

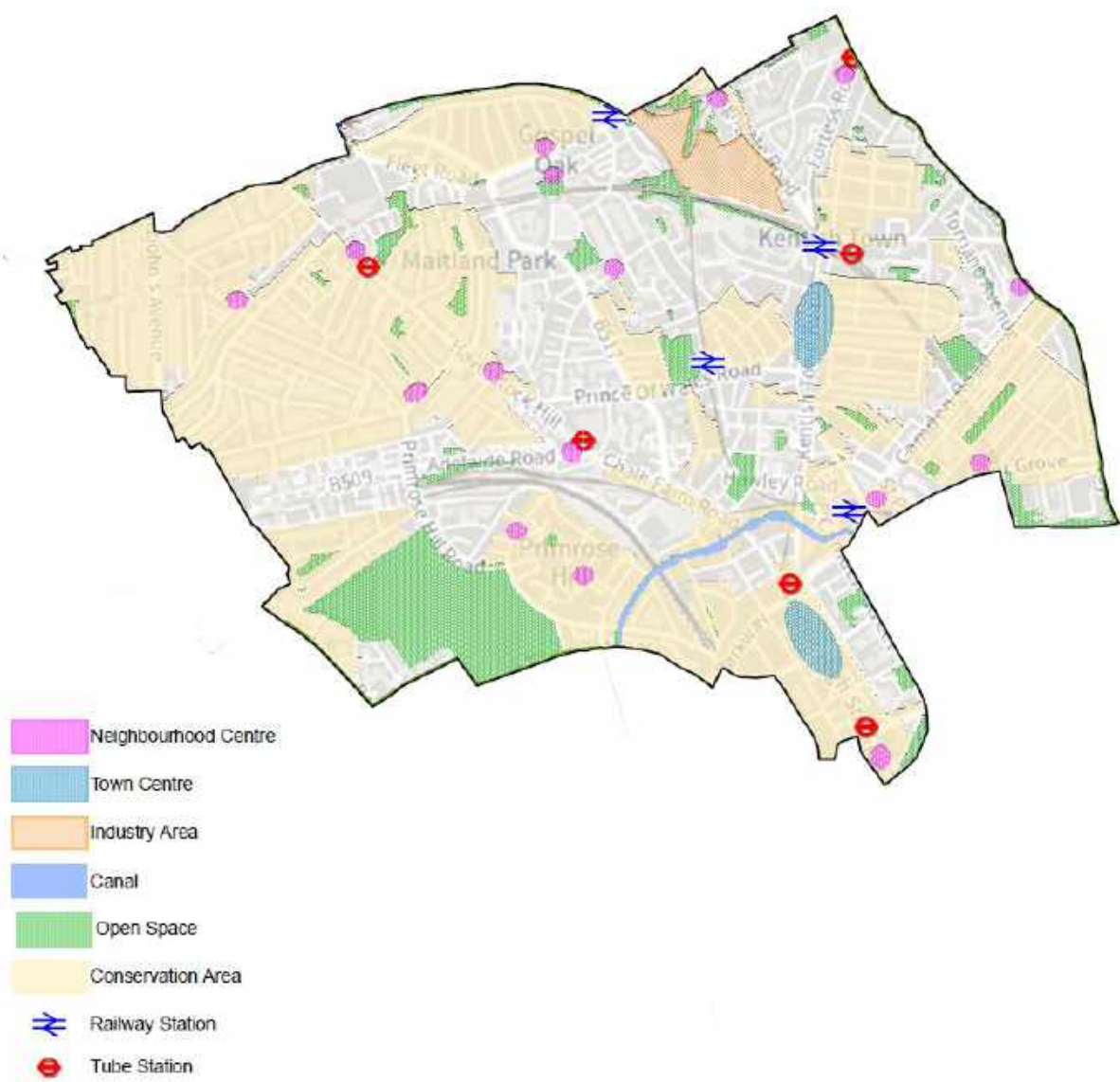
# Central Camden



# Chapter 4: Central Camden

- 4.1** The Central area of the borough includes the neighbourhoods of Gospel Oak, Haverstock, Kentish Town, Belsize Park, Primrose Hill and Camden Town. The area is predominantly residential, with each neighbourhood having its own identity and distinct characteristics. From the Victorian villas and leafy streets of Primrose Hill and Belsize Park; to the post war housing estates in Gospel Oak and Haverstock; the Victorian terraces and clusters of industrial uses in Kentish Town; and the pockets of more modern development in Chalk Farm and Camden Town. Large parts of this area are also designated as conservation areas, and there are a number of listed and locally listed buildings in this location.

**Map 4 – Central Area**



- 4.2** The area contains two town centres: Camden Town and Kentish Town, in addition to several neighbourhood centres. These centres form a focal point within these areas and are central to their individual identities. Camden Town is the largest town centre in the borough. It is internationally renowned as a tourist destination, famous for its markets, independent retailers and music and entertainment venues.

The centre also has a particularly strong leisure offer including restaurants, cafes, bars and clubs which make Camden Town a distinctive daytime and evening visitor destination. Kentish Town predominantly provides a day-to-day shopping and facilities serving local needs.

- 4.3** Camden Town is an important secondary office market within the borough and has a strong representation of creative businesses. Kentish Town is also an attractive location for creatives. There are significant clusters of industrial land in Kentish Town, mainly at Regis Road and on the Murphy site, with a concentration of small and medium sized enterprises also located within premises close to Highgate Road. The Murphy site forms part of a designated Industry Area.
- 4.4** The area has good public transport connections, with four mainline stations (Gospel Oak Overground, Kentish Town Thameslink, Kentish Town West Overground and Camden Road Overground); six underground stations (Tufnell Park, Kentish Town, Belsize Park, Mornington Crescent, Camden Town and Chalk Farm); and several local bus routes. Areas around Primrose Hill, Maitland Park, Gospel Oak and Agar Grove have lower levels of public transport accessibility though.
- 4.5** The Central area of the borough is well served by community facilities, with libraries in Camden Town, Kentish Town and Queen's Crescent, and community libraries in Primrose Hill and Belsize; two leisure centres in Kentish Town (the Talacre Community Sports Centre and Kentish Town Sports Centre); and a number of community centres.
- 4.6** Most of the Central area of the borough is well served by public open space. The largest area of open space in this part of Camden is Primrose Hill, which offers panoramic views across the centre of London. Other public open spaces include: Talacre, Lismore Circus, Montpelier Gardens, Gospel Oak Open Space, Hawley Street Open Space, Cantelowes Gardens and Camden Square Gardens. In addition to this, there are ten Sites of Importance for Nature Conservation (SINCs) in this area, which contribute to the borough's biodiversity and provide a focus for nature conservation activities in Camden.
- 4.7** A key feature of the Central area of the borough is the Regent's Canal. The Canal is Camden's only significant open watercourse and winds through the borough from Regent's Park to King's Cross. It is an important historical feature and a designated conservation area. The Canal is also designated as a site of metropolitan importance for nature conservation and there is considerable scope for environmental improvements to enhance biodiversity along its course.
- 4.8** The Centre of the borough has one adopted Neighbourhood Plan: the Kentish Town Neighbourhood Plan, which sets out the community's aspirations and planning policies for that area. The Neighbourhood Plan is part of the Council's statutory development plan and is considered, alongside our own policies, when making decisions on planning applications in that area.
- 4.9** A number of opportunities exist in this area to deliver new homes, jobs and infrastructure to support Camden's communities, the most significant being on the industrial sites at Regis Road and Murphy's in Kentish Town, where there



is opportunity for intensification and diversification to create a vibrant new neighbourhood, whilst ensuring the continued provision of industry, logistics and employment uses at a higher density and in a way that makes the most effective and efficient use of the land available. Further development is planned in the Camden Goods Yard area on the edge of Camden Town and through the Council's Community Investment Programme at West Kentish Town and Wendling and St Stephen's Close estates. The policy below sets out the Council's strategy for the Central area of the borough to guide the future development of this area.

## **Policy C1 – Central Camden**

- A.** Development coming forward in this area should have a positive identity drawing on the area's rich heritage and Camden's distinctive cultural energy, community and creative spirit. Development will be required to address issues of relative deprivation, inequality and poor health that exist in this area and deliver substantial benefit to Camden's communities, the local area and the borough as a whole in accordance with the Local Plan and the Kentish Town Neighbourhood Plan.

### **New homes**

- B.** Sites have been allocated in the Central area of the borough to deliver new homes over the Plan period to 2041. The Council will expect sites to be delivered in accordance with the site allocations set out below.
- C.** The greatest concentration of development in Central Camden will be in the areas of Kentish Town, Camden Town and Gospel Oak and Haverstock.
- D.** Development in Kentish Town will mainly be delivered through site allocations at Regis Road and the Murphy Site, which are expected to deliver approximately 1,750 new homes. These existing employment sites will be intensified to deliver a new neighbourhood that provides a mix of uses, including industry and other employment uses; significant provision of permanent self-contained homes; community facilities; cultural and leisure uses; and open space, creating an exemplar sustainable, employment-led mixed-use area that is fully connected to, and integrated into, surrounding communities. To deliver the Council's and the community's visions and objectives for this area, we will expect development to be taken forward in accordance with the Kentish Town Planning Framework and the Kentish Town Neighbourhood Plan.
- E.** Development in Camden Town will mainly be delivered through site allocations in the Camden Goods Yard area, which are expected to deliver approximately 1,200 new homes. This area has the potential to become a vibrant and dynamic new neighbourhood that will deliver a significant increase in the number, mix, type and affordability of homes and provide a range of retail and employment spaces. To deliver the Council's vision and objectives for this area, the Council will expect development coming forward in this location to be taken forward in accordance with the Camden Goods Yard Planning Framework which has been adopted as a Supplementary Planning Document.
- F.** The Council is committed to a programme of estate renewal and regeneration delivered through the Council's Community Investment Programme (CIP). The

main focus of this work in the Central area of the borough is the West Kentish Town and Wendling and St Stephen's Close estates. To deliver the communities priorities for this area, the Council will expect development coming forward in this location to be taken forward in accordance with the Community Vision for Gospel Oak and Haverstock which has been adopted as a Supplementary Planning Document. Development coming forward in the Central area of the borough will be required to support the Council's estates mission and assist with the delivery of the Council's priorities for nearby housing estates.

- G.** Where windfall sites come forward for housing development in this area, these will be determined in accordance with the policies in the Plan.

## **Employment and the Economy**

- H.** New employment floorspace will be delivered in the Central area of the borough through site allocations, existing planning permissions and the development of windfall sites.
- I.** A diverse range of employment uses are expected to be provided as part of the re-development of the Camden Goods Yard area to build on the innovative and creative economy of Camden Town. This should include the provision of affordable workspace, light industrial workshops, small units for start-ups and move-on space so that businesses can remain in the area and grow.
- J.** On the Regis Road and Murphy sites in Kentish Town, development will be expected to include higher density provision of industry, logistics and other employment uses, providing space for, and a significant increase in, jobs in identified growth sectors, small and medium enterprises, start-ups, and businesses supporting London's Central Activity Zone (CAZ) and the local economy. Existing businesses will be expected to be retained as far as possible, in particular industrial and warehouse/logistics uses that support the functioning of the CAZ and/or the local economy.
- K.** The Council will manage and protect the stock of offices in the Central area of Camden. Proposals for small scale office provision will be supported in Camden Town and Kentish Town centres and neighbourhood centres in this area where this is of a commensurate scale for its location, in line with Policy IE2 (Offices).

## **Retail and Town Centres**

- L.** The majority of new retail development in the Central area of the borough is expected to be delivered through development in the Camden Goods Yard area.
- M.** The Council will continue to support and protect the town centres of Camden Town and Kentish Town, and the Neighbourhood Centres in the Central area of the borough, to ensure they remain successful and vibrant centres that meet the needs of residents, workers and visitors in line with the retail policies in the Plan, with any additional shopping and leisure uses to be provided in accordance with Policy IE6 (Supporting town centres and high streets).
- N.** Camden Town is also a key focus of the evening and night-time economy in Camden, and the Council will support efforts to widen the range of evening and

night-time economy uses here, particularly where this will benefit local residents and people working night shifts, in line with the objectives set out in the Council's Evening and Night-time Economy Strategy.

## Infrastructure

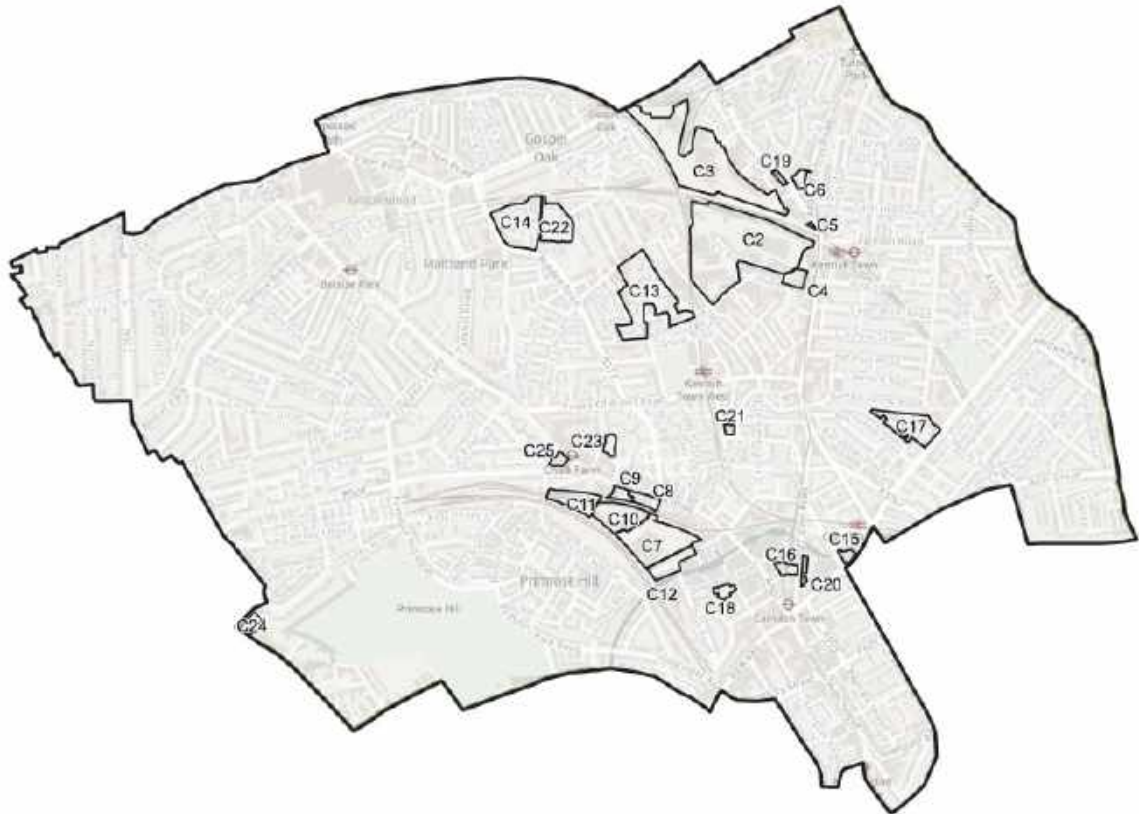
- O.** To support the delivery of development in this area the Council will seek the provision of, and contributions to, the delivery of infrastructure, from appropriate development. The Council will work with relevant providers to secure the infrastructure needed to support development and provide the facilities needed for the area's communities. Key priorities for the Central area of the borough include:
- i.** The delivery of step free access at Kentish Town Underground and Thameslink Station; and Camden Town Underground Station;
  - ii.** The delivery of a new eastern access and public realm improvements at Gospel Oak Overground Station;
  - iii.** The creation of attractive and safer pedestrian and cycling routes both into and through the area to deliver the priorities set out in the Council's Transport Strategy and Cycling Action Plan;
  - iv.** The delivery of the Heath Line, a new green connection between Hampstead Heath and Kentish Town;
  - v.** Public realm improvements in Kentish Town Centre, Camden Town Centre and Queen's Crescent Neighbourhood Centre;
  - vi.** The roll-out of the Council's neighbourhood-based Safe and Healthy Streets schemes across this area, including reductions in through-traffic;
  - vii.** The provision of new community and health care facilities at Queen's Crescent Neighbourhood Centre to enhance and reinforce its role within the community;
  - viii.** The delivery of an Integrated Care Hub;
  - ix.** The delivery of new social infrastructure, including public toilets, and cultural uses, as part of the development of the Camden Goods Yard area and the Regis Road and Murphy sites;
  - x.** The provision of facilities for young people in Camden Town and the Gospel Oak and Haverstock area, including new, and/or improved sport and leisure facilities;
  - xi.** The Camden High Line, a 1.2km long elevated walkway that will link Camden Town and King's Cross;
  - xii.** Delivering new and enhanced areas of public open space and play space, and improving access to nature, in Kentish Town, Camden Town and Gospel Oak and Haverstock, in line with Policy SC3 (open space);
  - xiii.** The delivery of flood mitigation measures and sustainable drainage schemes;
  - xiv.** Greening and biodiversity enhancements; and
  - xv.** The provision of infrastructure for supporting local energy generation.

- 4.10** Information on key infrastructure programmes and projects in the Central area of the borough are set out in Appendix 1.

## Site Allocations

- 4.11** A number of site allocations are proposed in the central area of the borough, and these are identified on Map 5 and listed in the table below.

**Map 5 – Proposed Site Allocations in the central area of the borough**



**Table 2 – Proposed Site Allocations in the central area of the borough**

Site Reference	Previous Policy Reference*	Site Name
C2	(KT2)	Regis Road and Holmes Road Depot
C3	(KT3)	Murphy Site
C4	(KT4)	Kentish Town Police Station
C5	(KT5)	369-377 Kentish Town Road
C6	(KT6)	Kentish Town Fire Station
C7	(CGY2)	Morrisons Supermarket
C8	(CGY3)	Former Morrisons Petrol Filling Station
C9	(CGY4)	100 Chalk Farm Road
C10	(CGY5)	Juniper Crescent
C11	(CGY6)	Network Rail land at Juniper crescent
C12	(CGY7)	Gilbeys Yard

C13	(IDS13)	West Kentish Town Estate
C14	(IDS11)	Wendling Estate and St Stephens Close
C15	(IDS5)	Shirley House
C16	(IDS6)	Camden Town over station development
C17	(IDS20e)	UCL campus, 109 Camden Road
C18	(IDS20f)	Arlington Road former depot site
C19	(KT7)	Highgate Centre, Highgate Road
C20	(IDS8)	Grand Union House, 18-20 Kentish Town Road
C21	(IDS20g)	Heybridge Garages, Hadley Street
C22	(IDS20j)	Former flats 121 – 129 Bacton, Haverstock Road
C23	(IDS20m)	Former Charlie Ratchford Centre
C24	(IDS20u)	52 Avenue Road
C25	(new)	5-17 Haverstock Hill (Eton Garage)

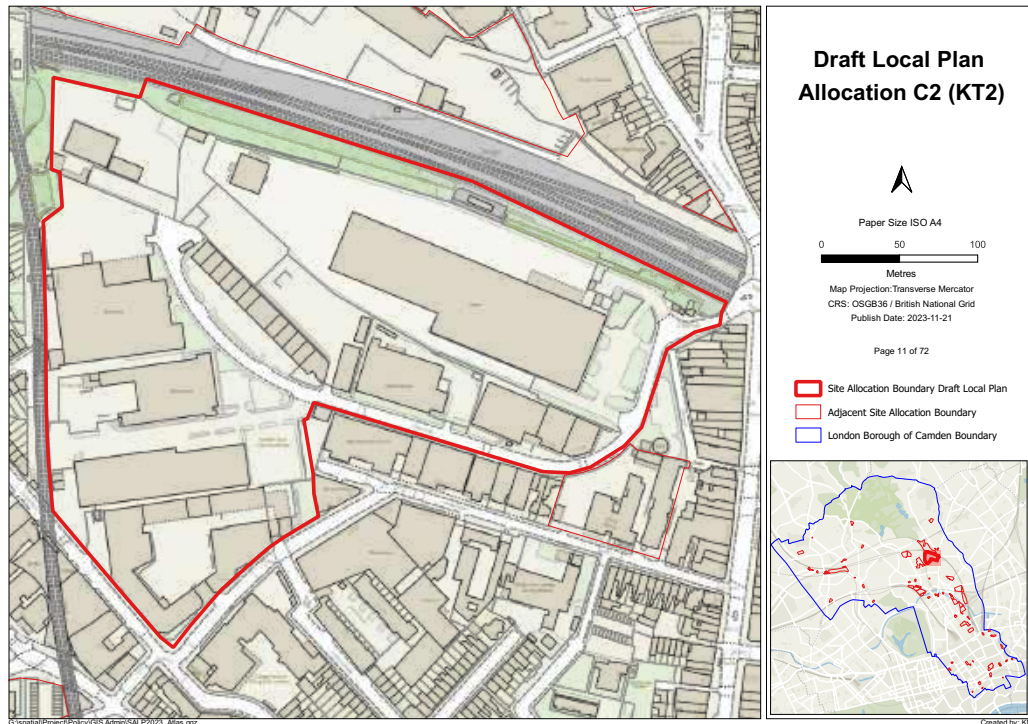
\*Previous policy reference used in the draft Site Allocations Local Plan 2020

**4.12** Policies to guide the development of these sites are set out below. Where indicative housing capacities are identified for sites, it is important to note that these are not fixed figures that must be adhered to exactly. A larger number of homes may be supported where it is shown that this quantity is appropriate to the local context taking account of relevant design and heritage policies and can be accommodated without unacceptable harm to the amenity of occupiers and neighbours, and a lower number may be supported where this can be justified, having regard to the overall supply of housing in the borough compared with housing needs and demonstrable needs for other land uses.



## ALLOCATION C2 (KT2) – Regis Road and Holmes Road depot

### SITE PLAN



**ADDRESS** Regis Road, Holmes Road Depot

**AREA** 7.9 ha

**ALLOCATED USES** Industry / employment (including offices); permanent self-contained homes, community uses; open space; waste and recycling facilities; depot

**INDICATIVE CAPACITY** 1,000 additional homes

**DESCRIPTION OF EXISTING SITE**

Regis Road site is currently home to several industrial premises, with logistics, manufacturing and other businesses, as well as the Council's Regis Road Recycling and Reuse Centre and car pound. Many buildings on the site are single storey sheds surrounded by areas of yard space and parking. The Holmes Road Depot site houses a Council depot and offices, and 25 homes (including 20 affordable homes).

The site is bordered to the north and west by railway lines, to the south by the rear of properties on Holmes Road and to the east by York Mews behind Kentish Town Road. Currently the junction with Kentish Town Road is the only way in and out of Regis Road, which is largely cut off from surrounding areas. Part of the site is within a viewing corridor set out in the London View Management Framework SPG.

### BACKGROUND

- Proposals should be progressed through a comprehensive masterplan process, informed by the Kentish Town Planning Framework.
- The Kentish Town Neighbourhood Plan recognises Regis Road as a potential area for mixed-use development. It sets out general development criteria expected to apply to proposals for development within the Regis Road site, subject to viability. The Plan notes that the site is currently underused and states that the intensification of the site through mixed-use development, including housing, industry, offices, start-ups, and other uses, is supported by the local community subject to consideration against relevant policies.

- The Neighbourhood Plan also includes a policy on the future development of the Holmes Road depot site.
- The Council is committed to progressing a Regeneration Strategy involving selling Camden's land assets on Regis Road and Holmes Road as an enabler and catalyst for the regeneration that will bring forward the benefits envisaged in the Planning Framework and the Neighbourhood Plan. The Strategy's objectives include enabling re-provision of the Recycling Centre and other Council service provision as necessary, ensuring continuous operation.
- The Regis Road and the Holmes Road depot site is allocated for comprehensive employment-led, sustainable mixed use development. It will provide space for a range of business uses, significant numbers of homes and new open spaces in an attractive place that is successfully connected to its surroundings, bringing benefits to Kentish Town and the wider area.
- The comprehensive redevelopment of the scale necessary at this location is likely to take some time. Prior to and during this, the Council aims to ensure that the area continues to be a functioning employment area. Temporary ('meanwhile') uses can play an important role in maintaining activity as a comprehensive scheme is progressed. Any development that comes forward in advance of a comprehensive scheme must follow the guidance set out in the Kentish Town Planning Framework section on temporary uses.
- Applications submitted in advance of the comprehensive redevelopment of the area that would prejudice the delivery of a comprehensive scheme or the aspirations for the area will not be permitted.

## DEVELOPMENT AND DESIGN PRINCIPLES

Development must:

- a) intensify industrial and other employment uses through efficient design through co-location with housing and other proposed uses;
- b) ensure that non-employment uses do not compromise the operation of existing or future employment uses;
- c) provide high density employment uses, including a mix of light industrial, industrial and storage / warehouse / logistics uses and a significant element of affordable workspace, to increase the range of business premises and sectors on site, and provide significant additional jobs;
- d) seek to contribute to the continued success of existing business clusters, including light industry and the creative and knowledge sectors, and maintain, and where possible expand, the area's role in providing for businesses supporting London's Central Activities Zone;
- e) seek to retain existing businesses that wish to stay on the site, where possible, and in particular uses that support the functioning of the CAZ or local economy. The developer should therefore work with existing businesses to understand their requirements, ambitions and the potential for re-provision or relocation. A business retention / relocation strategy must be provided as part of the planning application for the site;
- f) ensure any provision of retail, food and drink uses are of an appropriate scale and do not have a harmful impact on existing centres. Smaller scale provision will be supported where it is intended to serve the needs of those living and working in or visiting the site and activate key public spaces;

- g) reprovide the existing housing floorspace (including the affordable housing) from the Holmes Road Depot site in addition to the required new housing provision across the wider scheme area;
- h) make provision for particular housing needs identified in Policy H6C where appropriate, and consider inclusion of affordable housing for older people, or other people with care or support requirements, as part or all of the overall affordable housing contribution;
- i) significantly improve connections between the site and surrounding areas and provide safe and attractive pedestrian and cycle routes. In particular it must:
  - i. improve the link between Regis Road and Kentish Town Road, physically and visually, to better integrate the site with Kentish Town.
  - ii. seek to create additional access points, e.g. through the railway arches.
  - iii. provide an attractive, safe and clear east-west pedestrian and cycling route connecting Kentish Town Road with Gospel Oak.
  - iv. provide and facilitate connections between Regis Road and Holmes Road.
  - v. facilitate a new north-south pedestrian and cycle route from Kentish Town West to Highgate Road which passes through the site and ensure uses along the route reflect the area's industrial and railway heritage and make use of the railway viaduct.
- j) provide substantial new, welcoming and safe open spaces and public areas, and should look to provide a new public square as a focus for the area and community activity;
- k) enhance biodiversity across the site and in particular the biodiversity corridors along the railway lines to the north and northwest of the site, which are designated Grade 1 Site of Nature Conservation Importance. Proposals should investigate the potential for the provision of vegetation buffers along the railway lines to create/improve connections;
- l) seek to ensure that the site is designed to minimise vehicle movements and parking; and
- m) be designed to be compatible with, and facilitate, the development of neighbouring sites and in particular the Murphy site.

The Camden Building Height Study has identified this site as a location where tall buildings may be an appropriate form of development, with 12m - 52 m considered the potentially appropriate height range. Additional height, above the potentially appropriate height range, may be possible in some locations on this site, subject to testing of impacts on strategic views in the London View Management Framework and relevant local views. The acceptability of particular tall building proposals, and their location within the site, will be assessed against Policy D2 on tall buildings and other relevant development plan policies.

## INFRASTRUCTURE REQUIREMENTS

Development must:

- n) retain or reprovide the Regis Road Recycling Centre and other Council service provision, as necessary, unless suitable compensatory sites are provided elsewhere that replace the existing service provision. The continuous availability of services must be maintained in all circumstances. Re-provision of the Recycling Centre must replace the maximum throughput achievable at the existing site;

- o) provide, or facilitate and contribute towards, pedestrian and cycling links across the railway line to the Murphy site;
- p) contribute towards improvements at Kentish Town Thameslink station (including step free access, new station entrance and enhanced town square) and Gospel Oak station (including new eastern access and improved public realm); and
- q) explore developing an energy masterplan which supports the local approach to decarbonisation being led by the Council.

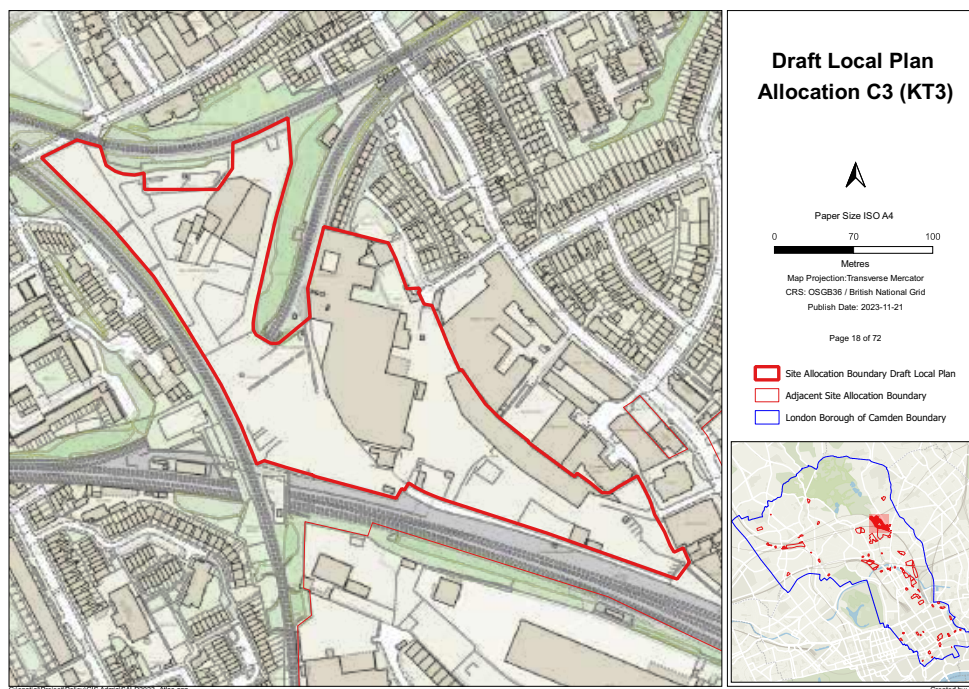
#### **OTHER CONSIDERATIONS**

- The site is within an area identified by the Council as being at risk of flooding. A Flood Risk Assessment will therefore be required in accordance with Policy CC11 (Flood Risk).
- Part of this site is within a Tier II Archaeological Priority Area and so archaeological investigations should be undertaken to establish the extent of any surviving remains of interest and record as appropriate.
- Applicants will be expected to liaise with Thames Water early in the design process to investigate whether the existing water supply and wastewater network capacity in this area is able to support the demand anticipated from the development or whether local upgrades and/ or detailed drainage strategy may be required.



## ALLOCATION C3 (KT3) – Murphy Site

### SITE PLAN



**ADDRESS** J. Murphy & Sons Limited, Highgate Road

**AREA** 6.7 ha

**ALLOCATED USE** Industry / employment; permanent self-contained homes; community uses; open space

**INDICATIVE CAPACITY** 750 additional homes

**DESCRIPTION OF EXISTING SITE** The site is characterised by low intensity industrial use, open yard space and vehicle parking, with Murphy's headquarter offices located within the northernmost former locomotive shed. The site is bounded by railway lines to the north, west and south and has limited access points. This site is predominantly owned and occupied by the Murphy group, with some land in Network Rail ownership. Part of the site is within a viewing corridor set out in the London View Management Framework SPG.

### BACKGROUND

- The Murphy site forms part of the Kentish Town Industry Area, which is considered to be a Locally Significant Industrial Site (LSIS) in terms of the London Plan.
- Part of the site lies within the Dartmouth Park neighbourhood area and part lies within the Kentish Town neighbourhood area. The site is identified in the Kentish Town Neighbourhood Plan as within the Kentish Town Potential Development Area. The Plan supports the mixed-use redevelopment of the site for housing, business and industrial uses. The Dartmouth Park Neighbourhood Plan recognises the site as providing an opportunity for development for a mix of residential and business/employment units to enhance the area and sets out aspirations for any development.
- The Murphy site has the potential for comprehensive employment-led development. This should create a vibrant, sustainable new mixed-use area, taking the opportunity for significant intensification of industrial and other employment uses alongside a substantial number of homes, open space and community uses.

- Temporary (“meanwhile”) uses can play an important role in maintaining activity on a site as a comprehensive scheme is progressed. The Council will expect a meanwhile use strategy for the Murphy site as part of comprehensive development proposals in line with considerations set out in the Kentish Town Planning Framework section on Temporary uses.
- Applications submitted in advance of the comprehensive redevelopment of the site that would prejudice the delivery of a comprehensive scheme or the aspirations for the area will not be permitted.

## DEVELOPMENT AND DESIGN PRINCIPLES

Development must:

- intensify industrial provision to increase, or at least maintain, industrial, storage and warehousing capacity, and provide for other high density employment uses reflecting existing local business clusters and Camden’s growth sectors;
- use efficient design to allow co-location with housing and other proposed uses, ensuring that the introduction of non-employment uses does not compromise the operation of existing or future employment uses;
- ensure that the intensification of employment uses provides high-quality, modern, flexible employment spaces, and significantly increases the number of jobs on the site. The provision of a significant element of affordable workspace will also be expected;
- seek to contribute to the continued success of existing business clusters, including light industry and the creative and knowledge sectors, and maintain, and where possible expand, the area’s role in providing for businesses supporting London’s Central Activities Zone;
- ensure the level of provision of new office floorspace avoids changing the character of the employment offer on this designated industrial site. Large floorplate ‘corporate’ offices are unlikely to be considered suitable;
- ensure that any provision of retail and food and drink uses is of a scale appropriate to serving the needs of those living in, working in or visiting the site and would complement, and not compete with or cause harm to, the vitality and viability of existing centres, in particular at Kentish Town and Queens Crescent;
- make provision for particular housing needs identified by Policy H6C where appropriate, and seek to include Extra Care housing and supported housing for people with learning disabilities, as part or all of the overall affordable housing contribution;
- provide substantial new, welcoming and safe open space and public areas;
- take opportunities to enhance biodiversity, with potential for the provision of vegetation buffers along the railway lines to create/improve connections for wildlife. The area along the railway lines to the north of the site is designated as a Grade I Site of Nature Conservation Importance;
- take into account the community’s desire to maintain the view across the site towards Parliament Hill from the area adjacent to Kentish Town Station in accordance with the Kentish Town and Dartmouth Park Neighbourhood Plans;
- include provision for young people and inclusive community space to support the local community. Development should also seek to complement and enhance the area’s existing cultural offer;
- ensure that the design and the materials used are informed by the history of the

## INFRASTRUCTURE REQUIREMENTS

Development must:

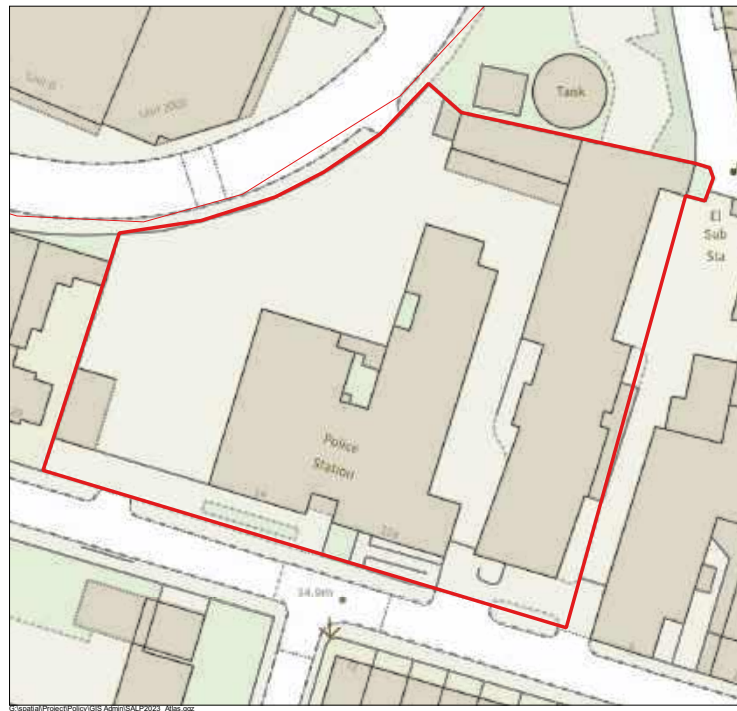
- m) provide, or facilitate, and contribute towards, pedestrian and cycling links to adjacent sites, including a new north-south route from Kentish Town Station to Highgate Road passing through the site and a link across the railway line to the Regis Road site;
- n) deliver improvements to Greenwood Place;
- o) contribute towards improvements at Kentish Town Thameslink station (including step free access, new station entrance and enhanced town square) and Gospel Oak station (including new eastern access and improved public realm); and
- p) explore developing an energy masterplan which supports the local approach to decarbonisation being led by the Council.

## OTHER CONSIDERATIONS

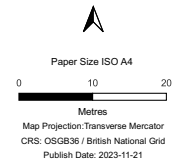
- The site is within an area identified by the Council as being at risk of flooding. A Flood Risk Assessment will therefore be required in accordance with Policy CC11 (Flood Risk).
- Part of this site is within a Tier II Archaeological Priority Area and so archaeological investigations should be undertaken to establish the extent of any surviving remains of interest and record as appropriate.
- Applicants will be expected to liaise with Thames Water early in the design process to investigate whether the existing water supply and wastewater network capacity in this area is able to support the demand anticipated from the development or whether local upgrades and/ or detailed drainage strategy may be required.

## ALLOCATION C4 (KT4) – Kentish Town Police Station

### SITE PLAN

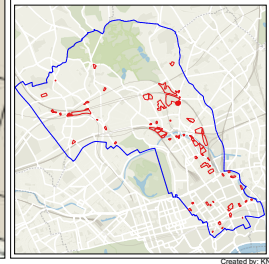


#### Draft Local Plan Allocation C4 (KT4)



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□ Site Allocation Boundary Draft Local Plan  
□ Adjacent Site Allocation Boundary  
□ London Borough of Camden Boundary



**ADDRESS** Kentish Town Police Station, 10-12A Holmes Rd

**AREA** 0.4 ha

**ALLOCATED USE** Police facilities; permanent self-contained homes

**INDICATIVE CAPACITY** 35 additional homes

**DESCRIPTION OF EXISTING SITE** This site contains a listed Victorian police station (Station House), with a more modern annex building attached, and an eight storey police Section House. It also includes a yard, vehicle parking and some small-scale structures. The site fronts on to Holmes Road but has vehicular access to Regis Road at the rear.

### BACKGROUND

- The Metropolitan Police Service intend to retain the police use of the station and annex to meet operational requirements but there is potential to make more efficient use of parts of the site, such as the yard / parking space and the Section House.
- Development should provide for continued police facilities or mixed-use development for police facilities and permanent self-contained homes. Community uses and small-scale employment uses may also be suitable.
- The Council would support the site being incorporated into the Regis Road Allocation KT2 if this enabled a better solution for operational needs of the Metropolitan Police Service to be found and helped the delivery of the Regis Road masterplan.

### DEVELOPMENT AND DESIGN PRINCIPLES

Development must:

- ensure that the introduction of other uses on the site do not compromise police operational requirements;



- b) preserve the listed police Station House building and not harm its setting, in accordance with Policy D5 (Heritage), and seek to retain the Section House building in accordance with Policy CC2 (Repurposing, Refurbishment and Re-use of Existing Buildings);
- c) be designed to address both Holmes Road and Regis Road and take the opportunity to provide a safe and attractive pedestrian and cycle route between them, improving connections with surrounding communities; and
- d) be designed to ensure that the main vehicular entrance to the site is from Regis Road in order to accommodate the Council's wider aspirations for the Holmes Road area.

## ALLOCATION C5 (KT5) – 369 – 377 Kentish Town Road

### SITE PLAN

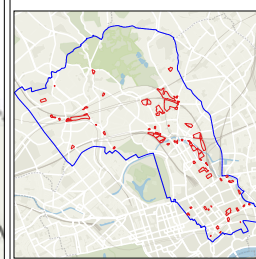


### Draft Local Plan Allocation C5 (KT5)

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CRS: OSGB36 / British National Grid  
Publish Date: 2023-11-21

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Site Allocation Boundary Draft Local Plan  
Adjacent Site Allocation Boundary  
London Borough of Camden Boundary



**ADDRESS** 369-377 Kentish Town Road

**AREA** 0.3 ha

**ALLOCATED USE** Permanent self-contained homes; retail/restaurant

**INDICATIVE CAPACITY** 14 additional homes

**DESCRIPTION OF EXISTING SITE** 369-377 Kentish Town Road (often known as the 'car wash site') is a prominent corner site at the northern end of Kentish Town Road next to the railway bridge. The site is within a viewing corridor set out in the London View Management Framework SPG.

### BACKGROUND

- In March 2020 the Council granted planning permission for the development of the site for a six/seven storey building to provide 14 flats, retail or restaurant at ground floor and basement levels, with a widened pavement on Kentish Town Road.
- Development should make more efficient use of the site, visually improve the area and help to facilitate movement through the Kentish Town area and access to the Murphy site.
- The Kentish Town Neighbourhood Plan contains a site-specific policy for 369-377 Kentish Town Road which supports its mixed-use redevelopment combined with the widening of the pavement in front of the site and the relocation of the bus shelter. The widening of the pavement in front of the sites is identified in the Plan as contributing to meeting the Neighbourhood Forum's aspirations for a Kentish Town Square.

## **DEVELOPMENT AND DESIGN PRINCIPLES**

Development must:

- a) be of a high quality design reflecting the sites prominent location on Kentish Town Road, within a strategic viewing corridor; the adjacent Conservation Area to the east; and the listed buildings nearby, including the Assembly House public house to the south on the other side of Kentish Town Road; and
- b) facilitate links to any future development of the Murphy site and be designed to facilitate the future delivery of an attractive pedestrian and cycle route to link Kentish Town Station to Hampstead Heath and connections to the Murphy site, for example a walkway cantilevered over the adjacent railway cutting, and contribute towards creating a welcoming entrance to that key site. Should this lead to a reduction in the number of homes provided compared to the current planning permission, the Council will expect these to be reprovided as part of neighbouring developments.

## **INFRASTRUCTURE REQUIREMENTS**

Development must:

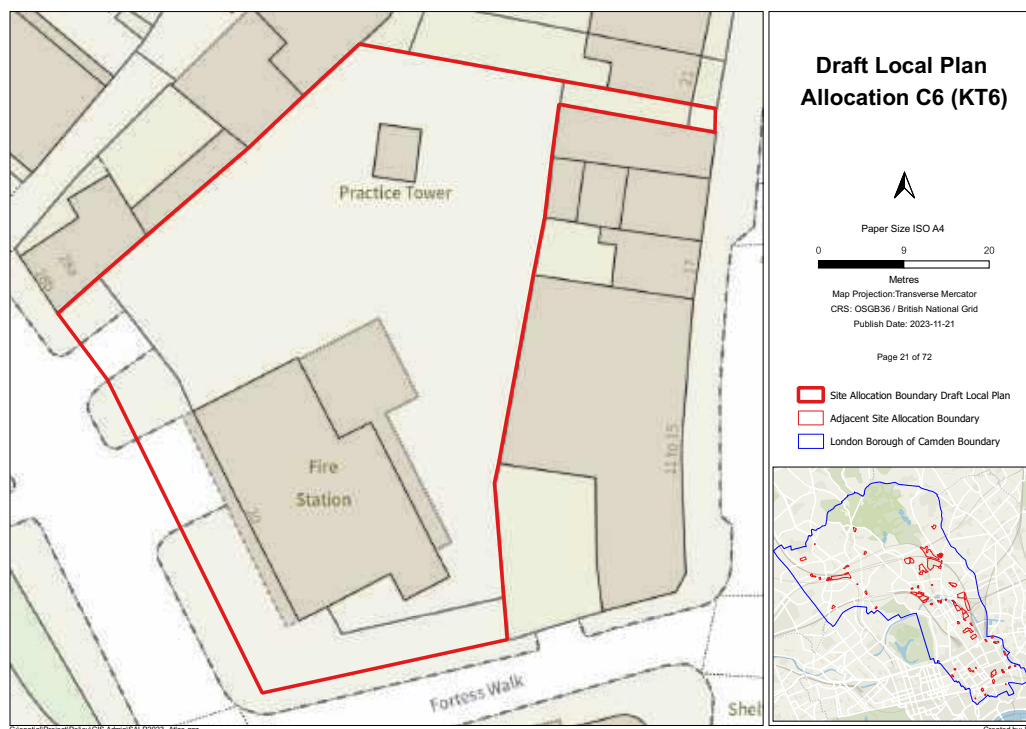
- c) contribute towards the widening of the adjacent pavement and the relocation of the bus shelter to improve passenger and pedestrian safety, consistent with aspirations for a new Kentish Town Square.

## **OTHER CONSIDERATIONS**

- The site is within an area identified by the Council as being at risk of flooding. A Flood Risk Assessment will therefore be required in accordance with Policy CC11 (Flood Risk).

## ALLOCATION C6 (KT6) – Kentish Town Fire Station

### SITE PLAN



<b>ADDRESS</b>	Kentish Town Fire Station, 20 Highgate Rd
<b>AREA</b>	0.24 hectares
<b>ALLOCATED USE</b>	Fire station; permanent self-contained homes or student accommodation
<b>INDICATIVE CAPACITY</b>	30 additional homes
<b>DESCRIPTION OF EXISTING SITE</b>	The site lies to the north of Kentish Town's town centre and is occupied by the operational Kentish Town Fire Station. The London Fire and Emergency Planning Authority's Asset Management Plan rates the site as having poor functionality and being in poor condition, listing it as a priority site for improvement through redevelopment rather than relocation.

### BACKGROUND

- This site provides an opportunity to deliver a replacement fire station to better meet the ongoing needs of the London Fire Brigade and introduce housing as an additional use to make more effective use of the site. The provision of student accommodation on the site may also be considered acceptable. Mixed-use development involving an operational fire station and housing accommodation has taken place elsewhere in London.
- Should the existing fire station be declared surplus to the operational needs of the London Fire Brigade, with the service being provided at another location, the site should be assessed for suitability for an alternative community use. Where it can be demonstrated to the Council's satisfaction there is no reasonable prospect of alternative community use as part of a mixed-use scheme, the Council's preferred alternative is development for housing including affordable homes.



## DEVELOPMENT AND DESIGN PRINCIPLES

Development must:

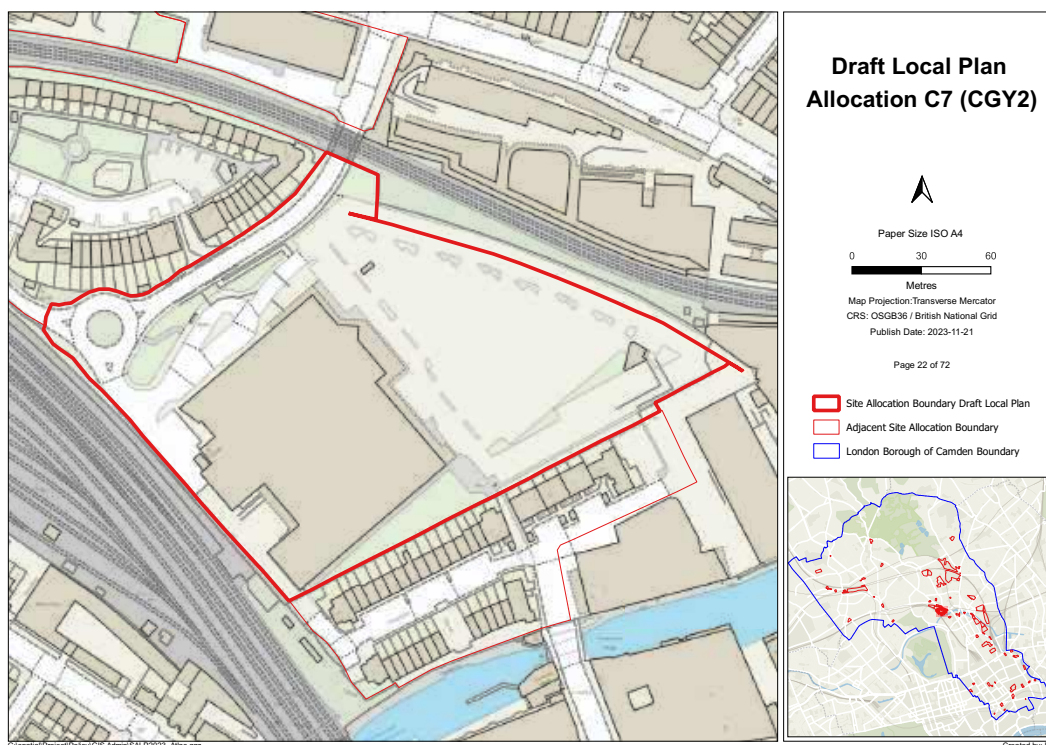
- a) ensure that the incorporation of housing as part of a mixed-use scheme does not compromise the operation of the fire station;
- b) be designed in accordance with the 'agent of change' principle, to ensure that potential conflicts between the uses on the site and between the site and surrounding properties are minimised and development does not cause unacceptable harm to the amenity or quality of life of the occupants of nearby properties or new homes on the site. A noise assessment and proposed mitigation measures should therefore be submitted as part of any planning application;
- c) be designed to respond to and enhance the setting of the listed Christ Apostolic Church opposite;
- d) retain existing trees and provide suitable new planting and landscaping; and
- e) take the opportunity to improve the relationship of the site with its surroundings at Highgate Road, Fortress Road and Fortress Walk.

## OTHER CONSIDERATIONS

- The site is within an area identified by the Council as being at risk of flooding. A Flood Risk Assessment will therefore be required in accordance with Policy CC11 (Flood Risk).

## ALLOCATION C7 (CGY2) – Morrisons supermarket

### SITE PLAN



<b>ADDRESS</b>	Morrisons supermarket, Chalk Farm Road NW1 8EH
<b>AREA</b>	2.5 hectares
<b>ALLOCATED USE</b>	Permanent self-contained homes, employment (offices and maker spaces), retail, food and drink, community and leisure use
<b>INDICATIVE CAPACITY</b>	644 additional homes
<b>DESCRIPTION OF EXISTING SITE</b>	Site was previously in use as a Morrisons Supermarket, with associated car park. The site sits between railway lines in an elevated position looking down into the markets. There is an existing planning permission (as amended) on this site which is currently under construction. Part of the site is within a viewing corridor set out in the London View Management Framework SPG.

### BACKGROUND

- The Morrisons supermarket is a key site in the delivery of the Council's aspirations for the Camden Goods Yard area, in terms of its location and the scale of opportunity it presents.
- This site makes a significant contribution to the Council's housing supply, with the permitted scheme (2020/3116/P) delivering 644 homes. Should any amendments to the scheme come forward, then the Council will expect the supply of housing on this site (including the on-site affordable housing) to be maintained or increased and the key benefits for the wider area to be delivered.
- If the existing planning permission is not implemented, or is only partially implemented, the criteria below will be used to determine future planning applications on this site.

## DEVELOPMENT AND DESIGN PRINCIPLES

Development must:

- a) deliver a range of housing types and tenures and employment uses, including affordable workspace and workshops/ maker spaces, in a range of unit types and sizes;
- b) reprovide a supermarket and provide new small scale retail food and drink uses that add variety to Camden Town centre. Public house uses or hot food takeaway uses will not be supported in this sensitive frontage as they are well represented in the core town centre;
- c) successfully integrate with existing neighbourhoods and address the sites current separation;
- d) provide an attractive and inviting gateway from Chalk Farm Road, and improved links with the markets;
- e) be designed to take opportunities to reference both local and lost historical features, particularly the sites industrial and transport heritage, and celebrate the heritage significance of the Goods Yard. The Council supports proposals to further open-up the subterranean architecture of tunnels and vaults and will expect the detailed layout of the site to retain the possibility of public access to the 'Winding Vaults';
- f) give priority to walking, wheeling and cycling, with vehicles only able to access the site from Chalk Farm Road. New routes should be direct, accessible, attractive and safe. Provision of step-free options is considered essential for ensuring inclusive access, given the changes in levels across this site;
- g) remove existing car parking in line with this Plan's car free approach;
- h) deliver public open spaces of varying scale and character, that provide a range of experiences and activities, and which are inclusive, accessible and safe. The Council will give priority to the provision of green amenity areas and play space for the full range of ages;
- i) seek to ensure that open spaces include areas for wildlife and the creation of green routes along the railway edges; and
- j) contribute towards the delivery of a new route for pedestrians and cyclists adjacent to the West Coast mainline railway that connects Regent's Park Road bridge with Regent's Canal towpath ('Stephenson's Walk'), creating opportunities to reveal, restore and access the heritage assets related to the original railway as set out in the Camden Goods Yard Planning Framework. Developers will be expected to work with adjoining land owners.

The Camden Building Height Study has identified this site as a location where tall buildings may be an appropriate form of development, with 12m - 53 m considered the potentially appropriate height range. The acceptability of particular tall building proposals, and their location within the site, will be assessed against Policy D2 on tall buildings and other relevant development plan policies.

## INFRASTRUCTURE REQUIREMENTS

Development must:

- k) contribute towards delivering a spinal route for pedestrians and cyclists to connect Oval Road/Regent's Canal, via Gilbeys Yard, with Juniper Crescent and onwards to Regent's Park Road and Primrose Hill; and

- i) seek to deliver a sustainable long-term solution to minimise the environmental impacts of bus movements on residential amenity and the public realm in the Camden Goods Yard area, whilst ensuring that accessibility to bus services is maintained. The Council will expect applicants to engage with neighbouring landowners and other relevant stakeholders, to establish the optimal location for the stands for different users, while ensuring they do not unacceptably intrude upon people's experience and enjoyment of moving through a proposed scheme, including the practicality of alternative locations outside the site.

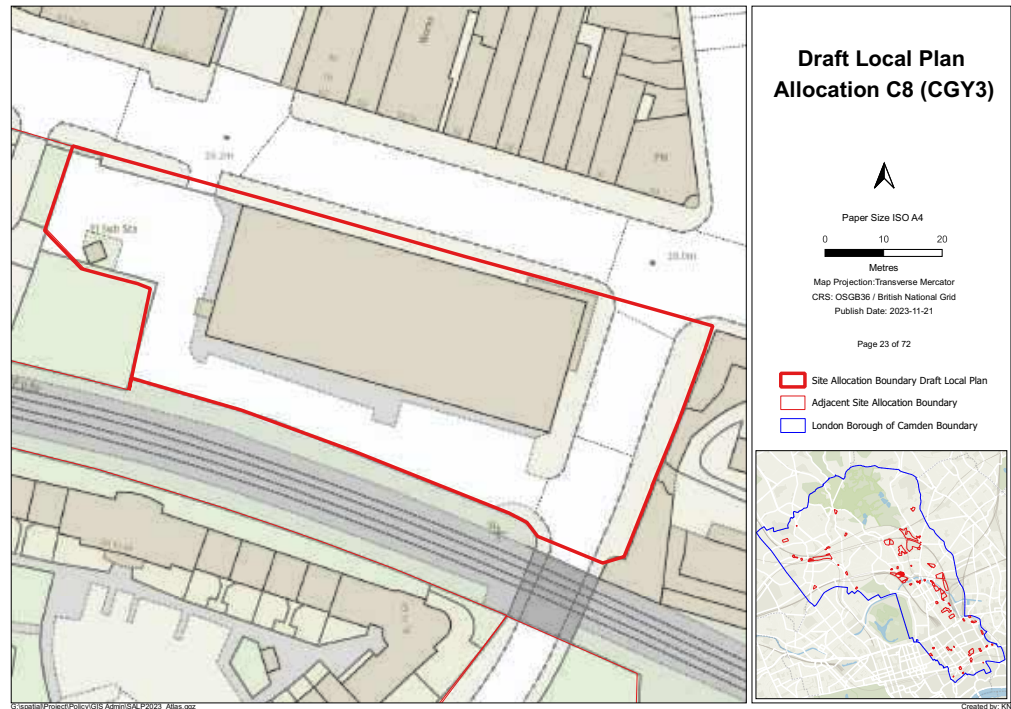
#### **OTHER CONSIDERATIONS**

- The access road leading to the existing supermarket, Juniper Crescent and the Network Rail site is safeguarded as a construction access for works associated with High Speed Two (HS2). Developers of this site will therefore be expected to coordinate with HS2 Ltd, and their contractors, arrangements for traffic management and timings of construction works to minimise/mitigate conflicts and cumulative impacts on the transport network.
- This site is within a Tier II Archaeological Priority Area and so archaeological investigations should be undertaken to establish the extent of any surviving remains of interest and record as appropriate.
- The Council will require the developer to provide a Community Support and Engagement Plan which develops a community vision and purpose for the new estate, with assistance provided for volunteering and capacity building initiatives and to give residents a strong sense of ownership of streets/spaces, helping to tackle anti-social behaviour. This should be planned across site boundaries to deliver optimal benefits, including interaction between communities living in different parts of the Goods Yard area and beyond.
- The site is within an area identified by the Council as being at risk of flooding. A Flood Risk Assessment will therefore be required in accordance with Policy CC11 (Flood Risk).
- Applicants will be expected to liaise with Thames Water early in the design process to investigate whether the existing water supply and wastewater network capacity in this area is able to support the demand anticipated from the development or whether local upgrades and/ or detailed drainage strategy may be required.



## ALLOCATION C8 (CGY3) – Former Morrisons petrol filling station

### SITE PLAN



**ADDRESS** Former Morrisons Petrol Filling Station, Chalk Farm Road NW1 8EH

**AREA** 0.3 hectares

**ALLOCATED USE** Employment (offices), permanent self-contained homes, retail, food and drink

**INDICATIVE CAPACITY** A contribution to delivery of housing off site will be expected having regard to relevant Local Plan policies, including Policy H2. In the context of the development permitted, this contribution is encompassed in the housing led development of the Morrisons supermarket site (Allocation C7).

**DESCRIPTION OF EXISTING SITE** The former petrol station site is within the designated Camden Town town centre and occupies a prominent location at the entrance to the wider Goods Yard. The site currently contributes to the fragmentation of the Town Centre frontage (as shown on the Council's [Policies Map](#)). The open expanse of the petrol station forecourt has been replaced by a temporary food store which commenced trading in early 2021. Once this temporary use has ceased, it is anticipated this building will be dismantled allowing for a permanent development to optimise use of this site. It is a key site in the Regents Canal Conservation Area providing the setting and historic context for a number of heritage assets, having been within the Goods Yard wall area. Part of the site is within a viewing corridor set out in the London View Management Framework SPG.

### BACKGROUND

- The Council granted planning permission (2022/3646/P) for this site in conjunction with proposals for the Morrisons supermarket site for an office building including retail and food and drink uses on lower floors.
- If this site were to come forward for development on its own, a scheme including self-contained housing is also likely to be beneficial, where this is consistent with activating the southern frontage of Chalk Farm Road and is co-ordinated with proposals for 100 Chalk Farm Road. The residential capacity will be assessed at that stage.

- If the existing planning permission is not implemented the criteria below will be used to determine future planning applications on this site.

## **DEVELOPMENT AND DESIGN PRINCIPLES**

Development must:

- a) take into consideration the development of adjacent sites, particularly 100,100a and 100b Chalk Farm Road to ensure the optimal layout of the two sites;
- b) help create a new and inviting gateway for pedestrian and cyclists to the wider Camden Goods Yard through the design of the site;
- c) consider the provision of residential floorspace to help meet Camden's identified housing needs;
- d) setback the building line along Chalk Farm Road to deliver a wide pavement, providing an attractive route for pedestrians towards Chalk Farm Road station;
- e) be designed to express the sites importance as a 'gateway' to the Goods Yard and historic setting; and
- f) contribute towards a more engaging active frontage on the south side of Chalk Farm Road, drawing on the historic character and commercial function of this part of the Town Centre.

## **INFRASTRUCTURE REQUIREMENTS**

Development must:

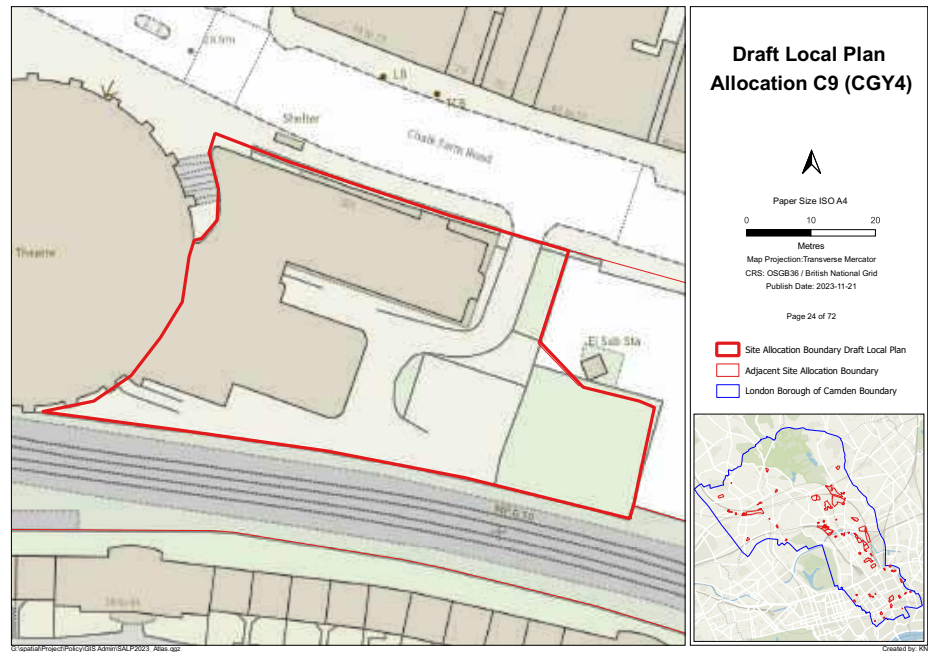
- g) reprovide the consented youth space secured through planning permission (2022/3646/P) in a suitable location.

## **OTHER CONSIDERATIONS**

- The site is within an area identified by the Council as being at risk of flooding. A Flood Risk Assessment will therefore be required in accordance with Policy CC11 (Flood Risk).
- This site is within a Tier II Archaeological Priority Area and so archaeological investigations should be undertaken to establish the extent of any surviving remains of interest and record as appropriate.

## ALLOCATION C9 (CGY4) - 100 Chalk Farm Road

### SITE PLAN



ADDRESS	100, 100a and 100b Chalk Farm Road NW1 8EH
AREA	0.3 hectares
ALLOCATED USE	Employment, permanent self-contained homes, student accommodation, retail and cafes/ restaurants (ground level)
INDICATIVE CAPACITY	100 additional homes
DESCRIPTION OF EXISTING SITE	The site comprises three commercial buildings with surface and underground car parks to the rear. A large 1970's office block faces onto Chalk Farm Road which has no reference to its context or engagement with the street. Although within the designated Camden Town centre, this part of the centre is fragmented, and considered to detract from the overall character and vitality of the Town Centre. The North London railway viaduct is located behind the site, separating it from Juniper Crescents housing estate to which Policy CGY5 relates. The Grade II* listed Roundhouse building is located immediately adjacent to the site and there is a Grade II listed cattle trough to the front of the site.

### BACKGROUND

- The Council considers that this site could be developed to support a variety of uses.
- A key objective is to bring better engagement between the site and Chalk Farm Road. This can be achieved by providing appropriate town centre uses opening onto the street to add diversity and vibrancy in this location.
- The provision of student accommodation on the site may also be considered acceptable.

## DEVELOPMENT AND DESIGN PRINCIPLES

Development must:

- a) provide an appropriate quantum of employment floorspace in line with Local Plan policy;
- b) include self-contained residential floorspace and could consider provision of suitable student accommodation subject to being in accordance with Policy H9 (Student accommodation);
- c) be of a high-quality design, that is appropriate to the high street location and responds to the area's historic context and assesses the impact of proposals on locally important views of which those of the Roundhouse and Stables Market/Horse Hospital are particularly critical;
- d) enhance the setting of the Roundhouse and the adjacent gap, by opening up views of this heritage asset from Chalk Farm Road, whilst ensuring it can continue to be read as a separate entity in the townscape. Separations and setting back of development from the listed structure, splaying building lines, and the location of open space in proposals could help address this;
- e) consider how the relationship with neighbouring land to the east, including the Former Petrol Filling Station site, can be enhanced, considering how this area may change. We expect the collaboration and co-design of proposals to ensure a coherent and optimised approach across both sites to deliver efficient use of land, a compatible mix of uses and higher quality townscape. This should assess how employment (offices) and residential uses can be optimised;
- f) be setback to allow a widened footpath along Chalk Farm Road;
- g) remove existing car parking in line with this Plan's car free approach; and
- h) ensure that existing night time entertainment uses, in particular the neighbouring Roundhouse venue, are not adversely impacted by the development of the site, with off-site mitigation measures secured as a last resort in line with the agent of change principle.

## INFRASTRUCTURE REQUIREMENTS

Development must:

- i) contribute towards public realm improvements for pedestrians and cyclists to Chalk Farm Road.

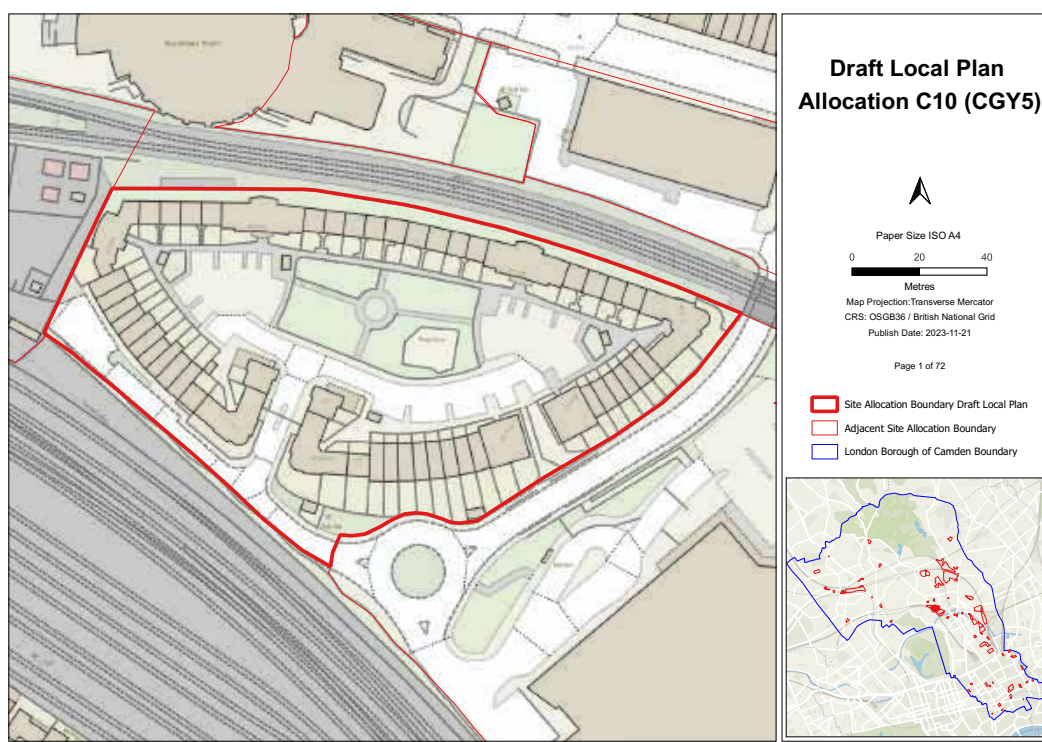
## OTHER CONSIDERATIONS

- The site is within an area identified by the Council as being at risk of flooding. A Flood Risk Assessment will therefore be required in accordance with Policy CC11 (Flood Risk).
- This site is within a Tier II Archaeological Priority Area and so archaeological investigations should be undertaken to establish the extent of any surviving remains of interest and record as appropriate.



## ALLOCATION C10 (CGY5) – Juniper Crescent

### SITE PLAN



<b>ADDRESS</b>	Juniper Crescent housing estate
<b>AREA</b>	1.3 hectares
<b>ALLOCATED USE</b>	Permanent self-contained homes, small-scale employment space and community uses (or other appropriate ground floor uses)
<b>INDICATIVE CAPACITY</b>	290 additional homes
<b>DESCRIPTION OF EXISTING SITE</b>	The Juniper Crescent housing estate comprises 3-4 storey flats and houses arranged around a central courtyard, public open space and play facilities. The site is separated from development along Chalk Farm Road by the North London line railway viaduct and operational railway lines to the south and west. Part of the site is within a viewing corridor set out in the London View Management Framework SPG.

### BACKGROUND

- The site is owned by One Housing group. As a pre-condition for funding support from the Mayor of London, housing regeneration schemes are subject to a ballot of residents. A ballot held in late 2022 was successful.
- A housing led development delivering significant regeneration benefits for the estate and wider Camden Goods Yard area is supported here.
- The inclusion of private homes is supported to help fund the provision of high quality replacement homes and to maximise delivery of additional affordable housing.
- Provision of affordable housing for older or vulnerable people as part of the overall affordable housing contribution may be appropriate.
- Landowners/developers will be expected to work together to address the estate's physical separation.



- As the access road is safeguarded to enable work associated with High Speed Two (HS2). The cumulative impact and timings of HS2 works and other schemes in the Goods Yard area will need to be carefully considered.

## DEVELOPMENT AND DESIGN PRINCIPLES

Development must:

- provide a significant number of new and replacement homes to meet a range of housing needs including the maximum reasonable amount of affordable housing;
- ensure there is no net loss of socially rented floorspace and that all existing households receive suitable replacement accommodation as demonstrated by evidenced from a needs based assessment;
- include a housing phasing plan that minimises disruption for residents. Where possible estate residents should only be asked to move home once, with early phases of development being prioritised for decant housing, prior to large scale demolition of existing homes;
- make provision for particular housing needs identified by Policy H6C where appropriate, and consider inclusion of affordable housing for older people or other people with care or support requirements, as part or all of the affordable housing contribution;
- ensure that complementary uses such as employment, retail, cafes or community uses are designed in a way that reinforces the character of principal routes through the site to help create lively and well overlooked streets and spaces. An extension of Camden Town centre into this location is not considered appropriate;
- address the estate's physical separation by improving sightlines into the estate, by improving access to the estate, particularly to/from local town centres, and through design that expresses the site's historic role as part of the Goods Yard;
- be designed to be designed to consider the impacts on locally important views, especially of The Roundhouse;
- rationalise parking on-site in line with Policy T5 (parking and car free development). Where existing residents parking is reprovided this should be located to minimise car movements within the site and designed to allow for repurposing when no longer required; and
- seek to improve community safety through natural surveillance of entrances/exits to the estate and homes/apartment blocks. Development facing onto streets can assist with this;

The Camden Building Height Study has identified this site as a location where tall buildings may be an appropriate form of development, with 9m -45 m considered the potentially appropriate height range. The acceptability of particular tall building proposals, and their location within the site, will be assessed against Policy D2 on tall buildings and other relevant development plan policies.

## INFRASTRUCTURE REQUIREMENTS

Development must:

- provide additional open space, including green space, play facilities and tranquil areas;
- seek to ensure that open spaces include areas for wildlife and the creation of green routes along the railway edges;

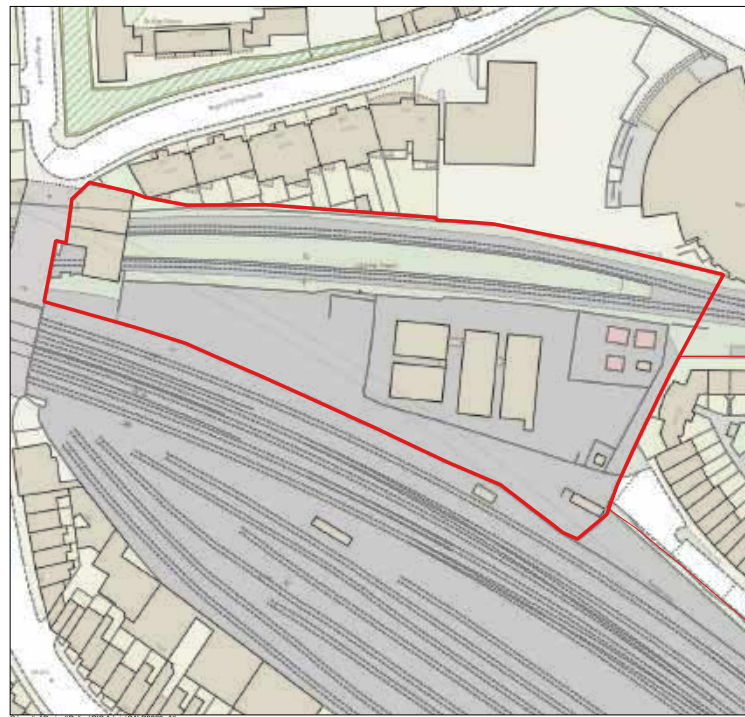
- l) contribute towards delivering a spinal route for pedestrians and cyclists to connect Oval Road/Regent's Canal, via Gilbeys Yard, with Juniper Crescent and onwards to Regent's Park Road and Primrose Hill;
- m) contribute towards the delivery of a new route for pedestrians and cyclists adjacent to the West Coast mainline railway that connects Regent's Park Road bridge with Regent's Canal towpath ('Stephenson's Walk'), creating opportunities to reveal, restore and access the heritage assets related to the original railway as set out in the Camden Goods Yard Planning Framework. Developers will be expected to work with adjoining landowners; and
- n) explore opportunities for optimising the location of bus stops/stands servicing the Morrisons supermarket site and wider Goods Yard area to minimise impacts on resident amenity and quality of place.

#### **OTHER CONSIDERATIONS**

- The Council will require the developer to provide a Community Support and Engagement Plan which develops a community vision and purpose for the new estate, with assistance provided for volunteering and capacity building initiatives and to give residents a strong sense of ownership of streets/spaces, helping to tackle anti-social behaviour. This should be planned across site boundaries to deliver optimal benefits, including interaction between communities living in different parts of the Goods Yard area and beyond.
- A Flood Risk Assessment will be required in accordance with Policy CC11 (Flood Risk), as the site is within an area identified by the Council as being at risk of flooding. Recommendations in the Flood Risk Assessment will be secured by planning condition.
- This site is within a Tier II Archaeological Priority Area and so archaeological investigations should be undertaken to establish the extent of any surviving remains of interest and record as appropriate.
- Applicants will be expected to liaise with Thames Water early in the design process to investigate whether the existing water supply and wastewater network capacity in this area is able to support the demand anticipated from the development or whether local upgrades and/ or detailed drainage strategy may be required.

## ALLOCATION C11 (CGY6) – Network Rail land at Juniper Crescent

### SITE PLAN



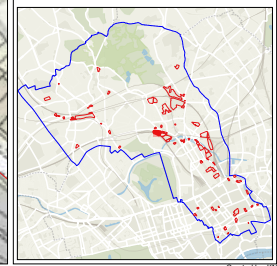
### Draft Local Plan Allocation C11 (CGY6)



Paper Size ISO A4  
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Metres  
Map Projection: Transverse Mercator  
CRS: OSGB36 / British National Grid  
Publish Date: 2023-11-21

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- ▬ Site Allocation Boundary Draft Local Plan
- ▬ Adjacent Site Allocation Boundary
- ▬ London Borough of Camden Boundary



ADDRESS	Network Rail land at Juniper Crescent
AREA	0.9 hectares
ALLOCATED USE	Permanent self-contained homes, office / light industrial, operational railway use
INDICATIVE CAPACITY	50 additional homes
DESCRIPTION OF EXISTING SITE	The site is currently safeguarded to support High Speed Two (HS2) construction works and provides an operational access point to the railway. It is accessed from Chalk Farm Road via a secure access gate adjacent to homes in Juniper Crescent. Part of the site provides temporary office accommodation for enabling works associated with HS2 which sits within a compound. There are also various cabins and machinery used to support railway maintenance works. Furthest from the access gate is the site of the platforms that formed part of the former Primrose Hill station: the converted ticket hall on Regent's Park Road has been retained.

### BACKGROUND

- The Council considers this to be an important site in realising an accessible connection with Regent's Park Road and Primrose Hill. This would be a substantial benefit for residents and workers in the Goods Yard area.
- It is recognised that in the short to medium term the site is required for project and construction teams associated with the delivery of HS2. Regardless of whether the site is needed in the long-term for operational railway purposes, the Council wishes to secure public access to the railway bridge at Regent's Park Road, overlooking the site. This should avoid prejudicing a reopening of Primrose Hill station, should this become viable in the future.
- The Council would support railway use being maintained and would also support permanent employment use and permanent self-contained housing where this results in a compatible mix of uses.

## DEVELOPMENT AND DESIGN PRINCIPLES

Development must:

- a) provide types of office or light industrial employment uses that respond to the existing and emerging character of neighbouring sites and the wider Goods Yard area. Priority should be given to employment uses and housing types which meet local needs identified by the Council;
- b) make provision for particular housing needs identified by Policy H6C where appropriate, and consider inclusion of affordable housing for older people or other people with care or support requirements, as part or all of the affordable housing contribution;
- c) contribute towards the delivery of a new route for pedestrians and cyclists adjacent to the West Coast mainline railway that connects Regent's Park Road bridge with Regent's Canal towpath ('Stephenson's Walk'), creating opportunities to reveal, restore and access the heritage assets related to the original railway as set out in the Camden Goods Yard Planning Framework. Developers will be expected to work with adjoining land owners;
- d) be designed to be designed to consider the impacts on locally important views, especially of The Roundhouse;
- e) ensure the design and layout gives careful consideration to its relationship with the adjacent Juniper Crescent site;
- f) consider what noise mitigation measures are likely to be required in line with Policy A4 (Noise Pollution) given its location immediately adjacent to the West Coast Main Line; and
- g) seek to establish a green corridor along the edge of the railway which can act as a buffer and habitat for wildlife in connection with adjacent sites.

The Camden Building Height Study has identified this site as a location where tall buildings may be an appropriate form of development, with 9m -45 m considered the potentially appropriate height range. The acceptability of particular tall building proposals, and their location within the site, will be assessed against Policy D2 on tall buildings and other relevant development plan policies.

## INFRASTRUCTURE REQUIREMENTS

Development:

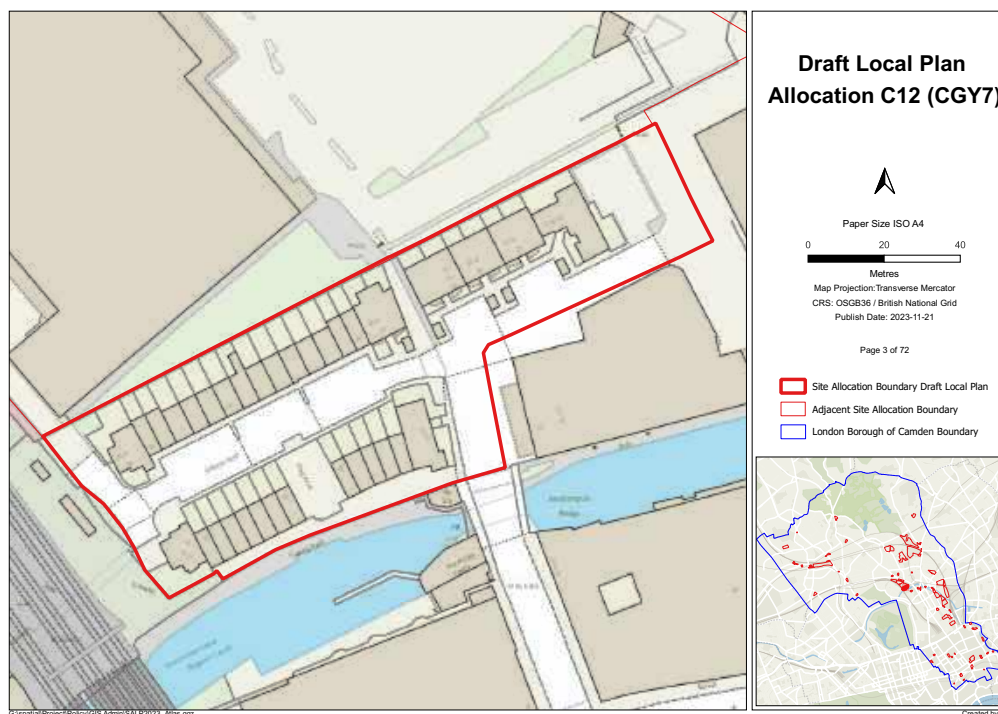
- h) may be able to help address the issues identified in respect of bus operations in adjacent sites (Morrisons supermarket and Juniper Crescent). An operational area could support a bus turning area at the end of the existing access road.

## OTHER CONSIDERATIONS

- This site is within a Tier II Archaeological Priority Area and so archaeological investigations should be undertaken to establish the extent of any surviving remains of interest and record as appropriate.

## ALLOCATION C12 (CGY7) – Gilbeys Yard

### SITE PLAN



### ADDRESS

Gilbeys Yard housing estate NW1

### AREA

0.8 hectare

### ALLOCATED USE

Permanent self-contained homes, small-scale employment space, community use

### INDICATIVE CAPACITY

120 additional homes

### DESCRIPTION OF EXISTING SITE

Gilbeys Yard is a housing estate consisting of blocks of 3-4 storey flats and houses arranged in rows parallel to the Regent's Canal. The estate currently has limited public amenity space for residents. There is a poorly defined relationship with the adjoining Interchange yard, while a narrow pedestrian and cycle route leads into the Morrisons supermarket site. The estate is prominent in views from the Regent's canal and towpath. Part of the site is within a viewing corridor set out in the London View Management Framework SPG.

### BACKGROUND

- One Housing Group has been leading a consultation and engagement exercise with the residents of both Juniper Crescent and Gilbeys Yard about improving the standard of existing homes. One option involves the full redevelopment of the estate providing replacement accommodation and additional homes.
- As a pre-condition for funding support from the Mayor of London, housing regeneration schemes are subject to a ballot of residents. A ballot held in 2020 was unsuccessful. Residents have not been balloted again to date.
- In the event that a ballot is successful, a housing-led development would be supported that delivers significant regeneration benefits for the estate and wider Camden Goods Yard area.
- The Council supports the continuing consultation and engagement process led by One Housing Group to evaluate future options for the estate and establish the support of existing residents.
- The inclusion of private homes is supported, to help fund the provision of high quality replacement homes and to maximise delivery of additional affordable housing.



## DEVELOPMENT AND DESIGN PRINCIPLES

Development must:

- a) provide a significant number of new and replacement homes to meet a range of housing needs including the maximum reasonable amount of affordable housing. The exact number of homes will be dependent on a full appraisal of the impacts of development on heritage assets, views and surrounding townscape;
- b) ensure there is no net loss of socially rented floorspace and that all existing households receive suitable replacement accommodation as demonstrated a needs based assessment;
- c) make provision for particular housing needs identified by Policy H6C where appropriate, and consider the inclusion of affordable housing for older people or other people with care or support requirements, as part or all of the affordable housing contribution;
- d) consider the provision of appropriate complementary uses that would enliven streets and spaces, such as workshops or community uses. The site is not considered appropriate for an extension of the Town Centre;
- e) include a housing phasing plan that minimises disruption for residents. Where possible estate residents should only be asked to move home once, with early phases of development being prioritised for decant housing, prior to large scale demolition of existing homes;
- f) be designed to respond to the industrial character of the canal-side environment and wider Goods Yard area in terms of the architectural design and landscaping, taking opportunities to preserve, repair and enhance heritage features, above and below ground, and protect locally important views. The proximity of the site to The Interchange building (Grade II listed) and the impact on the setting and views of this asset are particularly important;
- g) seek to integrate the estate more successfully into neighbouring sites, anticipating how the future context may change;
- h) Work with adjoining landowners to deliver the new route for pedestrians and cyclists called Stephenson's Walk adjacent to the West Coast mainline railway that connects Regent's Park Road bridge with Regent's Canal towpath creating opportunities to reveal, restore and access the heritage assets related to the original railway as set out in the Camden Goods Yard Planning Framework;
- i) seek (in conjunction with the landowner of the Interchange and market) to resolve concerns about the servicing arrangements for the markets and drop-off/collection arrangements by taxis, to minimise impacts of vehicles passing through the estate;
- j) rationalise parking on-site in line with Policy T5 (paring and car free development) and reduce vehicular dominance and undertake refurbishment of the yard to fully express its role as an important communal amenity area; and
- k) improve community safety through natural surveillance of entrances/exits to the estate and homes/apartment blocks;

## INFRASTRUCTURE REQUIREMENTS

Development must:

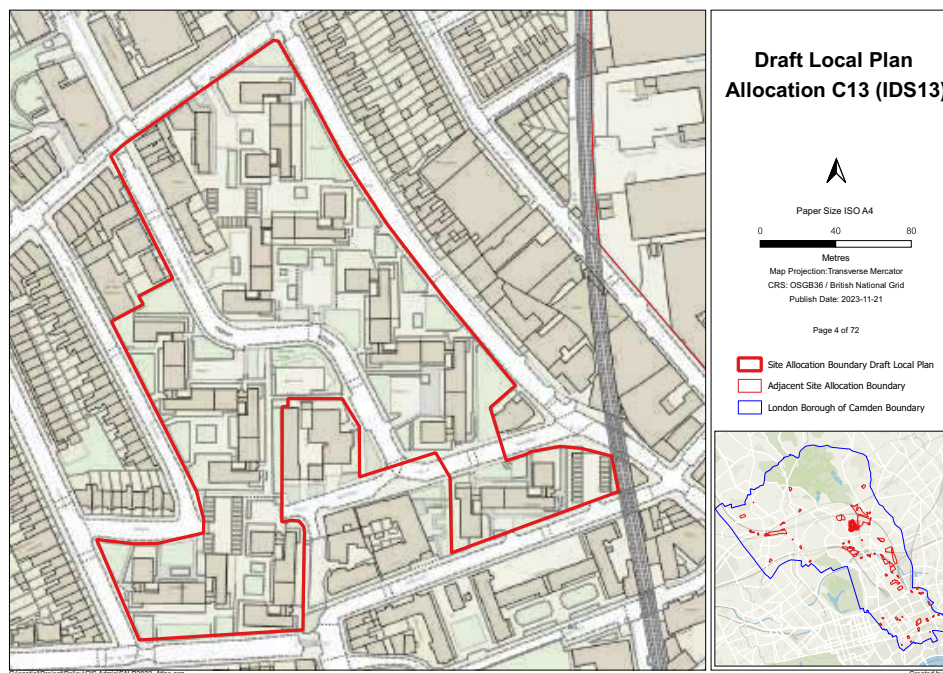
- l) provide additional open space, including green space, play facilities and tranquil areas;
- m) seek to ensure that open spaces include areas for wildlife and the creation of green routes along the railway edges as part of a continuous corridor adjacent to the West Coast Main Line.

## OTHER CONSIDERATIONS

- The Council will require the developer to provide a Community Support and Engagement Plan which develops a community vision and purpose for the new estate, with assistance provided for volunteering and capacity building initiatives and to give residents a strong sense of ownership of streets/spaces, helping to tackle anti-social behaviour. This should be planned across site boundaries to deliver optimal benefits, including interaction between communities living in different parts of the Goods Yard area and beyond.
- This site is within a Tier II Archaeological Priority Area and so archaeological investigations should be undertaken to establish the extent of any surviving remains of interest and record as appropriate.
- Applicants will be expected to liaise with Thames Water early in the design process to investigate whether the existing water supply and wastewater network capacity in this area is able to support the demand anticipated from the development or whether local upgrades and/ or detailed drainage strategy may be required.
- Applicants should refer to the Mayor's Good Practice Guide to Estate Regeneration.

## ALLOCATION C13 (IDS13) – West Kentish Town Estate

### SITE PLAN



**ADDRESS** West Kentish Town estate, NW5

**AREA** 3.5 hectares

**ALLOCATED USE** Permanent self-contained homes

**INDICATIVE CAPACITY** 569 additional homes (885 in total)

**DESCRIPTION OF EXISTING SITE** The Council estate of 316 homes was constructed in the early 1960s following the demolition of the original Victorian street properties. The original linear routes of Carlton Street and Weedington Road were lost or rerouted when the estate was redeveloped. Parts of the surrounding area retain some of the original historic character, much of which is preserved as part of the West Kentish Town Conservation Area. Notable buildings include the Grade II listed Fiddler's Elbow pub and Rhyl Primary School. Part of the site is within a viewing corridor set out in the London View Management Framework SPG.

### BACKGROUND

- The Council adopted the Gospel Oak and Haverstock Community Vision in November 2022 as a Supplementary Planning Document.
- Local engagement work with residents of the estate has identified issues relating to their homes, the estate in general as well as the wider area. There have been particular problems relating to the heating and drainage of some homes, residents say they do not always feel safe due to anti-social behaviour and that they feel cut off from amenities serving the area; green spaces tend to be poor quality and underused, while some households are experiencing overcrowded conditions in homes which do not meet current space standards.
- The Council has assessed different options for the estate and found that it is unlikely to be viable to remedy the design and construction issues affecting the existing buildings. In a ballot in March 2020, an overwhelming majority of residents voted for the complete redevelopment of the estate.
- Careful consideration should be given to the phasing of the development to ensure the balanced delivery of new affordable and market homes.

## DEVELOPMENT AND DESIGN PRINCIPLES

Development must:

- a) deliver regeneration benefits for the wider community that help to address the local priorities set out within the Community Vision;
- b) reprovide existing homes to meet modern standards and the housing needs of residents, ensuring no net loss of council homes, and maximising the delivery of additional affordable housing (above existing);
- c) Make provision for particular housing needs identified by Policy H6C where appropriate, and consider inclusion of affordable housing for older people or other people with care or support requirements, as part or all of the affordable housing contribution;
- d) include a housing phasing plan that minimises disruption for residents. Where possible estate residents should only be asked to move home once, with early phases of development being prioritised for decant housing, prior to large scale demolition of existing homes;
- e) contribute towards the enhancement of the Queen's Crescent neighbourhood centre through the creation of a new frontage along the street to host community or commercial uses, as well as contributing towards the cost of highways and public realm improvements;
- f) improve local walking and cycling routes by providing a clear, safe and accessible route connecting Talacre Park with Queens Crescent;
- g) address the lack of private amenity space and cycle parking facilities identified by residents;
- h) be designed to respect the sensitive heritage constraints including the protected view from Parliament Hill as well as the setting of the adjoining conservation area; and
- i) be designed to be sensitive to the surrounding townscape, including the nearby West Kentish Town and Inkerman conservation areas and nearby listed buildings

The Camden Building Height Study has identified this site as a location where tall buildings may be an appropriate form of development, with 12m - 40m considered the potentially appropriate height range. Additional height, above the potentially appropriate height range, may be possible in some locations on this site, subject to testing of impacts on strategic views in the London View Management Framework and relevant local views. The acceptability of particular tall building proposals, and their location within the site, will be assessed against Policy D2 on tall buildings and other relevant development plan policies.

## INFRASTRUCTURE REQUIREMENTS

Development must:

- j) contribute towards the delivery of a new pedestrian and cycle route to provide a direct link to Kentish Town high street and station.
- k) Contribute towards improvements to local open spaces, including exploring making provision for a hierarchy of open spaces including public, semi-public and private spaces with clear thresholds between them and explore opportunities to integrate play within development sites. New/refurbished spaces should provide opportunities for a greater range of users to meet and share experiences by being welcoming and inclusive for all.

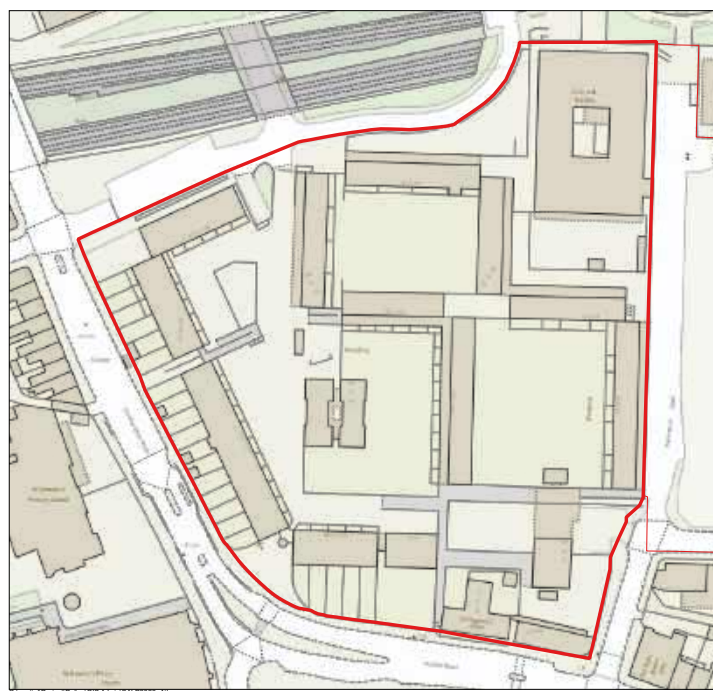
## OTHER CONSIDERATIONS

- A Flood Risk Assessment will be required in accordance with Policy CC11 (Flood Risk), as the site is within an area identified by the Council as being at risk of flooding. Recommendations in the Flood Risk Assessment will be secured by planning condition.
- Applicants will be expected to liaise with Thames Water early in the design process to investigate whether the existing water supply and wastewater network capacity in this area is able to support the demand anticipated from the development or whether local upgrades and/ or detailed drainage strategy may be required.
- Applicants should refer to the Mayor's Good Practice Guide to Estate Regeneration




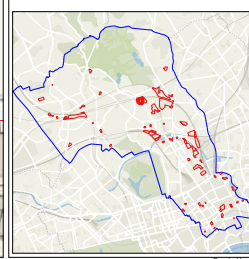
## ALLOCATION C14 (IDS11) – Wendling Estate and St Stephens Close

### SITE PLAN



### Draft Local Plan Allocation C14 (IDS11)

  
 Paper Size ISO A4  
 0 20 40  
 Metres  
 Map Projection: Transverse Mercator  
 CRS: OSGB36 / British National Grid  
 Publish Date: 2023-11-21  
 Page 5 of 72  
 Site Allocation Boundary Draft Local Plan  
 Adjacent Site Allocation Boundary  
 London Borough of Camden Boundary



**ADDRESS** Wendling Estate and St Stephens Close, NW5

**AREA** 2.6 hectares

**ALLOCATED USE** Permanent self-contained homes

**INDICATIVE CAPACITY** 509 additional homes (750 in total)

**DESCRIPTION OF EXISTING SITE**

The site provides 241 existing homes in a mixture of three to four storey blocks that are divided into flats and maisonettes with one block of 10 storeys divided into one bedroom flats.

It is an inward facing deck access estate. Streets surrounding the estate are faced by garages, or back gardens, and entrances to the estate can be perceived as unwelcoming for visitors. The Wendling estate includes a nursery and health centre. The church of St Martins in proximity to the site is Grade I listed. Part of the site is within a viewing corridor set out in the London View Management Framework SPG.

### BACKGROUND

- The Council is preparing development proposals for Wendling Estate and St Stephens Close. This involves the redevelopment of all existing buildings as part of a comprehensive regeneration scheme. The Council undertook a ballot of residents in summer 2021 where residents voted in favour of the proposals to continue based on a comprehensive redevelopment.
- The Council's priority for this site is the reprovion of existing homes to meet modern standards and the housing needs of residents.
- The Council adopted the Gospel Oak and Haverstock Community Vision in November 2022 as a Supplementary Planning Document.

## DEVELOPMENT AND DESIGN PRINCIPLES

Development must:

- a) deliver regeneration benefits for the wider community that help to address the local priorities set out within the Community Vision;
- b) reprovide existing homes to meet modern standards and the housing needs of residents, ensuring no net loss of council homes, and maximising the delivery of additional affordable homes (above existing);
- c) make provision for particular housing needs identified by Policy H6C where appropriate, and consider inclusion of affordable housing for older people or other people with care or support requirements, as part or all of the affordable housing contribution;
- d) include a housing phasing plan that minimises disruption for residents. Where possible estate residents should only be asked to move home once, with early phases of development being prioritised for decant housing, prior to large scale demolition of existing homes;
- e) consider the provision of active frontages and uses that engage with the street and improve the frontage to Malden Road and Southampton Road;
- f) be designed to embed designing out crime principles in all aspects of the proposal. Any new development should maximise opportunities for the activation of the ground floor via front doors that face public streets and routes or public uses, ensuring clear sightlines and active surveillance and with a clearly defined hierarchy of spaces; and
- g) be designed to be sensitive to the surrounding townscape including the nearby Parkhill and Mansfield conservation areas and nearby listed buildings.

The Camden Building Height Study has identified this site as a location where tall buildings may be an appropriate form of development, with 12m – 40m considered the potentially appropriate height range. Additional height, above the potentially appropriate height range, may be possible in some locations on this site, subject to testing of impacts on strategic views in the London View Management Framework and relevant local views. The acceptability of particular tall building proposals, and their location within the site, will be assessed against Policy D2 on tall buildings and other relevant development plan policies.

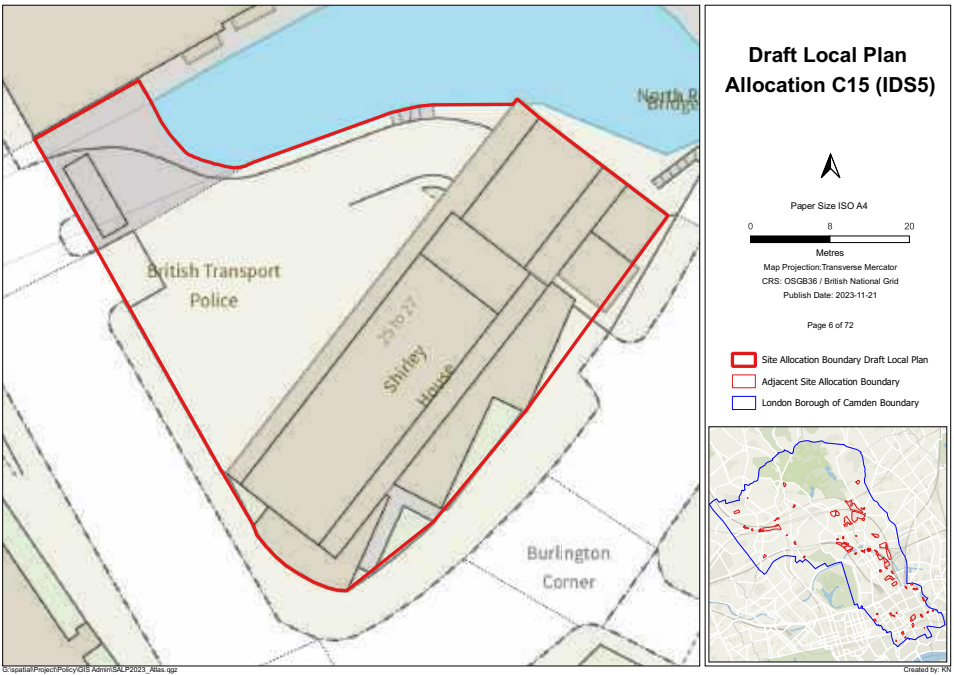
## INFRASTRUCTURE REQUIREMENTS

Development must:

- h) improve pedestrian and cycle permeability, ease of access and accessibility across the site; and explore the opportunity of providing a new route connecting Lismore Circus to St. Dominic's Priory;
- i) explore the reprovision and enhancement of health and community facilities with partners to ensure no net loss in provision. If not reprovided as part of the estate, they should be provided elsewhere in the locality, preferably on sites within the Queen's Crescent neighbourhood centre;
- j) help deliver enhancements to Lismore Circus open space that makes the space safer and more attractive to a wider range of age group; and
- k) explore opportunities arising from the regeneration of Bacton Low Rise to open new routes east and west and improve the estate's connectivity with the surrounding streets.

## OTHER CONSIDERATIONS

- A Flood Risk Assessment will be required in accordance with Policy CC11 (Flood Risk), as the site is within an area identified by the Council as being at risk of flooding. Recommendations in the Flood Risk Assessment will be secured by planning condition.
- Applicants will be expected to liaise with Thames Water early in the design process to investigate whether the existing water supply and wastewater network capacity in this area is able to support the demand anticipated from the development or whether local upgrades and/ or detailed drainage strategy may be required.
- Applicants should refer to the Mayor's Good Practice Guide to Estate Regeneration

ALLOCATION C15 (IDS5) – Shirley House	
SITE PLAN	 <p><b>Draft Local Plan</b> <b>Allocation C15 (IDS5)</b></p> <p>North Arrow</p> <p>Paper Size ISO A4</p> <p>0 8 20 Metres</p> <p>Map Projection: Transverse Mercator CRS: OSG36 / British National Grid Publish Date: 2023-11-21</p> <p>Page 6 of 72</p> <p>Site Allocation Boundary Draft Local Plan Adjacent Site Allocation Boundary London Borough of Camden Boundary</p> <p>Created by: K1</p>
ADDRESS	Shirley House; 25 -27 Camden Road
AREA	0.1 hectare
ALLOCATED USE	Employment (offices), permanent self-contained homes and retail
INDICATIVE CAPACITY	30 additional homes
DESCRIPTION OF EXISTING SITE	Shirley House is a 7-storey office building on the corner of Camden Road and Camden Street, within the Regent's Canal Conservation Area. It is occupied by the British Transport Police headquarters with car parking at ground floor and basement levels. Between the building and the canal is a yard used for parking and servicing, protected by security fencing.
<b>BACKGROUND</b>	
<ul style="list-style-type: none"> <li>Employment is the priority use for this site, as there is no history of vacancy, and demand for business premises remains high in Camden Town. However, an element of self-contained housing would be supported, as the site is in a sustainable location and a more efficient use of the site would be welcomed.</li> <li>A hotel use in this location is unlikely to be appropriate as the site is not in a town centre location.</li> <li>The <a href="#">Regent's Canal Conservation Area Appraisal</a> identifies the existing office building as having a negative impact on the townscape, due to its undistinguished architectural quality, poor relationship with the canal and effect in obscuring views of the listed Camden Bridge.</li> </ul>	
<b>DEVELOPMENT AND DESIGN PRINCIPLES</b>	
<p>Development must:</p> <ol style="list-style-type: none"> <li>consider opportunities to make more efficient use of the site, through the extension and alteration of the existing building. Where demolition is proposed, this will be considered in accordance with the criteria set out in Policy CC2 (repurposing, refurbishment, and re-use of existing buildings);</li> </ol>	

- b) retain as much employment floorspace as possible. Employment floorspace must meet a range of needs in Camden Town including SMEs (small to medium enterprises) and move on space for expanding businesses;
- c) consider the provision of residential floorspace (subject to viability) provided it does not impact the continuing use of the site for employment. The introduction of small-scale retail or café uses at pavement level to provide activity and natural surveillance would be supported;
- d) ensure the design, layout and orientation of development positively relates to the canal and local character;
- e) consider enhancing views of the listed Camden Bridge through the removal of the viewing platform;
- f) establish a strong building line along Camden Road and Camden Street to enhance the street scene; and
- g) explore opportunities to incorporate measures to manage the effects of lighting on the canal, to avoid light pollution, protect biodiversity and allow for the continued use of the canal corridor by protected bat species.

#### **INFRASTRUCTURE REQUIREMENTS**

Development must:

- h) contribute to improvements in the biodiversity of the canal which is designated as a Site of Importance for Nature Conservation, this could be through measures such as floating reedbeds.

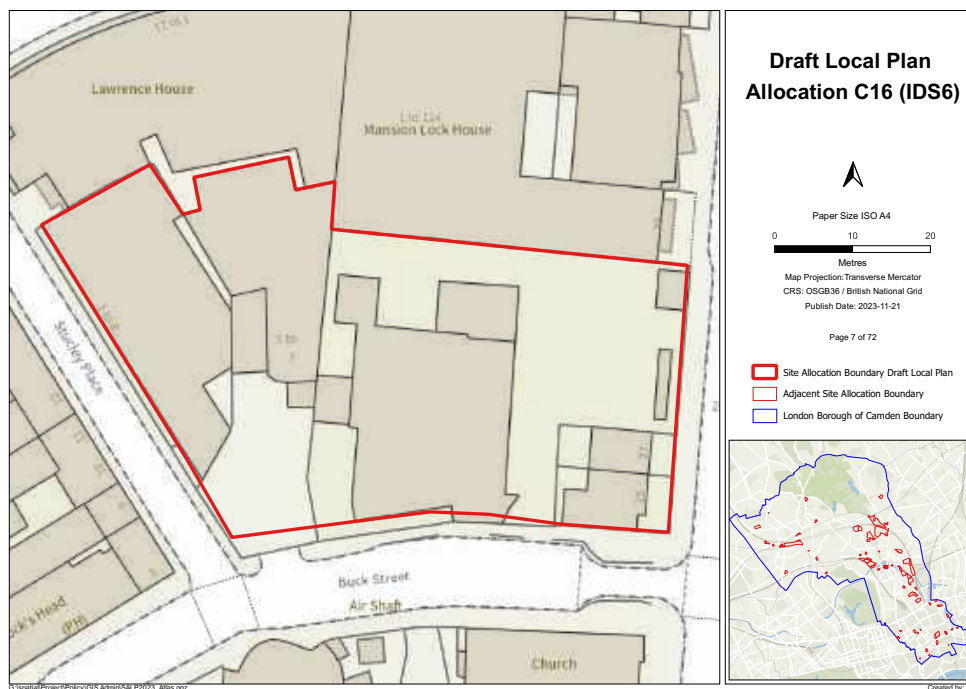
#### **OTHER CONSIDERATIONS**

There is a critical trunk sewer running through this site which would need to be appropriately considered through the planning and design stage.



## ALLOCATION C16 (IDS6) - Camden Town over station development

### SITE PLAN



**ADDRESS** 1-8 Stucley Place, 5-7 Buck Street and 25-27 Kentish Town Road

**AREA** 0.27 hectares

**ALLOCATED USE** Permanent self-contained homes, employment uses (maker spaces/creative industries/offices), retail and food & drink uses (ground level)

**INDICATIVE CAPACITY** 60 additional homes

**DESCRIPTION OF EXISTING SITE** Camden Town over station development site is located in the heart of Camden. TfL have acquired land to facilitate construction work associated with the station capacity project and to ensure the existing station entrance can stay open. The site includes 5-7 Buck Street which formerly served as an auction house and has more recently served as temporary affordable workspace for young entrepreneurs. The former Hawley Wharf infant school building was vacated in 2016, when the school relocated and has also been in temporary use.

### BACKGROUND

- A proposed station capacity upgrade remains a Transport for London (TfL) ambition within the plan period, but sufficient funding needs to be secured.
- Subject to funding being secured, delivery of the station capacity upgrade and a new station entrance will be contingent on a Transport and Works Act Order being confirmed by the Secretary of State, and therefore planning permission for these works are not required. The over-station development will however require a planning application to be submitted.
- The Council will expect landowners and developers to take a collaborative approach, working across site boundaries, to ensure a well-designed and successfully implemented scheme. A shared site agreement should be agreed between the main contractor for the station capacity project and the developer of construction works above the station, to ensure impacts on TfL's assets are appropriately assessed.

- The site is allocated for mixed use development incorporating a new station entrance and ancillary supporting facilities for the station, permanent self-contained homes, and employment uses including retail along the Buck Street and Kentish Town Road frontages.
- The Council may seek to use planning conditions to ensure the long term retention of employment floorspace within Use Class E from conversion to other town centre uses.

## DEVELOPMENT AND DESIGN PRINCIPLES

Development must:

- provide a range of employment uses, giving consideration to uses/ activities that have an established and growing presence in Camden Town, including premises for use by creative and cultural businesses, light industrial workshops, co working space and space suitable for small and medium sized businesses;
- not cause harm to the continuing operation of uses on nearby sites including Buck Street Market and the Electric Ballroom;
- be designed to provide frontages that engage with the street along Buck Street and Kentish Town Road, with a continuous building line established along Buck Street;
- include noise mitigation measures to ensure that the ability of existing premises to operate effectively is not adversely affected in line with the agent of change principle, i.e., the party responsible for a change should also be responsible for managing the impact of that change;
- carefully consider the layout and design of the residential accommodation given its proximity to the station entrance and the levels of pedestrian activity that are anticipated when it is operational;
- provide a range of unit sizes, appropriate to the context of Camden Town's retail role and function and the size/location of this site and incorporate food and drink uses must only be provided where the impacts can be fully mitigated;
- be designed to integrate successfully into the surrounding area in terms of scale, height and massing, achieving a positive relationship with the Camden Town Conservation Area and Regent's Canal Conservation Area. This is likely to involve a transition in height and scale across the site from the more intimate, low-rise nature of Stucley Place to Kentish Town Road, which is generally lined by buildings of 4-5 storeys south of Hawley Crescent;
- explore the creation of a new civic space in front of the station entrance to create a strong 'sense of arrival' as people approach the new station entrance. This would be contingent on restricting access along part of Buck Street during certain times of the day or on a more permanent basis;
- improve the street environment in this area, particularly Buck Street, to ensure that it is easy and safe to move through and designed to be inclusive, to meet the needs of all residents; to ensure that it improves the accessibility of this area for everyone, particularly people using wheelchairs and people with physical disabilities; provision of wider pavements along Buck Street and wayfinding measures for visitors and tourists could assist with this;
- incorporate appropriate acoustic measures to address noise from the evening and night time operation of the station; the movement of people through the area; and the residual transmission of noise and vibration from the underground station and platforms; and

## INFRASTRUCTURE REQUIREMENTS

Development must:

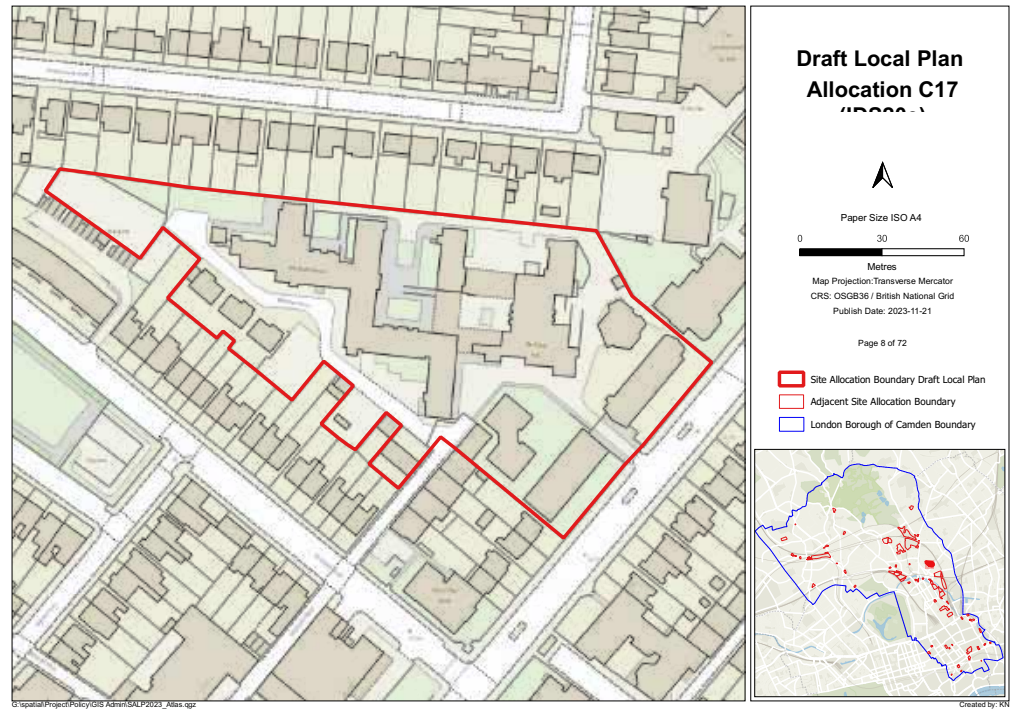
- l) provide step free access to the underground station;
- m) work effectively alongside Transport for London's existing, enhanced or new infrastructure;
- n) Make contributions to public realm improvements. Priorities include widening of pavements, protecting and enhancing cycle lanes; and
- o) explore opportunities for decentralised heating and cooling (including the ability of the Underground station to supply development above ground).

## OTHER CONSIDERATIONS

- A Flood Risk Assessment will be required in accordance with Policy CC11 (Flood Risk), as the site is within an area identified by the Council as being at risk of flooding. Recommendations in the Flood Risk Assessment will be secured by planning condition.
- The Hawley Wharf school building is on the Council's [Local List](#) due to its architectural and townscape significance. The auction house/piano factory (5-7 Buck Street), while not having any formal heritage status, is recognised as having merit in conservation and design terms. Demolition of these buildings may not require planning permission where such works are confirmed by the Secretary of State through a Transport and Works Act Order. However, the existing quality of the buildings, their heritage value, their embodied carbon, and the uses they support, should inform development requiring consent from the local planning authority and the loss of these buildings is unlikely to be acceptable without the station works coming forward on this site. The residential capacity of 60 would therefore not apply and would need to be re assessed).

## ALLOCATION C17 (IDS20e) - UCL Camden Campus; 109 Camden Road

### SITE PLAN



**ADDRESS** 109 Camden Road, London, NW1 9HZ

**AREA** 1.52 hectares

**ALLOCATED USE** Housing (Student accommodation)

**INDICATIVE CAPACITY** 180 additional student units

**DESCRIPTION OF EXISTING SITE**

The site forms a triangular shape on a plot of land to the rear of properties along Bartholomew Road (north) and Rochester Road (south) and bound to the east by Camden Road. There are two access points to the site. One from Camden Road, along the south-east boundary, and the other from Rochester Mews to the south. The site is gated and secure and has no public access through the site.

The site largely comprises student accommodation (714 existing rooms) with floorspace also provided for a reception area and communal areas for students. The buildings on site appear to have been built in phases between the 1960s and 1990s.

Part of the south of the site is within the Rochester Conservation Area. Part of the site is within a viewing corridor set out in the London View Management Framework SPG. The site is adjacent to the Kentish Town Neighbourhood Plan area to the north. The Grade II listed no.123 & 125 Camden Road are located approximately 75m to the north-east of the site.

### BACKGROUND

The whole site provides student accommodation for UCL students in several separate buildings.

### DEVELOPMENT AND DESIGN PRINCIPLES

Development must:

- Ensure that any proposed increase in height is focussed in the central part of the site to reduce the impact on surrounding areas and adjacent heritage assets;

- b) Ensure massing and heights on boundaries adjacent to residential uses safeguard the amenity of neighbouring residents;
- c) Ensure that existing open space is safeguarded and new or enhanced open space is provided and designed to comply with Policy SC3 (open space). As part of this, development should explore opportunities to increase green amenity spaces between the buildings on site, including retaining existing trees and incorporating additional trees and vegetation wherever possible, in accordance with Policy NE3 (tree protection and planting); and
- d) Protect existing allotments and food growing on site in accordance with Policy SC4 (food growing) and safeguard existing sports and recreation facilities on site (including the tennis courts) in accordance with Policy SC2 (social and community infrastructure).

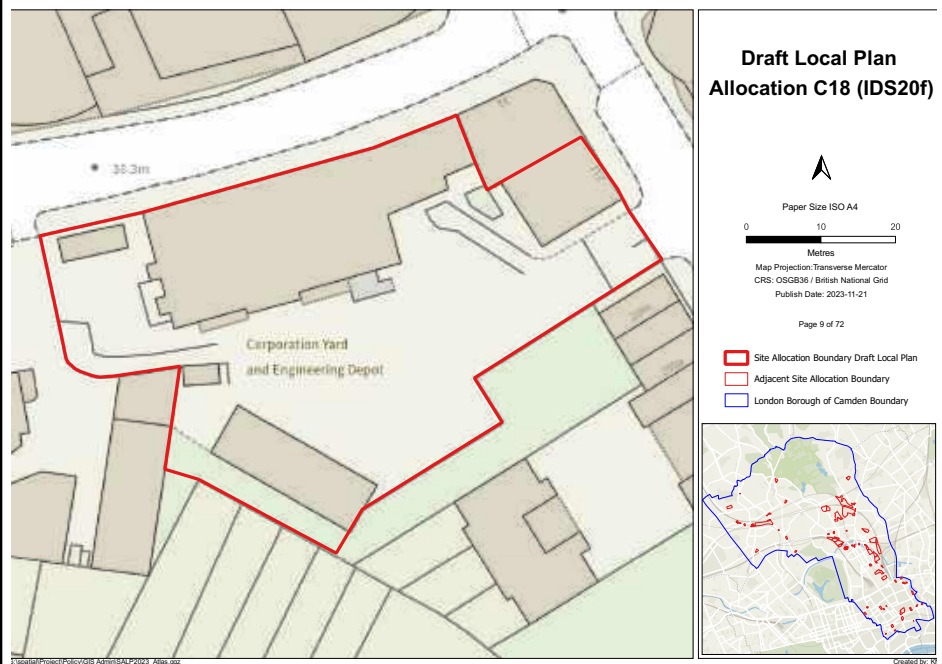
#### **OTHER CONSIDERATIONS**

- A Flood Risk Assessment will be required in accordance with Policy CC11 (Flood Risk). Recommendations in the Flood Risk Assessment will be secured by planning condition.



## ALLOCATION C18 (IDS20f) – Arlington Road former depot site

### SITE PLAN



<b>ADDRESS</b>	211 Arlington Road, London, NW1 7HD and 33-35 Jamestown Road, NW1 7DB
<b>AREA</b>	0.2 ha
<b>ALLOCATED USE</b>	Employment and permanent self-contained homes
<b>INDICATIVE CAPACITY</b>	66 additional homes
<b>DESCRIPTION OF EXISTING SITE</b>	The site is located on the corner of Arlington Road and Jamestown Road. The site is located immediately adjacent to, but outside of, Camden Town town centre.

### BACKGROUND

The site was until recently used by Camden Council as offices as a base for its street cleaning services. The depot buildings are generally low rise and have a functional appearance, commensurate with the uses they support.

### DEVELOPMENT AND DESIGN PRINCIPLES

Development must:

- be designed to ensure that the operation of existing, or future, employment uses on the site are not compromised by the introduction of housing;
- explore opportunities to create a more active and engaging street frontage along Arlington Road and Jamestown Road;
- ensure it relates successfully to the existing public house on the corner of Arlington Road / Jamestown Road, which is a locally listed building, and avoid any adverse impact on its continuing operation; and
- be designed giving careful consideration to scale and massing due to the potential impact on designated conservation areas nearby and neighbouring occupiers.

**4.13** The following table identifies further site allocations in the central area of the borough, many of which are already subject to planning permission, and sets out key considerations for each site.

Ref*	Address	Allocated uses	Indicative capacity	Key Considerations
C19 (KT7)	Highgate Centre, Highgate Road	Permanent self-contained homes, community use	47 additional homes	Under construction
C20 (IDS8)	Grand Union House, 18 – 20 Kentish Town Road	Employment (office) retail (ground floor) and self-contained homes	6 additional homes	<p>The Council has resolved to grant planning permission for 4000 sq m additional employment space and 6 homes.</p> <p>A contribution to delivery of additional housing will be expected having regard to relevant Local Plan policies including Policy H2, which has been assessed as 6 additional homes in the context of the development with a resolution to grant consent, but should relate to the scale of all additional floor area (GIA) proposed)</p>
C21 (IDS20g)	Heybridge garages, Hadley Street	Permanent self-contained homes	10 additional homes	Part of the Council's small sites programme
C22 (IDS20j)	Bacton Low Rise, Haverstock Road	Permanent self-contained homes	148 additional homes	<p>Planning permission granted (earlier phase completed).</p> <p>The Camden Building Height Study has identified this site as a location where tall buildings may be an appropriate form of development, with 12m - 40m considered the potentially appropriate height range. Additional height, above the potentially appropriate height range, may be possible in some locations on this site, subject to testing of impacts on strategic views in the London View Management Framework and relevant local views. The acceptability of particular tall building proposals, and their location within the site, will be assessed against Policy D2 on tall buildings and other relevant development plan policies.</p>

Ref*	Address	Allocated uses	Indicative capacity	Key Considerations
C23 (IDS20m)	Former Charlie Ratchford centre	Permanent self-contained homes	115 additional homes	Under construction
C24 (IDS20u)	52 Avenue Road	Permanent self-contained homes	12 additional homes	Planning permission granted with a planning obligation for delivery of 8 additional homes off site at Canfield Place.
C25 (NEW)	5-17 Haverstock Hill (Eton garages)	Permanent self-contained homes, retail uses	77 additional homes	Planning permission granted.

\*Previous policy reference used in the draft Site Allocations Local Plan 2020 is shown in brackets