bengali Workers Association) and Abbey Community Centre to new sites as a part of wider redevelopment plans.
31		Community Centres	Additional community centre space provision is likely to be required to meet demands from increased population.	South and North West of the Borough		2012 – 2026.	As yet undetermined – potential provision from development (via s106 /CIL) and LBC.	CS10	Longer term project
32		Faith Facilities.	1 Mosque To serve both existing need and need from new population growth which is likely to drive demand.	Site yet to be identified.	Voluntary and Community Sector (Camden's Muslim Community)	Unknown	Voluntary and Community Sector (Camden's Muslim Community) – Majority of funding not yet in place.	CS10	Longer term project
33		Open Space	To provide additional and improved open space in line with the provisions set out in Policy CS 15	Borough wide with focus on areas identified in Policy CS15	Developers and LB Camden	2010-2025	Developer contributions through Section 106/Community Infrastructure Levy	CS15	See indicator 27 on page 70.
34	Emergency Services	Police	New Safer Neighbourhood Bases – to provide accommodation for each Safer Neighbourhood team currently housed in temporary accommodation.	Various locations.	Metropolitan Police.	By 2017.	Identified in Metropolitan Police's Asset Management Plan (For Camden) part of which involves the modernisation and consolidation of MPA's estate and relocation of facilities if required. GLA funding.	CS10; CS17	Incomplete. Several Safer Neighbourhood Teams are based in main police buildings, which may become permanent depending on resources. Number of borough officers has increased from 749 in 2011 to 751 in 2015. The number of police stations has decreased from 5 to 3.
35			New Custody Centre/Patrol Base.	Undetermined.	Metropolitan Police	By 2017.	Identified in Metropolitan Police's Asset Management Plan (For Camden) part of which involves the modernisation and consolidation of MPA's estate and relocation of facilities if required.	CS3; CS7; CS10; CS17	No information available
36			New Police control/IT room and public help desk.	King's Cross	Metropolitan Police	By 2017	Part of King's Cross Development.	CS2; CS9; CS10; CS17	No information available
37			Deliver the police 'citizen focused' approach, by locating small front office type facilities in accessible locations, including shopping frontages and main community facilities as appropriate.	Borough wide	Metropolitan Police	By 2017	Identified in Metropolitan Police's Asset Management Plan (For Camden) part of which involves the modernisation and consolidation of MPA's estate and relocation of facilities if required.	CS3; CS4; CS9; CS10; CS17	Incomplete. Some Safer Neighbourhood bases have a facility to open with a front office.

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38		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.	Borough wide	LFEPA	2008 - Plan extends over 5 years	N/A	CS10	Fire stations in Euston; Belsize Park; Kentish Town; and West Hampstead have all been retained.
39		Ambulance	London Ambulance Services NHS Trust	Borough wide	London Ambulance Services NHS Trust	Extends over 5 years	London Ambulance Services Strategic Plan 2006/07-2012/13 does not set out specific facility requirements for ambulance services in Camden; infrastructure needs are not clearly related to development growth.	CS10; CS16	N/A
40	Strategic Transport	CrossRail	CrossRail is the proposed new railway link 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	TfL / Network Rail	by 2017	Committed scheme in TFL Business Plan. 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. Mayor's CrossRail Levy. Developer contributions from new developments through the CrossRail Levy as defined in the London Plan and Supplementary Planning Guidance: Use of planning obligations in the funding of CrossRail	CS2; CS9; CS11	Appropriate developments in Camden continue to provide CrossRail contributions CrossRail is scheduled to open in 2018/19
41		First Capital Connect (formerly ThamesLink)	New track, platforms (new and extended), and signalling are being built, resulting in new direct services. To provide additional capacity (increase capacity by 90% with expected completion by 2015)	King's Cross - St Pancras, Camden Road, Kentish Town, West Hampstead	Network Rail	2011-2015	Under construction Government approved funding for £5.5 billion in 2007 Track and Station upgrades to 12 car operation and 24 trains per hour in central section.	CS2; CS3; CS9; CS11	Scheduled to be complete by 2018, being delivered through the ThamesLink Investment Programme.
42		East Coast Mainline	To provide additional capacity Additional 12 car services on outer suburban commuter services. New station concourse at King's Cross station.	King's Cross	Network Rail	by 2014	Committed Network Rail Scheme.	CS2; CS9; CS11	New King's Cross station concourse opened Summer 2012. No major capacity improvements delivered on East Coast services. Great Northern – some additional trains and longer trains have been provided. New western concourse at King's Cross opened in 2012.
43		CTRL Domestic Services	To provide high speed rail link High speed trains on selected routes from Kent and Medway	King's Cross - St Pancras	Network Rail	2009	Completed	CS2; CS9; CS11	Completed

Item no.	Area	Infrastructure item / programme name	Project/programme description	Location/ Growth Area	Delivery lead	Delivery period	Funding arrangements/ Comments	Relevant Core strategy policies*	Status
44		London Underground capacity improvements	Improvements in signalling, new train stock and higher frequency services to improve overall system capacity. Jubilee line (25% capacity increase) Victoria Line (19% capacity increase) Northern Line (20% capacity increase) Piccadilly Line (25% capacity increase) Metropolitan Line (49% capacity increase) Circle and Hammersmith and City Lines (49% capacity increase)	Borough wide	TfL	2009 - 2022	Committed schemes in TFL Business Plan.	CS2; CS3; CS9; CS11	Jubilee Line – an upgrade of the signalling and introduction of automatic train operation occurred in 2011/12. Frequencies have increased to around 30 trains per hour during peak times. Victoria Line – signalling has been upgraded to allow operation of 33 trains per hour and a new train fleet came into service 2009-11. Northern Line – works to upgrade and extend the northern line will be completed in 2022. Piccadilly Line - renewal of signalling and train fleet by early 2020s. Metropolitan Line – rolling stock on the line was replaced in 2010-12. An upgrade of the track, electrical supply and signalling systems is scheduled to be completed by 2018. Circle and Hammersmith – new rolling stock has been introduced. The track, electrical supply and signalling systems are being upgraded – this work is expected to be completed by 2018.
45		London Overground station capacity improvements	• Improve reliability and 50% more capacity overall Refurbishment works, renewal of all systems and equipment (covering at least 90% of all publicly accessible space in the stations)	West Hampstead Finchley Road/ Swiss Cottage Hampstead Kilburn High Road Kentish Town Road Camden Town	TfL	2009 – 2018.	Committed scheme Funding available from London Over-ground funding to 2018	CS2; CS3; CS11	Project underway London Overground trains are being extended from 4 to 5 carriages during 2015. The electrification project on the Gospel Oak to Barking Line will allow the operation of longer trains (to be completed by 2020/21). There is a proposal to build a new accessible station at West Hampstead. From May 2011 frequencies were increased to 4 trains per hour on Stratford-Richmond, Stratford-Willesden and Gospel Oak-Barking routes. New rolling stock was introduced in early 2010s.
46		Tottenham Court Road Station	Enlargement of the Tottenham Court Road Underground Station ticket hall. Implementation of the proposed CrossRail 1 scheme and capacity for the CrossRail 2 schemes, which is planned to intersect with CrossRail 1 at a new Tottenham Court Road Station. The new station is likely to be constructed immediately to the south of the underground station to which it will be linked.	Tottenham Court Road.	TfL	2010 – 2017.	Committed scheme. Funding allocated in the London Underground Investment Programme to 2010.	CS2; CS9; CS11	Under construction A new enlarged ticket hall was opened in early 2015. The upgrade, including step-free access and lifts, will be completed by end of 2016.
47		King's Cross St. Pancras Station.	- The redevelopment of King's Cross St. Pancras Tube station to provide a modern station with additional capacity and improved facilities, including: Increased capacity to meet passenger demand and ease congestion. Step free access to all platforms. Three new ticketing offices and automated ticketing facilities. Seamless interchange between the underground lines and direct access to the high speed international rail link at St. Pancras and the new concourse at King's Cross mainline station.	King's Cross	Transport for London.	2008 - 2010	Committed scheme. Funding allocated in the London Underground Investment Programme to 2010.	CS2; CS9; CS11	Completed, capacity improvements, including the opening of a new ticket hall has been delivered (2012/13).
48		Camden Town Station	Identified need for capacity, safety and access improvements.	Camden Town.	Transport for London.	2018- 2021	Transport for London – funding not yet identified, to be kept under review as part of future TFL business planning.	CS3; CS11	Likely to be implemented 2018-2021

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49		Euston Station	New rail and underground station/station improvements. Improved interchange/access and capacity. Planning brief adopted by LB Camden in 2008.	Euston	Transport for London/Network Rail.	2008 – 2016.	Network Rail/TFL.	CS2; CS9; CS11	Form of improvements to rail and underground stations dependent on HS2. Likely to occur later in the plan period.
50		West Hampstead Interchange	West Hampstead is potentially a major interchange in northwest Camden with three stations providing five railway services – all within 200 metres of each other.	West Hampstead.	Transport for London/ Silverlink Metro/ Chiltern Railways.	2016-2025	LB Camden funding in place for street level public realm improvements. No funding/scheme design have been identified for more ambitious interchange proposals.	CS2; CS3; CS11	New Thameslink station opened in 2011. Improvements are proposed to upgrade the London Overground station. Proposals for a fully integrated interchange have not been realised.
51		Other rail and underground station improvement schemes	Station congestion improvement schemes; improved interchange and accessibility (including step free access).	Holborn; Camden Rd; Hampstead Heath; Gospel Oak; Warren Street.	TfL	2016-2026	Subject to scheme design and funding not yet identified. TfL liaising with LBC in relation to ongoing business planning exercise for these schemes. Decision in relation to Gospel Oak scheme expected 2011/12.	CS2; CS3; CS9; CS11	A 'major scheme' to improve capacity at Holborn will potentially be delivered 2017-19. Work to rebuild London Overground's Hampstead Heath station entrance building was completed in 2014 with two new lifts installed making it more accessible. Camden Road and Gospel Oak stations also had now two lifts installed in 2012 to carry passengers between street level and the platforms.
52		Bus	Bus Service Enhancement- Bus Priority Lanes; Bus Stop Accessibility; Bus Service Enhancement;	New services to King's Cross; Borough wide.	TFL	2010 – 2026	TFL Business Plan.	CS2; CS11	Longer term project
53		Road Network	Transformation of the Tottenham Court Road area, making it safer and more attractive for residents and visitors, creating new public spaces and providing a good public realm. The project would involve replacing the one-way system with two-way streets, introducing some protected cycle lanes, wider pavements and more trees.	Borough wide	TfL/ Camden	2015 – 2026	TFL Business Plan/Camden LIP	CS7; CS11	The West End Project is scheduled to be implemented 2015-2017. West End Project consultation ran Monday 9 June until Friday 1 August 2014. Cabinet decision 21 January 2015 to proceed with detailed design and implementation of the project.
54		Cycle Hire Scheme	71 Cycle hire stations	Central London.	TFL	By 2011	TFL Business Plan.	CS2; CS3; CS9; CS11	A cycle hire station with 57 docking points opened in Royal College Street in 2013. Docking stations have also been introduced in numerous other locations.
55		Cycle Parking/Secure Cycle Stations.	Cycle Parking - To increase and improve cycle facilities	Borough wide	Camden	2010 – 2026	Funding not yet in place – Developer contributions will form an important source of funding.	CS11	Longer term project

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56		Public Realm improvements.	<p>Improvements to public realm at to facilitate pedestrian movement and connectivity.</p> <p>– initial focus on Camden Town and Bloomsbury.</p> <p>Other schemes to include: Euston Road crossings. Improved cycle/pedestrian links between Euston and King's Cross. St Giles Circus. Kilburn High Road. Chalk Farm. Kentish Town</p>	Borough wide.	TfL/Network Rail/Camden	2010 – 2026	LB Camden/TFL/Developer Contributions.	CS2; CS3; CS7; CS9; CS11; CS14	<p>Widespread enhancements in Fitzrovia to cycle lanes and pedestrian crossings in the area, converting traffic signals to zebra crossings at two junctions and creating a micro park at the southern end of Charlotte Street and a pocket park in Warren Street by closing part of it to traffic.</p> <p>The Olympic Walking Route between St Pancras and Euston Stations has involved raising junctions, repaving footways, updating Legible London signs and installing benches along Brill Place, Phoenix Road and Eversholt Street.</p> <p>Kentish Town has benefitted from a range of measures to improve walking, cycling and traffic flow. This has included constructing a new, clearer and much shorter night entrance to the train station, beside the tube station, that removes a long walk around the block.</p> <p>Hampstead has been improved through a series of small measures to ensure that vehicles use the correct streets.</p> <p>In Highgate new pavements and crossing points have been built to better connect the green spaces and bus stops together.</p> <p>Earlham Street has been greatly improved by for residents, businesses, visitors and the street market by reducing traffic by 95% by closing the exit onto Shaftesbury Avenue, reversing Tower Street and improving the parking layout.</p> <p>Shelton Street was improved for pedestrians from Drury Lane to Mercer Street by installing four raised junctions, making all crossings step-free, repaving pavements, installing granite setts in the road at two junctions and simplifying the parking layout. A partnership scheme with Westminster City Council.</p> <p>Improved Chancery Lane by widening the pavements and installing high quality York stone paving, resurfacing the carriageway and removing street clutter by removing lampposts and installing lanterns on the buildings instead. A partnership scheme with the City of London and Westminster City Council.</p> <p>Holborn Circus has been greatly improved by a major road safety scheme, which created two large, new public spaces, adding pedestrian crossings to all side roads, and relocated the historic statue to a much better setting so it can now be approached and appreciated by people. In partnership with the City of London.</p> <p>Greville Street was improved for pedestrians by installing new paving on the footways, resurfacing carriageway and the raised junctions.</p> <p>Stanhope Street and Everton Buildings are being improved to provide safer routes to school with a much wider pavement beside Netley Primary School, two new raised junctions to calm the traffic and help pedestrians cross the road, and create a new, linear pocket park.</p> <p>Grafton Road is being improved to provide a safer route to school scheme with wider pavements outside Carlton Primary School.</p> <p>Judd Street raising a loading bay to widen a narrow section of pavement to assist pedestrians.</p> <p>Royal College Street was greatly improved for cyclists by splitting the two-way cycle lane so it runs on both sides of the street, and protecting them from traffic by using new planters. Planning to extend these segregated cycle lane improvements further along Royal College Street from Camden Road to Kentish Town.</p> <p>Bernard Street and Guilford Street improved for cycling as part of the Camden's Quiet Way.</p>

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57	Utilities and Physical Infrastructure	Legible London	Through signage, improve legibility and accessibility for pedestrians and encourage people to walk. Scheme to be rolled out throughout the Borough in appropriate locations within the Plan period	Central London, Camden Town and West Hampstead.	TfL	Central London: rolled out by 2012 Rest of borough: 2012-2026	TFL/Developer contributions.	CS2; CS3; CS7; CS9; CS11; CS14	Work in progress
58		Electricity Development of new deep tunnel through the south of Camden	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 from St John's Wood to Mill Hill. National Grid is in discussions with LB Camden regarding future infrastructure improvements, including, potentially, a new grid supply point.	South of Camden, with a new vent located at St Pancras.	National Grid	Currently unknown	Identified by National Grid as part of current investment programme.	CS2; CS3	Longer term project
59		Electricity	Estimated provision of additional 77,152 KVA to 2026 and related local and strategic infrastructure. LBC unable to verify whether electricity providers have existing capacity/plans in place to provide required electricity. Based on limited information available required infrastructure is likely to include new primary and secondary substations.	Borough wide	EDF	Unknown.	Unknown – the current rules set by the industry regulator OFGEM encourage reactive management for responding to demand for electricity. Requirements likely to be charged to developers.		Longer term project
60		Gas	Provision of additional 14,273 m3/hr and related local infrastructure. LBC unable to verify whether electricity providers have existing capacity/plans in place to provide required electricity. Based on limited information available, infrastructure is likely to be limited to extension of mains to new developments and on-site works.	Borough wide	National Grid	Unknown.	Unknown – the current rules set by the industry regulator OFGEM encourage reactive management for responding to demand for gas. Requirements likely to be charged to developers.		Longer term project
									Since 2012, decentralised heat networks have been established in King's Cross, Bloomsbury and Gospel Oak.

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61		Water and wastewater infrastructure in the Opportunity Areas and Areas of Intensification.	<p>- Local infrastructure improvements are likely to be required for the Opportunity Areas and Areas of Intensification, specifically King's Cross and Euston. Additional water supply of 9,931,350 l/day likely to be required by 2026.</p> <p>Thames Water propose a range of measures: education and metering to reduce consumption; Victorian Mains Replacement programme - replacement of 400km per year of water mains over the period 2010 to 2015; The Thames Gateway Water Treatment Plant will provide additional potable water for London. The plant should be completed by 31 March 2010.</p> <p>The proposed Upper Thames Reservoir in Oxfordshire is Thames Water's preferred option to maintain a security of supply in London and in its Swindon and Oxfordshire Water Resource Zones from 2026 onwards.</p> <p>For Wastewater/Sewerage, the following measures are required: Local infrastructure improvements in growth areas to cope with increased sewerage/waste water. New and refurbished pumping stations required</p> <p>The proposed London Tideway Tunnels (Thames Tunnel and Lee Tunnel), each of which will deal with combined sewer overflows that discharge storm sewage into the River Thames and Lee.</p>	Borough wide with emphasis upon Growth Areas.	Thames Water	2010-2026	<p>Thames Water - Costs identified are across the Thames Water Region at £4,376m</p> <p>Developer contributions to local infrastructure improvements required to accommodate growth (e.g. in local sewer network).</p>	CS2; CS13, CS19	Longer term project
62		Flood risk	Implementation of Sustainable Urban Drainage Systems (SUDs) and promotion of flood resistant architecture and on-site retention features.	Borough wide. Problem hotspots mainly in North West of Borough.	LBC/Devel opers	2010-2026.	Developer contributions	CS13	Refer to Indicator 23, page 61.

Table 38. Sustainable Design

Application Number	Address	Development Description Summary	Pre BREEAM Score (commercial)	Code for Sustainable Homes level	Type of renewable/ proposed, and percentage CO2 reduction from renewable energy.
2014/4267/P	277A Gray's Inn Road, London, WC1X 8QF	Demolition of existing building and comprehensive mixed-use redevelopment of the site to provide 60 residential units (including 14 affordable flats) comprising: 56 units arranged around the new open space (seven x 2 storey houses plus lower-ground floor, 49 x flats in 3, 7 and 8 storey blocks plus lower-ground floor) and 4 flats in a 4 storey plus lower-ground building on St Chads street, with ancillary basement gym; with offices at ground and lower-ground floor, café/gallery (Class A1/Class A3) at ground floor, together with cycle parking, access, landscaping, boundary treatments and associated works.	Very good	Code Level 4	50sqm PV panels Regulated emissions savings 20.26%
2013/5403/P	100,100a and 100b Chalk Farm Road, London, NW1 8EH	Redevelopment of site to create a mixed-use development comprising 57 market flats (13x1beds, 28x2beds and 16x3beds), 6 affordable flats (3x3 bed social rented, 3x1 bed intermediate), new office, retail and restaurant units with associated works to highways and landscaping; following demolition of existing buildings and car park.	BREEAM Excellent	Code level 4	PV panels 20.37%
2013/1014/P	Tybalds Estate, New North Street, London, WC1N	Mixed use development to provide 93 mixed tenure residential units (Class C3), alterations to existing dwellings and entrances, 249 sqm of new/replacement community facilities (Class D1) an energy centre, refuse, cycle and caretakers facilities and associated landscape and public realm improvement works. The provision of a new internal access road and the reorganisation of car parking within the site and the surrounding area.	-	Code Level 4	No renewables as CHP delivered required reductions.
2013/6674/P	1-11A Swain's Lane & 109-110 Highgate West Hill London N6 6QX	Erection of a part 2 / part 3 storey (above part basement level) building comprising 5 retail units (Classes A1/A2/A3) and 7 residential units (Class C3) on upper floors; and a 3 storey building comprising 3 retail units (Classes A1/A2/A3) and 5 residential units (Class C3) on upper floors; with associated car parking, landscaping and works to the public realm (following the demolition of existing buildings).	BREEAM Very Good	Code Level 4	Mechanical ventilation heat recovery 3.8%
2014/2199/P	114/118 Southampton Row London WC1B 5AA	Erection of fifth floor extension, ground floor infill extension and rear extension, courtyard stairwell up to first floor and plant enclosure to the rear at second floor level in association with a conversion of basement car park to a wellness facility (sui generis), conversion of vehicle access to retail/financial unit (Class A1/A2) at ground floor, change of use from office (Class B1a) into events space with catering facilities (sui generis) at first floor, retention and refurbishment of offices (Class B1a) at second and third floor, and 4 new residential units (Class C3) at fourth and fifth floors.	BREEAM Very Good	-	8 PV panels 10% (over residential baseline) – overall site wide represents 1.54%

Application Number	Address	Development Description Summary	Pre BREEAM Score (commercial)	Code for Sustainable Homes level	Type of renewable/ proposed, and percentage CO2 reduction from renewable energy.
2014/0603/P	Cambridge House 373-375 Euston Road London NW1 3AR	Change of use from offices (Class B1a) & car showroom (Sui Generis) uses to provide flexible B1 space at basement and ground floor levels, and 16 residential units on upper floors, including extension to create 4th, 5th & 6th floors and recladding of the building.	BREEAM Excellent	Code Level 4	none
2014/3425/P	22 Tower Street London WC2H 9NS	Change of use and conversion from offices (B1) to 22 residential units (C3) comprising 3 x studio units, 12 x one-bed units, 5 x two-bed units and 2 x three-bed unit including removal of existing orangery and replacement with new two storey structure.	BREEAM Excellent		-
2014/2999/P	124- 132 and 134 Clerkenwell Road London EC1R 5DJ	Change of use and works of conversion to existing office space, community space and 3x self-contained flats into a 43 room hotel, part retained office space and 3 x self-contained flats including rear stairwell extensions and associated external alterations.	BREEAM Very good		Air source heat pump 9.8%
2015/0695/P	9-13 Grape Street London WC2H 8ED	Erection of roof extension and change of use from office and photographic studios (Class B1), gymnasium (Class D2) and gallery (Class D1) to Class B1 at basement level and Class B1/A1 at ground floor level with 6 x residential units on part ground and upper floors (Class C3) and associated works.	BREEAM Excellent		Air source heat pumps 14%
2014/5527/P	Land at Midland Crescent Finchley Road London NW3 6NA	Redevelopment of the site by the erection of a part 3, part 4 and part 5 storey building with a double level basement comprising flexible commercial space (Use Classes A1/A2/A3/A4/B1/D1 & D2) at lower basement and ground floor levels, 60 student bedrooms with communal kitchen, lounge and common room areas, and 9 residential dwellings (Class C3).	BREEAM Excellent	Code level 4	PV and SWH panels 18.3%
2014/7651/P	Liddell Industrial Estate 1-33 Liddell Road London NW6 2EW	Phase 2 of comprehensive, mixed-use redevelopment involving the construction of three new buildings: Block A (5 storeys) to provide 3,700 sqm (GIA) of mixed commercial use (Class B1), Block B (11 storeys) and Block C (5 storeys) to provide 106 mixed tenure residential units (Class C3) and associated public realm landscaping works.	BREEAM Excellent	Code level 4	PV panels 23.7%
2014/4381/P	102 Camley Street, London, NW1 0PF	Demolition of existing warehouse building (Class B8) and redevelopment for a mixed use building ranging from 8-12 storeys comprising 1,620sqm employment floorspace (Class B1), 154 residential flats, the provision of a public ramp access to the Regents Canal towpath, and associated landscaping and other works relating to the public realm.	BREEAM Excellent	Code level 4	Ground source heat pumps and PV panels 2%

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2014/4385/P	101 Camley Street London NW1 0PF	Demolition of existing building and redevelopment for a mixed use building ranging from 6 -13 storeys comprising 2,220sqm employment floorspace (Class B1), 121 residential flats, the provision of a pedestrian footbridge with disabled access over the Regent's Canal, and associated landscaping and other works relating to the public realm.	BREEAM Very good	Code level 4	Ground source heat pumps and PV panels 10%
2013/3983/P	262-267 High Holborn London WC1V 7EE	Construction of a roof extension and 8 storey rear extension following demolition of existing 7 storey rear block and top floor, change of use of part of the ground floor from retail (class A1) to office use (class B1), basement and first floor of the existing public house (class A4) to office use (class B1), and basement and ground floor of existing public house (class A4) to flexible shop/restaurant/bar (class A1/A3/A4) all with associated alterations to new shopfronts; replacement windows and roof top plant.	BREEAM Very good		Ground source heat pump and PV panels 6.3%
2014/6968/P	Kings Cross Central Development Zone B (Building B5) / 4 Pancras Square York Way London N1C 4AG	Reserved matters relating to Development Zone B (Plot B5), for the erection of an 11 storey building, plus lower ground and basement levels, for use as offices (Class B1) on upper floors and shopping/food and drink uses (Classes A1-A5) at ground and lower floor levels, roof garden and landscaping as required by conditions 6, 9, 10, 12, 14, 16-23, 27-28, 31, 33-38, 45-46, 48-49, 50A, 51, 56, 60, 64-67 of outline planning permission granted 22/12/2006 subject to a S106 agreement (2004/2307/P) for a comprehensive, phased, mixed-use development of former railway lands within the Kings Cross Opportunity Area.	BREEAM Excellent		None
2013/5917/P	New Premier House 150 Southampton Row London WC1B 5AL	Extension at 8th floor level and change of use of 1st to 7th from office (Class B1) to provide 107 bedrooms of student accommodation (Sui Generis); change of use of part lower ground floor from ancillary retail (Class A1) to ancillary student accommodation (Sui Generis) and associated alterations, including plant and solar panels at 8th floor, various green roofs and landscaping and installation of external fire escape on north (side) elevation and platforms on south (side) elevation.	BREEAM Excellent		PV panels 20%
2014/1455/P	German Gymnasium 26 St Pancras Road London N1C 4TB	Reserved matters relating to Development Zone D (the German Gymnasium) for alteration and refurbishment works to provide a restaurant (Class A3), with associated public realm works to Clarence Passage, King's Boulevard and the northern half of Battle Bridge Place pursuant to conditions 6, 9, 12, 14, 16-22, 27, 28, 31-36, 45-46, 48-49, 50A, 51, 55-56, 60 and 64-67 of outline planning permission granted 22/12/2006 subject to a S106 agreement (2004/2307/P) for a comprehensive, phased, mixed-use development.	BREEAM Excellent Credits energy missed target		Air source heat pumps

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2014/3486/P	Wates House 22 Gordon Street London WC1H 0QB	Enlargement and external alterations, including erection of new 7th storey plus roof plant and alterations at 6th storey level, expansion of building footprint including a 7 storey side extension to the south, provision of external cycle parking and landscaping, following substantial demolition of the building, in association with its complete refurbishment to provide university accommodation (Use Class D1).	BREEAM Excellent		PV panels 15%
2014/0371/P	1-5 Kings Cross Bridge 281 Pentonville road and 368 Grays Inn Road London N1 9NW	Erection of three storey building comprising retail/restaurant (Class A1/A3) at ground floor and office (Class B1a) at first and second floors and roof top plant, following demolition of existing building.	BREEAM Excellent		Air Source Heat Pumps and PV panels 16.9%
2014/5272/P	Kings Cross Central Fish & Coal Offices and Eastern Wharf Road Arches Development Zone I York Way London N1C 4AH	Reserved matters relating to the Fish and Coal Offices and Eastern Wharf Road Arches within Development Zone I for refurbishment of the Fish and Coal Offices for office (Class B1a) and restaurant/public house (Class A3/A4) use and landscaping of the Coal Drops Ramp, part of the Coal Drops Yard and Wharf Road Viaduct, as required by conditions 6, 9, 10, 12, 14, 16-23, 26, 27, 28, 31, 32, 33-36, 45, 46, 49, 51, 55, 56, 60, 64-67 of outline planning permission reference 2004/2307/P granted 22/12/06 subject to a S106 agreement reference: 2004/2307/P dated 22/12/06 for a comprehensive, phased, mixed-use development of former railway lands within the Kings Cross Opportunity Area.	BREEAM Excellent Credits energy missed target		PV panels 1.2%
2014/5034/P	UCL Laws, Bentham House 4-8 Endsleigh Gardens & Gideon Schreier Wing 1-2 Endsleigh Street London WC1H 0EG	Enlargement and external alterations, including recladding and the addition of one storey to the Gideon Schreier wing, new five storey rear extension and associated provision of external cycle parking and landscaping, following substantial demolition of Gideon Schreier Wing; all in association with the refurbishment of the existing university building (Use Class D1).	BREEAM Excellent		PV panels 20%
2013/2934/P	Brook House 2-16 Torrington Place London WC1E 7HN	Change of use from offices (Class B1) to hotel use (Class C1) with extension at roof level, including replacement of existing roof top plant room with new sixth floor and new roof top plant enclosure, and installation of platform lift and new entrance doors to Torrington Place, and other minor external alterations.	BREEAM Very good		Air source heat pumps 11.75%

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2014/1570/P	Holiday Inn 1 Kings Cross Road London WC1X 9HX	Erection of first floor extension to accommodate an additional 24 rooms, and replacement of plant equipment.	BREEAM Good Credits energy missed target		-
2014/7649/P	Liddell Industrial Estate 1-33 Liddell Road London NW6 2EW	Phase 1 of comprehensive, mixed-use redevelopment of the site involving demolition of existing buildings, site clearance and site preparation works. Construction of new school buildings for Kingsgate Primary School for pupils aged 3 to 7 years old, creation of a new access road, associated car parking and implementation of temporary landscaping works.	BREEAM Excellent		PV panels 20%
2014/7413/P	53 and 55 Buckland Crescent and Land on the East side of College Crescent and North side of Eton Avenue London NW3 5DT	Demolition of studio building and fire escape staircase, erection of ground and 3 storey building with basement and mezzanine levels, comprising rehearsal and performance studios, teaching and academic floor space (Class D1), cycle parking, plant and associated works.	BREEAM Excellent		PV panels 26%
2014/2662/P	248 Kilburn High Road London NW6 2BS	Erection of 2 buildings, one part 4 and part 5 storey and the other part 2, part 3 and part 5 storey, to provide 14 self-contained flats (Class C3) (4x1 bed, 7x2 bed and 3x3 bed) including vehicular access via an undercroft in the building, roof terraces and landscaping.		Code level 4	None (PassivHaus standards used)
2013/1477/P	Land bounded by Fisher Street, Catton Street, 8-10 Southampton Row. (Former site of 1-2 Fisher Street and 2-6 (even) Catton Street.	Development of Crossrail site for the erection of a part 8/part 9 storey building to provide 22 residential units (Class C3) namely 5 x 1-bedroom, 14 x 2-bedroom, 2 x 3-bedroom and 1 x 4-bedroom self-contained flats with associated entrances, refuse and cycle storage and substation; alterations to ground floor facade and screening of Crossrail head house building. This application is accompanied by an Environmental Statement.		Code level 4	Ground source heat pumps 15%
2014/1029/P	59-61 Oak Grove, London NW2 3LS	Erection of a 3 storey building to provide 17 x 1-bed flats (including 13 x intermediate affordable units) with associated amenity space, refuse and cycle storage.		Code level 4	PV panels 33.9%
2013/7355/P	38 Heath Drive London, NW3 7SD	Erection of a part 3, 4 and 5 storey building as well as basement level comprising 21 residential units (3x 1 bed, 13x 2 bed and 5x 3 bed), basement swimming pool area as well as associated landscaping and formation of refuse recycling storage area adjacent to Heath Drive and conversion of existing garage to bike storage following demolition of existing dwelling house.		Code level 4	PV panels 20.5%

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2014/3327/P	264-270 Finchley Road London NW3 7AA	Erection of four storey building plus part basement comprising 13 residential units (2 x 1 bed, 7 x 2 bed & 4 x 3 bed) following demolition of 4 x 4 bed single family dwellinghouses.		Code level 4	PV panels, solar thermal (20%+)

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Strategic Planning and Implementation Team
London Borough of Camden
5 Pancras Square
London
N1C 4AG
020 7974 2519
planningpolicy@camden.gov.uk
www.camden.gov.uk

